2026

ACEC of Idaho

Annual Conference Committee Reports

Idaho Board of Professional Engineers and Professional Land Surveyors Update

The Board continues to focus on improving licensing services and providing clear guidance while protecting the public. DOPL is reorganizing its bureaus by function, consolidating licensing, investigations, and education and board support. This allows executive officers to focus more directly on Board policy and stakeholder relationships.

Online services continue to improve through OASIS. The digital course comparison form for comity applicants is now live, and potential integration with NCEES Records remains under consideration. The Board also published a consolidated Licensure and Education Policy on July 1, 2026, bringing application requirements, renewals, and professional development guidance into one resource.

Professional engineers must complete 24 PDHs per biennial renewal cycle, with up to 30 hours eligible for carryover. Licensees should retain completion evidence for at least four years; an activity log alone does not establish attendance. All late renewals are being audited, and broader monthly sampling is under development.
Legislative changes of interest to ACEC members include HB 585, addressing inspection timelines and qualified third-party inspectors; HB 706, addressing single interior exit stairways in certain apartment buildings; and HB 790, allowing voluntarily certified interior designers to sign and seal specified nonstructural, non-seismic interior project documents.

Updated ethics, engineering, and surveying guidance is available on the Board's website. The Board has also shared guidance on responsible AI use and encourages vigilance regarding copied or altered professional seals. Finally, ICOR's Practice Overlap Guidance reflects collaboration among NCEES, NCARB, CLARB, and CIDQ to clarify shared responsibilities and practice boundaries across design professions.

We encourage ACEC members to stay engaged and review Board resources at dopl.idaho.gov/ipels

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QBS Facilitator Council Achievements Report
April, 2025-2026

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 2025-2026, we fielded 9 requests for assistance, provided educational presentations to four government entities, and provided the Council's own "***IQ****-Idaho QBS News*" newsletter on QBS to the public.

Request for Assistance:

- 3 of the 9 requesting training and/or assistance with how to do and RFQ.
- 2 of the 9 were suspected violations of the law. Both asked for fees or hourly rates. One corrected, one did not.

- 2 out of the 9 was how and when a government entity should do a roster of qualified professionals.
- 1 out of 9 was regarding if a city employee could act as a Construction Manager (CM) for a municipal project.
- 1 out of 9 was if an additional QBS process was needed for a subcontractor.

Of these requests (details are available upon request):

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

Educational and Outreach Efforts:

5 educational activities occurred with the entities needing the training on how to do RFQ's and how to do a roster. These were done via phone and email. No public presentations were given.

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 16, 2026
Shore Lodge – McCall, Idaho
Government Affairs Committee Annual Report

COMMITTEE MEMBERS:

Paul Ashton, PE – Parametrix
Bob Beckman – Forsgren Associates
Mike Buehner – Reavely Engineers
Dave Butzier, PE – AECOM
Whitney Ciani – Ciani & Hatch
Tim Haener, PE – J-U-B Engineers
Jeff Peters – KPFF
John Ringert, PE – Kittelson & Associates
Dave Sherman, PE – WSP (Board Liaison)
Cameron Waite, PE – HDR Engineering
Paul Wasser, PE – Schnabel Eng. (Chair)
Jimmy Young - Horrocks

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. Committee meeting on January 5, 2026, at Givens Pursley offices. Focus was a legislative update from Jeremy Chou and discussed current state budget situation and anticipated Legislative and Executive Branch actions to balance the current and FY2027 budgets..
2. Worked with Jeremy Chou and Rep. Palmer to revise SB 1140 and 1144 to limit legal implications to elected officials and agency staff. HB 508 (sponsored by Rep. Brooke Green) removed “or person” from Violations-Penalties section and included language to allow unrestricted use of federal funds or grants for bike and ped projects. Worked with the Board to provide a letter of support (signed by President James Mullen) and sent to all Idaho State Senators in support of HB 508. The bill passed the House 39-29-2 and the Senate 19-16-0. It was signed into law by Governor Little on April 2, 2026.
3. Review HB 703a (originally HB 505) to consolidate all investigative actions for ALL boards including the IBPEPLS. Met with IDOPL staff on February 9, 2026, to understand the bill’s intent and express concern for any action that would limit or remove authority for the IBPEPLS to carry out investigations or disciplinary actions. The bill passed the House 68-0-2 and the Senate 32-1-2. It was signed into law by Governor Little on March 27, 2026.
4. Utah Fuel Export Tax proposal – worked through IACI and a large coalition (Utah Fuel Export Tax Coalition) led by Suzanne Budge to voice opposition and mobilize Idaho resources in opposition of this proposal. The ACEC of Idaho Board voted to sign-on to coalition’s opposition letter and to send its own letter in opposition, if needed. This was effectively killed before an actual bill text was issued.
5. With Board approval, formed the ACEC of Idaho PAC on September 24, 2026, to support ACEC of Idaho’s political advocacy and better comply with Idaho’s political contributions law, known as the Idaho Sunshine Law.
6. Recently the committee has been collaborating with the Transportation Funding Committee (Kurt Wald – Chair) in support of the Vehicle Registration Fee ballot measures that will appear on the November ballot in both Ada and Canyon Counties. The ACHD (Ada Co.) measure aims to retain the current county-wide vehicle registration fee at the current rate structure. The Canyon Co.

measure aims to introduce a new county-wide vehicle registration fee to support transportation projects in all 13 political subdivisions of Canyon County (cities and highway districts).

2026 LEGISLATIVE SESSION: The Second Regular Session of the 68th Idaho Legislature began on January 12, 2026, and adjoined Sine Die on April 2, 2026. The Legislative Session Status Report (Sine Die Report) can be found at: Sine Die Report The Legislature passed the 2026 Idaho Recission Act which applies to various state agencies and institutions and reduces the FY 2026 appropriations by 4% for most agencies. The budgets for Public School Support, the Division of Medicaid within the Department of Health and Welfare, the Department of Corrections, and the Idaho State Police were reduced by 3%. The Legislature passed an FY 2027 General Fund budget of $5.62 billion, which is 0.04% decrease over the current year. The budget begins July 1, 2026, and has a projected ending balance of $148.8 million. Key budget actions from this legislative session included ongoing reductions of 5% for most agencies, funding population forecast adjustments for the Department of Corrections and established the Idaho Rural Health Transformation Fund. Unlike the past five years and due to budget constraints, the Legislature made no investments from the General Fund for roads and bridges and other infrastructure.

ITEMS OF NOTE FROM THE 2026 SESSION:

- There were 2,665 pieces of draft legislation written during the session, of which 350, or 13%, became law.
- Four bills were vetoed by Governor Little after the legislature adjourned and two bills received a line-item veto. Vetoes of note:
    - H 968 Appropriations and Transfers – two sections were line-item vetoed in this bill. The first removed the transfer from the Permanent Building Fund to the Legislative Account, which would have saved $5.8 million. The second vetoed the words “sufficient funds” but retained the authorization for the Board of Examiners to transfer moneys from the Twenty-seventh Payroll Fund to the General Fund for the purpose of balancing the state budget.
    - H 975 Appropriations and Transfers – Restricted the transfer of moneys from the Budget Stabilization Fund if the balance exceeds 15% of General Fund revenues in FY 2026.
    - H 978 Appropriations – Health and Welfare – Public Health Services – Appropriates moneys to the Department of Health and Welfare for the Public Health Services Division for FY 2027. The Goveronr line-item vetoed the appropriation reduction for the Health Care Policy Initiatives Program, effectively retaining 4478,600 for the Gradutes Medical Education (GME) Program.
- S 1356 – Revised provisions regarding the election of commissioners for single countywide highway districts (ACHD is the only one).

ISSUES FOR 2026-2027

- Projected General Fund FY 2027 budget balance is $696 million based on September revenues.
- Resuming General Fund transfers for the Strategic Initiatives Fund for transportation will be a focus of the upcoming session and a priority for The Governor.
- Speaker Moyle also intends to introduce additional tax cut legislation.

PARTNERSHIPS:

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

Legislative Committee – Paul Wasser, Paul Ashton, Mike Buehner – participation 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. This year in particular, this allows ACEC of ID to participate in the coalition effort opposing the proposed Utah Fuel Export Tax bill.

Environmental Committee – Jon Munkers

Tax Policy Committee – Paul Wasser – through our participate on IACI's Tax Policy Committee ACEC was able to better understand the impact of this year's conformity bill to conform Idaho's tax laws to that of the IRS. This session's conformity vote was more complicated than usual due to the passage of the One Big Beautify Bill by Congress which included several tax law changes, including tax cuts. It also allowed us to better understand the R & D (or R & E) tax credit issue.

IACI Public Policy Conference was held in Sun Valley on June 10-12, 2025. The conferenced included the following presentations:

1. Global Immigration Business Impact by Patrick Shen, U.S. Chamber of Commerce
2. The U.S. Forest Service: Back to Basics by Tom Schults, Chief of the U.S. Forest Service
3. Global Report / Trust Amid Insularity by Jenny Kantor, Edelman Trust Institute
4. Global Trade Impact by Mike DiBenardo, Port of Los Angeles (CA)
5. Public Policy Recap by Rober Jones, GC Strategy Group
    a. Included assessment of mid-term elections
    b. Provided analysis of the 2026 Idaho Primary Election
    c. Included a summary on non-candidate spending for 2024 and 2026 (primary only)

Copies of the PowerPoint presentations for all but the U.S. Forest Service presentation (Tom Schults did not use a presentation aid) are available for members, if they request it.

Attendance at the conference also provided an opportunity to interact one-on-one with Speaker Mike Moyle and future State Senator (LD 25) Casey Swenson from Twin Falls.

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 26, 2026** 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, another great turnout for this event.

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

Idaho Board of Professional Engineers and Professional Land Surveyors (IBPEPLS) – Met with IDOL staff on February 9, 2026, regarding H 505/703a – see ACTIONS TAKEN note above.

OTHER POSSIBLE COLLABORATIONS:

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

Transportation Funding Committee Annual Report

Report Submitted by: Kurt Wald, Committee Chair

Committee Roster

Position	Name	Firm
Chair	Kurt Wald	Horrocks
Co-Chair	David Butzier	AECOM
Member	Jake Poulsen	Keller Associates, Inc.
Member	Chelsea James	J-U-B Engineers, Inc.
Member	Maren Tanberg	Terracon
Member	Sean Battle	KPFF
Member	Steve Abiador	WSP
Member	Dan Jones	HDR
Member	Tim Nicholson	KM Engineering
Member	Gabriel Burgess	Consor
Board Liaison	John Ringert	Kittelson & Associates

Executive Summary

Leadership Transition and Committee Activities

The 2026 year marked a leadership transition for the Transportation Funding Committee, with Kurt Wald assuming the role of Chair. The transition has been guided by the ongoing mentorship of Co-Chair David Butzier and close coordination with Paul Wasser of the Government Affairs Committee. This collaborative approach has enabled a smooth transition while ensuring continuity of the Committee's mission and strategic initiatives.

