



## **A G E N D A**

District 6 Tour and Regular Meeting of the Idaho Transportation Board

August 20 & 21, 2025

**August 20, 2025**

**District 6**

### **DISTRICT 6 PROJECTS TOUR**

**Time\***

Board members and ITD staff arrive Idaho Falls airport	9:50
Tour US-20 and SH-33, Middle Interchange project	10:30
Depart N. on US-20 to tour South St. Anthony Interchange TECM** project	11:00
Lunch at St. Anthony maintenance shed	11:30
Depart S. on US-20 to District 6 office in Rigby	12:30
Staff presentations on local projects	1:00
Learning session on parliamentary procedures	2:00
Tour ends	3:00

\*\*TECM - Transportation Expansion & Congestion Mitigation

\*All listed times are local and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule. The meeting is open to the public, except for the executive session.

-Attendance is mandatory and lunch cannot be claimed on per diem.



**August 21, 2025**

District 6 Office

206 N. Yellowstone Highway

Rigby, Idaho

Listen:

Dial 1-415-655-0003 US Toll

a. access code: 2869 177 3379

b. meeting password: 1234

Video: access Webex.com using same code and password as above

KEY:

ADM = Administration COM = Communications/Highway Safety DIR = Director

HWY = Highways INV = Innovation/Workforce Development

**Business**

		Page #	Time*
<b>Action Item</b>	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Info Item</b>	<b>2. SAFETY “CLUTCH MOMENT” SHARE:</b> District Safety Officer Reeder		
<b>Action Item</b>	<b>3. BOARD MINUTES – July 23 &amp; 24, 2025 .....</b>	<b>5</b>	
<b>Action Item</b>	<b>4. BOARD MEETING DATES .....</b>	<b>18</b>	
	Next meeting is September 17 & 18 in Lewiston, District 2		
	<i>Proposed 2026 meeting dates: January 21, February 19, and March 18</i>		
<b>Action Item</b>	<b>5. CONSENT CALENDAR .....</b>	<b>19</b>	
HWY	___ Local Highway Bridge Program adjustments .....	20	
HWY	___ FY25 Local Agencies’ End-of-Year Plan and project list .....	22	
DIR	___ ITD FY25 Performance Report .....	23	
ADM	___ FY25 uncollectible account write offs .....	28	
HWY	___ Contract to reject .....	31	
<b>Info Items</b>	<b>6. INFORMATIONAL CALENDAR .....</b>		
HWY	___ Contract award information and current advertisements .....	36	
HWY	___ Professional services agreements and term agreement work tasks report .....	41	
HWY	___ Monthly report of federal formula program funding through July 31 .....	50	
HWY	___ Draft FY26-32 Idaho Transportation Investment Program public .....	52	
	outreach comments		
ADM	___ FY25 return check report .....	123	

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- 7. ADOPT-A-HIGHWAY PRESENTATION** **8:40**  
Member Hoff: Taylor's Crossing Charter School
- 8. DIRECTOR'S MONTHLY REPORT:** Director Stokes **8:50**
- 9. DISTRICT ENGINEER REPORT:** District 6 Engineer Minzghor **9:10**
- 10. AGENDA ITEMS**

**Action Item**

HWY    \_\_\_\_ Board Unallocated Funds request for US-26B safety project in Ririe.....124 **9:25**  
Young  
(Resolution on page 127)

- 11. BREAK** **9:35**

**Information Item**

ADM    \_\_\_\_ State Fiscal Year 2025 year-end financial statement summary .....128 **9:50**  
Swajkoski

**Action Item**

ADM    \_\_\_\_ August 2025 revenue forecast and proposed FY27 appropriation request .....152 **10:00**  
Thompson/Weiskircher  
(Resolution on page 158)

**Information Item**

ADM    \_\_\_\_ ITD State Street Headquarters Building update.....159 **10:25**  
Tolman

**Action Item**

COM    \_\_\_\_ 2026 ITD Idaho Code Cleanup Act agency legislation .....160 **10:35**  
Cameron  
(Resolution on page 166)

**Information Items**

COM    \_\_\_\_ ITD's administrative rules process review update.....167 **10:40**  
Floyd

COM    \_\_\_\_ Zero Fatalities Awards and safety partners update .....168 **10:50**  
Middleton

**Action Item**

HWY    \_\_\_\_ Request to approve consultant agreements .....169 **11:05**  
Crider  
(Resolution on page 176)

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**Action Item**

HWY _____	Sales Tax Anticipation Revenue agreement, SH-69 improvements.....	178	<b>11:10</b>
Duran	(Resolution on page 179)		

<b>Action Item</b>	<b>12. EXECUTIVE SESSION</b> (Large Conference Room)	<b>11:30</b>
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]	
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]	

<b>13. ADJOURNMENT</b> (estimated time)	<b>12:10</b>
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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
July 23-24, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, July 23, 2025, in District 1, Coeur d'Alene, Idaho. The following principals were present:

Paul Franz – District 1  
Gary Osborn, Vice Chair - District 2  
Mitch Watkins, Member – District 4  
John Bulger, Member – District 5  
Bob Hoff, Member – District 6  
Lorraine Dennis, Business Executive to the Board

District 3 Member Julie DeLorenzo was unable to attend, and Chairman Moad was called away and unable to attend the remainder of the meeting. Vice Chair Osborn presided over the July 24 meeting.

District 1 Tour. The Board met at the district office to receive project updates prior to touring. The Board toured the Knife River Prestress facility in Newman Lake, WA, SH-53 and Pleasant View Interchange, SH-41/I-90 Interchange, and drove by the I-90 and US-95 preconstruction Interchange.

WHEREUPON, the Idaho Transportation Board's tour recessed at 3:00 PM.

July 24, 2025

The Idaho Transportation Board convened at 8:00 AM on Thursday, July 24, 2025, for the business meeting at the District 1 Office in Coeur d'Alene, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Facilities Manager Trent Bridges reported on the importance of proper lighting for night work operations and shared the new modular lights issued to maintenance employees.

Board Minutes. Member Watkins made a motion to approve the minutes of June 11-12, 2025, seconded by Member Franz, and the motion passed unanimously.

Board Meeting Dates. The next meeting is August 20 and 21 in Rigby, District 6.

Consent Items. Member Bulger made a motion, seconded by Member Hoff, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB25-46 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adjustments to the Transportation Alternatives Program, Local Highway Safety Improvement Program and Local Large Urban Program, FY25 new project bridge repairs, contract to award, and contract to reject.

1) Adjustment to the Transportation Alternatives Program. On behalf of the local sponsor, the Local Highway Technical Assistance Council (LHTAC) requests two projects be delayed due to delays in design – Hwy. 39 bike/ped tunnel, American Falls, KN23890 and McNearney Rd. paths, Ponderay, KN 23911. Several adjustments – advancing and increasing construction on several projects, will be made accordingly to the Transportation Alternatives Program totaling \$1.56 million.

2) Adjustments to the Local Highway Safety Improvement Program (LHSIP). At the request of LHTAC and Bonneville County, the following adjustments are proposed to the LHSIP. Delay construction of 5<sup>th</sup> E & 40<sup>th</sup> St. Signal, KN 23889 to FY26, advance 7<sup>th</sup> St. S. & Center HAWK to FY25, KN 24346, and add 3200 N safety improvements to FY25, KN 23886.

