

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
August 19 & 20, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, August 19, 2026, in Idaho Falls, Idaho. The following principals were present:

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

Newly appointed Chairman, Mitch Watkins presided over the meeting. The District 4 Member position is vacant. Chief Operations Officer Todd Hubbard attended in Chief Deputy Dave Kuisti's absence. Member DeLorenzo joined for the open house.

District 6 Tour. The Board met at the Idaho Falls maintenance shed and subsequently took a driving tour of the I-15/US-20 Connector. They also had an hands-on opportunity to see various maintenance equipment at the Idaho Falls shed.

Open House. A stakeholder outreach session was held at the Hilton Garden Inn in Idaho Falls. Member Liddiard welcomed attendees and introduced the Board. COO Hubbard provided brief remarks and stated ITD's commitment to working with the community on transportation issues. District Engineer Jason Minzghor 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.

August 20, 2026

The Idaho Transportation Board convened at 8:30 AM on Thursday, August 20, 2026, for the business meeting held at the District 6 Office in Rigby, Idaho. Members from the previous day were present. Lead Deputy Attorney General Gary Luke joined. Member Bulger was not present at the meeting.

Chairman Watkins acknowledged former Chairman Moad for his seven-years of service and recognized his commitment to ITD's mission and citizens of Idaho.

Safety Share. Safety and Compliance Officer Clint Reeder reported on an incident where field staff helped a woman in crisis that involved contacting local law enforcement (LE) and getting her to a safe place. As a result, staff is partnering with LE to receive training to help be better prepared for these types of incidents.

Board Minutes. Member Franz made a motion to approve the minutes of July 15 & 16, 2026, seconded by Member DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is September 16 & 17, 2026, in Lewiston. The following 2027 board meeting dates were set; January 21, February 18 and March 17 – all in Boise.

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-
ITB26-44 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 ITIP COMPASS project addition, the FY27-30 Division of Financial Management Strategic Plan Report, the FY26 Division of Financial Management Performance Report, FY26 Account write-offs, and FY26 local agencies' end of year and project list for redistributed obligation authority.

1) COMPASS project addition. Community Planning Association of Southwest Idaho requests to add a design project for a bridge over Indian Creek and the Union Pacific Railroad on Swan Falls Road in the City of Kuna. Total cost is \$2.5 million.

2) FY27-30 Division of Financial Management (DFM) 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. Plans are due to DFM by September 1. Since the Board's review last month, no additional edits were made.

3) FY26 DFM Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to DFM by August. Since last month, performance metrics were updated to reflect actual FY26 closeout data.

4) FY26 uncollectible account write offs. Department policy requires all uncollected accounts exceeding \$1,000 to be approved for write off by the Board and those under \$1,000 by the director, shown as Exhibit 592, which is made a part hereof with like effect. In

FY26, there were four accounts totaling \$8,458.48 over that threshold and two under \$1,000 totaling \$447.

5) FY26 local agencies' end-of-year plan and project list for redistributed obligation authority. Approval is to modify FY26 of the Federal-Aid Local Highway Program based on project readiness and funding. Currently, Idaho has received 78% of annual obligation authority. Of that amount, Local Public Agencies/Programs have remaining federal funding available (with match) for 11 various programs. If FY26 Redistribution is made, ITD will obligate the local share based on a list of prioritized projects submitted contingent on delivery and cost estimating.

Informational Items.

1) FY26 return check report. There were 127 returned checks in FY26 valuing \$67,185 out of the total value of \$56.5 million. ITD recouped \$58,627 or 87.3 of the returned checks.

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

The list of projects currently under advertisement was provided.

3) Monthly report of federal formula program funding through July 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 \$466.5 million. Allotted program funding through September 30 is \$442.6 million with \$66.1 million remaining as of July 31.

4) Professional services agreements and term agreements work tasks report. From June 21, 2026 through July 31, 2026, 27 new professional services agreements and work tasks were processed totaling \$3,960,182. Ten supplemental agreements to existing professional services agreements were processed during this period for \$2,699,155.

5) SH-55 Eagle Road variable speed limits in Boise and Meridian. District 3 determined establishing a variable speed zone on SH-55, Eagle Road between Fairview Ave. and Chinden Blvd. to be an appropriate measure regarding operating speeds during high traffic conditions. Variable speed zone adjustments (55 MPH and 45 MPH) are from milepost 38.095 to 40.855 during morning and afternoon high traffic conditions.