The Committee held three dedicated meetings throughout the year, with primary focus on legislative updates and the evolving landscape of federal transportation bill reauthorization. These meetings addressed the significant challenges and timing uncertainties surrounding federal transportation funding reauthorization, which carries substantial implications for state and local project delivery.

Beyond individual committee meetings, the Transportation Funding Committee and the Government Affairs Committee held two joint meetings to coordinate membership engagement around critical ballot initiatives. These joint sessions focused on organizing and mobilizing the ACEC of Idaho membership to support Ada County and Canyon County vehicle registration ballot initiatives in the November 2026 election. These local funding mechanisms represent important opportunities to advance transportation infrastructure investment at the regional level.

Fiscal and Policy Landscape

The Transportation Funding Committee has closely monitored Idaho's fiscal landscape and legislative developments throughout the 2026 session. This report summarizes the significant tax and budget implications that directly impact transportation infrastructure funding and planning in Idaho.

Federal Transportation Funding: IIJA Reauthorization Status and Uncertainty

Continuing Resolution and Surface Transportation Program Extension

Legislation extending current surface transportation programs and federal spending through December 11, 2026, was enacted in early September. This legislation provides continuity for surface transportation authorities, eligibilities, and requirements of the Bipartisan Infrastructure Investment and Jobs Act (IIJA) through that date. The legislation accomplishes the following critical objectives:

- Provides prorated contract authority for highway and transit programs through December 11, 2026.
- Prevents the lapsing on September 30, 2026, of unobligated Highway Trust Fund contract authority for allocated discretionary grant programs, extending the availability of this contract authority through September 30, 2027.
- This extension specifically applies to Highway Trust Fund-funded discretionary grant programs such as the Bridge Investment Program, Infrastructure for Rebuilding America (INFRA) grant, Rural Surface Transportation grants, and the Wildlife Crossing Pilot program (note: this protection does NOT apply to formula programs).

Key Legislative Provisions and Extensions

Beyond the surface transportation program extension, the legislation includes a Continuing Resolution (CR) addressing appropriations and also incorporates several significant transportation-related provisions:

As it relates to transportation programs, the Transportation, Housing, and Urban Development (THUD) appropriations portion of the law provides prorated obligation limitation and FY2027 appropriations.

The law extends the availability of FY2023 Highway Infrastructure Program unobligated balances for another fiscal year. Instead of these balances expiring on September 30, 2026, they will be available until September 30, 2027, providing continuity for projects utilizing these prior-year funds.

The law extends the ability to liquidate certain Federal Transit Administration (FTA) Capital Investment Grant obligations, providing flexibility for multi-year transit capital projects.

The law precludes the Office of Management and Budget (OMB) from finalizing the Notice of Proposed Rulemaking (NPRM) related to discretionary grant administration through at least December 11, 2026, providing regulatory stability while reauthorization discussions proceed.

The Critical Issue: Division J Funding

Importantly, the Continuing Resolution does NOT include funding for Division J advance appropriations. This is a critical gap. The IIJA included approximately $37 billion annually in Division J funding—a separate pot of General Fund money (distinct from Highway Trust Fund revenues)—that was only ever authorized through fiscal year 2026. The CR did not renew this funding source, and it will require fresh authorization and appropriations regardless of surface transportation program reauthorization. This situation creates a bifurcated legislative challenge:

It is the House and Senate Appropriations Committees—not the authorizing committees—that have jurisdiction over advance appropriations. This means Division J funding decisions will be made through the appropriations process rather than through authorization legislation.

Division J funds numerous critical programs that lack Highway Trust Fund backstops, creating acute funding vulnerabilities when Division J expires.

Programs Dependent on Division J Funding

The impact of Division J expiration extends across multiple program categories. Beyond bridges, transit, and rail programs discussed previously, the following programs depend entirely or substantially on Division J funding:

Federal-State Partnership for Intercity Passenger Rail

Amtrak grant programs

Capital Investment Grants for rail and transit

National Electric Vehicle Infrastructure (NEVI) program

Safe Streets and Roads for All initiative

Consolidated Rail Infrastructure and Safety Improvements (CRISI) rail grants

Better Utilizing Investments to Leverage Development (BUILD) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant programs

Mega Projects funding

Railroad Crossing Elimination grants

These programs collectively represent a significant portfolio of transportation investments. Some, like bridge funding, enjoy strong bipartisan support. Others have smaller but vocal advocacy groups behind them. Regardless of political support strength, all are tied to the same fundamental budget question: Will Congress restore the advance appropriations framework for Division J and, if so, at what funding level?

Congressional Timeline and Legislative Outlook

Both the House and Senate return to Washington on November 9, 2026—approximately one month before the expiration of the continuing resolution and surface transportation program extension on December 11. This compressed timeline creates significant legislative pressure.

House Speaker Johnson has indicated his intention to bring the House BUILD America 250 Act to the House floor during the lame duck period (after the November 2026 elections). However, critical steps remain before floor consideration is likely:

The House Committee on Ways and Means must act and determine how to pay for the Highway Trust Fund programs proposed in the BUILD America 250 Act. This Committee decision regarding the funding mechanism will be a key variable affecting the timeline for floor consideration.

The Transportation Funding Committee remains hopeful that the full House can act on the BUILD America 250 Act during the lame duck session.

Significant Competing Priorities

Unfortunately, transportation reauthorization is one of many critical issues piling up for the lame duck session. Congress must address numerous high-priority matters before December 11 and the end of the 119th Congress, including:

Funding for all federal government programs beyond December 11

National Defense Authorization Act

Reconciliation 3.0 (potential additional reconciliation legislation)

Supplemental funding requests

Water Resources Development Act

Foreign Intelligence Surveillance Act reauthorization

Farm bill reauthorization

Congressional nominations and confirmations

This crowded agenda increases the likelihood that comprehensive transportation reauthorization may slip beyond the lame duck period. Industry consensus suggests that a comprehensive multi-year transportation reauthorization bill is more likely to advance in 2027. Most observers close to the legislative process anticipate such legislation will need to move in the first half of 2027. The political math for passing reauthorization remains tight regardless of the outcome of the November 2026 elections.

Notably, despite this competitive political environment, both parties have thus far kept working together on some aspects of transportation funding, suggesting sustained bipartisan interest in finding solutions.

Critical Monitoring Point: The House Committee on Ways and Means Decision

The biggest variable to monitor going forward is what the House Committee on Ways and Means decides regarding Division J funding, the appropriate level of advance appropriations for transportation programs, and the mechanism for paying for the proposed legislation. That decision will shape whether the House legislation advances this year or slips to 2027. Equally important, it will determine whether Division J funding—in some form—makes a comeback in the reauthorization language and, if so, at what funding level.

Treasure Valley and Idaho Regional Growth: Transportation and Infrastructure Challenges

Regional Growth Context

The Treasure Valley and broader state of Idaho are experiencing unprecedented population growth that is creating acute transportation and infrastructure funding challenges. The Treasure Valley's population grew from approximately 688,000 in 2018 to over 850,000 by 2026. Conservative regional projections anticipate the valley reaching one million residents within the next decade, though industry leaders and demographers suggest the actual growth rate may exceed these estimates. This explosive expansion is straining existing infrastructure and creating urgent demand for strategic transportation investments.

The Community Planning Association of Southwest Idaho (COMPASS) has conservatively estimated a regional transportation funding gap of approximately $300 million per year in Ada and Canyon Counties alone. This significant shortfall reflects the challenge of matching infrastructure development to rapid population growth, particularly when state funding mechanisms are constrained by broader fiscal pressures.

Tommy Ahlquist and the Ever Onward Initiative

Tommy Ahlquist, founder of Idaho 2020 (a bipartisan think tank focused on challenges facing the state) and host of the "Ever Onward Podcast," has been a prominent voice highlighting Idaho's infrastructure challenges and growth management issues. The Ever Onward Podcast, launched in 2018, brings listeners stories of inspiring leaders and community advocates addressing Idaho's most pressing issues. The podcast has specifically focused on transportation, infrastructure investment, and regional planning, featuring conversations with Idaho Transportation Department (ITD) officials, regional planning directors, and business leaders.

Ahlquist and the Ever Onward platform have emphasized that Idaho's rapid growth creates both opportunity and significant challenge. Recent episodes have highlighted:

The invisible nature of successful infrastructure—when transportation systems work, they are taken for granted, but when they fail, the impacts are immediate and costly.

The need for business community engagement in transportation solutions, reflected through the "Keep Idaho Moving" initiative.

The staggering growth witnessed by long-term state infrastructure professionals and what it means for future planning and funding.

The role of federal grant programs in closing the funding gap for regional transportation projects.

Federal Grant Programs and Idaho's Competitive Success

Idaho communities and regional agencies have demonstrated growing competitiveness in securing federal transportation grants. The BUILD program and the RAISE program have been significant sources of funding for Idaho projects.

Recent successful grant awards demonstrate Idaho's capacity to compete and deliver on major infrastructure initiatives:

Nampa Northside Corridor Project: In 2026, the City of Nampa received $22.99 million through the BUILD program for the Northside Corridor Community Connectivity and Safety Improvements project—the largest transportation grant in the city's history and the largest BUILD award in Idaho that year. This project will improve a 1.5-mile corridor with new pavement, sidewalks, curb ramps, bridge widening, and traffic signal improvements, addressing safety concerns on a corridor that experienced 350 crashes over five years.

Boise Lake Hazel Road Extension: The City of Boise secured $5.6 million through BUILD grants for planning and preliminary engineering of Lake Hazel Road extension, supporting regional connectivity.

Teton Mobility Corridor Project: An Idaho-Wyoming partnership secured $20 million in BUILD funding for the Teton Mobility Corridor project connecting Driggs, Idaho, and Jackson, Wyoming. The project includes multimodal improvements at four highway intersections, new transit facilities, commuter and electric buses, and pathways serving the regional workforce and recreational access.

RAISE Grants (2022 Round): Idaho received approximately $30.9 million in RAISE grants, including $12.4 million for Wood River Valley Mobility Corridor improvements and $5 million for North Nampa neighborhood connectivity planning.