3) Local Large Urban Program adjustments. On behalf of local sponsor Post Falls, LHTAC requests adjustments to the Local Large Urban Program advancing a project and delaying others to balance FY25. Delay Chase Rd. railroad, KN19955 and increase funding for Prairie Trail Underpass in FY25, and add funds for local participation, KN 24398.

4) FY25 new project local bridge repairs. LHTAC requests approval to create a project in the Local Bridge Program for critical findings/local bridge repairs. LHTAC will initially fund the project by transferring \$10,000 from KN2593 to the new project. Future transfers will be made as funding becomes available and through redistribution.

5) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contract to the low bidder. Key #23100, District 1, FY24 historical highway signs to low bidder Clear Zone Construction for \$118,315. The district does not believe re-advertising the project would result in a lower bid.

6) Contract to reject. The low bid on the following project is more than ten percent over the engineer's estimate (EE), requiring justification. Staff recommends rejecting the contract that is 132% over the EE. Key #24175, District 1, US-95 Sandpoint byway guardrail adjustment, bidder S&L Underground for \$384,321.

Informational Items.

1) Contract awards and advertisements. There were nine ITD and five Local contracts awarded that did not require Board approval from June 1 - 30, 2025. From October 1, 2024, to June 30, 2025, 77 ITD and 18 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From May 19, 2025, to June 27, 2025, 53 new professional services agreements and work tasks were processed, totaling \$16,334,478. Ten supplemental agreements to existing professional services agreements were processed during this period for \$2,940,909.

3) Administrative settlements in right of way acquisitions. During the semi-annual period of January 1, 2025, through June 30, 2025, ITD processed 110 parcels. Of the 110 parcels, 58 had an administrative settlement. The value of all parcels processed totaled \$19.5 million.

4) Monthly report of federal formula program funding through June 30. Idaho received obligation authority (OA) of \$406.6 million through September 30, 2025. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$471.7 million. FY25 OA through September 30, 2025, is 86.2% of apportionments. Allotted program funding is \$455.2 million with \$114.4 million remaining.

5) Transportation Expansion and Congestion Mitigation (TECM) bond drawdown summary. A summary was provided on the TECM bond series 2022A, 2023A, 2024A and 2025A, the amount allocated to each corridor and project, and a summary of the drawdown as of the end of June 2025. The 2025A series achieved 5% drawn in June 2025. The 2022A series will be completed in July 2025 and the 2023A series is anticipated to reach 85% drawn in July/August 2025.

6) ITD Draft FY25 Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to the Division of Financial Management by August 29. The required elements include an agency overview, core functions, revenue and expenditures, key services and performance measures. The draft FY25 Performance Report is submitted for Board input. Staff will seek approval next month.

7) Non-construction contract award. Per Board Policy 4001, one non-construction professional service agreement was entered into the by department last month. The agreement for the roadway data group traffic monitoring guide went to Keller Associates for \$29,952.37.

8) FY25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of May 31 are ahead of forecast by 5.7% with revenues in the Highway Distribution Account above forecast at 1.17%. State revenues to the State Aeronautics Fund are above forecast by 9.7% or \$272K. The Department's expenditures were within planned budgets.

Personnel costs savings of \$4.5M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$502.7M, and total construction expenditures from the five different funds sources total \$985M.

The balance of the long-term investments was \$189.9M. These funds are obligated against construction projects and encumbrances. The cash balance is \$123.7M. Expenditures in the Strategic Initiatives Program Fund is \$80.3M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$80M. For FY25, \$65.7M is committed to debt service. Expenditures from the Federal CARES Act fund are \$2.7M. Expenditures for the TECM bond program during this period is \$375.5M and \$616K for GARVEE.

Adopt-A-Highway (AAH). Member Franz presented the AAH 2024 Group of the Year Award to the Post Falls Kiwanis. The group adopted a one mile stretch on Interstate 90, Mile Post 3 to 4. Representatives thanked ITD and the Board for the award.

Director's Annual Report. Director Stokes gave his FY25 annual report. He reported within the framework of his five focus areas of invest with purpose, external outreach, innovation, safety, and ideal workplace. Some highlights included that policy makers supported continued funding in transportation infrastructure through the TECM and Strategic Initiatives Programs and increases for targeted employee compensation. ITD continues to achieve its performance targets such as in condition of pavement and bridges, projects ready to bid, and final construction cost as a percent of contract award. Challenges ahead include employee retention, long range planning, and funding operations. Construction project payout over the last ten years have tripled from under \$400 million to over \$1 billion. ITD extended its winter driving classes for citizens from District 1 to statewide, continues its partnership such as with the recent repair of Eckert Bridge, and is redesigning its website. In respect to innovation, ITD created a cash incentive program for employees who implement a cost-savings innovation, and DMV is launching self-service terminals as another option for customers to renew their vehicle registrations. Director Stokes acknowledged the employees who helped reopen US-95, Fiddle Creek after is closed due to a mudslide on July 4<sup>th</sup>. With the increased effort on safety and instituting the department's "clutch moment" safety campaign, recordable injury incidents are down by 50% since FY20. Director Stokes concluded by highlighting the various employee town halls, all leaders, and employee visits held throughout the year, and the recent Division of Human Resources employee survey. "It's the people who make it happen," stated Director Stokes.

District Engineer Report. District 1 Engineer Damon Allen reported on district performance, construction projects, planning and design, operations, employee highlights, and partnerships. Some highlights included the district delivered 12 projects in FY24/FY25 with 24 active projects in FY25. A new online scheduling and renewal system for the Adopt-A-Highway program was launched, along with a new internal application for staff to report damage to state property (\$1.3 million in repair costs was reported in FY25). Currently, the district has \$415 million of active construction projects that includes three TECM projects on I-90. Projects in the

planning phase include the US-95/I-90 Interchange, the Rathdrum Prairie Area Transportation Study (includes 13 major corridors in Kootenai County with Metropolitan Planning Organization involvement) that has identified 13 alternatives, US-95, Dufort Road to Lakeshore Drive, and US-95, Long Bridge. District 1 held its first 2-day litter pickup event along US-95 resulting in picking up 13,000 pounds of debris. DE-1 Allen concluded by highlighting the employees who won awards and events and partnerships such as with the North Idaho DUI Task Force.

ITD Rest Area (RA) Program Update. District 1 Engineer Damon Allen provided an overview of the recent statewide Rest Area Program facility condition assessment. He noted this also serves as the annual program and Oasis partnerships update. Some highlights included ITD maintains 23 rest areas statewide, some of which were built years ago and in need of significant upgrade. Annual operating costs are \$2.9 million, \$304,000 was identified for additional operating costs such as inflation, and \$21.2 million in capital improvements are needed within the next five years. Some key challenges are aging infrastructure, vandalism, and availability of cleaning contractors. A 2023 truck research project identified the need for more truck parking spaces. Six rest areas were identified for Board's consideration to repurpose, renovate or potentially decommission: I-90, Huetter; I-84, Blacks Creek; I-84, Bliss; US-30, Hagerman; I-15, N. Blackfoot; and US-26, Clark Hill. Staff encouraged Board members to visit their respective rest areas and will return in the fall with recommendations on an action plan.

