ACEC of Idaho 2025 Annual

ACEC
American Council of Engineering Companies
of Idaho

Committee Reports

FINAL 2025

QBS Facilitator Council Achievements Report
April, 2024-2025

Qualifications Based Selection (QBS) for design professionals is the law in Idaho since it's proven to reduce overall project cost, improve delivery schedule and quality, and is the best interest of the public. The QBS Facilitator Council has been in existence since 1999. We are a non-profit coalition of organizations partnering in our efforts to educate governmental entities on the value and process of qualification-based selection practices.

To contact us for information or assistance on QBS please call 208.321.1502 or email us at facilitator@idahoqbs.com. Our website is www.idahoqbs.com.

Partners:
Nine partners have committed their time, energy and/or funding for over 25 years to the education of the benefits and process of QBS in Idaho. The partners include:

- American Council of Engineering Companies of Idaho (ACEC)
- American Institute of Architect, Idaho (AIA)
- Idaho Society of Professional Land Surveyors
- Idaho Society of Professional Engineers (ISPE)
- Structural Engineers Association of Idaho (SEAI)
- Association of Idaho Cities (AIC)
- Idaho Montana Chapter of American Society of Landscape Architects (ASLA)
- Local Highway Technical Assistance Council (LHTAC)
- Association of General Contractors

Technical Assistance
Since June of 1999, our founding year, we have had 738 total requests for information or assistance for an average of 31 requests a year. In 203-2024, we fielded 10 requests for assistance, provided educational presentations to four government entities, and provided the first of a bi-annual newsletter on QBS to members of ACEC of Idaho.

Request for Assistance:

- 2 of the 10 were suspected violations of the law. Both corrected the language of their RFP/RFQ once they were alerted to the violation.
- 5 of the 10 stated they were not requesting professional services in their RFQ/RFP.
- 1 was regarding assistance in crafting an RFQ for city engineering services.

- 2 entities contacted regarding possible violation of Idaho Code 67-2023 did not respond to outreach.

Of these requests (details are available upon request):

- 6 concerned engineering services (80%)
- 0 concerned architectural services (0)
- 1 concerned land surveying services (10%)
- 0 concerned landscape architectural services
- 1 concerned construction management (10%)
- 0 were general requests involving all disciplines
- 0 involved planning services
- 7 cases involved the request for inclusion of fees

Educational and Outreach Efforts:

Six educational presentations or discussions were held with the following groups:

- Association of Idaho Cities
- Idaho Society of Professional Engineers
- Idaho Association of Highway Districts
- IBPEPLS Board and Staff
- **"IQ"** Idaho's QBS newsletter was published and distributed.

Services:

We provided QBS education to all those who contacted us.

Funding:

Currently we are funded by the following resources per year:

- ACEC - $6500 (64%)
- AIA - $1000 (11%)
- ISPLS - $1200 (13%)
- ISPE - $550 (6%)
- IMASLA - $300 (3%)
- SEAI - $300 (3%)

ACEC of Idaho
Annual Membership Meeting
October 3, 2025
Shore Lodge – McCall, Idaho
Government Affairs Committee Annual Report

COMMITTEE MEMBERS:

Bryan Bostenero – Consor	Cameron Waite, PE – HDR Engineering
Dave Butzier, PE – AECOM	Dave Sherman, PE – WSP (Board Liaison)
Jim Mullen, PE – Keller Associates	Jimmy Young - Horrocks
John Ringert, PE – Kittelson & Associates	Paul Ashton, PE – Parametrix
Tim Haener, PE – J-U-B Engineers	Paul Wasser, PE – Schnabel Engineering (Chair)

PARTNERING AGENCIES AND ORGANIZATIONS:
Idaho Association of Commerce and Industry (IACI)
Idaho Associated General Contractors (AGC)
Idaho Liability Reform Coalition (ILRC)
Idaho Board of Professional Engineers & Professional Land Surveyors (IBPEPLS/IDOPL)

ACTIONS TAKEN:

1. Joint GA and Transportation Funding Committee meeting on January 9, 2025, at Givens Pursley offices. Focus was a legislative update from Jeremy Chou and discussed how to support Governor Little’s initiatives for the 2025 Legislative session.
2. With the Transportation Funding Committee - provided supporting information in the form a memo that Jeremy Chou provided to Chairman Joe Palmer to garner support for additional TECM funding in the Legislature. H 25 passed 70-0 in the House and 34-0-1 in the Senate and was signed by Governor Little on April 1, 2025.
3. Met with the Director of the Idaho Department of Administration and the Administrator of the Division of Public Works on January 27, 2025, to discuss House Bill 0051 (H0051) regarding changes to Idaho Code 67-2320 on Qualifications Based Selection (QBS). This bill would have increased the limit when QBS was required from \$50,000 to \$100,000. As a result of our meeting, the Director pulled the bill that same day.
4. Worked with the Board to prepare a letter from Whitney Ciani, ACEC of ID President, dated February 3, 2025, to members of the Joint Finance-Appropriation Committee (JFAC) in support of continuing the General Fund transfer to the Strategic Initiative Fund Account for State and Local Roads. This letter also expressed continued support for LAUNCH.
5. Letters of opposition from member firms to members of the Senate State Affairs Committee regarding Senate Bill 1081 (S 1081) to modify Idaho Code 67-2320 on Qualifications Based Selection (QBS) on February 20-21, 2025.

2025 LEGISLATIVE SESSION: The First Regular Session of the 68th Idaho Legislature began on January 6, 2025, and concluded on April 4, 2025. The Legislative Session Status Report (Sine Die Report) can be found at: sinedie.pdf The Legislature passed an FY 2026 General Fund budget of \$5.62 billion, an increase of 6.8% over the current year. The budget begins July 1, 2025, and has a projected ending balance of \$439.9 million. For the fourth year in a row the Legislature made significant investments from the General Fund for roads and bridges and other infrastructure, including:

- $275 million from the General Fund for roads and bridges
- $30 million for surface and ground water management
- $10 million for water infrastructure grants

The Legislature provided an additional $100 million in property tax relief by providing an $50 million to the School Facilities Fund and $50 million in the Homeowner Property Tax Relief account. Both accounts were established in HB 292 of the 2023 legislative session. This was part of the biggest tax cut in Idaho history with over $400 million in income tax, property tax and grocery tax relief: H 40 lowered the individual and corporate income tax to 5.3%; H 304 shifted money to a state property tax reduction fund and a fund to pay for school facilities in the amount of $100 million (as noted above) and; H 231 increased the grocery tax credit by $50 million.

<u>ITEMS OF NOTE FROM THE 2025 SESSION:</u>

- There were 2,969 pieces of draft legislation written during the session, of which 341, or 11.5%, became law.
- One bill was vetoed by Governor Little:
    - S 1023a – Idaho Medical Freedom Act, which involved prohibitions on mask mandates.
    - The Legislature quickly passed a less restrictive version (S 1210s) that was signed by Governor Little.
- ITD Funding:
    - $60 million in additional funding to support the Transportation Expansion Congestion Mitigation (TECM) bonding program. This translates to about $800 million in additional bonding capacity. This consists of $20 million in additional funding each year over the next three years ($20/$40/$60 million).
    - $275 million additional dollars for roads and bridges 60/40 split between ITD and the locals.

<u>ISSUES FOR 2025-2026</u>

Idaho Code 67-2320, Quality Based Selection (QBS)

While we successfully defeated S 1081 this past session, we anticipate that this effort may be renewed in 2026. The bill would have required price/fee schedule be included as part of the QBS process to account for up to 25% of the overall scoring to determine ranking for each proposer. Our lobbyist, Jeremy Chou, along with Sean Shupac from the AGC, are already working on this in advance of the upcoming session. We will have more information on this as we get closer to the session.

<u>PARTNERSHIPS:</u>

Idaho Association of Commerce and Industry (IACI) – Committee members participate on the following IACI Committees:

Legislative Committee – Paul Wasser – Representation on IACI's Legislative Committee allows ACEC to efficiently track bills during the legislative session that may have an impact on our member firms and to hear the concerns of other members of the business community regarding proposed legislation. The interests of our members often align with IACI's perspective and chosen direction, and this partnership gives ACEC the ability to inform our Board and membership on issues pertinent to our industry with time to act, when necessary.

Environmental Committee – Jim Mullens

IACI Public Policy Conference was held in Coeur d'Alene on June 10-12, 2025. The conferenced focused on business challenges and proposed pathways forward and included presentations on workforce housing, childcare/Medicid, energy, tax policy, and Department of Environmental Quality (DEQ) permitting. The was also an update on the success first year of LAUNCH. The conference also included a very informative analysis on Idaho's changing republican electorate by Robert Jones, Partner with GS Strategy Group. ACEC of Idaho has a copy of this presentation to share with members, if they request it.

The IACI Business Friendly Legislative Scorecard – Scorecard - Idaho Association of Commerce & Industry Legislative Scorecard

Idaho Association of General Contractor (Idaho AGC) – **Legislative Event on February 10, 2025**
ACEC again partnered with AGC, AIA, and IHBA to host a Legislative Event for all members of the Idaho Legislature at the Basque Center in downtown Boise. We had 35+ member firm representatives attend, likely our largest turnout for this event.

Idaho Liability Reform Coalition (ILRC) – No action this past year.

Idaho Board of Professional Engineers and Professional Land Surveyors (IBPEPLS) – no action this past year.

<u>OTHER POSSIBLE COLLABORATIONS:</u>
Pacific Northwest Economic Region (PNWER) – AK, ID, MT, OR, and WA, (Alberta, British Columbia, NW Territories, Saskatchewan, and Yukon)

- No action this past year.

ACEC of Idaho
Annual Membership Meeting
October 3, 2025
Shore Lodge – McCall, Idaho
Transportation Funding Committee Annual Report

COMMITTEE MEMBERS:

Dave Butzier – AECOM (Chair)
Dave Van Atta – Agape Bridge Solutions
Nathan Cleaver – Keller Associates
John Ringert – Kittelson & Assoc. (Board Liaison)
Sean Beattle – KPFF
Dan Jones – HDR Engineering
Steve Abiador – WSP
Kurt Wald - Horrocks
Tim Blair – JUB
Tim Nicholson – Kimley Horn

ACTIONS TAKEN:

1. Joint Transportation Funding Committee and Government Affairs Committee meeting on January 9, 2025, at Givens Pursley offices. Focus was a legislative update from Jeremy Chou and discussion on how to support Governor Little's initiatives for the 2025 Legislative session.
2. With the Government Affairs Committee - provided supporting information in the form a memo that Jeremy Chou provided to Chairman Joe Palmer to garner support for additional TECM funding in the Legislature.
3. Many Transportation Funding Committee members attended and participated in the AECE/AGC/AIA Legislative Reception held on February 10, 2025, and engaged with Legislators in attendance.
4. Dave Butzier testified before the House Revenue and Taxation Committee in support of Chairman Palmer's TECM bill, H 025 on February 20, 2025.
5. H 025 passed 70-0 in the House and 34-0-1 in the Senate and was signed by Governor Little on April 1, 2025.

TRANSPORTATION FUNDING APPROVED BY IDAHO LEGISLATURE:

- $60 million in additional funding to support the Transportation Expansion Congestion Mitigation (TECM) bonding program. This translates to about $800 million in additional bonding capacity. This consists of $20 million in additional funding each year over the next three years ($20/$40/$60 million).

- $275 million additional dollars for roads and bridges 60/40 split between ITD and the locals.

ISSUES FOR 2025-2026

Governor Little has requested a 3% hold back for all State Agencies, including ITD, due to General Fund revenues being below projections. May make it a challenge to get additional transportation funding in the 2026 Legislative Session.