6) Draft FY27-33 Idaho Transportation Investment Program (ITIP) public outreach comments. The public comment period was from July 1 to July 31, 2026. This year, ITD received 689 statewide comments. Staff will present a summary of the responses to the Board in September.

Adopt-A-Highway (AAH) Presentation. Member Liddiard announced the AAH 2025 Group of the Year Award is the Idaho Falls Civitans. They adopted a section of Highway 26 near Ririe. They have been active in the program since 2005. The group thanked ITD and the Board for the award.

Director's Monthly Report. Director Alberto Gonzalez acknowledged former Chairman Moad for his support of ITD's people and programs and his advocacy of ITD's various advisory groups. He also acknowledged former Chief Innovation and Experience Officer Brenda Williams, who recently retired, for her contribution on employee engagement and building ITD's culture. Director Gonzalez reviewed updates to ITD's organization chart that reflects the reduction of one executive direct report – going from five to four and the respective divisional redistribution amongst them. The Civil Rights section will report to the director – along with Legal and Human Resources who work for their respective offices. An All Leaders virtual meeting was held to share the organizational changes. He invited two of his new executive staff to introduce themselves and he also recognized CJ Kendrick for his promotion and new role as DMV Administrator.

Chief Deputy Laila Kral, former Local Highway Technical Assistance Council Administrator, introduced herself having spent several years at LHTAC. She stated she is looking forward to continuing to move ITD forward - engaging with staff and creating opportunities. She does not intend to change the good work they are doing and acknowledged everyone is here to serve the citizens of Idaho.

Chief of Administration Lisa McClellan expressed her gratitude and interest in ensuring staff have everything they need to do a good job. She initially started in Financial Services, and after 14 years, transitioned to DMV. She stated she is looking forward to how they can increase revenues and bring new monies to ITD.

Chairman Watkins stated they have the full support of the Board and have built a great organizational chart. He also expressed thanks to Brenda Williams for her leadership.

Chief Operations Officer Todd Hubbard gave an update on additional activities on top of ITD's summer operations that included work on fire mitigation assistance and provided progress on construction projects. Some highlights included ITD helped on the Big Grass fire that was burning in Idaho by providing equipment and six personnel for seven days – along with partnering with other agencies. He shared a video featuring that partnership with Department of Lands, Emergency Management and Bureau of Land Management. Mudslides, water main breaks, bridge strikes and other emergency closures have all created an extra demand for crews. COO Hubbard reviewed some major completed projects such as the South Jerome Interchange (IC), I-84 and I-15 Northgate to Fort Hall, northbound lanes. Some near completion projects are I-90, SH-41 IC and I-84, Karcher IC. He concluded his remarks by acknowledging three staff members who received the American Association of State Highway and Transportation Official's 25-Year of Meritorious Service Award.

Director Gonzalez concluded his remarks by reporting on two recent incidents that involved staff providing first responder assistance. He also thanked Brenda and Mollie McCarty, former Chief External Affairs Officer, for their work to help successfully transition ITD's Leadership.

District Engineer Annual Report. District 6 Engineer Jason Minzghor presented his annual report. He reported on growth in the Greater Idaho Falls area, priority projects, project delivery, and winter and summer operations achievements. Some highlights included Idaho Falls is the second largest population in the state. The US-20 Idaho Falls to Arco is a priority project that reflects future growth of Idaho National Laboratory who is anticipated to be one of Idaho's largest employers. The 10-mile project includes four phases with the environmental document expected this fall. Other priority projects are the US-20 West, Idaho Falls to Arco (First 10 miles estimated at \$95 million), I-15/US-20 Connector (\$450 million total estimated construction), US-20/US-26 Connector, US-20 Chester to Ashton; and US-20 Ashton to SH-87. Within two years, the district will have an estimated \$1.5 billion worth of projects ready for construction. The district achieved a mobility score of 84% for winter operations and accomplished various summer operations such as bridge work, striping, and night paving.

Zero Fatality Awards. Highway Safety Manager Josephine Middleton shared Teton County recorded seven fatalities from 2020 to 2024. In 2025, they had 139 crashes with no fatalities. Representatives from Idaho State Police, Teton County Sheriff's Office, Teton County Emergency Management, and District 6 maintenance staff were recognized and received the Zero Fatalities Award and a safety coin.