Federal Support and Bipartisan Infrastructure Law

Idaho is positioned to receive approximately $2.2 billion in federal transportation funding through fiscal year 2026 under the Bipartisan Infrastructure Law. Recent federal announcements have allocated $453 million in specific transportation grants, with the National Highway Performance Program (maintenance and construction) receiving $221 million and the Surface Transportation Block Grant program receiving $107 million. These federal resources are critical to addressing Idaho's infrastructure backlog and supporting the state's economic competitiveness.

Looking Forward: Growth Management and Infrastructure Response

The convergence of rapid population growth, constrained state budgets, and competitive federal grant opportunities has created a complex landscape requiring coordination and strategic investment decisions. Regional initiatives such as the Ada County and Canyon County vehicle registration ballot measures represent important local efforts to close funding gaps. Simultaneously, the success of projects like the Nampa Northside Corridor in competing for BUILD grants demonstrates that Idaho communities can effectively compete for federal resources when applications are well-developed and locally supported.

2026 Legislative Session Overview: Tax and Budget Situation

Session Dates and Scope

The 2026 Idaho legislative session convened on January 12 and adjourned on April 2, 2026, running 82 days. Despite concerns about a compressed timeline due to the 2026 election cycle, the Legislature passed a record 1,018 pieces of legislation, demonstrating significant activity on multiple fronts including tax conformity, budget reductions, and transportation-related policies.

Structural Budget Challenge

Idaho entered the 2026 fiscal year with a substantial budget crisis stemming from prior tax cuts and federal policy changes:

Projected fiscal year 2026 deficit of $40.3 million.

Projected fiscal year 2027 deficit of $555 million.

Cumulative impact of $400+ million in tax cuts approved in the 2025 session.

Additional revenue pressure from conforming to federal One Big Beautiful Bill Act (OBBBA) tax changes signed July 4, 2025.

Federal Tax Conformity Impact

The OBBBA created significant compliance costs for Idaho. The nonprofit Tax Foundation estimated that conforming to federal tax changes would cost Idaho approximately $167 million. Key federal changes include:

Exemption of workers' tips from taxation.

Exemption of workers' overtime pay from taxation.

Legislative Response and Tax Actions

House Speaker Mike Moyle emphasized that tax reduction remains a central legislative priority. The 2026 session maintained the income tax rate at 5.3% (established in 2025 legislation HB 40) for both individual and corporate taxpayers, representing a continuation of multi-year tax reduction efforts. The Legislature conformed to most federal tax changes, as required by law.

Budget Reduction Measures

To address the structural deficit while maintaining tax competitiveness, the Legislature implemented broad agency budget reductions:

State spending reduced by nearly $193 million for the current fiscal year.

Across-the-board agency and departmental funding cuts of 4% for fiscal year 2026.

Additional 5% budget reductions scheduled for fiscal year 2027 (beginning July 1).

Significant cuts to Medicaid announced.

Updated Fiscal Outlook – FY 2027 Budget Monitor (August 2026)

Recent revenue monitoring shows a more positive fiscal trajectory than the budget constraints anticipated at the start of the 2026 session. As of August 2026:

- August revenues exceeded forecast by $37.5 million, driven primarily by individual income tax collections $40.8 million above projections.
- Year-to-date revenue collections are $51.2 million ahead of forecast and $52.5 million (6.7%) higher than the same period last year.
- The revised revenue forecast for FY2027 increased projected revenues by $291.1 million above the Legislature's original estimate.
- The projected ending cash balance for FY2027 is $657.0 million, substantially stronger than the $148.8 million projected at sine die.

This improved revenue outlook provides some relief from the aggressive budget cuts implemented in the 2026 session and may create opportunities for the 2027 Legislature to reconsider transportation funding as agencies continue submitting budget requests. Individual income tax strength, in particular, suggests the economic fundamentals supporting Idaho's recent growth may be stabilizing.

Implications for Transportation Funding

The Transportation Funding Committee recognizes that these budget constraints will have material implications for transportation infrastructure funding and planning in Idaho:

State transportation agencies will face 4% budget reductions in FY2026 and 5% reductions in FY2027, affecting maintenance, projects, and staffing.

Competition for limited state resources will intensify, requiring transportation advocates to articulate clear return-on-investment case studies.

Federal funding sources become increasingly critical to bridge the gap between state transportation needs and reduced state fiscal capacity.

Private-public partnerships and alternative funding mechanisms may warrant increased exploration and advocacy.

Improved revenue trends may provide the 2027 Legislature opportunity to restore or increase transportation funding from current constrained levels.

The outcome of federal IIJA reauthorization in late 2026 or early 2027 will have significant implications for the level of federal transportation resources available to Idaho for the next multi-year funding cycle.

Committee Activities and Recommendations

The Transportation Funding Committee will sustain its engagement and strategic focus through 2027 as federal reauthorization deliberations move forward and the Idaho Legislature convenes. To this end, the Committee commits to the following activities and recommendations:

Ongoing Committee Meetings and Legislative Engagement. The Committee will continue to meet quarterly throughout 2027, with the frequency and scheduling of meetings adjusted as needed to respond to critical legislative developments, particularly as the federal reauthorization process advances. This flexible approach ensures the Committee can provide timely input and coordinate with ACEC of Idaho's Government Affairs initiatives during high-activity periods.

PAC Representation and Development. The Committee will designate a representative to serve on the newly formed ACEC Political Action Committee (PAC), ensuring the Transportation Funding Committee's priorities and membership perspectives are reflected in the PAC's development and strategic positioning.

Legislative Intelligence and Advocacy Coordination. The Committee will organize periodic meetings and report-outs from Jeremy Chou, ACEC's lobbyist, to maintain current awareness of developments in policy and coordinate advocacy positioning as legislation advances. These sessions will ensure the Committee membership understands the implications of emerging legislative proposals and maintains alignment with national advocacy efforts.

Forward-Looking Policy Initiatives. As the Committee meets throughout 2027, members are encouraged to bring forward policy ideas and advocacy positions that the Committee should pursue during the year. This inclusive approach will ensure the Committee's work agenda reflects emerging priorities and opportunities as the legislative and regulatory landscape evolves.

Looking Forward

The Transportation Funding Committee will continue to monitor fiscal developments and work with ACEC of Idaho leadership to ensure that transportation infrastructure needs are effectively articulated to state policymakers. We recognize the challenging fiscal environment and remain committed to supporting engineering solutions that maximize public value within available resources. With improving revenue trends, strategic ballot initiatives underway at the regional level, and critical federal reauthorization discussions approaching, we look forward to collaborating with our membership and allied organizations to advance Idaho's transportation infrastructure agenda.

Respectfully submitted,

Kurt Wald

Chair, Transportation Funding Committee

ACEC of Idaho

2026 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
Bob Beckman	Kimley Horn
Joel Parks	KPFF
John Ringert	Kittelson
Colin Moran	*Ardurra*
Russell Leahy	*David Evans & Assoc.*
Cory Brown	*Horrocks*
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

- **Advanced Lump Sum Contracting (still in Pilot Phase for ITD)**
  - 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 2027
  - Need more good candidate projects or ITD may not see a need for this option
- **CPFF Certified Wage Rates**
  - Authorizes consultants to bill current wage rates
  - Won't change Not-to-Exceed (NTE) amount
  - ITD has adopted as policy
  - ITD requesting feedback from consultant community (look for survey from Liz)

- Continued involvement and participation opportunities at ITD Program Delivery Conference
- 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
  - Subcommittee (led by Terri Hansen; includes ITD/ACEC members) still working on implantation plan.
- ITD Consultant Portal Role-out
  - Rolling out slowly with firms as they update Term Agreements, request time extensions, update overhead rates, etc.
  - ITD looking for feedback from consultant community
- Advocating for fair and reasonable DBE requirements
- Extensive organization change within ITD
- ITD Digital Delivery (In Discussion)
  - A subcommittee has been created to gather research
  - HDR is completing a study for ITD which is nearly done
- 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
  - Key to success: clearly establishing methodology for determining the low bidder
- ITD re-emphasis on ITD 771 forms and performance evaluations
- Advanced ways to streamline contracting and invoicing process
  - Higher lodging reimbursement for Eastern Idaho
  - Quicker payments
  - Invoice training

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/implementation of digital delivery
- Advocate for use of additive bid items

American Council of Engineering Companies

ACEC/DEQ Liaison Committee

Annual report October 2026

Committee Members:

Jim Mullen, Keller (Board Liaison)	jmullen@kellerassociates.com
Jon Munkers, Alta (Chair)	jon.munkers@wsbeng.com
Jeff Hodson, Jacobs	jeff.hodson@jacobs.com
Michael Woodward, Strata Geotech	mwoodward@stratageotech.com
Tyler Allen, HDR	tyler.allen@hdrinc.com
Roger Greaves, JUB	rgreaves@jub.com
Kyle Meschko, Keller	kmeschko@kellerassociates.com
Dean Barker, Horrocks	Dean.barker@horrocks.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 tentatively scheduled for November 10, 2026 11:00 AM MST

Summary

- DEQ's participation is strong. They are 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, input, and support with workshops and panels.
- Current hot topics
    - Funding remains one of their largest challenges. Funding from federal agencies (EPA) is less certain and was sometimes delayed. Almost all programs are expected to see funding reductions after ARPA and BIL funding injections. They are exploring other funding strategies (i.e., fee increases, etc.). Funding - Idaho Department of Environmental Quality.

      "Save the SRFs" Coalition | Save The SRFs is a way to support the SRF Program.

    - 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. The link provided to the news

website includes current rule making. [Rulemaking - Idaho Department of Environmental Quality]

- Hiring within DEQ is continuing to be a challenge and they are looking to the ACEC community for additional support. Many programs are understaffed and retirements and employee movement have created challenges.
- Permitting: IDEQ is working on using technology and new interfaces to streamline permitting and reduce backlogs.
- 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.