2025 Annual Report

ACEC ITD Committee | by Justin Walker

- ## ACEC-ITD Committee Members

AA - Justin Walker - CHAIR	Keller Associates
Dan Jones	HDR
Rob Cleere	Consor
Ryan Van Leuven	Shannon & Wilson
Paul Wasser	Schnabel Engineering
Heather Carroll	Jacobs
Jeremy Robbins	NV5
Molly Loucks	Burgess-Niple
Paul Ashton	Parametrix
Brent Schiller	Forsgren
Dave Sherman	*WSP*
Bob Beckman	*Kimley Horn*
Joel Parks	*KPFF*
Dave Butzier	*AECOM*
Colin Moran	*Ardurra*
ZZ - Board Liaison - Tim Blair	J-U-B

*Gray shading: Monitoring Members

- ## Held quarterly meetings with ITD executive team members

- ## Key Issues Addressed Since Last Annual Meeting
  - **Feb 3, 2025 Consultant Services Pilot Initiative-Lump Sum Contracting**
    - Agreements less than $150k
    - Well-defined scope (excludes Geotech, environmental, preliminary design, CEI)
    - No supplemental agreements
    - ITD to reassess after trial period…likely to be extended through 2026
    - Need more good candidate projects or ITD may not see a need for this option
  - **Feb 3, 2025 Consultant Services Pilot Initiative-CPFF Certified Wage Rates**
    - Authorizes consultants to bill current wage rates
    - Won't change Not-to-Exceed (NTE) amount
    - Requires contract amendment on existing agreements
    - ITD to reassess after trial period

- Increasing the Availability of Qualified CEI Inspectors (In Discussion)
  - Goal 1: Increase inspector labor pool
  - Goal 2: Make it simpler for new inspectors to get qualified
  - Historically, ITD did not want to separate WAQTC and IQP, but now moving towards separating.
  - ITD proposed plan is to develop field commissioning process with checklists
    - ITD will need support from consultant community to implement
    - ITD wants feedback on following questions:
      1. Is this the right approach?
      2. Will consultants participate in task force to develop?
      3. What areas/roles should be addressed first?
- Testing and input on ITD Consultant Portal
  - Rolling out slowly with firms as they update Term Agreements, request time extensions, update overhead rates, etc.
- Advocating for fair and reasonable DBE requirements
- ITD Digital Delivery (In Discussion)
  - A subcommittee has been created to gather research
  - Currently primary ITD driver is to create digital twin for asset management
- Additive Bidding (In Discussion)
  - LHTAC tasked to provide a report about success/benefits of additive bidding
  - ITD developed white paper how to define success of additive bidding
  - ITD expressed concerns that it lends to increased engineering costs for infrastructure never built
  - Additive bidding is also problematic when dealing with DBE goals
  - Critical to success will be clearly establishing methodology for determining the low bidder
- ITD does not believe Governor’s 3% hold back will impact existing staffing
- Reminder to involve Geotech/materials companies in final design review process

Key Issues to be Addressed this Coming Year

- Support efforts to increase availability of qualified CEI inspectors
- Continue to advocate for use of lump sum contracting
- Coordinate with ITD on use of digital delivery
- Advocate for use of additive bid items

ACHD Committee 2025 Report

COMMITTEE MEMBERS:

Donn Carnahan, Keller Associates	Heidi Carter, Horrocks
Joel Grounds, Precision Engineering	Tim Nicholson, Kimley-Horn
George Van Horn, Jacobs	Cody Janson, Parametrix
Chris Pettigrew, JUB	Jonathan Gellings, Consor
Maria Tangarife, Strata	Nick Foster, Kittelson
Sean Battle, KPFF	Jeremy Robbins, NV5

Whitney Ciani, Ciani & Hatch (Board Liaison)

Cameron Waite, HDR (Chair)

MONITORING MEMBERS:

Dave Sherman, WSP	Molly Loucks, Burgess & Niple
Lucas Marsh, Terracon	

We held two meetings in 2025 – one in April and one in September.

The **April 2025 meeting** was held at ACHD's new Meeker Avenue headquarters building. Several groups were already located there, and construction was ongoing to get it ready for the rest of ACHD staff there by the end of the fiscal year. Traffic operations moved to the new Franklin site in April.

ACHD staff gave a presentation on audible devices for pedestrian detours. The goal is to have these as part of all pedestrian detours and included in traffic control plans. ACHD is developing a specification, likely with a preferred device and performance requirements to allow contractors to submit different devices for approval, and plan templates, including messaging guidance.

ACHD gave an update on the Livable Streets Performance Measures (LSPM). This document includes tables to help determine the Level of Traffic Stress (LTS) for bikes and pedestrians to help ACHD implement bicycle and pedestrian facilities that serve people of all ages and abilities. ACHD developed a new dedicated chapter for multi-use pathways (MUPs) with case studies to identify the level of traffic stress (LTS) and buffer needs. There are some updates to criteria to better reflect how bicyclists and pedestrians use and feel comfortable with facilities.

ACHD updated the group on the FY26 & FY27 project outlook. With the recent legislation signed into law by Governor Little, Tom's team reviewed the IFYWP to see which plans and projects do not meet the bill. The commission worked through those in a work session with legal to rescope as needed. Some projects were modified, and few were paused after this review.

ACHD developed a Right of Way and Permanent Easements Memo, and many projects have been updated to this guidance. ACHD is identifying practices for offset pins for property lines, etc., so there is consistency in setting new ROW and easements. Contracts may need to be extended through the end of ROW support to properly update and provide these services.

ACHD needs a complete official ROW set to complete ROW work correctly. If significant design changes occur, consultants should not update just one sheet at a time but update the full set. This set should include revision dates and be complete so there is only one official set at any time.

We discussed temporary traffic control, specifically for cut-through deterrents and traffic calming that ACHD has been implementing with recent projects. This seems to be working well with some good examples including the State/Pierce Park and Ustick/Black Cat projects. ACHD is looking at bid items for temporary stop signs, speed humps, and other devices to keep vehicles on the main roads and not through neighborhoods. The guidance is to do as much as we think is necessary, then add more to really make it inconvenient for regional drivers to cut through neighborhoods.

The **September 2025 meeting** was held at AHCD's old HQ on Adams Street in Garden City. It is likely the last meeting we will hold there. Brian shared an update on the new Meeker street HQ construction. The plan is to move the remaining staff at the Adams Street building to Meeker Street in November. Brian noted ACHD will likely schedule more in-person project meetings as all the staff are in one building.

Ricardo gave an update on the FY26 and FY27 projects. All FY26 projects are in negotiations with consultants except for the State Street, Glenwood to 27th and the Pedestrian Crossing Safety Access projects. These proposals were received in the last week and will be negotiated as soon as a consultant selection is made.

The Five-Year Plan is not adopted yet, so some changes may be coming to FY27 projects especially. Tom mentioned ACHD is keeping each city's top 3 projects on the plan until they are constructed. If a current project is not in the trop 3, it may be delayed or paused until it is on that list. ACHD PMs will let consultants know if that is the case.

Audible devices for pedestrian detours are being included in traffic control plans for 2 projects this fall as tests. ACHD will share the results with the consultants to use in more projects next year.

We discussed temporary traffic control, specifically for cut-through deterrents and traffic calming that ACHD has been implementing with recent projects. Most of the feedback from neighborhoods to ACHD has been positive. Ricardo noted that this often occurs where intersections are closed for roundabout construction. We should be looking at shoofly roads to keep traffic moving through the intersection with roundabout construction, if it's possible.

Also, ACHD is now scoping constructability reviews on their projects with utility and inspection staff to address some of these issues ahead of time and correct them if needed. These meetings will take place at 75% or 95% design stages, depending on project complexity.

With the legislation signed into law by Governor Little that limits how state funds can be spent on arterials and collectors with respect to bike and ped facilities as well as lane reconfigurations, ACHD has developed guidance that allows lane width changes, but not the removal of lanes. If a free right turn lane is to be removed, it needs to be replaced with a dedicated right turn lane. ACHD feels their current projects as scoped meet these laws. Tom will share this guidance with the committee (see attached slides).

Brian explained an issue with property use agreements (PUA) vs. temporary construction easements (TCE). PUAs should be used when we identify the project can be built without the space included in the PUA. Examples include minor slope fixes to driveways or minor landscape repairs. If we need the space, then a TCE is appropriate. PUAs do not require legal descriptions but should be shown on the ROW plans and are checked on the ROW checklist. They are developed with a standard form and ACHD typically pays $300 per PUA with a $200 bonus if they are signed in the first 14 days after being received.

Typical guidance is if improvements are complete within 1-foot inside the ROW line, a PUA is not needed.

Dale explained ACHD is going to have a few projects pilot contractor survey during construction versus AHCD surveyors doing it with 3 to 4 projects in the coming year. This will be set up similar to ITD's typical contractor-led survey. ACHD will monitor this work and see how well it operates and may expand it if they find it successful.

Lucas shared some challenges with recent infiltration testing. Typically, the preferred method is digging a test pit on site of the prepose drainage facility. However, when there is a small space and the location is not known, a borehole method is often used. Recently this method has not been approved by ACHD and the borehole method in the ACHD Policy Manual Section 8200 Appendix B is required. This takes up more space and requires different equipment that the typical borehole method that has been used, which is the City of Boise Standard. Brian reminded the committee that in a constrained area we can do the borehole method in the public ROW, but once we know the basin location, we should do the full test in the actual location.

ACHD will discuss the infiltration testing methods and identify a preferred borehole method for consistency moving forward.

Cameron will work with the ACHD and ACEC committee members to schedule our next meeting in the second quarter of 2026.

SB 1140

- (5) “Primary benefit of motor vehicles” and “benefit primarily motor vehicles” means highway projects that are designed and constructed to reduce traffic congestion, travel delays, engine idle time, and unproductive fuel consumption. “Primary benefit of motor vehicles” also includes and is limited to improving vehicle traffic flow and travel times through expanding vehicle travel lanes, improving intersection efficiency, adding turning lanes, improving transportation management systems, or a combination of such methods. Highway improvements to existing or new bicycle and pedestrian facilities may only be included in a project for the primary benefit of motor vehicles if such facilities:
  - Provide a collateral or secondary benefit to the project; or
  - Are highway design improvements that are necessary to comply with existing federal law.

Effective Date: July 1, 2025

SB 1144

- (2) The right-of-way of any highway shall not be less than fifty (50) feet wide, except to comply with applicable law or in other exceptional cases.
- (3) Existing or new pedestrian and bicycle facilities may only be improved as a secondary or collateral benefit to any highway project or as necessary to improve the safety of pedestrian and bicycle facilities near schools, parks, or other designated pedestrian or bicycle areas.
- (4) For a highway functioning as a non-residential collector or arterial highway, commissioners may only increase the width, straighten, or relocate the highway, except as required by federal law. Commissioners shall not decrease the width of any non-residential collector or arterial highway, unless required by federal law.

Effective Date: July 1, 2025

Interpretation & Implementation

1. **'Near schools'**

   Projects within **1.5 Mile school walk route**. School boundaries will be evaluated & confirmed with each project

2. **'Near parks or other designated pedestrian or bicycle areas'**

   Projects **within 1 Mile of Civic Facilities/Transit/Commercial Destinations**, utilizing the language/distance in the adopted Prioritization Methodology. Likely will not consider small parks within subdivisions as eligible.

3. **'Non-residential collector'**

   State doesn't define it. Use our **Master Street Map categories** for all collector roadways which are based on the existing and future land uses.

4. **'Decrease the width'?**

   Reduction/removal of parking not affected. However, **reduction of number of travel lanes prohibited (this includes center turn lane)**. Reduction of travel lane width is allowed and needs justification & must meet fire code (typically 20-feet).

5. **How we will handle projects whose limits extend past the 'boundaries' set above:**

   Reduce project limits or scope to meet the new parameters or phase project until other (maintenance) needs arise.

Parameters above would be applied to **all** project in FYP

American Council of Engineering Companies

ACEC/DEQ Liaison Committee

Annual report October 2025

Committee Members:

Jim Mullen, Keller (Board Liaison)	jmullen@kellerassociates.com
Jon Munkers, Alta (Chair)	jon.munkers@alta-se.com
Jeff Hodson, Jacobs	jeff.hodson@jacobs.com
Michael Woodward, Strata Geotech	mwoodward@stratageotech.com
Tyler Allen, HDR	tyler.allen@hdrinc.com
Andrew Kimmel, Great West Engineering	akimmel@greatwesteng.com
Jerri Henry, DEQ, Drinking Water Protection & Finance Division	jerri.henry@deq.idaho.gov
Mary Anne Nelson, DEQ, Surface & Wastewater Division	mary.anne.nelson@deq.idaho.gov
Michael McCurdy, DEQ, Waste Management & Remediation Division	Michael.McCurdy@deq.idaho.gov

Meeting Schedule

- Quarterly via MS Teams
- Next meeting is scheduled for October 7, 2025 AM MST

Summary

- DEQ's participation is strong. They are fully engaged, communicate well, and are easy to work with.
- DEQ appreciates input from the ACEC community and the benefit of facilitating updates, policy changes, especially during the recent funding uncertainties.
- DEQ appreciate ACEC participation in workshops and panels. (i.e., at a recent workshop on creative funding for Idaho for water projects).
- Current hot topics
    - Funding remains one of their largest challenges. Funding from federal agencies (EPA) is less certain and was sometimes delayed and/or cut in 2025. Almost all programs are expected to see funding reductions. They are exploring other funding strategies (i.e., fee increases, etc.).
    - They continue to seek comments from the ACEC community on the impacts of ***Rule Making*** as well as support with communication on both technical and industry impacts associated with rule changes.
    - Hiring within DEQ is continuing to be a challenge and they are looking to the ACEC community for additional support.
    - DEQ's mission is to support clean air, water, and soil within Idaho and wants communities and projects to be successful. They support open and frequent

communication with the engineering community and see it as adding value to their ability to fulfill their mission.

ACEC/DEQ Liaison Committee Charter Statement

Why: The ACEC/DEQ Liaison Committee's purpose is to facilitate dialogue between ACEC members and IDEQ on issues impacting the A&E industry, Idaho DEQ, and related stakeholders to foster understanding that leads to efficient and better project outcomes for the people of Idaho.

Who: The ACEC/DEQ Liaison Committee is made up of ACEC members and IDEQ staff.

What: Focusing on engineering related issues facing ACEC firms, clients, DEQ, the State of Idaho, and related stakeholders.

When: The committee will meet once a quarter. Information and outcomes from the meeting will be shared by the committee chair with the ACEC community at the monthly membership meeting.

How: A formal agenda will provide DEQ departments an opportunity to bring forth updates and challenges facing the agency as well as feedback on the A&E industry. ACEC will provide updates on the status of the industry, issues facing our clients/stakeholders, and feedback on policies and regulations impacting ACEC and their clients.