Idaho Traffic Safety Commission (ITSC) Annual Report. Highway Safety Manager Josephine Middleton provided the ITSC annual report that was established under Idaho Code 40-508. She reported on the current 12-person membership and the Commission's role, meetings held throughout the year, 5-year average fatality rate, shared videos on outreach and engagement, and reviewed crash data. Some highlights included at the November 26, 2025 meeting, ITSC discussed the Street Vision Artificial Intelligence tools and reviewed ITD's ITSC proposed policy revisions. The 5-year average actual fatality rate in 2024 was 243 with a target goal of 238. The ITSC approved the FY27 Annual Grant Application and FY27-29 Triennial Highway Safety Plan at their May meeting, which the Board approved in June. HSM Middleton shared a Shift produced video on "Buckle Up Your Loads." The Office of Highway's Shift website contains resources and real-time crash data. Newly added, are best practices regarding e-bikes. HSM Middleton concluded her remarks by sharing another Shift video featuring the "Drive Well, Idaho" campaign.

In response to Member Liddiard's inquiry regarding the 5-year fatality rate and it leveling out over time based on population growth, HSM Middleton stated that population data is not included; however, confirmed that it would impact the rate.

Chairman Watkins expressed concerns with e-bikes as ridership grows and would expect that issue to become a bigger part of OHS's scope of work. HSM Middleton stated they provide resources on their website and do engage with bicycle/pedestrian planners and community partners. Incident statistics are up for ages 11 to 15-year-olds. The injuries reported are more similar to those of motorcycle incidents.

Director Gonzalez commended OHS on their website and underscored the importance of the relationships with law enforcement.

Bonneville County Sheriff's Officer Sergeant John Miller, OHS's law enforcement liaison, provided an overview of their impaired driving education outreach and training programs. They provided training to over 100 officers, and through impaired grant funding, conducted various campaigns. Starting in 2027, they will have a full-time law enforcement person dedicated to traffic safety.

Annual Administrative Rules Review Update. Transportation Policy Specialist Brendan Floyd reviewed ITD's administrative rules review process. This is the first year of the mandatory eight-year review schedule. Conceptually, it replaces the five-year Zero-Based Regulation executive order that was issued in 2020. ITD has two rules they are reviewing – a rule concerning motor carrier financial responsibility and the license plate rule. The latter addresses statutory changes that removed the issuance of registration stickers and eliminated the 10-year expiration of physical license plates. Staff will provide draft rule language to the Board for review in October and seek adoption in November.

State Fiscal Year 2026 Financial Statements. Financial Controller Robbie Swajkoski reported on the yearend FY26 financials. He reviewed revenue trends - actuals to forecasts and expenditures for the State Highway Fund (SHF), Highway Distribution Account (HDA), Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included revenue to the SHF overall performed well at 0.7% above forecast with a 20% increase in misc./buyback, and 0.4% over forecast for transfers-ins. The HDA was up by \$3M with increases in special fuel tax and truck registrations, which were up \$5.3M over forecast. Expenditures in the SHF for personnel, had \$10.6M in savings due to a light winter and not needing to hire seasonal hourlies. Operating costs were down, which included the \$30M for State Street facility renovations, as was contract construction totaling \$457.6M (due to construction lifecycle timing). Overall, state-sourced revenues for the AERO Fund came in 7.4% above the revised forecast. There was an internal holdback in place for AERO expenditures to ensure alignment with revenue. Earlier in the year, staff was notified by the Tax Commission that a reporting error had affected revenue collections. The occurrence has been corrected, and staff will continue to monitor revenues. TECM revenue reached \$100M, of which \$80M is going to debt service and \$51.4M has been expended on pay-as-you-go. The 3-year phase in of \$60M (that began in FY26) for the TECM fund will increase the fund to \$120M in FY27 and \$140M in FY28. No revenue was received from the cigarette tax. The beginning cash

balance for the SIPF was \$334.5M plus \$51.2M in interest. ITD also recovered \$19.7M in interest from an initial holdback. The ending SIPF balance is \$418.0M, which is committed to projects. FY26 Year-to-date (YTD) expenditures for GARVEE are \$62.5M and \$362.6M for TECM. FY26 YTD expenses for the CARES Act funding for public transit are \$400K – this is the final year for the program.

In response to Member DeLorenzo's question regarding the end date for the GARVEE debt service payments, FC Swajkoski replied that the payment will drop to \$51M in FY30 and the GARVEE bond mature date is FY39.