In response to Member Bulger's question whether there are federal requirements on providing rest areas or specific numbers, Director Stokes stated none that he is aware of. There are requirements in place for truck drivers who are required to pullover and rest. As an option, there are concessionary programs with private enterprises available.

Member Watkins' commented with the struggle to operate and hire contractors in his district to maintain rest areas, especially in remote areas, that Oasis partnerships are a good solution. Private businesses have staff on site as well. The department can then use some of these rest areas to create additional truck parking spaces.

FY26 Board Unallocated Fund Request for US-95, Conkling Intersection. District 1 Engineer Damon Allen requested FY26 Board Unallocated funding to add six luminaires to a half mile of US-95, mile post 400 – 400.5, Conkling Intersection. At the request of the Worley Highway District because of safety concerns, the district wants to advance improvements to the intersection that are currently programmed in 2030. The district would enter into an agreement with WHD who will administer the project. ITD's cost for the construction of the project is estimated at \$250,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-47 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to partner with our local highway district to further safety of all roadway systems; and

WHEREAS, ITD currently has an Idaho Transportation Investment Program (ITIP) project in 2030 to improve the intersection of US-95 and Conkling Road, and Worley Highway District (WHD) has requested to get aid in installing illumination at that intersection now; and

WHEREAS, ITD wishes to enter into an agreement with WHD, provide funding, and add a separate project in the Draft FY26-FY32 ITIP to allow WHD to install illumination at this intersection as soon as possible.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the request to enter into an agreement with WHD, add a new project (US-95 Conkling Rd. Intersection Illumination Improvements) to the Draft FY26 – FY32 ITIP, and fund using \$250,000 FY26 Board Unallocated Funds for the construction of the project to be administered by WHD.

Chairman Osborn made a minor change to the meeting agenda moving up an informational item for the annual traffic update to present next.

2024 Idaho Annual Traffic Update. Roadway Data Manager Margaret Pridmore presented the annual traffic data for 2024. Some highlights included Idaho’s annual vehicle miles traveled (AMVT) is up to 20 billion an increase of 1.8% from 2023. Traffic data in Boise County shows declines in comparison to previous years mainly due to local fires. Poor air quality is a factor that can impact recreational travel, and staff is taking that into consideration. The five-year trend shows continual growth. The new online traffic data system is live and provides a means to monitor traffic, make updates and share data.

ITD’s FY26 Targeted Pay Actions. Division of Human Resources (DHR) Human Resources Officer (HRO) Holly Bailey provided an overview of her 15-member team, thanked them for their efforts, and outlined the FY26 targeted pay actions. Some highlights included the legislature recently approved a 4.5% Change in Employee Compensation for IT and engineering jobs. Due to high turnover in Port of Entry positions (entry-level/inspectors) that increased from 58.5% in FY24 to 75% in FY25, ITD seeks to implement a \$2.00 per hour increase. In addition, there are project managers who are engaged in engineering construction projects and IT project delivery. It is recommended that those designated positions receive a 4.5% pay increase to maintain equity with their counterparts. Both pay actions would take effect on July 20, 2025.

In response to Member Franz’ question on what is the current pay rate for POE entry level pay, HRO Bailey stated it is \$18.58. Member Watkins commented he attended a meeting with the Associated Logging Contractors who noted the lack of experienced truck inspectors.

In response to Member Franz' question if staff tracks the effectiveness of these pay increases, HRO Bailey replied that they do – both monthly and yearly.

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

RES. NO. WHEREAS, the Idaho Transportation Department's FY26 targeted pay actions  
ITB25-48 have been developed in line with the Division of Human Resources and ITD's compensation policies and procedures; and

WHEREAS, Department staff presented the details of the compensation plan for the proposed employee pay actions, including eligibility requirements, to the Idaho Transportation Board at its meeting on July 24, 2025.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Department's FY26 targeted pay actions with the components as follows:

- FY26 ITD pay actions for employees in Port of Entry positions, increasing pay by \$2.00 per hour; and
- FY26 ITD pay actions for designated Project Managers involved in delivery of design and/or construction of projects and IT project management.

*BE IT FURTHER RESOLVED*, that the Board approves the Department to implement the FY26 targeted pay actions effective July 20, 2025, funded with ongoing appropriations.

2024 Statewide Functional Classification Update and Map Approval. Planning Manager Scott Luekenga reported on the functional classification (FC) criteria, 2024 functional classification changes, and federal aid centerline and lane mileage by FC. Some highlights included there are three functional classifications – arterials (interstate/freeways), collectors (major and minor) and locals. Major collectors are eligible for federal funding. The following are the changes made in 2024: US-26 relinquishment to Bonneville County (contingent upon the US-20/US-26 connector project); McCall, N. Mission Street to major collector; and five local road upgrades to major collectors in Weiser Valley Highway District. The total statewide highway centerline mileage is 12,438 and 25,980 of lane mileage. PM Luekenga reviewed the new FC map format that are now three maps instead of one map. The new format is easier to display and read; as shown in the maps as Exhibit 581, which is made a part hereof with like effect. Last year, staff worked with the district engineers, LHTAC and MPOs to conduct urban area boundary smoothing that will be applied to the 2025/2026 FC update.

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

RES. NO. WHEREAS, Idaho Transportation Board Policy 4060, Functional Classification of  
ITB25-49 State Highways requires an annual update of the State Highway System Functional Classification Map; and

WHEREAS, Department staff has reviewed the Functional Classification Map for the State Highway System of Idaho; and

WHEREAS, Department staff has presented the 2024 Functional Classification map which incorporates changes made in 2024 as reflected in the board presentation.

*NOW, THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board confirms the changes to the State Highway System functional classification system and approves the State Highway Systems Functional Classification Map.

District 1 Safety Report. Highway Safety Manager Josephine Middleton reviewed Region's 10 July 2025 Speed Campaign and a new Shift campaign for I-90. Region 10 is comprised of five northwest states in collaboration with law enforcement agencies focused on reducing aggressive driving. In 2023, Idaho had 103 aggressive driving fatalities that decreased to 74 in 2024. In collaboration with Washington, HSM Middleton shared a video featuring the I-90 corridor in the new "Slow Down Enjoy the View" campaign.

Research Analyst Principal Kelly Campbell reported on a Road Safety Audit (RSA) conducted on US-95 (Schoolhouse Rd./Deep Creek Loop) in Naples at the request of Boundary County due to high fatalities. Some highlights included RSAs are an eight-step process that result in formal recommendations. The RSA team for this audit included participation from local entities and Naples Elementary. The audit team provided short-mid-and long-term recommendations such as an alternative alignment of US-95/Deep Creek Loop intersection and constructing an alternative route for commercial trucks. There may be grant funding opportunities available.

District 1 Program Manager Rob Beachler added as part of the RSA, staff looked at traffic patterns on US-95 while school was in session as well. And through a Local Highway Technical Assistance Council grant, an over-height truck detection system for the bridge on Deep Creek Loop is being installed.