Key Objectives:

- Facilitate collaboration and open communication
- Sharing new/modified policy and regulations related to the A&E industry
- Identify available funding (grant programs) for communities
- Feedback on industry performance/compliance
- Feedback on regulation process and implementation
- Sharing information about DEQ programs to stakeholders
- Sharing of new technologies/approaches within our industry

LHTAC ACEC Committee Report

Prepared by Angela Comstock

Meetings and Attendance - The Committee met 3 times in 2025, in March, May and September, and plans to meet in December to maintain communication between September and new committee assignments in 2026. At each meeting, LHTAC was represented by 3-5 staff with Environmental Staff Engineer Karissa Nelson, Construction Engineer Matt Koster, and Federal Aid Safety Manager Kevin Kuther attending each meeting. Deputy Director Ken Kanownik and/or Director Laila Kral also attended each meeting. Approximately 12-15 committee members participated in each meeting. This year, in-person attendance and Teams participation were offered with the vast majority of participants attending in person. Several pre-meetings were held with just ACEC committee members to review and generate discussion topics.

Topics Discussed – Over the course of our meetings, the following topics were discussed:

- Environmental updates – presented at each meeting by Karissa Nelson or other staff. These presentations and topics were valuable, and the content was made available for committee members to share with new/younger staff. All members are encouraged to reach out to LHTAC for environmental consultation and questions.
- LILB Program updates – this program was discussed at all meetings and LHTAC kept the committee updated on the program progress including reporting the number and status of design rounds and bridges in construction. LHTAC provided the committee advanced notice of the roster renewal for CEI services beyond 2025 and of pre-RFP opportunity for the Gardena Bridge project.
- Federal Discretionary Funding Support Update – a continued focus for information sharing started in 2024, as LHTAC assists locals with Federal funding applications, presented by Ken Kanownik, to keep the committee informed of awards and locals that may be seeking consultant support.
- Construction updates – presented at each meeting by Matt Koster. This was a consistent topic discussed in 2025, including updating the CEI SOW, ideas for brown bag lunch and learns, and sharing information between LHTAC and consultants relating to the LILB program.
- Fed-Aid Program updates – presented at each meeting by Kevin Kuther, including FY26 forecast of upcoming projects, LHTAC project assignments and consultant selection method. These updates also included discussion on ITD services, changes in staffing and anticipated turn-around times for items coming from CAU, HQ Environmental, and bidding approvals. Discussions held regarding combined requests for design and construction services and when these requests might be combined or kept separate, expectations for consultant behavior during negotiations, consultant feedback on why design comments may or may not be addressed in subsequent submittals, and overall consultant feedback on performance from LHTAC.
- ITD Liaison Committee – Based on continued overlap of topics, the committee reported ongoings from the ITD committee for LHTAC's information. Continuing this active coordination is advisable.

Overall, LHTAC is very engaged and participatory and the committee appears well functioning, even as the committee grew in participants in 2025. Generating new topics seemed less challenging than years past, but as the committee grows, it continues to be challenging to gain consensus around topics as not every firm engages with LHTAC in the same services. Consultant performance is recommended as a continued topic of discussion, in addition to the ongoing reporting provided by LHTAC for the various programs.

ACEC/ITD Materials Liaison Subcommittee

2025 Annual Report

Committee Members

Tyron Bardwell (HDR)
Gabe Burgess (Consor)
Whitney Ciani (Ciani & Hatch) – Board Liaison
Dustin Commons (Jacobs)
Stan Crawforth (Shannon & Wilson)
Deven Elison (Atlas)
Lucas Marsh (Terracon)
Ryan Olsen (GeoEngineers) - Chairman
Scott Parker (Horrocks)
Maria Tangarife (Strata)
Paul Wasser (Schnabel)

AASHTOWare Pavement ME Design

ITD has secured funding to evaluate local calibration factors for PMED. This work will likely be contracted with ARA. ITD would like this work completed in one year. A technical advisory committee (TAC) composed of staff from ACEC member firms (3 to 4 people) and ITD (3 to 4 people) will be needed to review scope and deliverables. The scope may be available for review as early as October 2025. A workshop is expected by ARA at the end of the services to present the new calibration factors.

ITD would like to start collecting PMED design files for future evaluation of performance and verification of local calibration factors. Most states have been doing this. Beginning immediately, when the final Roadway Materials Report is submitted, the design files for the recommended pavement section alternative should be saved under the Key Number in ProjectWise, within the Materials folder. Only the final version of the files should be saved.

RFPs for Roadway Materials Research

There is currently (as of September 25, 2025) an open RFP for "Integrating Probabilistic Approach for Enhancing Life Cycle Cost Analysis of Pavement Infrastructures". The purpose is to establish a more effective LCCA method for comparing pavement design alternatives and to develop a user's manual for the new probabilistic LCCA tool.

There is also a current RFP sent to select entities to develop a CRABS design guide. The intent of the design guide is to provide guidance on when to use CRABS, and it will specifically address the appropriateness of using CRABS on a roadway that had previously been treated using CRABS methods.

Build America, Buy America

Dana Dietz provided a presentation on new 2025 Buy America Requirements. Buy America requirements are not the Same as Buy America<u>n</u> requirements as Buy American is used in direct federal procurement. There has been a waiver on manufactured products in place. For projects obligated on or after October 1, 2025, the waiver has been eliminated. A new version of Form ITD-0915 will be used to certify that manufactured products are 100% domestic. Each contract that has to comply with Buy America will have an insert in the contract that explains the requirements for that contract. Precast concrete products are considered manufactured products and must be certified. Designers need to know the products they specify can be properly certified. There is a waiver process for specific products, but getting approval on a waiver will take time and approvals will be rare.

IR-142 Materials Source Investigations

Revisions are being made to IR-142. ACEC previously provided comments, but additional changes have been made and AGC has provided recent comments. The newest version will be sent to ACEC for review. ITD is interested in opinions regarding what effects the proposed changes may have on exploration and testing costs, and is too much being asked, or not enough. The updated version of the document is expected to be sent to ACEC within approximately one month with the goal of having comments submitted by the end of the year.

AASHTOWare Materials Modules

Jason Henscheid gave a presentation on this topic. Daily work reports will transition from paper copies to being completed in the modules. Certifications will be done within the system and can be linked directly to the reports. Implementation will be in October 2027. Training sessions and pilot projects will begin in approximately October 2026. There are ongoing preliminary introductions happening in the districts. Consultants are welcome. Consultants can reach out to Jason to find out when these are and to and reserve a seat.

Suggested Changes to the Standard Specifications

Form 2436 can be submitted at any time with requested changes. There are some potential revisions being currently reviewed, so requests that are submitted very soon might be considered at this time. ITD's review will look at what problems have come up that the suggested changes would solve and/or what claims would have been avoided with the suggested change.

Materials/Geotechnical Review of Plans and Specifications

When putting scopes of services together for design projects, consultants should include review of the materials/geotechnical aspects of the final design documents.

ID ACEC ITD BRIDGE LIAISON SUBCOMMITTEE 2025 REPORT

9/30/25

Prepared by: Alan Cukurs

J·U·B ENGINEERS, INC.

ID ACEC ITD Bridge Liaison Subcommittee 2025 report

EXECUTIVE SUMMARY

The bridge committee consisting of consultants and ITD Bridge leaders met twice this year. Meetings were held at ITD Headquarters Bridge Department. The meetings lasted approximately 2 hours with lunch provided by consultants. ITD informed the committee of updates to the ITD Bridge Design Manual, specifications, standard drawings as well potential future changes to the BDM, specifications and Standard Drawings. Highlights this year focused on training and education. The result was sponsoring an NHI course on fundamentals of bridge design which was well attended. Brent Schiller coordinated this effort. Drilled shaft design and construction was identified as a topic worth teaching. With concerns of NHI course cost for registration and sponsorship, the committee explored the idea of having local consultants teach and present drilled shaft construction and design. Whitney Ciani, Ryan Olsen and Alan Cukurs along with ITD Bridge are in discussion for a seminar/class in early 2026. One other highlight this year is including geotechnical consultants on the committee. This seemed very appropriate given that the foundation of bridges is a critical component of bridge design and construction. Whitney Ciani and Ryan Olsen have been on this committee for 2025.

YEAR'S HIGHIGHTS

The committee met twice during the year at ITD Bridge Headquarters. The best way to report on the year's activities is by topic. Below are the topics of discussion that best describe the activities.

- Updates to the bridge design manual, standard specifications are discussed regularly. This year, ITD asked consultants to share their experiences with other DOTs as well as their local experiences that would help improve ITD Bridges Bridge Design and Construction practices.
- Changes to design charts for girders and abutment analysis and design have progressed well and will soon be published.
- Educating young engineers has been an ongoing discussion. The challenges of limited funds and staff training ITD inspectors were discussed. ITD has informed consultants to follow a uniform method of detailing bridges to help younger inspectors understand construction documents with less ambiguity and confusion.
- This discussion also led to organizing an NHI course on the fundamentals of bridge design which was well attended. It also paved the way for a future class on drilled shaft that will be scheduled for the spring of 2027.
- ITD Bridge has been very busy with a lean staff. They will respond, but realize they are very busy, with some taking on multiple roles. Mike Johnson (Chief Bridge Engineer ITD) has taken on more roles at ITD and with that, Shannon Murgoitio was asked to be deputy Chief Bridge Engineer for the State.

- ITD needs a team that can move rapidly to address bridges which have significant findings which could close or limit bridges, as well as responding to impact damages to bridges. This will result in on-call list of consultants that can be mobilized quickly for addressing these emergencies.
- Geotechnical Consultants have been asked to be part of the committee because foundations are such a critical part of the analysis design and construction of bridges.
- When it comes to temporary shoring in contract documents, the consensus is to show limits and elevations but not much detailing. Leave this up to the Contractors to design. Some districts want more detailed drawings for temporary shoring because of some major change orders. It may be that these can be addressed by modifying the specs or creating a special provision.
- Be aware of how changes between the 9th and 10th Editions of the AASHTO LRFD Bridge Design Specifications can impact your design, and notably the seismic portion of the specification. There are changes in determining site classification which can impact on the design and ultimately the cost of the bridge. Shear wave testing and analysis may help but the cost and benefit should be considered on an individual case by case basis.
- Be aware of ITD practice and other DOT practices. It is best to use familiar ITD standards of design rather than other DOT practices. There appears to be some bearing details that are not typical of ITD practice. If there are other state practices that may be “better”, discuss these things with ITD Bridge. ITD Bridge has mentioned several times that they want to hear about other good design practices that they might consider. One instance recently which ITD does not prefer was mentioned. It was the use of expansion bearings on semi-integral abutments. ITD prefer a pinned connection, (this would be the case for an abutment on a single row of piles).
- Keep ITD informed and send documentation about bridges that have issues during construction. Also, for local bridge projects, provide a PSE letter that indicates all review comments have been addressed, and the letter should be written by the reviewing engineer.
- Concrete strengths for prestressed girders should not be greater than 8.5ksi. Ask ITD if you want to go to 9 ksi. (6.5 ksi at release)
- Overlays were discussed. There have been some challenges with PPC. Seem to be related to surface prep and contractor experience.
- Method of QA QC was discussed. Be sure to bring this up during scoping. If there are issues at the district level, talk to ITD Bridge and bring them into conversation. Don’t wait until the end of the project to determine the level and method of QC. Do it at the scoping and negotiation stage.
- There still needs to be a Hydraulics meeting to discuss 2-D modeling and 1-D modeling and what is warranted. This will reduce costs.

CONCLUSIONS AND RECOMMENDATIONS

- Develop the drilled shaft class in the spring of 2026
- Schedule to have a discussion on 1-D and 2-D hydraulic modeling
- Continue to engage the geotechnical disciplines in the committee
- Consider ways to educate and train junior staff in a cost effective way for both ITD personnel and consultants in partnership with each other

Attached are the meeting minutes for the two sessions the committee met.

IDAHO ACEC BRIDGE LIAISON SUBCOMMITTEE 2025 APRIL 28 MEETING MINUTES

- Organizational announcements
  - Shanon M. Mentioned the NHI class and all that Brent Schiller did to make the class happen. Everyone agreed it was a good class and well attended.
  - Mike Johnson mentioned doing a class again, but uncertain with federal funding (FHWA) with current administration. Considering in house type training not requiring travel due to lack of funding.
  - Load Rating and Bridge Inspection classes have been done in the past.
  - ITD is interested in doing more classes to teach 101 level classes, e.g. fundamentals of bridges, one may be for inspectors and may open the class for consultants. The desire is to get people knowledgeable on how to read and understand bridge plans.
  - Topic of geotechnical class/seminar war mentioned. There was interest in a seminar/class on drilled shafts.
  - Through group discussion, it was asked if the consultants within Idaho could teach a class on drilled shafts – Whitney C and Ryan O with Alan C will look at putting a workshop/class together for 2026. Coordinate when the class would be offered with ITD during the “not so busy” season.
  - The next Fall 2025 ACEC Bridge Meeting will be a joint meeting including Herb and Hydraulics an others; topic of 2d and 3d hydraulic modeling. Rationale for doing a 2 D Hydraulic model verses a 1 D model. What is the minimum data needed to do a 2 D Hydraulic model. Need to understand what ITD expects from hydraulic modeling and what is required for the type of project/bridge and how this impacts consultants.
- ITD
  - QA QC of bridges-
    - Line by Line QC is OK
    - May need to do independent modeling/analysis RE FE modeling i.e. how do you check an FE analysis and output as a line by line (practically you can’t)
    - Have the level of QC QA determined at the <u>scoping stage</u>
    - Do not wait towards the end of the project to determine level of QC QA to avoid a conflict in scope/level of effort
    - At pre-RFP ask the question of level of QA QC and get input from bridge.
    - Be sure the District PM’s have included ITD Bridge in the discussion of scoping QA QC level for bridge projects.