IDEQ Regions & Contact Info

Boise
1445 N. Orchard St.
Boise, ID 83706
(208) 373-0550
(888) 800-3480

Coeur d'Alene
2110 Ironwood Parkway
Coeur d'Alene, ID 83814
(208) 769-1422
(866) 370-0017

Idaho Falls
900 N. Skyline Drive, Ste. B
Idaho Falls, ID 83402
(208) 528-2650
(800) 232-4635

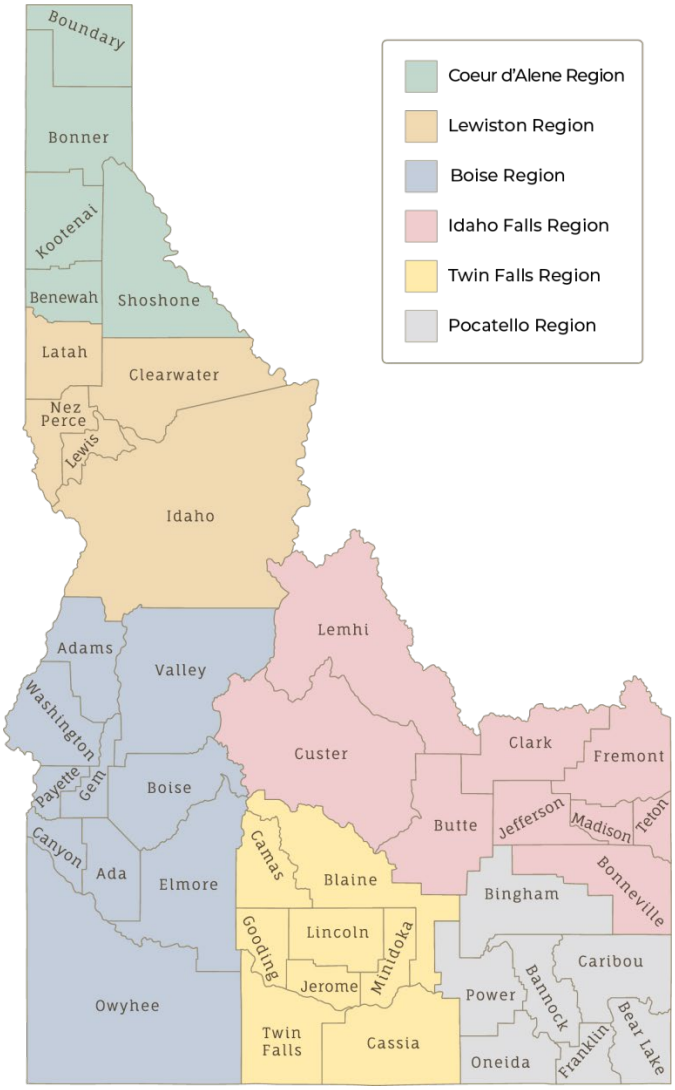
Kellogg Superfund Project Office
1005 McKinley Ave.
Kellogg, ID 83837
(208) 783-5781

Lewiston
1118 F St.
Lewiston, ID 83501
(208) 799-4370
(877) 541-3304

Twin Falls
650 Addison Ave.
Twin Falls, ID 83301
(208) 736-2190
(800) 270-1663

Pocatello
444 Hospital Way, #300
Pocatello, ID 83201
(208) 236-6160
(888) 655-6160

State Office
1410 N. Hilton St.
Boise, ID 83706
(208) 373-0502
(866) 790-4337



Upcoming DEQ Events:

Newsroom - Idaho Department of Environmental Quality

Southwest Basin Advisory Group Meeting
Oct 15 at 10:00 am MDT
DEQ State Office1410 N. Hilton, Boise, Idaho
Attend this meeting in person: Department of Environmental Quality, Conference Room C 1410 N. Hilton St. Boise, ID 83706

Panhandle Basin Advisory Group Meeting
Oct 15 at 10:00 am PDT
Coeur d'Alene Regional Office2110 Ironwood Parkway, Coeur d'Alene, Idaho
Attend this meeting in person: Idaho Department of Environmental Quality, Coeur d'Alene Regional Office, Osprey Room 2110 N Ironwood Pkwy, Suite 100 Coeur d'Alene, ID 83814

Salmon Basin Advisory Group Meeting
Oct 15 at 1:30 pm MDT
Salmon Public Library300 Main Street, Salmon, Idaho
Attend this meeting in person: Salmon Public Library 300 Main St. Salmon, ID 83467 Join this meeting virtually Microsoft Teams link Meeting Documents Agenda

Revision Meeting 1: Idaho Risk Evaluation Manual for Petroleum Releases
Oct 22 at 9:00 am MDT
DEQ State Office1410 N. Hilton, Boise, Idaho
To ask questions or submit comments concerning revisions to the manual, contact Kristi Lowder at kristi.lowder@deq.idaho.gov or by calling (208) 373-0347. Attend this meeting in person: DEQ State Office, Conference Room A 1410 North Hilton Street Boise, Idaho 83706

Fiscal Year 2028 Letter of Interest Training
Nov 9 at 10:00 am MST
This training will provide an overview of updates to the Letters of Interest (LOI) forms for this year, and provide an opportunity to view each section of the Clean Water and Drinking Water Loan LOI forms. DEQ Grants and Loans staff and engineers will be available to answer questions and provide guidance during this training.

South Fork of the Clearwater River Watershed Advisory Group Meeting – 12 pm PT
Nov 12 at 12:00 pm PST
Super 8 - Grangeville801 SW 1st St, Grangeville, ID, United States
Attend this meeting in person: Super 8 801 SW 1st St Grangeville, Idaho Meeting Materials

Basin Advisory Group Chair: FY2027 Statewide §319 Project Selection Meeting
Nov 17 at 9:00 am MST
DEQ State Office1410 N. Hilton, Boise, Idaho
Attend this meeting in person: DEQ State Office, Conference Room A 1410 North Hilton Street Boise, ID 83706 Attend this meeting virtually:

Idaho Water Quality Workshop
Mar 23, 2027 at 8:30 am MDT
Boise State University1700 W University Drive, Boise, Idaho
Join Idaho DEQ March 23-24, 2027, for the 37th annual Idaho Water Quality Workshop, the state's largest and longest-running event for water quality professionals. The workshop brings together a mix of community members and professionals representing agencies, tribes, and municipalities of Idaho and neighboring states.

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 2026, in March, June and September, and plans to meet in November to maintain communication between September and new committee assignments in 2027. At each meeting, LHTAC was represented by 4-5 staff with Environmental Staff Engineer Karissa Nelson, Construction Engineer Matt Koster, and Federal Aid Safety Manager Kevin Kuther attending each meeting. Deputy Administrator Ken Kanownik and/or Administrator Laila Kral also attended each meeting with Interim Administrator Megan Kautz attending in September. Approximately 15-17 committee members participated in each meeting. As in recent years, in-person attendance and Teams participation were offered with the majority of participants attending in person; this year did see an increase in Teams participation compared to 2025. 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. At this time, all designs have been contracted and the program will continue to construct work for the next several years. LHTAC provided the committee feedback on consultant performance both from their perspective and from a contractor survey performed.
- 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 2026, including continuing to work on an update to the CEI SOW, and sharing information between LHTAC and consultants relating to the LILB and Fed-Aid construction programs.
- Fed-Aid Program updates – presented at each meeting by Kevin Kuther, including FY27 forecast of upcoming projects, LHTAC project assignments and consultant selection method. These updates also included ongoing discussion related to BABA requirements and consultant quality control. LHTAC has seen a general decline in quality deliverables and the committee worked with LHTAC to prepare a design milestone submittal cover page that affirms quality control was performed by the consultant prior to submittal, to firm up accountability. This is a topic that should continue to be discussed in the next committee term.
- 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 2026. 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

2026 Annual Report

Committee Members

Tyron Bardwell (HDR)	Lucas Marsh (Terracon)
Whitney Ciani (Ciani & Hatch) – Board Liaison	Ryan Olsen (GeoEngineers) - Chair
Dustin Commons (Jacobs)	Scott Parker (Horrocks)
Stan Crawforth (Shannon & Wilson)	Maria Tangarife (Strata)
Rachel Hunt (Cornforth Consulting)	Paul Wasser (Schnabel)

CRABS Research Project – Technical Advisory Committee

ITD has contracted with Boise State University to develop a design guide for cement recycled asphalt base stabilization (CRABS). ITD formed a technical advisory committee (TAC) to be involved with review and coordination during development of the new design guide. Through our committee, ITD requested consultant involvement on the TAC. Several individuals from ACEC member firms expressed willingness to be a part of the TAC, and qualifications of these individuals were submitted to ITD. ITD selected Stan Crawforth of Shannon and Wilson and Kirk Jackson of GeoEngineers to be part of the TAC. This involvement is ongoing.

IR-142 Materials Source Investigations

ITD is in the process of revising IR-142. Our committee provided comments on previously proposed revisions in 2023 and 2025. ITD has made additional changes to the document and sent the newest version to our committee for review and comment. Our committee provided comments to ITD in May 2026.

Travel Speed Deflectometer – 2026 Data

ITD invited our committee to ARRB's delivery of 2026 TSD data. The intent of the meeting was to inform those in attendance of what data was collected, demonstrate the data viewer, and answer questions regarding implementation. The data delivery meeting was held in-person, with an option to join virtually, on July 16, 2026.

2026 Report Idaho ACEC/ITD Bridge Liaison Subcommittee

Prepared by Brent Schiller

October 14, 2026

Executive Summary

The bridge committee consisting of consultants and ITD Bridge leaders met twice this year (April & October). Meetings were held at ITD Bridge Department in the East Conference room in the Annex at 3293 W. Jordan St. The meetings lasted approximately 2 hours with lunch provided by consultants on a voluntary basis. Meeting agendas consisted of ITD announcements, discussion on potential bridge related training, discussion items from consultants, discussion on changes to ITD Bridge Manual or specifications, load rating and AASHTO Committee updates, and LHTAC related items.

Year's Highlights

This year the chair for this subcommittee switched from Alan Cukurs to Brent Schiller – special thanks go to Alan for his efforts!

The committee met twice this year at the State Street Campus in the East Conference room in the Annex at 3293 W. Jordan St. Meetings were held on April 2nd and October 13th. The October 13th meeting minutes will not be available or incorporated based on the timing of when this report is due, but the agenda for the October 13th meeting is attached. Below are summaries of the topics of discussion that best describe the activities at each meeting.

