REGULAR MEETING
IDAHO TRANSPORTATION BOARD
October 14, 2026

The Idaho Transportation Board met at 8:30 AM on Wednesday, October 14, 2026, in Boise, 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 – District 6
Alberto Gonzalez, Director
Laila Kral, Chief Deputy
Gary Luke, Chief Deputy Attorney General
Lorraine Dennis, Business Executive to the Board

District 4 board member position remains vacant.

State Street Headquarters Building. The Board toured the State Street Headquarters Building.

Safety Share. Information Technology Software Engineer Josh Hon reported on the importance of using artificial intelligence (AI) responsibly. When receiving questionable emails or data, he recommended that staff verify and review before proceeding.

In response to Chairman Watkins' question about employee AI access and use, SE Hon stated employees have daily AI access; however, agency policies are being drafted to direct employees on use and enforcement. In follow-up, Chairman Wakins inquired about AI best practices amongst the country and networking opportunities. SE Hon replied that ITD is engaged at the federal level and is looking at those methods as well.

In response to Member Bulger's inquiry regarding specific AI usage, SE Hon stated they have some in-house tools available for DMV but are not available for everyone.

Director Gonzalez added that ITD has taken a leadership role in automating processes and that they have asked the district offices to look at potential AI application use.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of September 16 & 17, 2026, seconded by Member Bulger, and the motion passed unanimously.

Board Meeting Dates. The board set the remaining 2027 board meeting dates from April to December.

Consent Item. There were no consent calendar items this month.

Informational Items.

1) Contract awards and advertisements. There were seven ITD and no Local contracts awarded that did not require Board approval for the month of September 2026.

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through September 30. Idaho received full year FY26 obligation authority of $409.7 million through September 30, 2026. An additional $62.2 million of redistribution was received on August 28, 2026. Allotted program funding through September 30th was $512.3 million with zero remaining.

3) Professional services agreements and term agreements work tasks report. From August 30, 2026 to September 19, 2026, 10 new professional services agreements and work tasks were processed totaling $1,884,135. Two supplemental agreements to existing professional services agreements were processed during this period for $169,525.

4) Sponsorship of department programs. Board Policy 4041 provides ITD the opportunity to seek sponsorship of appropriate activities or programs when it is in the best interest of the department and public. No sponsorship agreements were executed this year.

5) Final FFY2026 redistribution and ITD end of year closeout activities. The board was provided final federal fiscal year closeout actions, shown as Exhibit 595, which is made a part hereof with like effect, bring ITD's obligation authority to zero for the FY26 fiscal year.

6) State Fiscal Year 2027 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of August 31 are above forecast (5.8%) with revenues in the Highway Distribution Account above forecast by 15.4%. Overall state revenues to the State Aeronautics Fund are 17.2% below forecast. State fuel tax revenue is 12.2% below forecast. Collectively, total state-sourced AERO revenues are down 10.6% from forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of $653K are due to vacancies and hiring gaps. Contract construction cash expenditures in the SHA are $111.8M, and total construction expenditures from the five different funds sources total $206.5M.

The balance of long-term investments is $199.1M. These funds are committed to construction projects and encumbrances. The cash balance is $171M. Expenditures in the Strategic Initiatives Program Fund are $19.6M. Deposits into the Transportation Expansion

and Congestion Mitigation Fund were $27.5M. Expenditures for the TECM bond program during this period are $59M and $49.4M for GARVEE debt service.

Director's Monthly Report. Director Alberto Gonzalez reported on external and employee engagement activities, growth and future revenues and federal updates. Some highlights included he participated in the Governor's Capitol for a Day (CFAD) event in Lava Hot Springs - along with Member Bulger, toured the State Street Headquarters Building with state partners from Division of Financial Management and Department of Administration regarding a timeline for employees return, and met with ITD's bridge inspectors regarding standardizing processes. ITD's annual Leaders Workshop is October 20 and 21, which is a two-day training session for all ITD supervisors, ensures messaging is aligned, and where employee-led top innovations are recognized through the Best of the Best award competition. These various engagements are meaningful and give ITD the opportunity for transparency and exchange of information.

As growth and demand on ITD's transportation system continues, ITD is initiating increased planning efforts to ensure the right projects are ready. However, with inflation, it creates greater challenges of falling even further behind and the immediate need to address funding. State funding is seeing positive signs of surplus growth, which is a shift from last year. ITD is working hard on future planning, and they want to send a strong message on funding needs. At next month's board meeting, staff will hold a workshop to discuss a balanced approach to revenue generation and the need for a more consistent funding mechanism to address growth. Timing of the workshop will also tie in with ITD's upcoming legislative outreach meetings. He noted, it is not just about expansion, but the funds needed for operating and maintaining ITD's roads. They plan on providing the board with the tools to educate and recommend but recognized ultimately it is the Governor and law makers who will decide on the budget recommendations. He reiterated that ITD's job is to inform and recommend and they will support whatever the Governor and legislature decides; however, without adequate funding they will not be able to keep up with growth. Investment also needs to include education and compensation for employees.