        - Reach out to ITD bridge if your not comfortable with how the scoping for QA QC is going.
        - Use different software (e.g. LARSA,SAP,PGSuper,BrD) to check software based computations. For checking, avoid using the same software package as the design software.
        - Documentation of software analysis and design can use screen shots, enough to show the checking was done.
        - Show controlling inputs, outputs demonstrating that checking was done and matches the designers analysis and design
        - Independent computations are acceptable,
        - Have a cover sheet explaining the QC process that was used, indicate if independent calcs, independent modeling was used.
        - Be sure the scope was agreed to and followed as it relates to QC QA
        - QC must have a P.E.- if an EIT then the EOR needs to stamp the QC of the EIT
        - Give a narrative of the QC process
        - Geometry checks must be independent-not line by line
        - The scope of the qc work will be commensurate with the complexity of the project
    - Melissa H. PPC overlay
        - Test strip not the greatest result (has a project that gave 130 psi but specs required 230 psi) was placed in the fall – quickbond was used, reshotblasted the surface – used more prep effort and more resin
        - The pull off test should remove about 1/8th inch of the substrate (concrete surface) test strip can be on approach slab.
        - On decks, check the flat areas of deck and look at the design profiles- check the grades compare to actual geometry.
    - Grade 80 Bars being used- couplers for grade 60 bars are not appropriate for grade 80- be sure couplers for grade 80 rebar can develop 125 percent of the grade 80 bars with slip requirements – ITD to have list of approved couplers, or approved equals
    - Welds
        - Make sure Weld Procedures match drawing details
        - Usually have ATLAS review the Weld procedures
        - Be sure you have the correct weld procedures
        - Contact Dana Dietz if you have questions
    - Shop Drawings
        - Getting complaints of too many “revise resubmits”

- Try to redline shop drawings and say “approved as noted” for non-critical items e.g. misspelled word.
- Mike Ebright
    - Girder span charts are being updated
    - Remember bridges should have 1.1 load rating for strength
    - Integral abutment standard drawings developed as example set
    - Prestress manufacturer – limit 28 day to 8.5 f`c with release at 6.5 ksi
    - May need to consider raising the profile for deeper beams or adding a girder line if concrete strengths don’t allow for a particular girder configuration.
    - Ask ITD for approval if you are looking to go to 9ksi 28 day strength.
    - There was some discussion if the release strength is 6.5 ksi
    - With 1L cement fabricators are getting as much as 8 ksi at release
- Brent Schiller asked about DBE
    - In some instances it was seen as 20 percent
    - If we see this again in an RFP- reach out to ITD bridge
    - Ronnie and Mollie at WTS had discussion about this. DBE has been as high as 50% ??
- Mike Ebright
    - ITD Bridge design manual not longer has “LRFD…” in title
    - Integral abutment details are being developed
    - Max Span Length curves being updated
    - Current WF flange minimum depth is 42 inch, will add a 36 depth to span curve chart
    - There is conventional rebar call outs. Maintain what ITD has determined as the naming convention of rebar.
    - Modular joints – don’t paint, use galvanizing unless it is stainless steel
    - Wildlife crossing geometrics is being developed. Will be in the bridge manual. This can impact span lengths of bridges.
    - GIS website can be a resource to look at wildlife crossing hot spots.
    - OHW is usually what the pathway has to accommodate
    - Girder top flange weldments – fabricators are pushing back on the anchors of the weld plates- not sure why
    - UHPC costs - $5000/CY for LaFarge – “home brew” UHPC is about $2500/CY
    - There are other UHPC producers
    - Connections for the top flanges- or voided slabs include PT transverse; deeper shear key blockouts; topping slabs

    - Let Mike Ebright know if you find discrepancies, errors etc, in the BDM or on ITD bridge drawings.
    - Next update is 2025
    - Waterproof membrane
        - Spray with asphalt overlay
        - TYPE D if gravel top
- Wearing surface
    - ITD might try an EPC overlay
    - Issue with PPC polishing
        - Skid roughener was used
    - District 1 put PPC over existing PPC and it bonded really well
- 2025 IMBE is out – not many changes
- Load Rating Summary sheet has been updated
    - Located in projectwise
    - BrR 7.5.1 is in use
    - 7.5.6 is out
    - RADBUG will be in Boise this year
    - Check projectwise for update regarding load rating
        - Want 3 names in the LR
            - Load Rater – Checker – Quality Control
    - Software Control Options is a PDF
    - Some consultants have harder time with transitions to newer software compare to ITD (BrDr)
    - Load rating and inspection contracts have been awarded
- LILB
    - Last round has been sent out. (Round 7 is the Last of LILB)
    - Looking to do some repair projects
- LHTAC may ask ITD to help with reviews of bridges.
- Some discussion about LHTAC projects being on ITD ProjectWise; currently LHTAC has SharePoint for their projects. Some coordination between LHTAC and ITD needed.
- 10th ED of AASHTO Seismic- need to figure out how to handle geotech reports, still using 9th ED
    - Further investigation needed – call ITD and document agreed upon design criteria
        - This is at the TSL stage
    - RSA curves slightly different

- General discussion about:
    - Projectwise has big data base of information by district – costs; dwg numbers;excel spreadsheets
    - Patty has GIS information of bridge data
    - Draft ITIP out
    - Some restoration projects will come out
    - Funding was mentioned – 60million dollars debt servicing
    - Some uncertainties about federal funding project.
- ITD thanked the consultant for quick response to emergency needs like Eckert Rd, US-95 etc.
- Next meeting to be determined, will be in the Fall of 2025
- HDR to provide lunch
- Attendees at this meeting are:

Alan Cukurs acukurs@jub.com

Mike Johnson Michael.johnson@itd.idaho.gov

Brent Schiller bschiller@forsgren.com

David Van Atta dvanatta@agapebridge.com

Scott Wood swood@lhtac.org

Brandon Keller bkeller@kellerassociates.com

Melissa Hennessy Melissa.hennessy@itd.idaho.gov

Nick McDowell Nicholas.mcdowell@hdrinc.com

Shanon Murgoitio Shanon.murgoitio@itd.idaho.gov

Elsa Johnson elsa.johnson@itd.idaho.gov

Whitney Ciani wciani@chegeotech.com

Adam Drinkwalter adamd@horrocks.com

Chris McKown cmckown@jub.com

Mike Ebright Mike.Ebright@itd.idaho.gov

Rick Jensen Rick.Jensen@deainc.com

IDAHO ACEC BRIDGE LIAISON SUBCOMMITTEE 2025 SEPTEMBER 23 MEETING MINUTES

- Organizational announcements
  - Mike Johnson mentioned IDAHO DOGE- Legislature is pushing for a department of government efficiency
  - House leadership is looking to make state agencies more efficient- reduced travel, eliminate redundant positions, and training like Western Bridge Engineers Seminar
  - More cautious about going out to eat, expenses
  - ITD has been very efficient
  - There has been a reduction in staff from 1850 to 1650
  - There are 1250 in division of highways and ITD has delivered a great deal of work in partnership with consultants
  - There was a 3% cut for all agencies in the form of holdback in general funds
  - Majority of funds are designated, (non-discretionary)
  - Designated funding 40 percent to local's 60 percent to State
  - There also have been reviews of state contracts to see if aligned with the mission of ITD
  - Some of the government efficiency dialogue seems vague
  - Public comments about agency was mentioned, only 7 out of 400 were about ITD
  - ITD appears to have a good reputation
- Emergency Bridge Service
  - ITD bridge has had a very busy year due to critical findings of some bridges and emergency repairs, also bridge hits. 2023 9 hits, 2024 24 hits, 2025 6 to 8 hits.
  - 26 projects needed immediate attention (2 per month)
  - Looking to set up a key number for some on-call consultants who are able to quickly respond to engineering services to address bridge issues.
- Rainbow Bridge
  - Public involvement occurring now
  - There were quite a few online responses to keep the existing bridge.
  - In person public meetings did not indicate support for keeping the bridge
  - 9 alternatives were investigated
  - A through-arch and art deco seems to be popular, there was some thought on a steel plate girder bridge
  - TS&L will be completed in a couple of months.
- ITIP approved last month, final to be published soon

- Consultants are encouraged to help update cost estimates.
- TECHUM 3 more years of 20-million-dollar debt service approved?
- SNBI transition occurring (Alan Buerhig) revamp of all inspections with 112 new inspection fields to fill out – also scour mitigation clarified. ITD is well ahead of other states in the scour inventory and mitigation for bridges.
- 7.1 BrM came out. It has a big impact and Patty F and Alan B are working a lot on this.
- Construction tolerance in the specifications needs to be added. Dana Dietz is looking into this. In the area of survey, construction tolerances, WSDOT is a good example,
- There have been some instances where the fabricators are saying designs are causing cracking at girder ends, and it may be due to inexperience of younger engineers, fabricators say maybe some classes or education should take place to talk about best practices; however, it seems the PCI is a good document. There may need to be more in-depth discussion on this. A minimum of 4 percent of the prestressed force for splitting was mentioned.
- There are best practice articles and documents that address splitting and cracking at girder ends
- ITD mentioned that if ITD inspectors call about bridges in construction, be sure to let ITD Bridge staff know who is asking and what is being asked about bridges in construction.
- Call your prestress precast fabricators when you are designing.
- Ryan Olsen/Mike Johnson
    - Asked about what AASHTO code edition to use for seismic – ITD said stay with 9th Edition.
    - There is a difference between the 9th and 10th Ed of the AASHTO LRFD Bridge Design Specifications as it relates to site class method.
    - This would give more unfavorable conditions
    - Shear wave testing was discussed – if used need to be very specific what the intent and deliverable are for the testing so the geotech doesn't do more than what is needed. In any case, consider the cost of shear wave analysis.
    - In low seismic zone the change in site class method may not make any difference in the design. The span length of the bridge may also make it insensitive to the site class.
    - If the shear wave analysis is $2k maybe not a big deal, but if it's $20k may need to consider whether you really need it.

  - For high seismic and complex bridges the shear wave analysis may be warranted.
  - Scott Litchfield is looking at when the seismic portion of the10th Edition will officially be adopted by ITD.
  - ITD asked consultants about what other DOT's are doing regarding site class determination and what are shear wave analysis costs are.
  - Shear wave analysis has some limitations
    - Can't do it in water
    - Narrow canyons may require more geophones and site may need to be closer to the geophones
  - Mike Ebright said to put the AASHTO editions that is used for seismic, on the drawings
  - ECA Brett Smith and Sage that purchased IGES are local firms that can do shear wave analysis
- Drilled Shaft Class
  - ITD is reviewing the topics to discuss and format for the drilled shaft class
  - The duration was discussed whether it is a 2 or 4 hour class
  - Ryan O and Whiteny C to talk to Mike Johnson in January
  - Want many to attend, also the class can discuss general experience, construction practices may want to invite Inland Foundation
  - Looking for place. HP campus, ITD D3 were discussed as possible locations
  - Want this to be an in person class, potential to broadcast for those who cant attend. Need to keep costs low.
- Scott Wood LHTAC
  - LILB finishing up, round 8 has some "clean up" bridges
  - Working on FY 2027
  - Gardena RFP soon to be out
  - Bridge application open now.
  - Ed Miltner – timber bridges will rank well
  - Started on-call emergency bridge contracts, have key number
  - There are other on-call contracts
  - Lakes HD did not get funded
  - There will be applications for rehab/repair
  - Mike Ebright asked to be sure to send approved PSE letter to ITD Bridge
    - Work with agreement administrator on PSE letter. PSE needs to document that the PSE was reviewed and all comments were addressed.
    - Person who wrote the PSE letter should be the reviewed

        - LILB should be generating the as-built drawings in CEI contract
- ITD Bridge HQ
    - BDM waiting to get reviewed and published 1 of the year
    - 25 supplements
    - There was discussion about 2 types of anti-graffiti coating
        - Some districts prefer one that you can paint over rather than the one that is intended to make it easy to wash off. (i.e. some think it is easier to paint over the graffiti rather than wash it off)
    - OldCastle has innovative dry cast and they are doing this for culverts and maybe stiff legs. This speeds up production and reduces lead times. Old Castle did a presentation.
    - Melissa H – discussed expansion bearings on single row of piles is showing up on drawings, asked why this is happening – some thing it is from an ODOT or WSDOT detail
    - No expansion bearings on semi-integral, prefer pinned connection
    - Level of detailing shoring was discussed
        - Some contractors want more detail, engineers want this to be left to the contractor. The consensus was to leave it to the contractor.
        - District 5 wants more detail.
        - What code to use was discussed. Long term shoring was discussed.
        - Not well received by the AGC on leaving it to the contractor to design
        - Current I-15 project has substantial change order for temporary shoring.
        - In general give the start and stop and elevations of the shoring.
        - For more complex shoring there may need to be a modified specification or SP. But the preference is still to avoid a highly detailed design and layout.
    - Elsa Johnson
        - Prestress girder charts are progressing and should be updated soon
        - Voided slab research is being conducted. This is being done to recalibrate the camber multipliers
        - Consider having bridge projects in D1 and D2 participate in this research. Knife River prestress in Spokane is doing the research.