2025 ITD Idaho Code Cleanup Act Agency Legislation. Government Affairs Manager Colby Cameron reported on House Bill 14, Idaho Code Cleanup Act efforts. Staff reviewed nearly 700 subsections of statutes and identified about 40 items for repeal consideration. Next month, staff will bring three repeal legislative proposals grouped by Idaho statute titles - Highways, Aeronautics and DMV for the Board's approval.

2026 ITD Proposed Agency Legislation. Government Affairs Manager Colby Cameron reviewed ITD's four draft legislative proposals that were submitted to the Board last month for review. No changes were made from last month. The proposals are: raise the cap for the Bridge Inspection Account to match federal funds and cleanup of the Highway Distribution Account to represent current public policy; remove certified requirements from Administrative License



Suspension; remove three-year validation for Old Timer and Classic plates; and combine multiple statutes into one to standardize identity validation requirements. The proposals will be submitted to Division of Financial Management (DFM) and the Governor's Office for consideration.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit  
ITB25-50 proposed 2026 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented four (4) draft legislative proposals at the July 2025 Board meeting for consideration during the 2026 legislative session; and

WHEREAS, DFM will review the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

1. Bridge Inspection Account Match Federal Funds and Highway Distribution Account (HDA) Clean Up – 2015 Revenue changes
2. Administrative License Suspension (ALS) and Driver Records Procedures
3. Three-year validation for Old Timer and Classic Plates
4. Identity Validation Requirements – combine multiple statutes into one

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves ITD's proposed legislation and submittal to DFM and Governor's Office for further consideration.

FY25 Allocation of One-time Federal Redistributed Surface Transportation Block Grant Program (STBG) and Transportation Alternative Program (TAP) Apportionments. Program Control Manager Colleen Wonacott provided an overview of the \$13 million additional redistributed federal apportionments that are available for eligible STBG and TAP projects. The apportionments did not come with obligation authority but is anticipated next month. If received, staff proposes to allocate the FY25 funds based on ITD Policy 4028 – less TAP, 12.6% locals and 50/50 for urban/rural areas to advance or increase projects this year.

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

RES. NO. WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize  
ITB25-51 all available federal, state, local and private capital investment funding; and

WHEREAS, the Idaho Transportation Department (ITD) has received \$12,995,396 in FY2025 one-time Federal Redistributed Apportionments; and

WHEREAS, ITD proposes to allocate these apportionments to State and Local programs consistent with Board Policy 4028.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY25 one-time additional Federal Redistributed Apportionment Allocation Plan as presented.

Administrative Policy 5001, Authority to Sign Contracts, Agreements and Grants Revision. Business Support Manager Michelle Doane stated the main purpose of the policy update is to add the signature authority matrix appendix that outlines delegated signature authority and limits for the various contracts. The matrix was originally created in 2019 and was part of a Director's Memo; however, that memo expired in 2022. There are two other updates - an ITD section name referenced under "Railroad and Utility Agreements," and expanded definition on who ITD can enter into memorandum of understandings or memorandum of agreements.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policy for the  
ITB25-52 Idaho Transportation Department; and

WHEREAS, Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts was revised to include an Authority Matrix; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its June 18, 2025 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with the revisions to Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts.

Board (4039) and Administrative (5039) Policies, Public Transportation Advisory Council Revisions. Program Manager Ron Duran reviewed the proposed policy changes stating the revisions are to align these board and administrative policies with the department's effort to clarify expectations for the various ITD advisory groups and define roles for advisory members and staff.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policy for the  
ITB25-53 Idaho Transportation Department; and

WHEREAS, Board Policy 4039, Public Transportation Advisory Council, was revised to include additional legal authorities, updated responsibilities of the Public Transportation Program Manager and the Public Transportation Advisory Council Members. In addition, the update includes information governing the membership composition of the council members; and

WHEREAS, Administrative Policy 5039, Public Transportation Advisory Council, was revised to include consolidated language on the role of the Public Transportation Advisory Council, the process for recommendations or ideas regarding policy changes that may require legislative action, as well as consolidated language on the minimum meeting requirements; and

WHEREAS, the Transportation Board's Policies Subcommittee concurred with staff's recommendations at its June 18, 2025 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the revisions to Board Policy 4039, Public Transportation Advisory Council.

*BE IT FURTHER RESOLVED*, that the Board concurs with revisions to the corresponding Administrative Policy 5039, Public Transportation Advisory Council.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for construction, engineering and inspection (CE&I). The project, as shown in the resolution, is I-90, SH-41 to US-95, West & East, Kootenai County by Dave Evans and Associates. SDE Crider reviewed the project's background and justification and outlined the requested authorization. Agreements for services are negotiated annually in phases in order to better track needs. This particular project has a 3-year construction season and \$8 million obligated for construction services by consultant.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to  
ITB25-54 authorize professional services agreements greater than \$1,000,000 and each subsequent cost increase, work task agreements greater than \$500,000, cumulative work task agreements on a project greater than \$1,500,000, and consultant two-year work task agreements total greater than \$1,500,000; and

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

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

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

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
24306 <sup>1</sup> / CE&I	I-90, SH-41 to US-95, West & East, Kootenai County	1	\$922,769	-	\$2,009,994	\$3,022,763

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M

Executive Session on Legal and Personnel Issues. Member Bulger made a motion to meet in executive session at 10:45 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz seconded the motion and it passed unanimously by roll call vote.

The executive session discussion on legal matters related to highway and department operations.

The Board ended executive session at 11:30 AM.

Administrative Settlements Over \$200,000. Right of Way Agent David Welch presented an administrative settlement for KN23337, Project No. A023(337), US-20/26, Middleton Road to Star Road, Ada/Canyon Counties, Parcel 149.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along  
ITB25-55 US-20/26, Middleton Rd. to Star Rd. for Project No. A023(337); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 149.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along US-20/26, Middleton Rd. to Star Rd., for Project No. A023(337), Parcel 149.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:40 AM.

Read and Approved

\_\_\_\_\_, 2025

\_\_\_\_\_, Idaho

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GARY OSBORN, PRESIDING CHAIR  
Idaho Transportation Board

## BOARD MEETING DATES

**2025**

DATE	CITY	LOCATION	DISTRICT
January 15	Boise	11331 W. Chinden Blvd.	HQ
February 19	Boise	11331 W. Chinden Blvd.	HQ
March 20	Boise	11331 W. Chinden Blvd.	HQ
April 17 & 18	Pocatello	5255 S 5 <sup>th</sup> Ave.	5
May 14 & 15	Shoshone	216 South Date St.	4
June 11 & 12	Boise	8150 W. Chinden Blvd.	3
July 23 & 24	Coeur d'Alene	600 W. Prairie Ave.	1
August 20 & 21	Rigby	206 N. Yellowstone Hwy.	6
September 17 & 18	Lewiston	2600 Frontage Road	2
October 15	Boise	11331 W. Chinden Blvd.	HQ
November 13	Boise	11331 W. Chinden Blvd.	HQ
December 10	Boise	11331 W. Chinden Blvd.	HQ

## ***PROPOSED*** 2026

DATE	CITY	LOCATION	DISTRICT
January 21	Boise	11331 W. Chinden Blvd.	HQ
February 19	Boise	11331 W. Chinden Blvd.	HQ
March 18	Boise	11331 W. Chinden Blvd.	HQ



## **IDAHO TRANSPORTATION BOARD**

### **RESOLUTION FOR CONSENT ITEMS**

**Pages 20 - 35**

WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Local Highway Bridge Program adjustments, FY25 local agencies' end-of-year plan, FY25 Performance Report, FY25 uncollectible account write offs, and contract to reject.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☒ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager, PMO
Preparer's Name Laila Kral, PE	Preparer's Title LHTAC Administrator

## Subject

Local Highway Bridge Program Adjustments		
Key Number Multiple	District Multiple	Route Number LOCAL

## Background Information

The Local Highway Technical Assistance Council (LHTAC) manages several programs on behalf of local sponsors throughout the state. LHTAC has prepared a program adjustment delaying two projects, advancing one project and adjusting others to balance federal funds. The programming requests are outlined in the table below.