August 2026 Revenue Forecast and Proposed FY28 Appropriation Request. Economist Greg Dietz provided an overview of the August 2026 revenue forecast for FY28 (3-year history plus forecasts for FY27 and FY28) for the State Highway Account (SHA), Strategic Initiative Program Fund (SIPF), Transportation Expansion and Congestion Mitigation (TECM) and Aeronautics (AERO), and reviewed key recession indicators. Some highlights included federal revenue for the SHA are forecasted at \$458.4M, which is based on anticipated revenue due to the expiration of the Infrastructure Investment and Jobs Act on September 30, 2026. State revenue is forecasted at \$442.9M for a total SHA of \$945.1M. No forecasted revenue for SIPF is included because ITD did not receive general funds for FY27 or FY28 (only simple interest is forecasted). Total forecasted SIPF is \$19M and \$146.5 for TECM. Forecasted revenue for AERO totals \$5.24M. The grand total for FY28 is \$1.12 billion. Economist Dietz reviewed some key recession indicators such as the slowing of gross domestic product, consumer confidence and spending, unemployment, and inflation.

In response to Member Liddiard's question regarding the US Treasury buying back long-term bonds and state level impacts, Economist Dietz replied he was not aware of the buy back but will research and report back.

In response to Vice Chair Osborn's inquiry about the status of Idaho's general fund revenues, FC Swajkoski stated he will get the information and report back.

Financial Manager Kirk Weiskircher reported on ITD's proposed FY28 budget request and changes since the June 2026 board workshop. Some highlights included employee compensation change increased to \$6.97M (including a 27th pay period and 1% CEC) and health insurance and variable benefits reduced to \$2.64M. The Administration Division's \$13M line item for CGI Advantage upgrade was removed to determine if Luma can accomplish ITD's needs, and their replacement equipment increased to \$1.92M. AERO's \$70K enhancement request for target pay increases was removed. ITD will address it internally. And their replacement equipment increased to \$221K for the addition of a vehicle. No changes were made to Capital Facilities lines items – it does include spending authority for State Street Headquarters of \$19.96M (that does not include the move or furniture.) DMV's line item for the GEM upgrade to a Cloud-based platform was reduced to \$1.0M and will be a multi-phased project over three years. Their replacement equipment

was reduced to \$948,600. Highways' line item changes included increases for the lane striping enhancement and new equipment to \$5.5M and \$10.6M respectively, removal of \$1M for general inflation, and a total reduction of \$2.8M in replacement equipment. Two of Contract Construction's line items were delayed to FY29 (511 upgrade and TECM reversion recovery), and spending authority for federal grants was reduced to \$56.6M. ITD's total replacement equipment request is \$65.4M. The total Program Maintenance budget, with base adjustments of \$9.9M, is \$936.6M, which JFAC approves in a separate bill. ITD's total Program Funding request, including debt service, is \$1.32 billion and reflects a reduction of \$39.2M since June 2026. FM Weiskircher reviewed some pending impacts such as the CGI Advantage/LUMA fit gap, final adjustments for CEC, SWCAP fees, and federal grants.

In response to Member DeLorenzo's question regarding general inflation and having to absorb those costs, FM Weiskircher stated they were directed to remove it. ITD has been able to absorb inflation costs in the last few years. Most likely, general inflation will not be in the Governor's budget.

In response to Chairman Watkins' inquiry about the CGI Advantage versus LUMA line item (which \$13M was removed), FM Weiskircher stated all software upgrades require the State Controller's Office (SCO) approval. ITD's preference is to keep Advantage; however, they understand changes have been made to the LUMA system to make it work. SCO is currently doing testing. Member DeLorenzo questioned who makes the final decision if the testing is acceptable for ITD's use. Director Gonzalez offered he met with SCO, Division of Financial Management and Division of Human Resources and they have voiced concerns with Advantages project accounting. Ultimately, the Governor would decide. FM Weiskircher stated ITD has cash reserves available to add the line item back in, if needed.

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

RES. NO. WHEREAS, the FY2028 Department Budget Request will be prepared in
ITB26-45 accordance with instructions in the Division of Financial Management's
Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2028 Budget Request Summary.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 20, 2026, and authorizes the estimates and guidance provided to serve as the basis for the FY2028 budget request submitted to the Division of Financial Management and Legislative Services Office.

Revised Policy 4016 and 5016, Traffic Regulation. Chief Engineer Chad Clawson reviewed the proposed revisions to the Board and Administrative Traffic Regulation policies. He noted it has been 10 years since the last update. Revisions included updating staff titles, manual references, and adoption and enforcement of the Manual on Uniformed Traffic Controlled Devices. It also includes cost sharing rules for signals and devices, when and how minute entries are performed and required, and updates on parking restrictions, designated authority and traffic engineer studies requirements.