1. Lunch was provided for all attendees by Horrocks at the April meeting and by Keller Associates at the October meeting.
2. The meeting is usually kicked off by initial comments & announcements from ITD. These range from general announcements to lessons learned. Items to note include:
    a. Potential for a NHI drilled shaft class was discussed.
    b. Bridge related research that ITD is sponsoring.
        i. Hydraulics research & updating database for stream flows (stream stats)
        ii. Over height truck hits.
        iii. Bridge deck overlays
        iv. UHPC
    c. ISU Precast Pier embedment depth equation updates
    d. Discussion on shop drawing reviews, what to look at, when appropriate for marking as revise/resubmit, and reviewer experience.
    e. Legislative and ITIP updates
    f. ITD Leadership updates.
    g. ITD will discuss grants that ITD Bridge applied for at October meeting.
    h. There is a potential rehabilitation railing process in the works – to be discussed at October meeting.
    i. ITD is going to have a NSBA Steel Bridge Forum on May 5, 2027. Location TBD.
3. Comments/Announcements from Consultants:
    a. Discussion on differences on girder span charts for District 1&2 vs Districts 3-6.

   b. Discussion on updates on seismic analysis – staying with 9th Edition or going to 10th Edition of AASHTO code.
   c. Discussion on whether the WWF girder sheets are required to be put in plans or if optional.
   d. Will discuss BABA with specialty items at October meeting.
   e. Will discuss status of allowing debonding strands in prestressed girders at October meeting.
4. Changes to ITD Bridge Design Manual or the Standard Specifications:
   a. The December 2025 manual was made accessible.
   b. Updates to the bridge standard drawings for utilities.
   c. Will discuss bearing seat elevations checks at October meeting.
   d. Will discuss deck/PPC cracking and HMWM sealer at October meeting.
5. Load Rating/Asset Management:
   a. ITD finished migration of inspection reports to Projectwise.
   b. 4500 bridges out there in PW with all the asset information. (Load rating, scour evals, inspection reports). As-builts are not included and they will remain in the archive folder.
   c. Still using BrR 7.5.1 but will move to 7.9 this fall.
   d. Summary sheets are changing with the transition to the SNBI. There will be upcoming training on the updated LRS form (Virtual training).
   e. New IMBE is out.
   f. Reminder that ITD does need load ratings for staged construction, need for each stage.
6. LHTAC
   a. 27 Bridge applications were ranked (record). There is still a lot of need for local bridges. 12 applications on local 15 on off-system.
   b. No applications taken for next year. Will use the same ones from this year.
   c. LILB funded 236 projects, 92 completed, 52 in construction, 86 in design with 5-6 bids a month on these.
   d. Bid prices are coming down - Contractors are getting hungrier with 7-8 bids per bridge project. One project went from 3M to 2M on the bid.

Conclusions and Recommendations

- Develop the drilled shaft class for 2027 by assisting ITD Bridge in their efforts.
- Encourage consultants to attend the NSBA forum hosted by ITD.
- Continue to engage the geotechnical disciplines in the committee (carried over from 2025).
- Consider ways to educate and train junior staff in a cost-effective way for both ITD and consultants in partnership with each other (carried over from 2025).

Attachments

- April 2026 Meeting Agenda
- April 2026 Meeting Minutes
- April 2026 Meeting Sign-in Sheet
- October 2026 Agenda (no minutes or sign-in due to timing of report)

MEETING AGENDA
ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at
3293 W. Jordan Street (State Street Campus)

Date: April 2, 2026
Time: 11:00 am - 1:00 pm

Item	Person	Length	Time
1. Lunch by Horrocks, welcome	Brent S.	10 min	11:00 - 11:10
2. Initial comments & announcements from ITD a) NHI-132014 Drilled Shafts: Construction Procedures and Design Methods. Discuss consultant helping put on and/or doing a follow up to the NHI class. b) Bridge related research ITD is sponsoring c) ISU precast pier embedment depth d) Shop Drawings a. What to look at b. When appropriate for revise/resubmit c. Reviewer experience e) Legislative and ITIP updates f) ITD Leadership updates	Mike J. Shanon M.	30 min	11:10 - 11:40
3. Comments & announcements from Consultants a) Discuss span charts/difference between D1/D2 and D3-D6. b) Any update on Seismic – any plans to go to 10th Ed.? Discuss a pilot project for 10th. c) Is WWF in girders required to be put in plans (and optional for fabricator) or optional to put in plans?	Open	30 min	11:40 – 12:10
4. Changes to ITD BDM or Specs a) 12/25 ITD BDM soon to be accessible b) Updates to Utility details	Mike E.	15 min	12:10- 12:25
5. Load Rating/Asset Mgmt a) All inspection reports on PW.	Melissa H. Alan B.	15 min	12:25 - 12:40
6. LHTAC	Scott W.	10 min	12:40 - 12:50
7. Last words & adjourn	Open	10 min	12:50 - 1:00

MEETING MINUTES
ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at 3293 W. Jordan Street (State Street Campus)

Date: April 2, 2026
Time: 11:00 am - 1:00 pm

1. Initial comments & announcements from ITD
    a) Discussed drilled shaft class
        i. 2-2.5 day NHI-132014 Drilled Shafts: Construction Procedures and Design Methods.
        ii. Also discussed consultant helping put on and/or doing a follow up to the NHI class. Good opportunity to present ITD best practices.
        iii. Would invite ITD District personnel as well.
    b) This year focusing on Drilled Shafts for training. Next year considering a load rating training.
    c) Lots of interest from consultants on attending training.
2. Bridge related research ITD is sponsoring
    a) Discussed ISU precast pier embedment depth and issue with one of the embedment equations.
    b) Division admins are getting together to make recommendations on research
        i. Hydraulics research and updating database for stream flows and hydraulic data (stream stats). Originally done in 1990's-2000's before recent major events. Done to 10m accuracy. They are trying to get funding to update that and tighten up tolerances for estimating stream flows. Will be done in conjunction with USGS.
        ii. Over height truck hits
            1. Had a lot of them recently. In last 4 years hits have gone up 6x
            2. Looking at doing ITD specific research
        iii. Bridge deck overlay research with ISU scope being worked on.
        iv. UHPC research
            1. Designing and detailing the use
            2. Focus has been on girders

3. Would be design guide spec and material conformance for design.
4. Putting in for money to get some of that research done
5. Task force partnering with WSDOT and Oregon Dot

v. Bridge deck cracking was another big concern

c) Shop Drawings

i. ITD feels that shop drawings deserve the same amount of attention as any other document.

ii. Thorough review needed to verify shop dwgs match the intent of the design.

iii. Had some issues with steel girders recently where the steel girders did not include the dead load deflection in camber calculations.

iv. Prestressed girders

1. Look at reinforcing, prestressing, strand geometry, debonding, really check everything about the girders.
2. Shop drawings should be input into BrR design load rating to verify.

v. Precast culverts – put into BrR during shop drawing reviews

vi. Noted that prefab steel bridges should be put into BrR because LLDFs used can be wrong.

vii. MSE walls

1. Requires review by both Geotech and bridge engineer. Verify design ratios are above 1, geometry checks, etc.
2. Backfill material can cause challenges since it's not always directly tested or on hand.
3. Verify geometry and embedment
4. Specs should be reviewed against shop drawings

viii. When to Revise and Resubmit or Provide as corrected?

1. If there is something they need to analyze and revise, revise and resubmit.

2. If it's something smaller that is a plan error versus calcs, and can see intent, "Furnish as corrected"
3. If the shops are sloppy with a lot of errors, sometimes warrants revise/resubmit.
4. Wording preferences that don't affect intent should not be marked up if intent is clear.
5. Good habit is printing out spec or SP to highlight things that might be a revise and resubmit
6. Bridge Design manual says that if they aren't designing anything, and just building to plans, then submittal doesn't need to be stamped.
7. Rebar diagrams are reviewed by ITD construction staff. Sometimes consultants see them and sometimes not depending on CE&I firm

ix. Temporary Bridges

1. Gathering info from other states about how to best spec.
2. Trying to get more specific on requirements
3. Had issues with contractor designed ones and have had to shut down projects and force repairs to get them to work.
4. If they are specified, you need to talk to the group leader to make sure they are specified to meet ITD requirements.
5. Used a bit on LILB, but need to be load rated.

d) Legislative and ITIP updates

i. Most of the impact to ITD has been through process.

ii. For the last 5-10 years, general funds have been given to ITD. Been used to help support projects (TECM Etc.). Most of these projects are for safety/capacity projects.

iii. This year (2026) given 275M (110M local 165M to state) but because of the budget shortfall, 45M was taken from ITD.

iv. Next year, all funds have been canceled. No money going to ITD or the locals.

v. ITD is keeping their bridge program and pavement program full.

1. 100M for bridge
2. 200M for pavement

vi. Legislature did give some back from another pot that gave 32M of which it is split 60/40 (ITD gets 18M).

vii. Lots of verbal support from legislators. They want ITD to continue. They are committed to ITD continuing to maintain and replace infrastructure.

viii. ITD will focus on the OPRE prioritization method (Operations, Preservation, Replacement, Expansion)

ix. ITD is applying for grants from the fed to get help with funding

x. For LHTAC, they are still getting money from the strategic fund. Locals are going to be cutting back on bridge work as well due to the funds being cut.

e) ITD Leadership updates

i. Chief Deputy director and COO retired in October.

ii. Dave Kuisti is the new Chief Deputy Director. Used to be 2 people. CDD and COO. COO is now it's own job.

iii. COO is Todd Hubbard.

iv. Dave will be doing the Chief Deputy position, in charge of headquarters sections. Division of engineering services, planning, TECM, public transportation, Chief engineer over materials, traffic operations, and some internal positions.

v. Hiring this month for D5 engineer.

vi. Ryan Hawkins is now D1 engineer.

3. Comments & announcements from Consultants

a) Discussed span charts/difference between D1/D2 and D3-D6. Found out that the PS girder forms are a little different in dimensions in different Districts. There is a standard contractor note for alternate girder sections that should be put in the specs for this situation.

b) Discussed if there was any update on Seismic (on using 9th instead of 10th edition). No updates yet. ITD is still using 9th edition and waiting on the report from the seismic subject matter experts.

c) If consultants want to use 10th, need to discuss with ITD group leader to be determined on a case by case basis. Otherwise, for right now, stay with 9th edition for Seismic design only.

d) Question was asked if WWF standard details for girders is required to be put in plans (and optional for fabricator) or optional to put in plans? ITD said it should go in plans regardless. Gives fabricator the option to use it since it is allowed and they do not need to have a submittal for it. Fabricators were pushing for WWF probably due to labor costs/shortages. ITD developed standard sheet to make sure the anchorages were detailed right and provided correctly.

4. Changes to ITD BDM or Specs

a) ITD BDM has been converted to be accessible to comply with ADA requirements. Will be posted out on webpage and ProjectWise.

b) Updates to utility standard details

i. Updated with notes about expansion joints for PVC conduit.

ii. Updated to avoid clamping down of conduits too tightly in hangers.

iii. Also discussed changing spec to include ASTM specs for primer and glue.

iv. Some other details shifted around.

5. Load Rating/Asset Mgmt

a) Did finish migration of inspection reports to Projectwise.

i. 4500 bridges out there in PW and has all of the asset information. (Load rating, scour evals, inspection reports)

ii. As-builts not included. Will remain in the archive folder.

iii. Archive policy is fairly restrictive for safety. Contact Mike E. for access if they are not accessible. Mike has 350 bridges in Projectwise from file 360.

b) Still using BrR 7.5.1 but moving towards 7.9 this fall.

c) Waiting on safety evaluation committee to finish their updates to the MBE.

d) AASHTOWare making changes to BrDR licensing. Both are going together under one licensing fee. Slight increase in cost since both included.

e) SNBI transition, summary sheets are changing.

   i. New sheets are not completely finalized yet.

   ii. New IMBE is online now.