Director Gonzalez provided an update on congress' action to finalize FY27 spending legislation and a long-term surface transportation reauthorization that extends to December 11, the Disadvantage Business Enterprise final rule, and President Trump's passage of red dye diesel executive order that entails a 30-day suspension on enforcement.

Chairman Watkins commented in support of ITD's vision of finding the balance between maintaining the roadway system and expansion. He noted, many of the public comments received support larger projects; however, most are about maintaining deteriorating roads.

Chief Operations Officer (COO) Todd Hubbard reported on ITD's national roadeo winners, collaboration with Wyoming and their Highway 22 (WY22) Safe Pass requirements,

ITD's response to various incidents, fatality data, and the National Highway Traffic Safety Administration's distracted driving and seat belt video. Some highlights included ITD's four-member team won the national top agency title - for the fifth time in the last six years, at the National Roadeo Snow and Ice competition held in Colorado. The new WY22 Safe Pass requires all vehicles over 10,000 gross vehicle weight be pre-certified before driving Teton Pass beyond the Idaho and Wyoming border. ITD assisted in sharing information and installed signs along SH-33 and at vehicle turnouts in advance of Teton Pass. Preliminary data shows the 100 Deadliest Days of Summer fatalities from 2025 to 2026 increased from 87 to 92; however, year-to-date, they declined from 183 in 2025 to 155 in 2026. COO Hubbard concluded his remarks by sharing a video featuring a local woman from Declo, Idaho who was involved in a serious car accident that ejected her from the vehicle and left her hanging from a powerline as a result of driving distracted and not wearing her seat belt.

In response to Member DeLorenzo's question regarding the process to self-certify for the Teton Safe Pass, COO Hubbard stated it requires watching a video so one has awareness and understands how to operate their vehicle while towing in steep grades.

Member Bulger participated in the recent CFAD event and commented on it being well attended and praised Director Gonzalez for his fielding of the numerous questions he received on transportation issues.

2050 Long Range Transportation Plan (LRTP). Planning and Development Manager Scott Luekenga reviewed the final LRTP that incorporates comments from the formal 30-day public comment period held August 21 to September 20. (The board received a copy of the public comments.) The 2050 LRTP is Idaho's federally required 20-year policy plan that sets a statewide vision and long-term goals. The LRTP helps guide the vision based on input from the public and stakeholders. The 30-day open comment period provided the public with an opportunity to comment on the final plan. ITD received 48 comments during the 30-day open comment period and were in line with maintaining the roadway system and tied in with comments received on the Idaho Transportation Investment Program (ITIP). Some common feedback centered around corridor capacity and congestion, roadway and traveler safety, and multimodal options.

In response to Member Franz' inquiry on the frequency of the LRTP updates, PDM Luekenga stated it is every five years with a 20-year horizon.

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

RES. NO. ITB26-55 WHEREAS, federal statewide transportation planning is governed by 23 U.S.C. § 135 and implemented through the joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning regulations at 23 CFR Part 450, Subpart B; and

WHEREAS, these regulations require each state to carry out a continuing, cooperative, and comprehensive ("3-C") statewide transportation planning process that results in the development of a long-range statewide transportation plan with a minimum 20-year planning horizon; and

WHEREAS, this plan aligns with Board Policy 4069; and

WHEREAS, department staff have engaged stakeholders and the public for input and comments for developing a 2050 Long Range Transportation Plan; and

WHEREAS, on August 20, 2026, the Idaho Transportation Board was presented with a draft of the 2050 Long Range Transportation Plan; and

WHEREAS, from August 21 to September 20, 2026, the draft 2050 Long Range Transportation Plan was available to the public for comment; and

WHEREAS, the Idaho Transportation Board was presented the changes to the draft plan based on responses from the public comment period; and

WHEREAS, the Idaho Transportation Board has reviewed the final 2050 Long Range Transportation Plan.

NOW THEREFORE BE IT RESOLVED, that the Board adopts the 2050 Long Range Transportation Plan.

FY27 Board Unallocated Funds Request for US-26B Safety Project in Ririe. District 6 Engineering Manager Bryan Young reviewed the request for safety improvements along US-26B and intersection of US-26B and County Line Road in Ririe using Board Unallocated Funding for an estimate of $227,000. The request was made by the City of Ririe to address connectivity between the City and junior and senior high schools. In 2025, the board approved $465,000 for this project. Due to escalation in asphalt and concrete costs, additional funding is being requested to facilitate completing the project this year.