Attendees:

'Adam Drinkwalter' <adamd@horrocks.com>; Ali Rigeb <ali.rigeb@deainc.com>; 'Brandon Keller' <bkeller@Kellerassociates.com>; 'Brent Schiller' <bschiller@forsgren.com>; 'McDowell, Nicholas' <Nicholas.McDowell@hdrinc.com>; Murphy, Sean' <Sean.Murphy2@wsp.com>; 'Headley, Samantha' <samantha.headley@jacobs.com>; 'David Van Atta' <Dvanatta@AgapeBridge.com>; 'rolsen@geoengineers.com'; Scott Wood (swood@lhtac.org) <SWood@lhtac.org>; 'Mike Ebright' <mike.ebright@itd.idaho.gov>; Michael Johnson <Michael.Johnson@itd.idaho.gov>; Shanon Murgoitio <Shanon.Murgoitio@itd.idaho.gov>; 'Alan Buehrig' <alan.buehrig@itd.idaho.gov>; 'Melissa Hennessy' <melissa.hennessy@itd.idaho.gov>; 'Elsa Johnson' elsa.johnson@itd.idaho.gov

Acukurs@jub.com

To: ACEC of Idaho Membership

From: Past President Paul Wasser, Chair, Membership Committee

Date: October 3, 2025

Subject: ACEC of Idaho Membership Growth in 2024-2025

2024-2055 was another year of growth for ACEC of Idaho membership. The following firms joined us in the past year:

1. KM Engineering
2. Lumos & Associates
3. Agape Bridge Solutions
4. Reaveley Engineers

ACEC of Idaho currently has 57 members, 2 Associate/Affiliate members and a total of 2850 engineers/employees.

We appreciate our ACEC of Idaho members' support and efforts to promote ACEC as an organization. We hope to keep up this growth for 2025-2026.

ACEC Fundraising Committee
2025 Annual Report

Fundraising Events:

- 2025 was another successful year for our fundraising events thanks to the fantastic support from our membership. Once again, Liz did a great job getting out ahead of booking locations for our events, so we had plenty of time to plan and get the word out to our members.

- As usual, the Trap and Skeet Shoot was our largest fundraising event and it went off without a hitch thanks to the efforts by many who volunteered their time to plan, coordinate, and facilitate this event. We also had great attendance at our annual golf scramble.

- Our flagship event, the Trap and Skeet Shoot was another great success. And it was fitting given this was the 20th anniversary. The original champion of this event, Rex Hanson, made an appearance and donated a really beautiful custom-made chair. Maria spearheaded the effort to create a logo for the 25th anniversary shirts and many were sold. A total of 39 teams registered for this event this year. A new record. Travis and his team led the charge again and implemented a new event this year that was a real hit with the members. Travis will need to remind me of the name for that event??? Last year, our net income for this event was $13,366. Given the timing of that event, unfortunately we do have the final numbers in terms of net income unless Liz has an update??? Once that is available, I will include the final numbers in an updated committee report.

- **Finally, special recognition goes to Travis Thompson and his team at Shannon & Wilson for all of their efforts over the course of this year to make this event a success. Travis and his crew at Shannon & Wilson are instrumental in the success of this event so kudos to Travis and his whole team, along with many others from our member firms that lent a hand to set up, take down, collect score sheets, etc.**

- The other primary event we were happy to host again this year was the golf tournament held at Shadow Valley Golf Course. This event raised a **net income of $3,556, ($2,634.81 in 2024) and ($3,047 in 2023)**, which was an increase of 26% from last year. This is a great trend in terms of overall increases in net income.

- The big change this year was the morning vs. afternoon start. All in all, we received positive feedback on this change, which is great as this will be a permanent change implemented by Shadow Valley golf course.

PSMJ Training:

- The committee held another round of PSMJ PM Bootcamp training on January 9-10th. This has been a great opportunity for member firms who have generously supported this endeavor. It's really win, win for our committee and our member firms. This event generated a net profit of $1,256 this year.

PAC Contribution for 2025:

- One of the goals of our fundraising is to fund the ACEC PAC by providing a way for our members to contribute to the PAC through their participation in events, rather than writing a check directly to the PAC.

- For The 2025 PAC goal of $7,096 is the same as the goal for the past several years. For 2025 to date, ACEC Idaho contributed a total of $6,137 after the Trap & Skeet event.

- This year we had the largest number of contributors, great success with golf and gun "special donation" packages that provided extra incentive for PAC contributions.

Opportunities for 2026:

- The 2025 fundraising efforts were successful and provided a nice benefit to our members and ACEC of Idaho as a whole. The committee will continue to focus on how we can increase attendance, sponsorships, and make the existing events even better for 2026.

- The following opportunities are being considered for 2024:

- Look to lock in the date for the golf tournament in June due to more favorable weather. We've learned over the years that booking this event beyond the end of June can result in some really hot weather! As noted above, we will continue with the morning start vs. afternoon.

- Maintain or increase the income from the Trap and Skeet Shoot.

- Hosts another PSMJ training class, or similar continuing education course, to increase income through member participation.

- Given the likelihood of inflationary pressures, continue to look for opportunities to trim expenses to increase profits. The last resort is increasing registration fees and sponsorship prices.

I'd like to thank all the members of the fundraising committee for their efforts this year to make things happen. As always, I want to thank Liz for all your efforts keeping this train on the rails. These events would not happen without Liz's hard work, organizational skills, and dedication to ACEC of Idaho.

Questions??

2025 Engineering Excellence Awards Committee Report

Chris Melander, Chair

ACEC of Idaho recognized 5 firms for 6 well-deserved award-winning projects in Idaho at our Annual Engineering Excellence Awards (EEA) Luncheon. This year the award ceremony was held on April 14, 2025, at the Idaho State Museum in Boise, ID. EEA committee chairman, Chris Melander, conducted the luncheon and presented the awards.

The EEA committee met virtually on December, 2024, to score the project entries after judging them individually prior to the meeting. This year the committee consisted of the following members:

- Paul Ashton, Parametrix
- Gabe Burgess, CONSOR
- Perrin Robinson, Jacobs
- Ryan Van Leuven, Shannon & Wilson
- Tyron Bardwell, HDR
- Chris Melander, Horrocks

At the luncheon, we recognized our two ACEC of Idaho scholarship winners, Tori Abbott of BSU and Shane Bernal fo the U of I.

Liz Conner was recognized for coordinating the entries, the judging, and the awards luncheon. We appreciate all you do Liz!

The 6 entries from 5 different firms covered 4 of the 12 available categories. At the EEA luncheon, the 1st place award recipients for each category were given an opportunity to take two or three minutes to share with the audience any unique, interesting, or challenging aspects of their project and to recognize supporting consultants and the sponsoring agency. Despite the small number of entries, the awards luncheon was well-attended, including individuals from member firms not receiving an award and members of the executive board.

This year's awards and recipients are described in the following summary.

CATEGORY F - Waste and Stormwater

1st Place - Keller Associates - Rigby Wastewater Treatment Plant

To accommodate significant community growth and meet new effluent permit limits, Keller Associates and the City of Rigby completed a Nuvoda Mobile Organic Biofilm (MOB) trial at Rigby's Wastewater Treatment Plant (WWTP). MOB uses help/kenaf plant material to enhance biological treatment, typically within an existing system. Before the trial, MOB had not been proven effective in cold climates like Rigby. This trial successfully increased the plant's capacity, resiliency, efficiency, and reduced the City's effluent ammonia concentrations, benefiting recreation activities and fisheries downstream from the outfall. The Rigby WWTP is a model for other treatment plants facing similar challenges.

2nd Place - Alta SE - Leading Idaho Stormwater Improvements in Kellog

The Kellogg stormwater improvement projects, supported by Alta Science and Engineering, addressed critical environmental and infrastructure challenges in the historic Silver Valley. Spanning multiple sites, these projects upgraded stormwater systems to reduce phosphorus loading to Coeur d'Alene Lake, mitigating harmful algal blooms and preserving aquatic ecosystems. Key improvements included replacing aging pipes with green spaces, installing advanced filtration systems, and creating vegetated infiltration basins. These efforts not only enhanced water quality but also protected public health, reduced maintenance costs, and revitalized recreational and community spaces. Collectively, these projects demonstrate innovative, sustainable solutions that benefit both the environment and the local community.

CATEGORY G - WATER RESOURCES

Alta SE - Hepton Lake Levee Breach Repair

The Snyihms he mulshu'lmkhw (Swimmer's Landing among the Cottonwoods) Project, located along Hepton Lake in northern Idaho's St. Joe River Subbasin, honors the Coeur d'Alene Tribe's heritage and restores wetlands in a culturally and ecologically meaningful way. Following a levee breach in 1996, the site became open water with emergent wetlands. Through innovative engineering, a 500-foot levee plug with hydraulic controls now optimizes hydrology, enhances wildlife habitat, and supports culturally significant wetland plants. This collaborative effort improves water quality, curbs invasive species, and sustains traditional practices. It exemplifies a successful partnership blending cultural preservation with environmental restoration.

CATEGORY H - TRANSPORTATION

1st Place - Kittelson & Associates - Rebuild 11th Street Safe, Accessible and Connect

The Rebuild 11th Street project in Boise is notable for its comprehensive and innovative enhancements, including new sidewalks, street trees, street furniture, and green stormwater systems. It also upgraded the underground infrastructure and extended the public fiber optic network. A key highlight is the first all-ages, all-abilities protected and raised bikeway, enhancing mobility options and business access. The project resulted from a successful multiagency collaboration between the CCDC, ACHD, and the City of Boise, making the corridor safer, more accessible, and an attractive space for the community.

2nd Place - David Evans & Associates - US-2 BNSF Railroad Underpass

This project was designed to improve mobility for tall loads traveling through Sandpoint. The BNSF Railroad bridge was built over US-2 in the 1970's to make way for the Sand Creek Byway, but the bridge provided only 15'-6" of clearance. This restricted taller loads from moving along US-2 and SH-200, requiring that they navigate a detour through downtown Sandpoint. This project lowered US-2 under the bridge, added a southbound lane which widened the roadway from three to four lanes, and increased clearance to 17'-6". The previous roadway had long created a bottleneck during peak hours for traffic headed into Sandpoint.

CATEGORY I - SPECIAL PROJECTS

Shannon & Wilson - Unbonded Concrete Overlay Project

Shannon & Wilson was part of this project that improved the I-84, Cold Springs Interchange to Glenns Ferry Interchange with Unbonded Concrete Overlay. This project is significant because it is Idaho's first major Unbonded Concrete Overlay. The sustainable strategy utilizied the existing pavement structure materials in place. The unbonded concrete overlay consisted of a 9-inch-thick doweled concrete overlay on top of existing PCC pavement that had exceeded its original design service. The overlay saved 4 inches of concrete thickness compared to a new concrete construction approach. Of all the strategies considered, this Unbonded Concrete Overlay solution provided the best life cycle cost benefit.

SHANNON & WILSON
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

September 26, 2025

ACEC Idaho
408 South Eagle Road Suite 205
Eagle Idaho 83616

RE: 2024-2025 ACEC IDAHO SCHOLARSHIP COMMITTEE ANNUAL REPORT

Dear ACEC Idaho Members,

ACEC of Idaho had fourteen scholarship applications for the 2025 academic year. There were many outstanding candidates, and the final selection was for Tori Abbot for the $ 2,500 first place scholarship. Tori is earning a master's degree in civil engineering at Boise State University. Shane Bernal was selected for the $2,000 second-place scholarship. Shane is a senior in Civil Engineering at the University of Idaho.

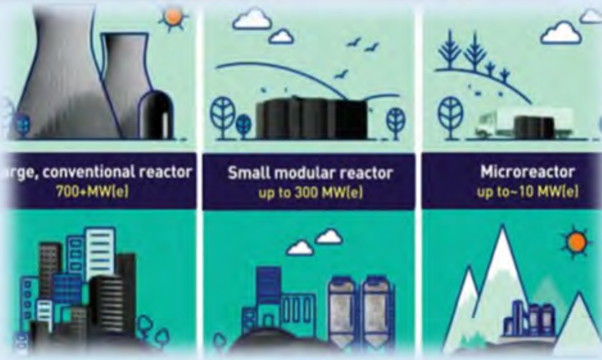
Due to the interest and outstanding candidates from the previous year's scholarship application, the board generously gave the Scholarship Committee the option of awarding a $1,000 third-place scholarship. This year, the committee did not identify a clear third place candidate, the third-place prize was divided and distributed to Tori and Shane, bringing the first-place award to $3,000 and the second place to $2,500.

We appreciate the additional funding for awards and are confident that it will be used by some of Idaho's most promising engineering students to further their education and careers.

Sincerely,

Ryan G. Van Leuven, P.E.
Scholarship Committee Chair

ACEC of IDAHO ENERGY COMMITTEE ANNUAL REPORT



2025

1 Executive Summary

During the 2024 ACEC of Idaho Annual meeting it was announced the Energy Committee would transition from a monitoring to an active committee. The new assignment required a new advocacy approach that would involve more accountability in vetting issues, concerns and required reporting. Overall, the energy industry is fairly stable yet turbulent and unpredictable in some energy categories.

As a State Member Organization (MO), ACEC of Idaho embraces the National Energy Committee vision, approach and objectives. The ACEC of Idaho Energy Committee is committed to serve as champions of engineering's' essential role in the Energy Industry, especially in Idaho. It is important to understand the Energy Industry does not stop at Idaho's state border. The state's energy supply and demand often goes well beyond the state's boundaries and represents a significant contributor to the state's economy, with a GDP impact of around $5.3 billion and approximately 50,800 jobs.