      1. New sheets in appendices
      2. On PW but not final so hold off for now.
      3. Still kind of straddling the update to SNBI.

f) Another item to work on is 105.5 truck. Don't currently have one. ITD has identified a couple other trucks to add.

g) Weigh in motion data is exciting.

   i. 7 at POEs

   ii. Moving forward to take that data and see what is running around state with annual permits.

   iii. Know what's going through single trip permits

   iv. But annuals are a dark area.

      1. How many black trucks are running around Idaho?
      2. Might move into load rating and design

h) AASHTOWARE BrDR MBE 4th edition would be in 7.8 (Q2 schedule)

   i. 4th edition would be out by this summer at earliest.

   ii. 7.8 wouldn't launch with 4th edition.

   iii. Multi year project to rewrite the MBE under the NCHRP project.

      1. Would be to follow the SNBI updates.
      2. Would also be reorganized.
      3. Report and presentations to come.

i) Discussed overlay weight, specifically PPC.

   i. More PPC was added to a specific project as an example. Had to backcalc the overlay weight for the load rating based on quantity. It would be beneficial to see the final quantity of PPC and verify the average thickness matches load rating.

j) Question about As-builts actually getting done by contractors

i. They get done typically at project closeout.

ii. Make sure it all get's captured at ITD level.

iii. Used to be done by the consultant, but payment and having information on all the changes done in the field can be difficult without all the records and first-hand knowledge from field personnel.

k) Reminder, ITD does need the load ratings for staged construction as well. - need for each stage, just like the temp bridges.

l) ITD does have an opening for Load Rating Engineer/ Design.

m) RADBUG will be joint BRDR and BRM.

i. BrM contract will not be renewed. BrDR will take over BrM software.

ii. Will be in Columbus in august.

6. LHTAC

a) 27 Bridge applications were ranked (record). Still a lot of need for local bridges. 12 applicati9ons on local 15 on off-system.

b) No applications taken for next year. Will use the same ones from this year.

c) LILB funded 236 projects.

i. 92 completed

ii. 52 in construction

iii. 86 in design

iv. 5-6 bids a month on these.

d) Funding has moved to a formula. Counties are struggling.

e) Mike Johnson noted that the working relationship between ITD and LHTAC is the best it's ever been. Very impressed with the teamwork and consultants helping out.

f) Bid prices coming down - Contractors are getting more hungry with 7-8 bids per bridge project. One project went from 3M to 2M on the bid.

ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at
3293 W. Jordan Street (State Street Campus)

Date: April 2, 2026
Time: 11:00 am - 1:00 pm

Pre-filled rows are in alphabetical order by first name. Please sign pre-filled out rows to confirm attendance. Update/correct any incorrect information. Add information to empty row if you are not pre-populated in the sign-up sheet.

Name	Company	Email	Signature
Adam Drinkwater	Horrocks	adamd@horrocks.com	
Alan Buehrig	ITD Bridge Asset Management Engineer	Alan.Buehrig@itd.idaho.gov	
Alan Cukurs	J-U-B	acukurs@jub.com	
Ali Rigeb	David Evans & Associates	ali.rigeb@deainc.com	
Brent Schiller	Forsgren (Apex)	bschiller@forsgren.com	
Colin Moran	Ardurra	cmoran@ardurra.com	
Elsa Johnson	ITD Group 2 Design Leader	Elsa.Johnson@itd.idaho.gov ~~Elsa.Zimmerly@itd.idaho.gov~~	
Joel Parks	KPFF	joel.parks@kpff.com	
Kayla Jacobsen	Forsgren (Apex)	kjacobsen@forsgren.com	
Maren Tanberg	Terracon	maren.tanberg@terracon.com	

ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at
3293 W. Jordan Street (State Street Campus)

Date: April 2, 2026
Time: 11:00 am - 1:00 pm

Pre-filled rows are in alphabetical order by first name. Please sign pre-filled out rows to confirm attendance. Update/correct any incorrect information. Add information to empty row if you are not pre-populated in the sign-up sheet.

Name	Company	Email	Signature
Melissa Hennessy	ITD Group 1 Design Leader	Melissa.Hennessy@itd.idaho.gov	
Michael Johnson	ITD State Bridge Engineer	Michael.Johnson@itd.idaho.gov	
Mike Ebright	ITD Planning Engineer	Mike.Ebright@itd.idaho.gov	
Mike Slegers	Keller Associates	mslegers@kellerassociates.com	
Nicholas McDowell	HDR	nicholas.mcdowell@hdrinc.com	
Raoul Johnson	NV5, Inc.	raoul.johnson@nv5.com	
Ryan Olsen	GeoEngineers	rolsen@geoengineers.com	
Scott Wood	LHTAC	SWood@lhtac.org	
Sean Murphy	WSP	sean.murphy@wsp.com	
Shanon Murgoitio	ITD Assistant State Bridge Engineer	Shanon.Murgoitio@itd.idaho.gov	

ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at
3293 W. Jordan Street (State Street Campus)

Date: April 2, 2026
Time: 11:00 am - 1:00 pm

Pre-filled rows are in alphabetical order by first name. Please sign pre-filled out rows to confirm attendance. Update/correct any incorrect information. Add information to empty row if you are not pre-populated in the sign-up sheet.

Name	Company	Email	Signature
Taylor Johnson	Jacobs	taylor.johnson@jacobs.com	
Tim Blair	J-U-B	tblair@jub.com	
Whitney Ciani	Ciani & Hatch Engineering	wciani@chegeotech.com	
Will Johnson	ITD (Steel Design)	William.Johnson@itd.idaho.gov	

MEETING AGENDA
ITD/ACEC BRIDGE SUB-COMMITTEE

Location: East conference room in the Annex at
3293 W. Jordan Street (State Street Campus)

Date: October 13, 2026
Time: noon - 2:00 pm

Item	Person	Length	Time
1. Lunch by Keller, welcome	Brent S.	10 min	12:00 - 12:10
2. ITD announcements & comments: a) ITD Organizational Chart updates b) Legislative, ITIP, funding updates c) Discuss grants that ITD Bridge applied for d) Discuss ITD Recommendations on BrR/BrD e) Potential Rehab Railing process in works (Elsa) f) PE Exam – Structures exam is building focused, thoughts on if Bridge EITs should take transportation exam instead of structural?	Mike J. Shanon M.	30 min	12:10 - 12:40
3. Potential Training a) NSBA Steel Bridge Forum 5/5/2027 (Will) b) NHI-132014 Drilled Shafts: Construction Procedures and Design Methods.	Will J. Shanon M.	15 min	12:40 – 12:55
4. Comments & announcements from consultants a) Does ITD Bridge see any issues with BABA with any specialty items (Joel Parks) b) What's the status of debonding strands in PS (Ali Rigeb) c)	Open	15 min	12:55 – 1:10
5. Changes to ITD BDM or Specs a) Proposed Spec Changes i) Bearing seat elev. Check ii) Deck/PPC cracking – HMWM sealer b) Potential Rehab Railing process in works	Mike E. Shanon M. Elsa J.	15 min	1:10- 1:25
6. Load Rating & AASHTO Committee Updates a) MBE rewrite b) New LRS Forms c) Upcoming LRS Form Training (Virtual)	Elsa J. Melissa H. Alan B.	15 min	1:25 - 1:40
7. LHTAC	Scott W.	10 min	1:40 - 1:50
8. Last words & adjourn	Open	10 min	1:50- 2:00

CIANI & HATCH ENGINEERING

TO:	ACEC of Idaho Membership
FROM:	Past President Whitney Ciani, Chair, Membership Committee
DATE:	October 13, 2026
SUBJECT:	ACEC of Idaho Membership Growth in 2025-2026

ACEC of Idaho membership has remained stable over the 2025-2026 year. Four firms departed ACEC of Idaho and four firms joined. We are pleased to note the following firms joined ACEC of Idaho this year:

1. DKS Associates
2. RH2
3. Alta Civil
4. Quigg Engineering

ACEC of Idaho currently has 56 members, 2 Associate/Affiliate members and a total of 2530 engineers/employees.

We appreciate our ACEC of Idaho members' support and efforts to promote ACEC as an organization. We hope to continue growth for 2026-2027 year.

ACEC Fundraising Committee
2026 Annual Report

Fundraising Events:

- 2026 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 and offered another PSMJ training opportunity.

- Our flagship event, the Trap and Skeet Shoot was another great success. A total of 32 teams registered for this event this year. For the second year in a row, Travis facilitated a morning and afternoon Custer shooting competition that pitted some of the best shooters against each other with a chance to boost their teams scores a bit. It hit with the members again this year and in two instances the Custer bonus bumped their teams into Lewis Class award category. Last year, our net income for this event was $14,027. For 2026, our net income came in at $10,952. So, it was a little down compared to last year, but we also had 39 teams registered. This will be a topic of discussion during our next meeting.

- As move on from the Trap & Skeet shoot, I wanted to give special recognition 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 Eagle Hills Golf Course. This was a new course for our group, and the feedback overall seemed to be positive. Liz provided a survey after this event and we appreciate the feedback that shared. Some of the topics included:

    - Feedback on different courses to consider. Both Quail Hollow and Banbury were mentioned. Liz contacted both and they require 120-140 players, and we had 108 this year. So those are likely not options for us currently.
    - Regarding the question of preferred day Thursday or Friday, Friday received all the votes. However, by selecting a Friday, the costs went up to $95 per player again. (We did very well this year as Thursdays are significantly cheaper at $75 per person)
    - Many of the respondents said they'd like us to look at different ways to fundraise as the selling of the Froot-by-the-Foot and other items was getting old. We'll take this into

account to see how we can spruce things up for next year. On that note, we have booked the 2027 Golf Scramble for Friday, June 11, 2027, at Eagle Hills Golf Course.

- This event raised a net income of $3,816 this year ($3,556 in 2025, $2,634.81 in 2024, and $3,047 in 2023). So this year appears to be the largest amount we've raised at this event. This is a great trend in terms of overall increases in net income.

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. I don't have the financials for this event, but we generally raise around $1,200 from this event. The next round of PSMJ training is scheduled this November 5-6th at Keller's large conference room.

PAC Contribution for 2026:

- 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 2026, the PAC goal of $7,096 is the same as the goal for the past several years. For 2026 to date, we are sitting around $1,250 short of that goal. This is despite several opportunities we've developed over the years to incentivize PAC contributions through promotions at our golf and trap & skeet shoot events.