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

RES. NO. ITB26-56

WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to partner with the City of Ririe in the construction of a school path and intersection safety improvements on US-26B; and

WHEREAS, this project is included in the FY27-FY33 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that Board approves adding additional funds to the US-26B Safety Project (KN 25115) to FY27 of the FY27-FY33 ITIP in the amount of $227,000 using FY27 Board Unallocated Funds.

ITD Draft FY2026 Annual Report. Communication Manager John Tomlinson reviewed the draft FY26 Annual Report. The theme is "We're Always Here for You, Idaho." Some highlights included ITD invested $687 million in construction projects and 11.6 billion miles were driven on 12,000 lane miles. Other accomplishments achieved included allowing military skills test waivers for veterans seeking commercial driver's licenses and integrating aircraft registrations into the DMV system. DMV reported 2.2 million transactions were recorded as a part of their "Skip the Trip" online services. Idaho's growth continues to place demand on ITD's system from issuing licenses to roadway miles driven. The report summarizes revenue funds received ($1.2 billion) and expenditures ($1.1 billion) – 65% of expenditures are on contract construction. Of the 1,854 state bridges, 53% are over 50 years old. The square footage cost for bridge repairs has increased from $285 a square foot (sq. ft.) to $500 sq. ft. over the last five years. ITD will continue to accelerate project readiness and seek additional ongoing revenue to support and advance transportation. CM Tomlinson summarized revenue sources for highway project funding and welcomed comments and suggestions from the board.

Chairman Watkins revisited comments regarding the need to enhance funding sources and increase revenue. He cited the example of escalating bridge repair costs and the inability to maintain them at current funding levels, and the importance of communicating that with law makers.

ITD Draft Annual Administrative Rules. Transportation Policy Specialist Brendan Floyd provided an overview the ITD's proposed administrative rules for the 2027 legislative session, which are within the 21-day public comment period. This is the first year of the mandatory eight-year review schedule. ITD is moving forward with two rules. One rule covers motor carrier financial responsibility that is under mandatory review, and the other, covers license plates to address recent statutory changes that removed registration stickers and the 10-year expiration of license plates. The edits were minor and non-substantive. Staff will seek adoption of the rules as pending for the upcoming legislative session at next month's board meeting.

In response to Vice Chair Osborn's question regarding the replacement process if one has a damaged license plate, TPS Floyd stated it is up to the individual to retain a legible plate. One would need to report it and order a new plate from DMV. There is a process to do so that is available online.

FY27 Idaho Airport Aid Program (IAAP) Funding. Planning and Development Manager Steffen Verdin presented the FY27 IAAP funding request. Some highlights included funding for the IAAP is primarily through aviation and jet fuel taxes. Dedicated funding allocation for FY27 is $1.25 million in addition to the remaining FY24 Idaho First funding of $500,000, which was released to fund four local airports. This year's IAAP provides high-priority project funding to 23 airports that is a grant-based application process. Projects are based on prioritization and allocation methodology that have been reviewed and supported by the Aeronautics Advisory Board at its September 23, 2026 meeting.

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

RES. NO. ITB26-57

WHEREAS, at the Idaho Transportation Board has the authority to design, construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved $1,750,000 for airport improvements; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on September 23, 2026.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Idaho Airport Aid Program for state Fiscal Year 2027 in the amount of $1,750,000.

BE IT FURTHER RESOLVED, that the Board authorizes the Division of Aeronautics to issue grant offers for SFY 2027.

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 I-84, Exit 90 to Exit 95 restoration, Mountain Home by Horrocks. CSE Amirmojahedi reviewed the project background and justification and outlined the requested authorization.

In response to Member Franz' question regarding the high agreement cost, COO Hubbard stated the project includes widening pavement and replacing a number of existing bridges that require a lot of design work. This design cost is within 10-15% of the total cost, which they deem appropriate.

Member DeLorenzo commented that this is a big project that spans five miles of widening in Mountain Home and helps to address all the growth in the surrounding area.

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

RES. NO. ITB26-58

WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than $2,000,000 and each subsequent cost increase, work task agreements greater than $500,000, cumulative work task agreements on a project greater than $1,500,000, and consultant two-year work task agreements total greater than $1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to this agreement before they are executed.