The projects to be delayed are Pine Creek Road Bridge (KN 19718) and 45<sup>th</sup> East Sand Creek Bridge (KN 20243). Both projects are being delayed due to the development taking longer than scheduled. The project to be advanced is FY26 Local/Off System Bridge Inspection (KN 23148). The local bridge projects that need additional funding in FY2025 are Bridge Street Bridge, Blackfoot (KN 22104), South Teton River Bridge, Fremont County (KN 24341), and Cover Rd Bridge, Washington Co. (KN 19129). The final adjustment is to transfer funds from the Local Contract Set Aside (KN 15001) to maintain funding levels in KN 20243. KN 19718 will be adjusted as needed in FY2026 when the design is final and the project moves into the construction phase with funding anticipated to come from project close-outs. Available Infrastructure Bridge dollars will be moved from FY25 to FY26 to balance out these changes.

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY25	FY26
Delay Construction to FY2026	19718	1	2025	STC-5750, PINE CR RD BRIDGE, SHOSHONE CO	CE, CC, CL, CN	\$ (5,098)	\$ 4,613
Delay Construction to FY2026	20243	6	2025	FAS-6722, 45TH E; SAND CREEK BRIDGE, BONNEVILLE CO	RW, CE, CC, CL, CN	\$ (2,920)	\$ 2,920
Advance to FY2025	23148	9	2026	FY26 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	CN	\$ 3,500	\$ (3,500)
Reduce FY2026 Local Contract Set Aside	15001	9	2500	Local Contract Set Aside	CN		\$ (1,235)
Increase Design Funds in FY2025	22104	5	2030	SMA-7611, W BRIDGE ST BRIDGE, BLACKFOOT	PC	\$ 790	





## Board Agenda Item

ITD 2210 (Rev. 12-23)

Increase Design Funds in FY2025	24341	6	2026	STC-6774, SOUTH TETON RIVER BRIDGE, FREMONT CO	PC	\$ 600	
Increase CC Funds in FY2025	19129	3	2025	STC-8217, COVE RD BRIDGE, WASHINGTON CO	CC	\$ 330	
(CE) Construction Engineering by Idaho Transportation Department; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by LHTAC					Totals	\$ -	\$ -

LHTAC requests approval of the programming requests made in the above summary to accommodate updated project schedules and balance federal funding between multiple programs.

### **Recommendations** (*Action items require a resolution*)

Approve the project adjustments above in the Local Highway Bridge Program in the approved FY 2025 – 2031 ITIP and Draft FY 2026 – 2032 ITIP.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☒ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager

### Subject

FY25 Local Agencies' End of Year Plan & Prioritized Project List for Redistributed Obligation Authority		
Key Number various	District	Route Number

### Background Information

This consent item requests approval to modify FY25 of the Federal-Aid Local Highway Program based upon project readiness and available funding to ensure that no funds are lost to Idaho, per Board policy 4011, *Idaho Transportation Investment Program*.

Currently Idaho has received 86% of annual Obligation Authority (OA). Of that amount, Local Public Agencies/Programs have remaining Federal funding available (with match) in the amounts listed below:

Program	Allotted Program Funding through 9/30/25	Available Program balances as of 8/4/25
Recreational Trails	\$1,132	\$1,114
STBG - Transportation Mgt. Area	\$8,846	\$5,998
Transportation Alternatives (TMA)	\$1,219	\$640
Carbon Reduction - TMA	\$779	\$101
STBG - Local Large Urban	\$7,534	\$2,220
STBG - Local Small Urban	\$3,516	\$2,072
STBG - Local Rural	\$13,173	\$1,932
Transportation Alternatives (Urban/Rural)	\$7,554	\$5,541
Local Bridge	\$17,794	\$9,508
Off System Bridge	\$6,750	\$5,026
Local Safety	\$7,754	\$2,141
<b>Total</b>	<b>\$76,050</b>	<b>\$36,294</b>

\*dollars are in thousands.

Within these programs are bid savings, prior year released funds and unused scheduled PE/PC/RW or set-aside funds available to cover cost increases or to advance projects. When and if FY25 Redistribution is made available, ITD staff will obligate the additional local share of the OA based on the attached prioritized project list received from the Local Public Agencies. The priorities are contingent on delivery and cost estimating.

### Recommendations (Action items require a resolution)

Approve the Local Public Agencies End of Year Plan and Prioritized Project List of cost increases and advances for use of potential FY25 Redistribution.

**FY2025 Local Public Agencies End of Year Plan**  
**Projects scheduled to use up to 100% Obligation Authority**

District	KN	Project Name	Phases	\$ 000s
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**OFF-SYSTEM BRIDGE & LOCAL BRIDGE**

4	22432	KILPATRICK BR, BLAINE CO	CN	\$ 4,070
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1	19718	MAIN ST/SILVER VALLEY RD BRIDGE, PINEHURST	CN	\$ 5,099
1	20039	W FK PINE CR RD BR, SHOSHONE CO	RW	\$ 20
1	24620	MERRITT BRIDGE REPAIRS, BONNER CO	PE / PC	\$ 300
3	24340	MAIN ST BRIDGE, EMMETT	RW	\$ 60
6	20243	45TH E; SAND CREEK BRIDGE, BONNEVILLE CO	RW / CN	\$ 2,920
9	25109	CRITICAL FINDINGS LOCAL BRIDGE REPAIRS	CN	\$ 10

**\$ 12,479**

**LOCAL SAFETY**

1	23282	CURVE & RDWY SAFETY IMPRV, BENEWAH CO	CN	\$ 459
1	23285	S GREENSFERRY RD GUARDRAIL, WORLEY HD	PC	\$ 9
1	23880	SPIRIT LAKE CUTOFF CURVES	PC / RW	\$ 340
4	23886	3200 N SAFETY IMPROVEMENTS, TWIN FALLS CO	CN	\$ 134
5	22883	PEDESTRIAN CROSSINGS, POCA TELLO	CN	\$ 1,280
5	23297	FLASHING STOP SIGNS, BINGHAM CO	PC / CN	\$ 189
5	23298	FLANDRO DR SAFETY IMPRV, POCA TELLO	CN	\$ 254
6	23888	MORGAN CREEK RD, SAFETY IMPROVEMENTS	CN	\$ 1,191
6	24346	INT 7TH SOUTH & CENTER ST SIGNAL, REXBURG	CN	\$ 1,200
6	24612	BEESLY RD & 5000 E SAFETY IMPRV, MADISON COUNTY	PE / PC	\$ 289
6	24614	INT S BRIDGE/YELLOWSTONE & 6TH S, ST ANTHONY	PE / PC	\$ 277