Opportunities for 2027:

- The 2026 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 2027.

- The following opportunities are being considered for 2027:

- 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, this is scheduled for Friday, June 11th and will be another 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??

ACEC of Idaho
2026 Engineering Excellence Awards Committee
End-of-Year Report

The 2026 ACEC of Idaho Engineering Excellence Awards program successfully highlighted the technical skill, innovation, and public value delivered by Idaho's consulting engineering community. The program received 10 project entries from eight member firms: Alta Science and Engineering, GeoEngineers, HDR, Horrocks Engineers, Keller Associates, Pioneer Technical Services, Schnabel Engineering, and Welch Comer.

2026 Award Recognition

Structural Systems

GeoEngineers received first-place recognition for its geotechnical work on the I-86/I-15 Interchange modernization project in Pocatello. Working with the Idaho Transportation Department, the firm developed drilled-shaft foundations for a center pier supporting four I-15 ramps. A full-scale load test validated the design and allowed production shaft lengths to be reduced by five feet. The resulting design saved ITD approximately $170,000 while demonstrating the viability of drilled shafts for future transportation applications in Idaho.

Environmental

Alta Science and Engineering received second place for its petroleum-remediation work at the former Trimble Oil Site. The project used an adaptive in-situ approach to address persistent groundwater contaminants after previous remediation methods had not reduced benzene and ethylbenzene below IDEQ screening levels. The project protected public health in a dense urban area while establishing a model that may be applicable to other legacy petroleum sites.

Pioneer Technical Services received first place for the Lower EFNM Creek and Dayrock Complex Project near Wallace. Located within the Bunker Hill Superfund Site, the project addressed contamination associated with historic silver, lead, and zinc mining. The work included removal and consolidation of mine waste, reconstruction of stream channels, and implementation of sustainable design practices to reduce heavy-metal pollution and improve aquatic habitat.

Water, Wastewater, and Water Resources Projects

Keller Associates received first place for the Gooding Wastewater Treatment Plant Improvements. The $15.85 million project upgraded a 40-year-old facility to improve regulatory compliance, resilience, sustainability, and capacity for future growth. The resulting facility has a design capacity of 0.54 million gallons per day and incorporates advanced treatment technology. The project was completed on time and under budget in fall 2024, with approximately $78,000 in savings.

Welch Comer received third place for the Gozzer Ranch Water Treatment System Upgrade. Rather than acquiring additional land or constructing a separate facility, the firm redesigned the existing plant by positioning rapid-sand filters above the original structure and repurposing interior space for storage and disinfection. The project remained within the existing footprint while increasing the system's ability to support future development.

Keller Associates also received second place for the Ammon Water Tank, Booster Station, and Conservation Park. The project included a high-capacity well, a one-million-gallon storage tank, and a 4,800-gallon-per-minute booster station. By incorporating native landscaping, educational displays, real-time facility information, and recreational features, the project transformed essential water infrastructure into a public amenity that promotes water conservation and community engagement.

Schnabel Engineering received first-place recognition for the Oxbow Fish Hatchery Renovation. The project modernized an operating Idaho Power hatchery while allowing critical fish-handling, spawning, incubation, and holding functions to continue during construction. The improvements increased operational efficiency and operator safety while establishing a foundation for future upgrades at Idaho Power hatcheries throughout the region.

Transportation

Horrocks Engineers received second place for the retrofit of two US-20 interchanges in Rexburg. The project converted traditional diamond interchanges into diverging diamond configurations while retaining the existing structures. The improvements enhanced traffic flow, safety, and mobility, reducing reported wait times from nearly five minutes to approximately 45 seconds. Temporary interchange closures also supported a safer and more efficient construction process.

HDR received first place for the Rebuild Linen Blocks on Grove Street project. Seven blocks of a former light-industrial area in downtown Boise were transformed through raised bicycle lanes, widened sidewalks, landscaped buffers, safer intersections, green stormwater systems, public art, and restored historic neon signs. The project created a distinctive urban streetscape intended to attract people, development, and economic activity to the district.

Special Projects

Alta Science and Engineering received first place for the Pinehurst Elementary Playground Soil Barriers project. The project removed soils affected by lead and other heavy metals and reconstructed the playground's subgrade, drainage, and recreational surfaces. Coordination with the Idaho Department of Environmental Quality and the U.S. Environmental Protection Agency helped deliver a public-benefit project valued at more than $3 million without using school district general-fund dollars.

Conclusion

The 2026 entries demonstrated that engineering excellence is not limited to project size or a single discipline. Collectively, the recognized projects addressed transportation safety, aging public infrastructure, environmental contamination, water conservation, aquatic resources, urban redevelopment, public health, and community accessibility. Several projects also demonstrated measurable cost savings, creative reuse of existing infrastructure, or the integration of public amenities into traditional engineering facilities.

SHANNON & WILSON
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

October 8, 2026

ACEC Idaho
408 South Eagle Road Suite 205
Eagle Idaho 83616

RE: 2025-2026 ACEC IDAHO SCHOLARSHIP COMMITTEE ANNUAL REPORT

Dear ACEC Idaho Members,

ACEC of Idaho had eleven scholarship applications for the 2026 academic year. There were many outstanding candidates, and the final selection was for Brady Armstrong for the first place scholarship of $2,000. Brady is a Junior in Mechanical Engineering at Idaho State University. Kyle Martin was selected for the second-place scholarship of $1,500. Kyle is a Senior in Civil Engineering at Boise State University.

The Committee continued discussion of the possibility of adding a 3rd scholarship next year because of how competitive this scholarship has become and the number of applicants received in recent years. More consideration may be given to an additional scholarship in the future if budget allows.

Sincerely,

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

American Council of Engineering Companies

Aviation Committee

Annual Report October 2026

Committee Members:

- Jared Norton, Ardurra (Chair)
- Rocky Benedetti, Strata
- Christopher Flournoy, Jacobs
- Justin Walker, Keller Associates
- Board Liaison – Dave Sherman, WSP

Meeting Schedule:

- Quarterly via MS Teams
- Last meeting held July 15, 2026
- Next meeting is scheduled for October 22, 2026

Summary:

- Good participation within committee this year
- Still working to add/refine 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/ ITD - Aeronautics to determine if there are any areas of focus where ACEC can assist
    - Recruitment of students into industry
        - Coordinating to explore how we can generate interest in aviation civil engineering among next generation
    - Exploring opportunities in lobbying for aviation funding increases

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

ACEC of Idaho Energy Committee

Annual Report, 2026

The ACEC Idaho Energy Committee has met three times in 2026 with a fourth meeting scheduled in the next two weeks with representatives of ACEC National. A tentative date of October 29, 2026 has been proposed.

The kickoff meeting focused on introductions and generally the efforts made by the Governor in fast track permitting, the Idaho Energy and Mineral Summit, the State of Idaho's Advanced Nuclear Strategic Framework, and the Idaho Advanced Nuclear Energy Task Force.

Our second meeting featured a presentation by Cally Younger:

Cally Younger is the Administrator of Idaho's newly consolidated Office of Species, Minerals, and Energy Coordination (OSMEC) and previously led the Governor's Office of Energy and Mineral Resources (OEMR) and chaired the SPEED Council Office of the Governor+1.

Current Role

Governor Brad Little appointed Younger in February 2025 to head OEMR after Richard Stover's departure Office of the Governor. She now serves as the first Administrator of OSMEC, created July 1, 2026, by merging OEMR, the Office of Species Conservation (OSC), and the State Historic Preservation Office (SHPO) into a single agency IAC. OSMEC will coordinate species protection, energy/mineral resource planning, and historic preservation under one leadership. This reorganization placed challenges on OSMEC and the ACEC Energy Committee offered support. Plans were made to determine how best to support OSMEC.

Also in attendance were representatives of Idaho Energy Freedom (IEF). Jacob Miller of Hawley Troxel represents IEF. Jacob is a great contact for the Committee as he is very connected in the energy development community.

Trouble began in late August 2026. Cally Younger who had been the director of the Office of Species, Minerals and Energy Coordination (and its predecessor agency) since only March 2025. The State Historic Preservation Office has been under her office's direction for just a couple of months, since the Idaho Legislature this year passed a bill moving the Historic Preservation Office out from the State Historical Society and

placing it under the direction of Younger's office. Since that bill passed, no fewer than seven of the 11 staffers at the Historic Preservation Office have quit — and now Younger, too. She resigned from her position in late August 2026.

With Cally gone, much of the momentum the committee had generated was impacted. However, we have continued to work with Jacob Miller and are attempting to align ourselves with the new director of OSMEC. This was the subject of our third committee meeting. The position has been advertised and earlier this week it was reported that despite receiving several applications, none of the candidates were viewed as a fit and thus the search will continue for a new director.

In the interim, the committee is continuing to work with Jacob Miller and those conversations have indicated some potential for involvement with data centers, geothermal development of several mineral leases in southern Idaho, and small scale modular nuclear reactor development at the INL. Smaller scale mining operations have also been discussed.

We hope to work with ACEC National in the coming weeks and gain additional insight on how National is approaching energy issues in Washington DC and the rest of the country.

The members of the ACEC Energy Committee are:

Joe Samer, (AECOM) Chairman
Sam Matthews (WSP) Past Chairman
Aleshia Silverthorne (Terracon)
Scott Hager, (WSP)
Michael Woodworth, (STRATA)
Ryan Vanleuven, (Shannon and Wilson)
John Ringert (Kittleson)
Kurt Wald, (Horrocks)
Brian Smith, (JUB)
Dave Sherman (WSP) Board Liaison

ACEC Emerging Professionals Committee Report
2026

2026 was the inaugural year of the Emerging Professionals Committee (EPC). The EPC was created with the purpose to support the growth, engagement, and long-term success of young professionals in Idaho. The EPC's vision is to provide opportunities for professional development, networking, leadership involvement, and outreach to future engineers within the community.

2026 RECAP

In the first couple months of 2026, eight (8) applicants applied and were selected to the committee with various professional disciplines and backgrounds within the engineering industry. Once assembled, the committee met a total of four (4) times and attended the legislative reception event in February. Throughout these meetings a strategic vision was created along with an action plan for 2026-2027.

STRATEGIC VISION FOR 2026-2027

The EPC agreed that its activities should align with ACEC of Idaho's strategic objectives of Develop. Connect. Engage. Inspire. The EPC decided to act as an "arm" or this strategic vision and incorporate the objectives with a focus on young professionals. The strategic objectives plan to be executed as follows:

1. **Develop**

   Provide quality educational opportunities that help emerging professionals become more effective engineers, project managers, business leaders, and future firm principals.