This past year Idaho ranked fifth among the US in the share of total electricity generated from renewable energy sources, with renewable energy resources generating about 69% of the state's total in-state electricity. Electric rates in Idaho are below the U.S. average, and the total energy costs per GDP are over 7%. Idaho's energy expenditures account for approximately 7-8% of the state's GDP. The state has some of the lowest energy prices in the country with energy sectors that involve technology, manufacturing, agriculture, tourism, healthcare, and construction, all benefiting from pioneering technologies. Idaho's energy industry is currently focused on renewable energy resources, with hydropower, nuclear, wind, solar, biomass and geothermal being the primary sources. The state has a significant potential for renewable energy due to its geography and climate.

The past year has been a challenge to navigate through the political, regulatory, funding, supply & demand, and development landscapes facing Idaho, as well as how it ties into our regional and national energy outlook as well as trying to anticipate what will come next. In an effort to tackle the energy challenge, a group of 10 professionals in ACEC of Idaho (see committee section) have been assembled and meet once per month as the Idaho MO Energy Committee to discuss, develop and execute our goals and objectives.

2 Vision & Purpose

The vision and/or purpose of the ACEC of Idaho Energy Committee is to help facilitate the engineering industry's energy related agenda through the development and execution of a proactive engineering, legislative and regulatory advocacy approach in supporting the transition to more reliable, resilient, affordable and sustainable energy systems.

3 Goals & Objectives

ACEC of Idaho Energy Committee establish 5 goals and related objectives this year to help identify and establish meaningful information in reporting to the MO each month. The goals and objectives will likely change and grow in 2026.

The 2025 goals include:

- The Energy Committee set a goal of meeting on the third Thursday of each month to discuss, develop and execute established goals, objectives and prepare to share meaningful data with the ACEC of Idaho MO.
- Select Energy Industry category targets that influence the condition of the energy industry, especially in Idaho and nationally as it applies to the state's energy planning and development status.
- Develop and engage with strategic energy industry stakeholders in Idaho. The purpose is to connect and collaborate with energy stakeholders to develop and support and advance ACEC's energy industry interest in Idaho, and to become a trusted technical resource to those stakeholders to help promote, modernize and develop the energy infrastructure in Idaho.
- Collaborate with other professional associations and client organizations to promote: ACEC's energy agenda public efforts on the benefits of energy

infrastructure investment, and member awareness of public and private energy investment challenges and opportunities.

- Collaborate with neighboring ACEC State Member Organizations to explore the possibility of organizing a regional Energy Committee. The purpose is to assist those state MO's that do not have an Energy Committee the opportunity to stay informed regarding relevant legislation, regulations, and issues of joint concern within public and private energy markets. Idaho would take the lead with respect to a regional committee.

4 Committee Team

The ACEC of Idaho Energy Committee is comprised of 10 engineering industry professionals. Dave Sherman serves as our Idaho Board of Directors Laison. Sam Matthews was selected as the chairman for the committee. Nicole Shaw was assigned as Co-Chair for the committee. The committee elected to meet on the third Thursday of each month using an in-person and virtual platform. During the initial monthly meetings, the yearly goals and objectives were established. (see goals & objectives section). As the year progressed, the committee transitioned to quarterly meetings, with team members monitoring industry categories of interest, exploring potential industry stakeholders and reporting back to the committee.

The ACEC Idaho Energy Committee is made up of the following individuals:

ACEC of Idaho
Energy Committee Members

Name	Company	Contact Email
Sam Matthews--Chair	POWER Engineers	sam.matthews@wsp.com
Nicole Shaw--Co-Chair	POWER Engineers	nicole.shaw@wsp.com
Darin Youngstrom	Bowens Collins	dyoungstroim@bowencollins.com
Joe Samer	AECOM	Joe.samer@aecom.com
Scott Hager	WSP	scott.hager@wsp.com
Michael Woodworth	Strata	mwoodworth@stratageotech.com
Ryan Van Leuven	Shannon & Wilson	Ryan.VanLeuven@shanwil.com
Aleshia Silverthorne	Terracon	Aleshia.silverthorne@terracon.com
Kurt Wald	Horrocks	kurtw@horrocks.com
Dave Sherman--Board Liaison	WSP	Dave.sherman@wsp.com

5 Industry Categories

Industry categories were identified as energy sources, delivery methods or areas with strong ties to the energy community. Committee members followed and reported on the different categories as listed below. This is not an exhaustive list; however, these are the categories with the greatest impact due to related industry influencers to the energy industry in Idaho and in the US as of 2025.

ACEC F IDAHO ENERGY INDUSTRY CATEGORIES	
Energy Industry Category	Regional Influence
ENERGY TRANSMISSION & DISTRIBUTION	Entire State
HYDROLECTRIC	Eastern Idaho (Caldwell, Payette, Bonneville, Power Counties)
WIND	Southern Idaho (Ada, twin Falls, Elmore, Gooding Counties)
NUCLEAR	Entire State
GEOTHERMAL	Southern Idaho (Ada, Cassia, Owyhee Counties)
SOLAR	Southern Idaho
OIL & GAS	Southern & Central Idaho (Owyhee, Elmore, Ada Counties)
HYDROGEN	Entire State
STRATEGIC MIINERALS	Northern Idaho (Kootenai, Shoshone, Benewah, Clearwater, Bonneville, Caribou Counties)

ACEC OF IDAHO ENERGY CATEGORY INFLUENCERS
Energy Category Influencers
1. Regulatory
2. Funding
3. Political
4. Supply & Demand
5. Development Concerns
6. Geographic Locations

5a	**Industry Category** **(Power Transmission & Distribution)** **Presented by: Nicole Shaw, P.E.**

Power Transmission & Distribution Energy

Power transmission and distribution is how we move energy from a source to its destination, and there is currently a large demand for expanding this infrastructure in Idaho and the entire United States. Like expansive transportation projects, these linear projects span across countless landowners and jurisdictions, and often have environmental, cultural and biological and development hurdles. As engineers we are a crucial part of these massive multi-year projects and must stay informed of the political and regulatory issues, stakeholders and funding impacting them.

The major utility owners throughout Idaho include Idaho Power, Avista Utilities and Rocky Mountain Power. Significant focus areas for these utilities today include new high-voltage transmission lines, substations, grid upgrades, and wildfire prevention and mitigation. There has been political pressure nationwide for more interstate projects to increase connectivity between areas of varying energy production and demand. This aims to improve capacity and grid resilience.

The Federal Energy Regulatory Commission (FERC) in 2024 created a cost allocation rule, Order No. 1920. This lays the framework for planning and paying for upcoming transmission projects, aims to improve investment and lower consumer costs, requires transmission providers consider resource plans and requires regional grid operators to plan for electricity demand for at least 20 years. While there will undoubtedly still be regulatory and permitting hurdles for these projects, this helps to shed light on the massive need and is a productive step towards meeting demand.

Department of Energy (DOE) funding fuels many of the larger transmission line projects, but direct utility investment also plays a major role. This year, Governor Brad Little requested $481,000 to create a council that would review permits for large-scale projects like transmission lines to increase efficiency. The Idaho Joint Finance-Appropriations Committee (JFAC) denied this request. Future engagement from the ACEC Idaho Energy Committee could be beneficial in advocating for funding like this.

5b	Industry Category
	(Hydroelectric)
	Presented by: Mike Woodworth, P.E.

Hydroelectric Energy

Idaho is likely to see modest net growth in hydropower-related activity, driven primarily by pumped-storage development, relicensing and modernization of existing facilities, and low-impact and hybrid irrigation and hydropower projects. Large new conventional projects are unlikely due to permitting and economics.

1. **Market Drivers and Context**
   - Rising load and IRP signals indicate capacity needs and storage demands
   - Regional hydropower variability creates both opportunity and risk.
   - Policy and funding tailwinds (federal/state clean energy goals) increase attractiveness of pumped storage and modernization projects.

2. **Project Pipeline: What's Likely to Move Forward (2025–2030)**
   - Cat Creek Pumped Storage (Elmore County) primary large-scale pumped storage candidate.
   - Relicensing and Upgrades modernization, fish passage, and compliance.
   - Small/Low-Impact Hydropower — irrigation and municipal-scale projects.

3. **Key Constraints**
   - Permitting and environmental reviews may delay schedules and subsequent development.
   - Hydrology and climate uncertainty affect long-term viability.
   - Transmission and interconnection costs are significant.
   - Competition from batteries and gas capacity influences economics.
   - Water right limitations.

4. **Recommendations for Idaho ACEC Member Firms**
   - Prioritize pumped-storage and irrigation-hydro hybrid projects for new projects.
   - Evaluate relicensing and environmental support services.

5. **Five-Year Outlook (2025–2030)**
    - Pumped storage is the largest potential growth vector.
    - Conventional hydro additions will be limited and most activity will likely be hybrid irrigation and hydropower upgrades and small projects.

5c

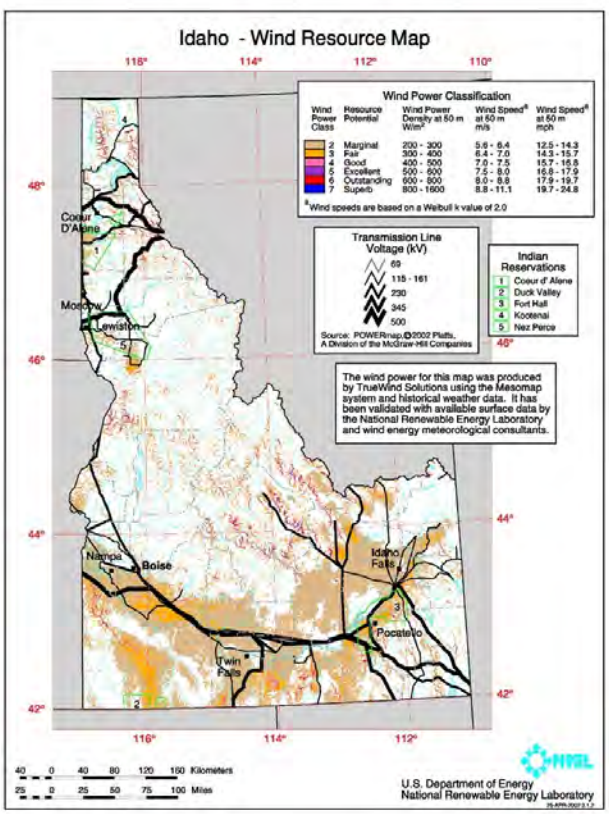
Industry Category

(Wind)

Presented by: Dave Sherman, P.E.

Wind Energy

Wind energy in Idaho is navigating a complex landscape shaped by regulatory hurdles, political resistance, and evolving energy demands. While Idaho possesses significant wind energy potential, particularly in its southern regions, development has been slowed due to legislative actions that reflect a cautious or even adversarial stance toward renewable energy. For example, House Bill 317 proposed a prohibitive excise tax of $25,000 per foot on wind turbines, which would have rendered most projects financially unviable. Though the bill ultimately failed, it underscores the political tension surrounding wind energy in the state. Additionally, Senate Bill 1133 restricts wind infrastructure on lands designated as Agricultural Protection Areas unless the projects directly support agricultural production, further limiting viable development zones.



Despite these challenges, Idaho's energy agencies and utilities recognize the strategic importance of renewables. The Idaho Governor's Office of Energy and Mineral Resources continues to coordinate planning and policy efforts to promote responsible energy development, and utilities like Idaho Power and Avista have committed to transitioning toward 100% renewable energy sources in the coming decade. However, the state still relies heavily on imported fossil fuel-generated electricity to meet demand, making local wind development a critical opportunity. Funding remains a concern, especially as regulatory requirements, such as mandatory light-mitigating technology for turbine visibility, add to project costs. The approval of the Lava Ridge Wind Energy Project by the Bureau of Land Management in late 2024 marked a significant milestone, though it also sparked local controversy, highlighting the delicate balance between federal support and community acceptance. In 2025, the Lava Ridge Project was killed by the US Department of Interior. Overall, Idaho's wind energy future hinges on reconciling political resistance with economic and environmental imperatives.

Over the past decade, Idaho has invested approximately $1.2 billion in wind energy development, with most of that funding directed toward utility-scale projects in southern Idaho, where wind resources are strongest. These investments have supported the installation of nearly 1 gigawatt (973 MW) of wind capacity, contributing significantly to the state's renewable energy portfolio. However, growth has plateaued in recent years due to political and regulatory headwinds, including restrictive zoning ordinances and proposed excise taxes on wind infrastructure. Despite these challenges, federal incentives and Department of Energy grants have helped sustain modest development, particularly in research and grid integration efforts.

Looking ahead, Idaho is projected to require an additional $2.5 to $3 billion in wind energy investment over the next ten years to meet surging electricity demand and offset fossil fuel imports. The states power utilities estimates that demand growth over the next five years alone will match the previous 40 years combined, underscoring the urgency for new generation capacity. If Idaho can overcome political resistance and streamline permitting, wind energy, alongside solar and battery storage, could become the most cost-effective and scalable solution to meet the state's energy needs while preserving economic growth.

5d	Industry Category (Solar) Presented by: Dave Sherman, P.E.