Vice Chair Osborn requested CE Clawson review the funding formula for a new intersection signal. Cost sharing is based on a ratio of the lanes entering the intersection to the number of local route lanes.

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

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing
ITB26-46 policies governing the Idaho Transportation Department; and

WHEREAS, Board Policy 4016, Traffic Regulation, required updating to incorporate current and relevant Idaho Code and to eliminate references to outdated statutory provisions; and

WHEREAS, Administrative Policy 5016, Traffic Regulation, also required updating to reflect current Department procedures, including clearer direction on cost-sharing responsibilities for traffic control devices and lighting on state highways, updated speed zone adjustment procedures, and the inclusion of non-motorized traffic control devices; and

WHEREAS, the Board's Policies Subcommittee reviewed both policies and concurred with the proposed revisions, as corrected, at its July 22, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the revisions to Board Policy 4016, Traffic Regulation.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5016, Traffic Regulation.

Revised Policy 5532, Employee Commercial Driver's License Requirement. Maintenance Operations Manager Ty Winther reviewed the proposed policy changes. The main change is the ability to extend the timeline for employees to acquire a commercial driver's license (CDL) from 60 to 90 days, if needed and with the director's approval. He added it takes longer to get a CDL. The changes in policy also allow the district to use a Class

B license. ITD would pay for the upgrade costs from Class B to Class A, if deemed needed by the department.

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

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing
ITB26-47 policies governing the Idaho Transportation Department; and
 WHEREAS, Administrative Policy 5532, Commercial Driver's License
 Requirement, defines the Department's standards for when an employee
 must obtain a commercial driver's license (CDL); and

WHEREAS, the policy has been updated to provide increased flexibility and
support employees in meeting CDL requirements under varying conditions;
and

WHEREAS, the Board's Policies Subcommittee reviewed Administrative Policy
5532 and concurred with the proposed revisions at its July 22, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board
concurs with the revisions to Administrative Policy 5532, Employee
Commercial Driver's License Requirement.

Draft Long Range Transportation Plan (LRTP). Sr. Transportation Planner Brianna Fernandez provided an overview of ITD's 2050 Draft LRTP reviewing the plan purpose and requirements, emerging trends and exiting conditions, vision and goals, public engagement results, future needs and strategies, and next steps. Some highlights included the 2050 multimodal LRTP is Idaho's federally required, 20-year policy plan that is updated every 5-years. The Plan also aligns with ITD's Board Policy 4069. Some Idaho growth and demographics data shows population projected at 2.7 million by 2050, 96% of households having a vehicle (tied #1 in the U.S.) and over 22% projected vehicle miles traveled from 2022 – 2050. Additional Census data show increases in economic and freight growth such as in truck travel from 2022 to 2050 up by 33%. The network includes representation from various modes like highways, bridges, aviation, and freight and passenger rail. Beginning in November 2025, staff held several public engagement meetings ranging from statewide open houses to six metropolitan planning organizational meetings. The formal public 30-day comment period will run from August to September 2026. The top priority feedback received is to maintain existing roads and bridges before new expansion, but also valued safety improvements, reliability during disasters and accessibility. Some of ITD's investment needs will center on pavement preservation, bridges and capacity and system operation. Twenty-eight strategies were identified and organized into 14 categories covering every mode. Staff will bring the final LRTP to the Board for adoption in October 2026.

In response to Member DeLorenzo's question about tracking data for households with more than one car and which state did Idaho tie with as #1 in the U.S., TP Fernandez replied she will research if the data is available and report back.

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, Consultant Services Engineer Mohsen Amirmojahedi presented the request for agreement authorization for design services. The project, as shown in the resolution, is SH-44, I-84 to Star Road, Corridor Study David Evans and Associates. CSE Amirmojahedi reviewed the project background and justification 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
ITB26-48 (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
23630 ¹ / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	\$4,004,817	\$4,005,000	\$1,970,914	\$5,975,731

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

Board Unallocated Funds Request to Replace I-84, Jct. US-20/26 Parma Interchange (IC), Exit 26 Bridge. District 3 Engineer Jason Brinkman reported the Parma Interchange

Bridge over I-84 at Exit 26 in Caldwell was struck by an improperly loaded excavator two weeks ago. The bridge is currently closed to all traffic over the top. It is the only convenient IC to access US-20/26 west of Notus, Parma and eastern Oregon and is a high traveled truck corridor. Currently, construction is wrapping up on I-84 between Exit 27 and 29. Staff are also designing the replacement of Exit 25 (Middleton Exit), which traffic from the closed bridge at Exit 26 is being routed through. There was extensive damage across all four girders of the Exit 26 bridge, built in 1964. Because repairing the bridge is infeasible, two alternatives were considered – replace the damaged span, about a third of the bridge, or replace it. Staff are pursuing insurance costs from the driver and company who struck the bridge. The full bridge replacement design cost is estimated at \$1.4 million and can be completed in about six months. Construction is estimated to cost \$14 million split over FY27 and FY28.