2. **Connect**

   Build meaningful relationships among emerging professionals throughout Idaho.

3. **Engage**

   Increase awareness and utilization of ACEC membership benefits and encourage participation in ACEC programs, committees, and leadership opportunities.

4. **Inspire**

   Support Idaho's future engineering workforce through outreach to students and participation in existing programs that promote engineering careers.

PROFESSIONAL DEVELOPMENT

The EPC plans to establish a professional development program that utilizes guest speakers at committee meetings on a regular basis. Guest speakers will educate and expose EPC members to technical, business, leadership, and agency processes.

Topics

- Engineering business practices to understand consulting-firm operations, business development, and pathways to leadership
- Project management fundamentals
- Leadership development
- Infrastructure funding opportunities
- Agency project delivery processes
- Career development

Potential Speakers

- Capitol City Development Corporation (CCDC)
- Local Highway Technical Assistance Council (LHTAC)
- Ada County Highway District (ACHD)
- Idaho Transportation Department (ITD)
- Water and wastewater utility leaders

Success Measure

- Minimum of three educational presentations during the year.

NETWORKING

The EPC agreed that there is a need for networking events and opportunities among young engineers.

The EPC plans to provide networking opportunities as follows:

Activities

- Annual Emerging Professionals BBQ
- Networking events at ACEC conferences
- Joint events with engineering students
- Project and facility tours
- Bring another young engineer to a Emerging Professional's event or meeting

Success Measure

- Host at least one networking event in 2027.

- Increase participation from additional firms and regions of Idaho.

ENGAGEMENT AND AWARENESS

The EPC plans to increase awareness and value of ACEC amongst young professionals and encourage participation within this demographic.

Activities

- Create an ACEC of Idaho informational presentation.
- Develop a list of ACEC member firms and emerging professional contacts.
- Encourage committee members to present ACEC information within their firms.
- Increase awareness of ACEC National programs and conferences.

Success Measure

- Each committee member presents ACEC information at his or her firm during the year.
- Invite at least one additional young engineer from each firm to attend an Emerging Professionals event.

OUTREACH

The EPC plans to provide outreach opportunities to students who are considering careers in engineering by providing support to existing programs.

Activities

- Participate in Engineering Week activities.
- Support STEM outreach efforts.
- Engage with university engineering students.
- Participate in career fairs when practical.
- Support the ACE Mentor Program of Idaho.

Outreach Materials

The EPC plans to develop the following:

- ACEC of Idaho informational handout.
- Career fair information sheet.
- Emerging Professionals recruitment materials.
- Student-focused outreach materials.

- Engineering-themed stickers and promotional items.

EXECUTIVE SUMMARY

The Emerging Professionals Committee proposes a 2026-2027 work plan focused on four priorities: Develop, Connect, Engage, and Inspire. The committee will provide professional development opportunities, create statewide networking events, increase engagement with ACEC programs and benefits, and support Idaho's future engineering workforce through partnerships with organizations such as the ACE Mentor Program and university engineering programs. The committee will meet or host an event monthly throughout 2027.

Submitted by,

Jake O'Gorman, P.E.
Chair, Emerging Professionals Committee

MEMORANDUM

October 14, 2026

To: ACEC of Idaho Board & Members,

From: John Ringert, National Director
Tim Blair, Alternative National Director

RE: 2026 ACEC Idaho Annual Meeting National Directors Report

The 2026 year has been focused on responding to implementation of the previous national legislation, influencing upcoming infrastructure legislation, and updating internal ACEC strategic plan focus areas. Below is a summary of some of the key work by ACEC this year.

ADVOCACY

The primary focus of advocacy this year was pushing for a new transportation infrastructure bill due to the expiration of Infrastructure Investment and Jobs Act (IIJA) at the end of September. The original hope was to have a vote in the House Transportation and Infrastructure Committee before the end of May which potentially could have resulted in a bill being passed by the expiration of IIJA. Chairman Sam Graves (R-MO) introduced the BUILD America Act 250 which has not advanced and the Senate committees have yet to produce their version of a bill.

In lieu of the of passing a new infrastructure bill, a Continuing Resolution (CR) was passed, which unfortunately did not include extension of the $36.8 billion in annual advance supplemental appropriations. The supplemental appropriations include supplemental funding for bridges, EV charging infrastructure, transit capital investments, rail programs, ports, and airports.

In addition to major legislation, ACEC provided comments on the following:

- Disadvantaged Business Enterprise (DBE) program. The Final Rule largely maintains the framework put in place in the Interim Final Rule last fall, removing the automatic presumption of disadvantage based on race and gender and requiring an individual demonstration of economic and social disadvantages.
- Visa Issues: The Trump Administration recently added a $103,265 fee for an H1-B visa and $70,000 fee for initial optional practical training (OPT) and a $30,000 fee for subsequent OPT for Universities and Colleges (SEVP-institutions), both of which ACEC opposes.

- Re-Authorization of the Water Bill (WRDA): Support for re-authorization as the Senate and House negotiate between their two versions.

RESEARCH & OUTREACH

The research institute continued to provide reports for members including:

- Continuing with the Quarterly Sentiment Survey.
- Progressive Design Build implementation.
- Leading Through AI Risk: The Enterprise Framework for Engineering Firm Leaders
- Redefining the Firm: Talent, Technology and Transformation

ACEC NATIONAL STRATEGIC PLAN & POLICY UPDATES

ACEC updated key elements of the strategic plan to integrate rising strategic priority areas:

- Digital Transformation
- Licensure Protection
- Membership Growth
- Workforce Development

Policy updates included an Antitrust Compliance Policy and a Conflict of Interest Policy.

SHANNON & WILSON

ACEC WAQTC ANNUAL REPORT

TO: ACEC of Idaho Membership

FROM: Travis Thomsen ACEC/WAQTC Idaho State Coordinator

DATE: October 16, 2026

WAQTC ACEC Training Program

2026 Summary

SUBJECT: 2026 Annual Report

2026 Summary

- At the beginning of 2026 the program faced a roughly $3,000 shortfall carryover from 2025. This shortfall was initially overcome via revenues generated by the spring of 2026 candidate registrations.
    - Causes of this over run were thought to be the result of extensive rescheduling and administrative costs associated with sudden cancellations by an ITD district due to test strips taking priority over long scheduled sessions. This impacted several consecutive sessions and required additional effort to fulfill our obligations to candidates by administering exams outside of normal sessions requiring more coordination effort to accomplish within the required timeframes set by WAQTC.
    - A small fee increase in the fall of 2025 was thought to address the short falls as well as provide funds for additional compensation to proctoring staff.
- As 2026 progressed, it became apparent larger underlying issues were contributing the declining financials within the program.
    - Supplemented staff traveling from other districts to aid in staffing shortages burdened the program by having to pay additional travel costs.
    - The pace in which candidates were progressing through practical exams also declined. An exam that historically took about 2 to 3 hours to complete was taking 6 to 8 hours more frequently. This increased the time spent by proctoring staff with each candidate increasing the cost to administer each exam without an additional fee to offset these costs.
- By early summer of 2026 the program reached out to the ACEC of Idaho Board for assistance to supplement finances and implement changes to the program to ensure financial stability and allow funds to be generated in support of ACEC's education iniciatives.

Policy Changes Implemented and Proposed

- Through discussions with the ACEC of Idaho Board and ITD training representatives the following changes have been implemented and approved by ITD's Sampler Test Qualification Committee (STQC).
    - Suspend the practice of staff travel to support other districts due to staffing shortfalls. If districts do not have the local support to hold fully staffed sessions the sessions sizes are to be reduced or cancelled until local staffing can independently accommodate sessions. When extenuating circumstances exist such as sudden accident or illness of a staff member just prior to the session, the program coordinator may permit travel to ensure proper staffing to accommodate candidates.
    - Implemented a 4-hour time limit for all practical exams. Proctors and Oversight have authority to use discretion regarding a candidate's preparedness and pace to complete the exam within the required timeframe.
- Preliminary results of these changes for the first 3 sessions indicate an average profit of $500 per session so far.
- Changes submitted to the STQC for approval also include
    - A $100 per exam fee increase in 2027. This increase still keeps Idaho fees lower than surrounding WAQTC member states including Oregon and Washinton for the same exams.
    - Approval to re-evaluate and revise the current MOU between ITD and ACEC to incorporate adopted changes since the 2018 MOU was agreed to.

Projected Results

- Based on the results from the changes made so far and additional changes to be implemented in spring of 2027 with STQC approval, I project the program will be self-sustaining in mid-2027 and be able to continue supporting ACEC education initiatives at that point.
- Timeframes are subject to change based on actual performance after implementation.

ACEC Member Support Initiatives

- We need additional staff, specifically in District 5 as well as District 4.
    - Any WAQTC qualified person with 5 or more years of experience is eligible to apply.

  - When the demand is as high as it has been yet the staffing levels are not at a point they can support the demand, it indicates firms are taking advantage of the program without contributing back to its success by encouraging their own employees to submit and work as staff within the program.
  - $65/hour for Proctors, $90/hour for PE Oversights is not a bad wage for a few Saturdays throughout the year.

- Train your technicians to be proficient in the testing not just enough to get by.
  - Training involves more than handing candidates a book and registering them for an exam. Have them review and practice with experienced technicians so they are prepared and confident in their abilities.
  - As a Proctor I do my best to create a low stress and laid-back setting for candidates to complete their practicals. I am not authorized to train during these exams, only observe and confirm compliance. There is no substitute for preparation to build confidence and success. Employers should make this a priority.

Available Training

- There has been a lot of calls asking for a training element to be implemented as part of our program. While we do not have the capacity to provide training directly through our program, these calls have been heard and with permission from ITD I have worked with the LHTAC T2 center to develop a training program for these exams.
  - The first week of June 2026 LHTAC offered the first Asphalt II training with 12 available seats. Only 8 seats were filled, 5 of which were local agency staff only interested in the information not the qualification. Only 3 candidates actually took the exams.
    - While the timing of this pilot was not ideal due to construction project demands, the signups for this training did not align with the amount of interest expressed to me about starting a training program.
    - Another training was scheduled for the week of September 21st with only 1 signup causing the training to be cancelled.
    - One more training has been scheduled for the week of December 7th and I have agreed to hold a special session for qualifications on December 19th for all who participate in this training.
    - If the upcoming session is not well attended, there is a strong likelihood LHTAC will suspend efforts to continue to develop this program due to lack of interest.
- LHTAC.org/training T2 Center | LHTAC, NZiebarth@lhtac.org

End of
2026
ACEC of Idaho
Annual Committee Reports