Solar Energy

Solar energy in Idaho has experienced steady growth over the past decade, with total investment reaching approximately $2 billion between 2015 and 2025. Despite ranking 33rd nationally in installed solar capacity, Idaho has added 1,275 MW of solar power, enough to supply energy to over 175,000 homes. Prices for solar installations have dropped by 42% during this period, making solar increasingly competitive. However, regulatory and political hurdles have tempered the pace of development. For instance, legislation such as SB 1133 restricts solar infrastructure on agricultural lands unless it contributes directly to agricultural production, and HB 86 prohibits mandates for EV infrastructure in new construction. These policies reflect a cautious stance by the Idaho Legislature, which has historically been resistant to aggressive clean energy mandates.

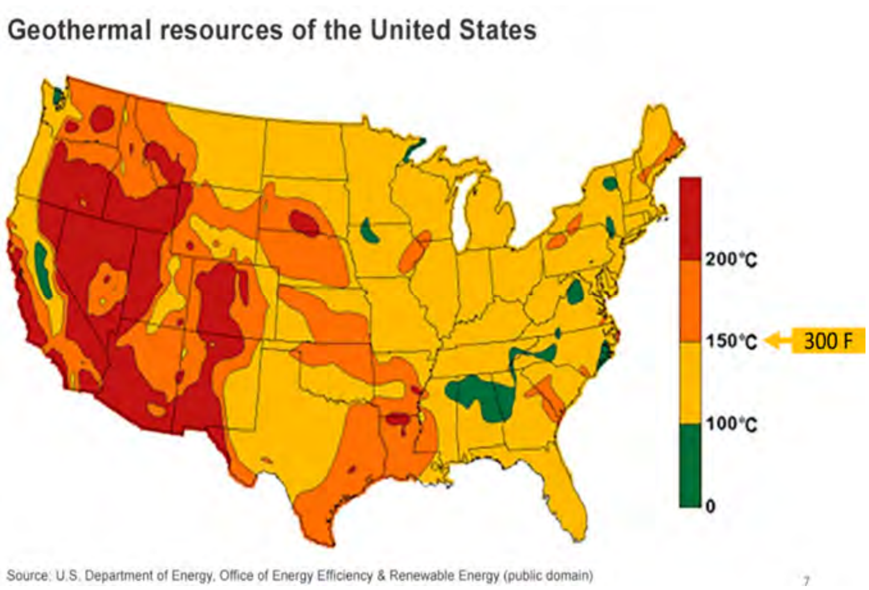
Demand for electricity in Idaho is surging, with Idaho Power projecting that the next five years will see demand growth equal to the previous 40 years combined. This rapid increase is driving urgency for new energy generation, with solar and wind emerging as the most scalable and cost-effective solutions. Political resistance remains a challenge, but economic pressures and the need to support population growth are pushing solar development forward. Over the next ten years, Idaho is projected to add 1,666 MW of solar capacity, with investment likely to exceed $2.5 billion, especially if federal permitting reforms and local incentives accelerate deployment. The success of this expansion will depend on navigating regulatory constraints, securing funding, and aligning political will with the state's growing energy needs.

5e	Industry Category (Geothermal) **Presented by: Dave Sherman, P.E./Sam Matthews**

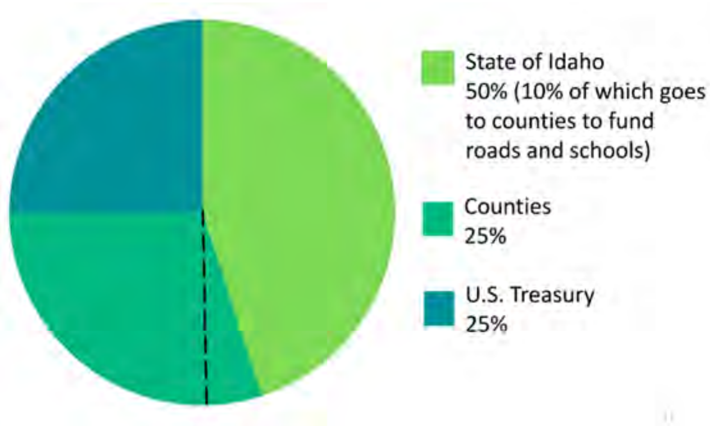
Idaho Geothermal Energy

Geothermal energy is a sustainable energy originating from the earth's crust. Conventional geothermal energy is where sufficient ambient temperature, the presence of water, and permeability (a way for fluid to move around rocks) allows for recovery of hot water that is then converted to steam, which drives turbines to produce electricity. Unconventional geothermal energy is where either water or permeability are not present, and so water is introduced to achieve permeability artificially.

Since the water can be returned and reheated below the surface, this form of energy generation is sustainable, as well as operational 24 hours a day, 7 days a week, and 365 days a year. Geothermal heat has been used as a direct energy source in Idaho by indigenous people for a long time, and more recently starting in the 1850s by trappers, with interest growing to the present day.



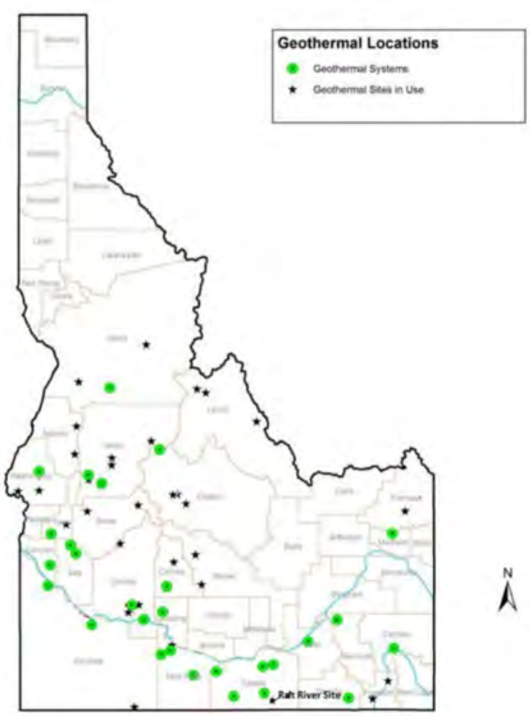
The following map shows Idaho as one of the few western states that is geographically located to benefit from geothermal resources. In fact, Idaho has the only state capitol building heated by geothermal water. Idaho's geothermal energy market is shaped by a mix of regulatory frameworks, political momentum, and economic incentives aimed at expanding renewable energy production. The Bureau of Land Management (BLM) plays a central role in overseeing geothermal leasing on federal lands, guided by Resource Management Plans (RMPs) and the foundational 2008 Geothermal Programmatic Environmental Impact Statement. These documents determine whether land is open, closed, or conditionally available for geothermal development, with stipulations such as No Surface Occupancy zones to protect wildlife and sensitive ecosystems. Politically, recent executive and secretarial orders, such as Executive Order 14154 and Secretarial Order 3418, signal strong federal support for domestic energy production, including geothermal, aligning with Idaho's own strategic energy goals.



Revenues from geothermal leasing are split among the State of Idaho (50%), counties (25%), and the federal government, with a portion earmarked for infrastructure like roads and schools as shown in the following graphic.

The Idaho Governor's Office of Energy and Mineral Resources (OEMR) coordinates policy development and serves as a clearinghouse for energy-related initiatives, including geothermal. OEMR's role includes streamlining permitting processes and supporting the Idaho Strategic Energy Alliance, which fosters collaboration across government and industry stakeholders. Despite these efforts, development faces challenges such as limited surface-level geothermal resources, the need for artificial permeability in unconventional systems, and competition from other renewables. Demand is steady, particularly for direct-use applications like heating the Idaho State Capitol, but scaling up power generation will require continued investment, regulatory clarity, and public-private partnerships.

Currently, the Raft River Geothermal Power Plant (formerly the Raft River project), located in southern Idaho, is a significant player in Idaho's renewable energy sector. The Department of Energy invested over $40m in geothermal studies and production infrastructure. The power plant includes the first commercial-scale binary cycle geothermal power plant in the US and been officially operational since 2008 and is producing 10MW of power for the Idaho Power Company service area in southern Idaho. The Power Plant is projected to produce to 36MW planned in the near future and 110MW projected as a maximum energy output. The power plant's success is expected to influence the future of geothermal energy production in Idaho. In addition, Idaho's 2025 geothermal leasing is moving forward in the Four Rivers, Burley, Pocatello, Bruneau and Shoshone areas.



In addition to electric generation, direct use of geothermal waters is the oldest, most versatile, and most prevalent utilization of geothermal energy. There are over 1,000 wells and 200 springs across Idaho. Wells that have a bottom hole temperature greater than 85 degrees Fahrenheit and less than 212 degrees Fahrenheit are designated as low-temperature geothermal (LTG) resource wells.178 These LTG resources are used for space heating, aquaculture, greenhouses, and recreation throughout the state. Idaho's capital city, Boise, is home to the nation's first geothermal district heating system, Warm Springs Heating District, which was built in the late 19th century and continues to service over 300 customers in the East End neighborhood of Boise.179 The City of Boise's geothermal heating utility delivers naturally heated water through over 20 miles of pipeline to more than 6 million square feet of building space and is planned to expand by 40% to help Boise achieve carbon neutrality by2050. Additionally, the Capitol Mall Geothermal Energy Project was completed in 1982 and continues to provide low-cost space and hot water heating to the Idaho State Capitol and eight other major state buildings. The Idaho Statehouse is the only geothermally heated capitol building in the nation. District heating is also currently being used for space heating at several of Boise State University campus buildings. Geothermal energy in Idaho is expected to part of Idaho's successful energy forecast moving into the future.

5f

Industry Category

(Nuclear)

Presented by Joe Samer, P.E.

The nuclear industry is back in the spotlight and on the verge of incredible growth in western states. Idaho could be the center of that development. Demand for electricity in Idaho is expected to increase by nearly 30% by 2035, driven by population growth, industrial expansion, and the electrification of transportation and other sectors. Existing utility integrated resource plans show limited capacity to expand hydroelectric, natural gas, or other renewable portfolios at required scale, underscoring the need for new sources of reliable, firm baseload generation.

In response, Governor Brad Little announced that the Governor's Office of Energy and Mineral Resources (OEMR) and the Idaho Strategic Energy Alliance (ISEA) released the **Idaho Advanced Nuclear Strategic Framework (ANSF)**, a comprehensive plan developed by ISEA and a broad coalition of stakeholders to guide the future of advanced nuclear energy in Idaho.

The framework outlines a clear strategy to ensure Idaho continues to lead the nation in nuclear energy innovation by advancing next-generation nuclear technologies that are safe, reliable, affordable, sustainable, and secure. It reflects extensive input from public and private partners, including Idaho's electric utilities, the Idaho National Laboratory, universities, state agencies, local governments, and industry leaders.

Today's sense of urgency to feed power-hungry artificial intelligence and data computational centers has private investors and governments around the world pouring money into the next generation of nuclear energy. Recently, nuclear power plant designer Oklo and subcontractor Kiewit Nuclear Solutions Co. announced they will build and test the first Aurora Powerhouse — a liquid-sodium-cooled "fast reactor" generating up to 75 megawatts of electricity that backers hope to deploy around the world. Oklo's nuclear reactor demonstration is among a dozen or so reactor and nuclear fuel tests in queue at INL that advance the industry's technology and business models.

Nuclear power generation has the backing of the current political administration, which has ordered the Nuclear Regulatory Commission to speed up nuclear licensing and has directed the DOE to have 10 new "large reactors" under construction by 2030 with a goal of adding 300,000 megawatts of nuclear power to the grid by 2050. One megawatt is enough electricity to power about 750 homes. Part of federal policy leaning toward nuclear energy began during the Biden administration, which named Wyoming and Idaho as part of a Tech Hub within the Intermountain-West Nuclear Energy Corridor.

There are significant challenges to implementing nuclear resurgence in the West. AI and data center developers favor new power generation facilities that are, in a regulatory sense, apart from the shared electrical grid, or "behind the meter." That complicates the utility regulatory environment and rate structures. Also, the U.S. is still reliant on other nations for nuclear components and several aspects of the fuel supply chain, which will take years to provide domestically. Others noted that the Trump administration's demands on federal agencies — like fast-tracking and licensing a massive buildout of nuclear power plants — are at odds with recent staff downsizing.

Another significant challenge is developing an expanded workforce for the modernization and expansion of the grid. The nation's long lull in building nuclear energy has left the industry with skilled experts who are retiring and an empty "pipeline" to replace them.

Yet perhaps the industry's biggest challenge remains its image as a dangerous liability to human health and the environment. While safety is touted by nuclear developers, it should be understood that local opposition to things like wind farms extends to nuclear energy proposals.

ACEC needs to embrace being involved with this nuclear renaissance and should seek to partner with the western states and other stakeholders to address our growing energy needs.

5g	Industry Category (Oil & Gas) **Presented by: Dave Sherman, P.E.**

Oil & Gas Energy Industry

The oil and gas industry in Idaho remains relatively small but increasingly active, with recent developments sparking renewed interest and debate. Regulatory oversight is centralized under the Idaho Oil and Gas Conservation Commission, which operates through the Idaho Department of Lands. This body ensures responsible exploration, drilling, and production while safeguarding groundwater and surface rights. In 2025, Senate Bill 1146 significantly reshaped the regulatory landscape by consolidating authority within the commission and limiting the ability of local governments to prohibit extraction activities. While local ordinances can still address public health and safety, the bill prioritizes state-level control, a move that has drawn both support from industry advocates and criticism from environmental groups concerned about diminished local oversight.