**\$ 5,621**

**LOCAL RURAL**

3	24669	PINE-FEATHERVILLE RD REHAB PH 2, MOUNTAIN HOME HD	PE / PC	\$ 445
4	20633	BURLEY AVE; US 30 TO FRUITLAND AVE, BUHL	CN	\$ 5,461
4	22434	SHOE STRING RD REHABILITATION, GOODING HD	CN	\$ 2,868
4	22890	BOB BARTON RD; 2200 E TO 2400 E, WENDELL HD	RW	\$ 460
5	24354	BANNOCK ST RECONSTRUCTION, PH , MALAD CITY	PE / PC	\$ 350
6	24670	MONTEVIEW HWY REHABILITATION, CLARK CO	PE / PC	\$ 445
6	24671	S 5000 W; W 2500 S TO W 1000 S RECONST, TETON CO	PE / PC	\$ 475

**\$ 10,504**

**LOCAL SMALL URBAN**

5	24257	PENDLEBURY LN IMPRV, CHRISTENSEN DR TO ALICE ST	PC	\$ 300
9	23029	FY25 URBAN TRANSPORTATION PLANS	PC	\$ 255

**\$ 555**

**FY2025 Local Public Agencies End of Year Plan**  
**Projects scheduled to use up to 100% Obligation Authority**

District	KN	Project Name	Phases	\$ 000s
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**LOCAL LARGE URBAN**

1	24398	PRAIRIE TRAIL UNDERPASS, POST FALLS HD	CN	\$ 1,204
3	22386	FY25-FY30 ACHD COMMUTERIDE, ADA & CANYON COS	PC	\$ 13
4	23329	INT WASHINGTON ST AND FILER AVE, TWIN FALLS	PC	\$ 288
5	23024	POLE LINE RD; W ALAMEDA TO W QUINN, POCATELLO	PC	\$ 510
6	20535	1ST ST; AMMON TO 45TH E WIDENING, BONNEVILLE CO	RW	\$ 400
6	22008	SCIENCE CENTER; N BLVD TO HOLMES, IDAHO FALLS	CN	\$ 2,183
				<b>\$ 4,598</b>

**LOCAL TMA**

3	20674	FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	RW / CN	\$ 8,954
3	22800	FY25-FY30 COMPASS PLANNING	CN	\$ 232
				<b>\$ 9,186</b>

**TRANSPORTATION ALTERNATIVES - TMA**

3	13918	RAIL WITH TRAIL PATHWAY, MERIDIAN	CN	\$ 551
3	20674	FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	CN	\$ 64
				<b>\$ 615</b>

**TRANSPORTATION ALTERNATIVES - URBAN / RURAL**

1	24688	S 2ND ST SW; DAKOTA TO W COLLEGE AVE, ST MARIES	CN	\$ 658
2	23902	NORTH MOUNTAIN VIEW PEDESTRIAN IMPROVEMENTS	CN	\$ 443
2	23903	SOUTH MOUNTAIN VIEW PEDESTRIAN IMPROVEMENTS	CN	\$ 443
3	22076	GRIMES CITY PATHWAY, NAMPA	CN	\$ 18
3	23896	STRAND TRAIL PAVING AND PED/CYCLIST SAFETY PROJECT	CN	\$ 424
3	23908	HORSESHOE PARK PATHWAY, PH 3	CN	\$ 600
3	23909	US 95 SIDEWALK & DRAINAGE IMPROV, PH 3	CN	\$ 444
3	23913	HORSESHOE PARK PATHWAY, PH 4	CN	\$ 500
3	24681	WOOLEY AVE PATH; DAVIS AVE TO DIVOT LN, MCCALL	PE / PC	\$ 270
4	23907	IMPROVED WALKWAYS IN RUPERT	CN	\$ 736
5	23890	I 86B, HWY 39 BIKE/PED TUNNEL, PH 2	PC	\$ 793
5	23901	BANNOCK ST SIDEWALKS	CN	\$ 63
5	23912	CENTER STREET PEDESTRIAN BRIDGE	CN	\$ 536
6	23893	RAILROAD PATH; RIVERSIDE PARK TO YELLOWSTONE HWY	PC / CN	\$ 473
6	24684	TETON RIVER CONNECTING PATH & PED BRIDGE, REXBURG	PE / PC	\$ 280
				<b>\$ 6,680</b>

**CARBON REDUCTION - TMA**

3	13918	RAIL WITH TRAIL PATHWAY, MERIDIAN	CN	\$ 500
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**FY2025 Local Public Agencies End of Year Plan**  
**Prioritized projects if we receive greater than 100% Obligation Authority**

Dist.	KN	Prog Yr	Project Name	Phases	\$ 000s	
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**OFF-SYSTEM BRIDGE & LOCAL BRIDGE**

2	21986	2026	SAND RD BR NR MOSCOW, N LATAH HD	PC	\$ 2,000	Inc.
4	22432	2025	KILPATRICK BR, BLAINE CO	CN	\$ 109	Inc.
3	24261	2500	GARDENA BRIDGE, BOISE CO	PE / PC	\$ 1,300	Adv.
2	24625	2500	THREE MILE CR BR ON LUKES GULCH RD, IDAHO CO	PE / PC	\$ 700	Adv.
1	22893	2026	N FORK EAST RV BR, BONNER CO	PC	\$ 200	Inc.
2	24347	2027	MAIN ST S CROSSING OVER JIM FORD CREEK, WEIPPE	PC	\$ 200	Inc.
6	24349	2027	PASSASIKWANA NAOKWAIDE CREEK BR REHAB, CUSTER CO	PC	\$ 200	Inc.

1	20039	2025	W FK PINE CR RD BR, SHOSHONE CO	CE	\$ 200	Inc.
1	24620	2029	MERRITT BRIDGE REPAIRS, BONNER COUNTY	PC	\$ 300	Inc.
5	22104	2030	W BRIDGE ST BRIDGE, BLACKFOOT	PC	\$ 951	Inc.
6	24341	2026	SOUTH TETON RIVER BRIDGE, FREMONT CO	PC	\$ 600	Inc.
3	19129	2025	COVE RD BRIDGE, WASHINGTON CO	CE	\$ 800	Inc.
5	24339	2026	FERRY BUTTE BRIDGE REHAB, BINGHAM CO	PC	\$ 500	Inc.
9	23148	2026	FY26 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	CN	\$ 3,500	Adv.

**\$ 11,560**

**LOCAL SAFETY**

6	23301	2026	E 500 N RD SAFETY IMPRV, FREMONT CO	PE / PC	\$ 225	Inc.
1	23880	2026	SPIRIT LAKE CUTOFF CURVES	RW	\$ 340	Adv.