NOW THEREFORE BE IT RESOLVED, that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
23540[1] / Design	I-84, Exit 90 to Exit 95 Restoration, Mountain Home	3	$1,940,189	$1,940,945	$12,253,497	$14,193,686

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

Trucking Advisory Council (TAC) Annual Report. TAC Chairman Pocock reported on the current seven-person TAC membership, activities for the year, towing issues, and key 2026 legislative initiatives. Some highlights included the TAC held three meetings this year discussing topics such as road salt practices. Staff provided information on salt, blue salt and corrosion inhibitors usage statewide. At the TAC's request, information was shared regarding the potential use of beet juice, that due to its high cost, residue concerns and limited application make it option ITD would not pursue. The legislature passed an

abandoned vehicle cleanup bill that streamlined the notifications process by putting the responsibility on towing companies and updated fee and storage limits. However, there are still concerns with excessive towing charges that need to be addressed. TAC attended a meeting in June with representation from ITD, the trucking industry, and legislators regarding predatory towing. It is a nationwide issue that needs to be addressed at the federal level - TAC anticipates future legislation. Chairman Pocock reviewed legislative initiates that were passed this year and that TAC provided feedback on such as the elimination of Idaho's differential speed limits and the slow-moving vehicle pull-over statue. He also commented on red dyed diesel fuel stating that allowing an tax exemption for 30 or 90 days would have been a better option. There are concerns with the president's executive order that the increased demand for dyed fuel will result in higher prices.

Director Gonzalez stated the TAC has served as a model amongst other advisory groups and expressed his appreciation for their feedback on important issues and thanked Chairman Pocock for his leadership.

Executive Session on Legal and Personnel Issues. Executive session was not held because there were no items for discussion.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 11:43 AM.

Read and Approved
Nov 19, 2026
Boise, Idaho

Signed
MITCH WATKINS, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board

Exhibit 1

FY2026 Federal Fiscal Year Final Closeout Actions September 2026

District	Key #	Route #	Project Name	Program	Final Cost	Reason
5	21860	US 91	PARK LAWN TO SIPHON RD, CHUBBUCK	Safety/Carbon	12,867,000	CE/CC/CN Obligation to Advertise Remaining FY26 Project
2	20032	US 95	CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Capacity/Bridge Restoration	4,400,000	CC & CN Increases to Cover Additional Inspection Services and Change Order Work on FY22 Project
3	22269	Various	FY26 D3 BRIDGE REPAIR	Bridge Preservation	800,000	CN Increase to Cover Change Order Work on FY26 Project
4	23340	2025	THIRD RIVER CROSSING STUDY, TWIN FALLS	Planning, Scoping, & Studies	100,000	PE Increase for Additional Design Work
4	24100	SH 50	SH 50 & ROCK CREEK RD, TWIN FALLS CO	Safety	900,000	PC Increase for Additional Design Work on FY32 Project
4	23605	SH 75	TORREY'S HOLE RV ACCESS TO SLATE CR, CUSTER CO	Pavement Restoration	900,000	PC Increase for Additional Design Work on FY29 Project
5	23931	US 30	SODA SPRINGS WCL TO ECL, CARIBOU CO	Pavement Restoration	1,971,663	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	20212	I 84	GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	Pavement Restoration	2,823,462	AC Conversion – Advance FY27 Construction Funding on FY26 Project
4	21951	US 93	3250 N TO 3800 N, TWIN FALLS CO	Pavement Preservation/Safety	6,140,267	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	22232	US 95	FRUITLAND TO PAYETTE NCL, PAYETTE CO	Pavement Restoration	3,860,327	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	20574	SH 44	STAR RD TO SH 16, ADA CO	Capacity/TECM	3,698,203	AC Conversion – Advance FY27 Construction Funding on FY26 Project
5	22279	I 15B	RAPID CREEK BR, BANNOCK CO	Bridge Restoration	1,671,280	AC Conversion – Advance FY27 Construction Funding on FY27 Project
3	23540	I 84	EXIT 90 TO EXIT 95 RESTORATION, MOUNTAIN HOME	Pavement Restoration	3,000,000	AC Conversion – Advance FY27 PC (Design) Funding on FY30 Project
3	25077	SH 16	SH 44 TO BEACON LIGHT, ADA COUNTY	TECM Bonding	3,000,000	AC Conversion – Advance FY27 PC (Design) Funding on FY27 Project
3	23879	SH 21	MORES CR BRIDGE REPAIR, ADA COUNTY	Bridge Restoration	2,025,511	AC Conversion – Advance FY27 Construction Funding on FY27 Project
				~Total FY26 EOY Obligations	48,157,713	

LEGEND

PC – Preliminary Engineering by Consultant

PE – Preliminary Engineering by ITD

CC – Construction Inspection by Consultant

CE – Construction Inspection by ITD

CN – Construction Funds

TECM – Transportation Expansion & Congestion Mitigation

AC – Advance Construction

EOY – End of Year