Funding and development in Idaho's oil and gas sector are driven by private investment, with companies like Cascade Exploration LLC and Snake River Oil and Gas actively pursuing seismic permits and spacing applications in counties such as Canyon and Payette. These efforts suggest a growing appetite for exploration, particularly in regions with proven or potential reserves. Politically, the industry is navigating a complex terrain: while the state government promotes development through streamlined regulation, public sentiment remains divided. Environmental concerns, especially regarding water safety and land use, continue to influence policy debates. Supply and demand dynamics are modest compared to national trends, but Idaho's proximity to larger energy markets and its potential for hydrogen exploration could position it as a niche player in the evolving energy landscape.

Over the past decade, Idaho's oil and gas industry has seen modest but steady investment, totaling approximately $25 million from 2013 to 2023. This funding has primarily supported exploration and drilling activities in the Payette Basin, with companies like Snake River Oil and Gas and Cascade Exploration LLC leading the charge. Much of the spending has gone toward seismic surveys, well permitting, infrastructure development, and regulatory compliance. While this figure is relatively small compared to energy-heavy states like Texas or North Dakota, it reflects Idaho's cautious but deliberate approach to tapping its hydrocarbon potential.

Looking ahead, projections suggest that investment in Idaho's oil and gas sector could reach between $40 million and $60 million over the next ten years. This anticipated growth is driven by several factors: expanded interest in hydrogen exploration, streamlined regulatory frameworks following the passage of Senate Bill 1146, and increased private sector confidence in the state's resource potential. However, the pace and scale of investment will depend heavily on commodity prices, environmental pushback, and the success of early-stage projects. If Idaho's reserves prove commercially viable and infrastructure scales accordingly, the state could become a more prominent player in the regional energy market.

5h	# Industry Category ## (Hydrogen) **Presented By: Scott Hager, P.E.**

Hydrogen Energy, what is it and why is it important to Idaho?

According to the Idaho Energy and Mineral resources website, “Hydrogen is an energy carrier that can be used to store, move, and deliver energy produced from other sources. Hydrogen is the lightest and most abundant element in the world. This is one of the many reasons why renewable hydrogen, also known as “green hydrogen,” is so promising as we head towards a future with more emissions-free energy. Most of the hydrogen produced within the energy sector today is produced using fossil fuels, this is known as “grey hydrogen.” When hydrogen is produced using renewable resources the hydrogen may also be deemed renewable and designated as “green.” Another form of hydrogen, blue hydrogen, is also considered clean as the carbon associated with its production is captured and stored. Renewable hydrogen’s potential does not only lie within the power sector; it may also have the potential to aid in the decarbonization of other sectors such as transportation, aviation, and shipping.”

The main concern regarding hydrogen energy in Idaho, particularly as studied by Idaho National Laboratory (INL) and Idaho Power, is the challenge of cost-effectively and sustainably producing, storing, and deploying green hydrogen, but projects are underway to address these issues. Key challenges include the energy intensity and cost of electrolysis, the unique storage requirements for hydrogen, potential safety concerns if containment is lost, and the need for robust infrastructure. However, integration with hydropower offers potential solutions for grid stability, reoxygenating rivers, and decarbonization efforts, with ongoing research focusing on improving efficiency and scaling up clean hydrogen production in Idaho.

Challenges in Idaho

Production Costs and Energy Intensity:

Producing hydrogen, especially "green" hydrogen via electrolysis, is currently expensive and energy-intensive, requiring significant advancements in efficiency and cost reduction to be commercially viable.

Infrastructure and Storage:

Hydrogen requires specialized high-pressure or cryogenic tanks for storage, posing challenges for transportation and distribution infrastructure.

Safety Concerns:

Hydrogen is a highly flammable gas stored under pressure, raising safety concerns about potential leaks and combustion hazards.

Environmental Impact:

While clean hydrogen production is the goal, current methods often rely on fossil fuels, and even when burned, hydrogen combustion produces nitrogen oxides, which contribute to air pollution.

Potential Solutions and Research

- Hydropower Integration:

Idaho National Laboratory is partnering with Idaho Power to integrate electrolytic hydrogen production with existing hydropower plants.

- Environmental Benefits:

Hydrogen production can create excess oxygen, which can be used to reoxygenate rivers, improving water quality and supporting aquatic life impacted by hydropower reservoirs.

- Grid Stability:

Hydrogen can serve as an energy storage solution, enhancing grid stability and allowing for greater use of clean hydropower.

- Decarbonization Efforts:

Hydrogen can help decarbonize hard-to-abate sectors like heavy transport and steel manufacturing by providing a clean fuel source.

- Advanced Research:

INL is developing new materials and technologies to improve the efficiency and durability of electrolysis cells for hydrogen production, aiming to lower costs and increase the production rate.

The goal in Idaho is to develop a robust and sustainable hydrogen ecosystem, utilizing the state's clean energy resources like hydropower to support clean hydrogen production and deployment, thus helping to achieve net-zero emissions and support a cleaner energy future.

5i

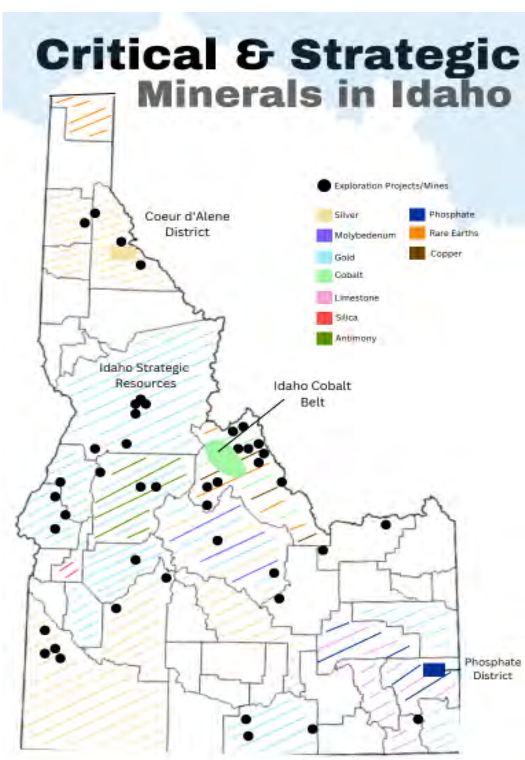
Industry Category

(Strategic Minerals)

Presented by: Ryan VanLeuven, P.E.

Strategic Minerals in Idaho

Nationally, the United States is facing a pressing need to reduce reliance on foreign critical minerals, particularly from China, which dominates refining and processing. The IEA notes that critical mineral markets, including rare-earth elements (REEs), copper, and lithium, are highly concentrated, with China controlling significant much of the supply chain. Federal policies, such a 2025 Executive Order and investments in domestic processing aim to bolster U.S. self-sufficiency. One example is the Idaho National Laboratory's partnership with US Critical Materials through a Phase II Cooperative Research and Development Agreement (CRADA) to develop and operate a pilot-scale processing plant for rare earth elements (REEs). Idaho's strategic mineral projects align with these national priorities, contributing to secure supply chains for high-tech, aerospace, and defense applications. An additional consideration is that recycling initiatives could reduce new mining needs by up to 40% by 2050, enhancing sustainability.



Idaho is emerging as a critical hub for strategic minerals including REEs and thorium, driven by companies like Idaho Strategic Resources, Inc., which operates significant projects such as Lemhi Pass, Diamond Creek, and Mineral Hill within Idaho's REE-Th Belt. These projects are recognized among the top REE prospects in the U.S. Lemhi Pass is noted as the largest domestic thorium source which is vital for next-generation nuclear reactors and decarbonization goals. In 2025, Idaho Strategic Resources plans an ambitious exploration season which includes radiometric surveys and soil sampling. Additionally, Idaho's copper and antimony prospects, such as the Stibnite Gold Project operated by Perpetua Resources, are gaining attention due to their strategic importance for defense and especially for clean energy technologies. Several of these Idaho projects are supported by federal grants and streamlined permitting processes. Idaho's favorable mining policies and rich mineral endowment position it as a leader in addressing the nation's critical mineral needs.

Idaho is positioned to help fulfil the federal mandate to become more self-sufficient with REEs and critical minerals. Engineering companies in Idaho can expect to see projects related to developing these projects in coming years. Such projects may include development of mine or processing facilities, infrastructure to support mines or facilities (such as roads and new transmission lines), or housing and infrastructure to support those working on these projects.

6 Industry Stakeholders

One of the Energy Committee's goals this year was to embrace the need to reach out to industry and agency energy industry stakeholders. The purpose is to engage and collaborate with energy stakeholders to develop and support and advance ACEC's engineering and energy industry interests in Idaho, and to become a trusted technical resource to those stakeholders in an effort to help promote, modernize and develop the energy infrastructure in Idaho.

The committee assembled a list of potential stakeholders followed by discussions regarding a and meaning approach to interested stakeholder targets including procedures that may provide meaningful input from ACEC.

1. NW Energy Coalition
nwec@nwenergy.org

2. Regulatory Public Energy Council (LPPC)
https://www.lppc.org
(Energy-Regulatory)

3. Idaho National Laboratory
https://inl.gov
(Modular Nuclear, Geothermal, Integrated Energy)

4. Idaho Department of Water Resources (IDWR)
https://Idwr.idaho.gov
(Geothermal Energy, Idaho Geothermal Resources Act, Hydro-Electric Energy, Natural Gas, Solar, Wind Energy, Battery Investments, Coal)

5. Bureau of Land Management
https://www.blm.gov
(Idaho Geothermal Energy Resources, Geothermal Energy Research, Domestic Energy Production)

6. Department of Energy
https://www.energy.gov
(Sustainable Engineering in Energy Development)

7. West Central Mountains Economic Development Council
https://wcmedc.org
(Energy Development)8. Idaho Power Company
https://www.idahopower.com
(Energy Sources, Clean Energy, Power Delivery, 9. City of Boise
https://www.cityofboise.org
(Geothermal, Boise Warm Springs Water District, Solar, Hydro-Electric Energy)

10. Idaho Sustainability and Energy Coalition
https://www.idahosec.org
(Clean Energy)

11. Idaho Advanced Energy Consortium (IAEC)
https://idahoadvancedenergy.org
(Energy Professionals, Energy Utility Representatives, Government agencies)

12. Idaho Strategic Energy Alliance (ISEA)
https://oemr.idaho.gov
(Governor's Office on Energy and Mineral Resources)

13. Idaho Energy Code Collaborative
https://www.idahoenergycode.com
(Energy professionals, Utility representatives, government agencies)

14. University of Idaho Energy Institute
https://www.uidaho.edu
(Energy Research, Hydroelectric, Nuclear, Solar, Wind, Natural Gas, Coal,
Grid Research, Power Distribution, Energy Resilience Planning, Energy

16. State of Idaho-Governor's Office of Energy and Mineral Resources (OMER)
https://dfm.idaho.gov
(Energy issues affecting Idaho, Regional and National Energy Planning,
Transmission Planning, 2025-2028 Strategic Energy & Mineral Resource

Planning, Regulatory, Idaho Strategic Energy Alliance, Energy Security)

17. **Boise State Energy Policy Institute (EPC)**
    https://boisestate.edu
    Conference/Talks Based: (Energy Permitting & Siting, Nuclear, Hydrogen, Critical/Strategic Minerals-Mining, Sustainably Energy, Energy Market Change.

18. **Center for Advanced Energy Studies (CAES)**
    https://caes.org
    (BSU-ISU-UI-INL Universities, Energy Research)

7 Look Ahead

The ACEC Idaho Energy Committee spent 2025 developing meaningful vision, purpose, goals, objectives, identifying energy industry categories and industry stakeholder targets. This committee was intentional in deciding where to focus our initial efforts, and we are now positioned to add value and produce meaningful information to ACEC of Idaho. Moving forward, we will continue to monitor the industry categories identified in this report for updates relevant to Idaho, but our sights are set on three major goals:

1. **Establishing and maintaining relationships with Industry Stakeholders**
2. **Developing a Regional ACEC Energy Committee.**
3. **Continue to track our Energy Industry Category targets.**

The Energy Industry in Idaho is experiencing tremendous growth and provides limitless opportunities for the engineering community. These goals will take time, commitment and continued participation, but they are a worthwhile investment for ACEC of Idaho.

American Council of Engineering Companies

Aviation Committee

Annual Report October 2025

Committee Members:

- Jared Norton, Ardurra (Chair)
- Rocky Benedetti, Strata
- Sam Matthews, Power Engineers
- Nicole Shaw, Power Engineers
- Christopher Flournoy, Jacobs
- Toby Epler, JUB
- Justin Walker, Keller Associates

Meeting Schedule:

- Quarterly via MS Teams
- Last meeting held September 25, 2025
- Next meeting is scheduled for December 11, 2025

Summary:

- Good participation within committee so far
- Working to add goals and objectives
    - Need questions and concerns from engineering community. Please pass issues along to one of the committee members.
- Current hot topics
    - Coordinate w/ IAMA Legislative Committee to determine if there are any areas of focus where ACEC can assist
    - Recruitment of students into industry
        - We are working on a presentation to inform high school and college students of the engineering opportunities in the aviation industry
    - ITD – Aeronautics Coordination
    - Funding

Charter Statement: Yet to be developed

Why:

Who:

What:

When:

How:

Key Objectives:

- Facilitate collaboration and open communication between industry and ITD – Aeronautics
- Enhancing awareness of opportunities within industry
- Sharing new/modified policy and regulations related to the A&E industry
- Identify available funding (grant programs) for sponsors
- Feedback on industry performance/compliance
- Feedback on regulation process and implementation
- Sharing of new technologies/approaches within our industry