In response to Member DeLorenzo's question whether there is any relief ITD can provide to the locals where traffic is backing up along the corridor, DE-3 Brinkman stated staff signaled one of the ramps that helps with westbound traffic. They are considering additional options and will bring back a recommendation at a later date.

Member DeLorenzo made a motion, seconded by Member Franz, to approve the following resolution with correction, as noted in red below. The motion passed unopposed.

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB26-49 Transportation Department's mission of safety, mobility, and economic
opportunity; and

WHEREAS, it is in the public interest for ITD to promptly restore traffic on the Parma Interchange Bridge over I-84 in Caldwell with a cost-effective permanent bridge replacement; and

WHEREAS, ITD has completed a Bridge Type, Size and Location report at the Parma Interchange Bridge; and

WHEREAS, ITD is prepared to advance the design through a previous Request For Proposal allowing the design to be ready for bidding in early 2027.

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of I-84, Jct. US-20/26 Parma Interchange (Exit 26) Bridge project for an estimated cost of ~~\$15,000,000~~ **\$15,400,000** to the approved FY2026-2032 ITIP and draft FY2027-2033 ITIP with the following funding plan:

For design (PE/PC), \$1.4M will be funded with FY27 Board Unallocated. For construction (CE/CC/CN), \$8M will be programmed in FY27 and \$6M will be programmed in FY28, which will be balanced through the end of year plan.

Legend:

ITIP – Idaho Transportation Investment Program CE – Construction Engineering

CC – CE by Consultant

Legend:

CN – Construction

PE – Preliminary Engineering

PC – PE by Consultant

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:00 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz seconded the motion, and it passed unanimously by roll call vote. Chairman Watkins 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 12:30 PM.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 12:30 PM.

Read and Approved
September 17, 2026
Lewiston, Idaho

Signed

MITCH WATKINS, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive
Idaho Transportation Board

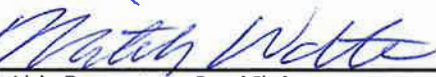
EXHIBIT 592

ACCOUNTS TO BE WRITTEN OFF - \$1000 or Greater
FISCAL YEAR 2026

Statement Date 6/5/2026

Account	Name	Final Comments	Registration	Returned Check	Audit	Re-Instatement	Damage Claim	Other	Amount
554513	NOAHS MACHINERY MOVING LLC	Past statute of limitations.	\$ -	\$ 1,991.24	\$ -	\$ 40.00	\$ -	\$ -	\$ 2,031.24
655099	HANDERSON TRUCKING	Past statute of limitations.	\$ -	\$ 1,643.04	\$ -	\$ 40.00	\$ -	\$ -	\$ 1,683.04
565563	SWAFFORD TRUCKING LLC	Past statute of limitations.	\$ -	\$ 1,338.00	\$ -	\$ 40.00	\$ -	\$ -	\$ 1,378.00
625519	T9 INC	Past statute of limitations.	\$ -	\$ 3,326.20	\$ -	\$ 40.00	\$ -	\$ -	\$ 3,366.20
Grand Total			\$ -	\$ 8,298.48	\$ -	\$ 160.00	\$ -	\$ -	\$ 8,458.48

Approved by:


Idaho Transportation Board Chairman

Date

8-21-2026

ACCOUNTS TO BE WRITTEN OFF - UNDER \$1000
FISCAL YEAR 2026

Statement Date 6/5/2026

Account	Name	Final Comments	Registration	Returned Check	Audit	Re- Instatement	Damage Claim	Other	Amount
9329399	DEBORAH L BELLEW	Past statute of limitations.	\$ -	\$ -	\$ -	\$ -	\$ 397.00	\$ -	\$ 397.00
6101535	KELLY, KRISTA MAE	Past statute of limitations.	\$ -	\$ -	\$ -	\$ -	\$ 50.00	\$ -	\$ 50.00
Grand Total			\$ -	\$ -	\$ -	\$ -	\$ 447.00	\$ -	\$ 447.00

Approved by:

Controller _____ Date _____
Krista McCall 8/25/24
 Chief Administrative Officer