**\$ 565**

**LOCAL RURAL**

4	22434	2025	OLD HWY 81 S, RAFT RIVER HD	CN	\$ 324	Inc.
4	19637	2026	YALE RD STG 4; MP 12.4 TO 13.5, CASSIA CO	PC	\$ 500	Inc.
3	24669	2500	PINE-FEATHERVILLE RD REHAB PH 2, MOUNTAIN HOME HD	PE / PC	\$ 545	Inc.
6	24670	2500	MONTEVIEW HWY REHABILITATION, CLARK CO	PE / PC	\$ 545	Inc.
6	24671	2029	S 5000 W; W 2500 S TO W 1000 S RECONST, TETON CO	PE / PC	\$ 575	Inc.
6	20599	2026	W SIDE FRONTAGE RD, MADISON CO	PC	\$ 500	Inc.
5	24354	2500	BANNOCK ST RECONSTRUCTION, PH 2, MALAD CITY	PC	\$ 245	Inc.

**\$ 3,234**

**LOCAL SMALL URBAN**

4	23789	2027	21ST ST, O ST TO US 30, PH 2, HEYBURN	PC	\$ 200	Inc.
4	24616	2028	SUN VALLEY/DOLLAR RD INT IMPRV, SUN VALLEY	PC	\$ 400	Inc.
6	24258	2029	ANNIS HWY IMPRV, 2ND N TO 400 N, RIGBY	PE / PC	\$ 250	Inc.
6	23330	2026	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	PC	\$ 1,000	Inc.

**\$ 1,850**

## FY2025 Local Public Agencies End of Year Plan

### Prioritized projects if we receive greater than 100% Obligation Authority

Dist.	KN	Prog Yr	Project Name	Phases	\$ 000s	
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#### LOCAL LARGE URBAN

1	12310	2024	RAMSEY RD; WYOMING AVE TO LANCASTER RD	RW	\$ 200	Inc.
5	12098	2024	CENTER ST RR BR UPASS, POCA TELLO	CN	\$ 200	Inc.
6	22008	2025	SCIENCE CENTER; N BLVD TO HOLMES, IDAHO FALLS	CN	\$ 200	Inc.
1	19955	2500	CHASE RD BNSF RRX 095918N, CITY OF POST FALLS	RW	\$ 200	Inc.

**\$ 800**

#### LOCAL TMA

3	23314	2023	ACHD COMMUTERIDE SAFETY AND SECURITY CAMERAS	CN	\$ 25	Inc.
3	20006	2024	FY22 PAVEMENT PRESERVATION AND ADA, BOISE AREA	CN	\$ 305	Inc.
3	20259	2025	FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	CN	\$ 307	Inc.
3	23311	2024	CHINDEN DRAINAGE AND DESIGN PLAN, GARDEN CITY	PE / PC	\$ 10	Inc.
3	22390	2027	VISTA AVE, OVERLAND RD to ROSE HILL ST, BOISE	PE / PC	\$ 50	Inc.
3	23307	2027	FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	PE / PC	\$ 215	Inc.
3	24382	2500	FAIRVIEW AVE, GARDEN ST TO WHITEWATER BLVD BR REPL	PE / PC	\$ 360	Inc.
3	22387	2025	FY25/FY26 COMPASS PLANNING	PE / PC	\$ 380	Inc.
3	23833	2024	ACCESS TO OPPORTUNITY, ACHD	CN	\$ 1,200	Inc.

**\$ 2,852**

#### TRANSPORTATION ALTERNATIVES

3	23909	2025	CANYON ST BICYCLE & PED PATHWAY, PH 2	CN	\$ 444	Inc.
1	24688	2025	S 2ND ST SW; DAKOTA TO W COLLEGE AVE, ST MARIES	CN	\$ 658	Inc.
4	23907	2025	IMPROVED WALKWAYS IN RUPERT	CN	\$ 316	Inc.
3	24681	2028	WOOLEY AVE PATH; DAVIS AVE TO DIVOT LN, MCCALL	PE / PC	\$ 270	Inc.
6	23893	2025	RAILROAD PATH; RIVERSIDE PARK TO YELLOWSTONE HWY	CN	\$ 200	Inc.
6	24684	2028	TETON RIVER CONNECTING PATH & PED BRIDGE, REXBURG	PE / PC	\$ 280	Inc.
3	23908	2025	HORSESHOE PARK PATHWAY, PH 3	CN	\$ 100	Inc.
9	23873	2025	FY25 TAP TECHNICAL ASSISTANCE	PC	\$ 25	Inc.
5	23890	2026	HWY 39 BIKE/PED TUNNEL, PH 2	PC	\$ 763	Inc.

**\$ 3,056**

#### TRANSPORTATION ALTERNATIVES - TMA

3	13918	2025	RAIL WITH TRAIL PATHWAY, MERIDIAN	CN	\$ 100	Inc.
3	23307	2027	FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	PE / PC	\$ 215	Inc.
3	23833	2024	ACCESS TO OPPORTUNITY, ACHD	CN	\$ 1,200	Inc.

**\$ 1,515**

PE / PC = Preliminary Engineering

RW = Right-of-Way

CN = Construction

Dollar amounts are shown in thousands

Program Year "2500" denotes when construction is or will be funded beyond an approved publication year.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☒ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name L. Scott Stokes	Presenter's Title Director
Preparer's Name Lorraine Dennis	Preparer's Title Business Executive to the Board

### Subject

FY25 Performance Report for the Division of Financial Management		
Key Number	District	Route Number

### Background Information

Idaho Code 67-1904 requires all state agencies to submit an annual performance report to the Division of Financial Management by the end of August to include the fiscal year results and FY26 performance targets identified in ITD's Strategic Plan.

The report includes the following elements:

- Agency Overview
- Core Functions of the Department
- Revenues and Expenditures
- Key Services Provided
- Vehicle Licensing Data
- Performance Measures

The FY25 financial data and metric estimates have been updated to reflect the final year-end data.

### Recommendations *(Action items require a resolution)*

Approve ITD's FY25 Performance Report.

## Part I – Agency Profile

### Agency Overview

Every hour of every day – the work of the Idaho Transportation Department (ITD) touches the lives of Idahoans.

Idaho's state transportation system connects people to jobs, education, healthcare, cultural and sporting events, recreational opportunities, and family gatherings.

Modernized transportation is safer for everyone and drives economic opportunities. ITD is committed to listening to the public and working with statewide partners to deliver on timely and meaningful transportation projects.

ITD has a vision of enhancing quality of life through transportation. We are committed to improving the quality of life for people in the communities we serve by delivering on our mission of Your Safety. Your Mobility. Your Economic Opportunity.

ITD is responsible for operating and maintaining an integrated network of over 12,400 centerline miles of highways and roads, 1,850 bridges, 2,523 miles of Idaho Byways, and 32 state backcountry airstrips. The state highway system includes 35 rest areas and 12 fixed ports of entry. The Division of Motor Vehicles registers more than two million vehicles and trailers and is responsible for the credentials of more than a million drivers.

The department is funded through several sources, including user fees (fuel tax and vehicle registration), dedicated state sales tax, general fund revenues, and federal funds. The department's headquarters is in Boise. District offices are in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department was authorized for 1,645 full-time positions for FY25.

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Bill Moad, Chairman	L. Scott Stokes, Director
Paul Franz, District 1	Dan McElhinney, Chief Deputy/Chief Operations Officer
Gary Osborn, Vice Chair, District 2	Brenda Williams, Chief Innovation Experience Officer
Julie DeLorenzo, District 3	Mollie McCarty, Chief External Affairs Officer
Mitch Watkins, District 4	Dave Tolman, Chief Administrative Officer
John Bulger, District 5	
Robert (Bob) Hoff, District 6	

### Core Functions/Idaho Code

- **Administration** – provides department-wide management of financial systems and controls, information technology, business support and procurement. Title 40, Idaho Code.
- **Highways and Bridges** – plan for, construct, operate and maintain a reliable State transportation system. Also plan, develop and implement a safe, efficient, integrated multimodal transportation system including the administration and oversight of federal programs for public transportation, freight, railways, bicycles and pedestrians while managing the department's air quality, environmental, data collection and performance measurement processes. Title 40, Idaho Code.
- **Motor Vehicles** – manages drivers' licenses, weigh-station operations and Ports of Entry, vehicle registrations and titles, over-legal permits, vehicle-dealer licensing and revenues generated. Title 49 and sections of Titles 40, 61, and 63, Idaho Code.
- **Aeronautics** – helps Idaho cities and counties develop aeronautics and local airports into a safe, coordinated aviation system. Manage state-owned airstrips and coordinates searches for missing aircraft. Title 21, Idaho Code.



- **Employee Experience** – core function focused on enhancing the overall experience of employees at ITD through innovative practices, employee engagement, continuous improvement, employee safety, workforce development and other ideal workplace efforts. Additionally, this core function oversees federal programs for Title VI, Equal Employment Opportunity, and the Disadvantaged Business Enterprises.

## Revenues and Expenditures

Revenues <sup>1,4,5-8</sup>	FY 2022	FY 2023	FY 2024	FY 2025
Aeronautics Fund				
State <sup>7</sup>	\$10,038,005	\$39,285,272	\$5,356,687	\$5,631,561
Federal	\$212,780	\$206,808	\$256,216	\$83,489
State Highway Account Fund				
State	\$373,642,502	\$383,253,599	\$405,032,887	\$421,997,861
Federal	\$369,789,459	\$386,473,094	\$508,378,407	\$492,938,251
Local	\$8,829,584	\$7,467,054	\$12,266,284	\$15,230,976
Strategic Initiatives Program <sup>4,7</sup>				
State	\$228,527,875	\$338,354,238	\$342,241,494	\$413,961,554
Trans. Expansion & Congestion Mitigation <sup>5,8</sup> State	\$180,569,645	\$90,225,025	\$92,286,824	\$104,023,057
CARES Act Covid-10 Fund <sup>6</sup>	\$4,304,351	\$4,187,831	\$3,389,573	\$5,170,129
<b>Total</b>	<b>\$1,175,914,201</b>	<b>\$1,249,452,921</b>	<b>\$1,369,208,372</b>	<b>\$1,459,036,878</b>
Expenditures <sup>1-6</sup>	FY 2022	FY 2023	FY 2024	FY 2025
Personnel Costs	\$134,288,402	\$141,132,213	\$143,379,659	\$143,052,536
Operating Expenditures	\$97,279,147	\$106,004,538	\$115,813,795	\$108,366,120
Capital Outlay <sup>3</sup>	\$515,224,454	\$710,791,426	\$807,786,548	\$848,001,242
Trustee/Benefit Payments	\$24,151,973	\$95,659,199	\$262,075,316	\$120,000,012
<b>Total</b>	<b>\$770,943,976</b>	<b>\$1,053,587,376</b>	<b>\$1,329,055,318</b>	<b>\$1,219,419,910</b>

<sup>1</sup>Revenues and Expenditures do not include GARVEE & TECM bond proceeds or project costs.

<sup>2</sup>Expenditures include cash expenditures and encumbrances.

<sup>3</sup>Capital Outlay includes GARVEE & TECM debt-service payments.

<sup>4</sup>Strategic Initiatives Program Fund as established in Idaho Code 40-719.

<sup>5</sup>TECM as established in Idaho Code 40-720.

<sup>6</sup>CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements.

<sup>7</sup>\$6.4 million was transferred into the State Aeronautics (AERO) Fund and \$228M was transferred into the Strategic Initiatives Program (SIP) Fund for FY22 from the Governor's "Leading Idaho." \$35M was transferred into the State AERO Fund and \$330M was transferred into the SIP Fund for FY23 from the Governor's "Idaho First." \$182.4M was appropriated to the SIP Fund for FY24 for the Contract Construction and Right-of-Way Acquisition Program. \$200M was appropriated to the SIP (Local) Fund for FY25.

<sup>8</sup>\$100M was transferred into the TECM Fund for FY22 to finance a portion of the up to \$325M 2022A bond series for road projects.

## Caseload and/or Key Services Provided

	FY 2022	FY 2023	FY 2024	FY 2025
Idaho Population	1.84 million	1.86 million	1.99 million	2.02 million
Licensed Drivers	1.38 million	1.40 million	1.42 million	1.45 million
Vehicle Registrations	1.83 million	2.26 million <sup>1</sup>	2.5 million	2.53 million
Annual Miles Driven on State Highway System <sup>2</sup>	10.92 billion	10.80 billion	11.08 billion	11.23 billion

<sup>1</sup>Beginning in FY23, ITD started providing actual number of vehicle registrations, which can represent multiple vehicles, instead of transaction counts.

<sup>2</sup>Data is published annually after the end of the calendar year and reported as a fiscal year metric.

## Licensing Freedom Act

Agencies who participate in licensure must report on the number of applicants denied licensure or license renewal and the number of disciplinary actions taken against license holders. Additionally, ITD tracks complaints against the department for each license type described below. We track dates, license type, nature of the complaint (cost, requirements, timeliness, etc.), customer contact info, and applicable additional details. We rarely receive complaints regarding the restrictiveness of licensing. In accordance with the principles of the Licensing Freedom Act, we strive to assist and support Idaho business owners to promote economic opportunities.

**Notes:** Classes of Licenses are described in Idaho Code 49-1606. The following classes in this chart do not contain separate counts because they are classified under a broader license class.

1. Distributor Branch and Factory Branch are accounted for under Distributor.
2. Distributor Branch Representative and Factory Branch Representative are accounted for under Distributor Representative.

	FY 2022	FY 2023	FY 2024	FY 2025
<b>VEHICLE – DEALER</b>				
Total Number of Licenses	1132	1109	1140	1086
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	135	129	108	120
Number of Final Disciplinary Actions Against Licensees	245	527 <sup>1</sup>	790 <sup>1</sup>	519
<b>VEHICLE – DISTRIBUTOR</b>				
Total Number of Licenses	150	141	143	134
Number of New Applicants Denied Licensure	0	0	0	0
<b>VEHICLE – DISTRIBUTOR REPRESENTATIVE</b>				
Total Number of Licenses	576	588	494	389
Number of New Applicants Denied Licensure	0	0	0	0
<b>VEHICLE – MANUFACTURER</b>				
Total Number of Licenses	90	93	126	125
Number of New Applicants Denied Licensure	0	0	0	0
<b>VEHICLE – MANUFACTURER REPRESENTATIVE</b>				
Total Number of Licenses	142	182	115	262
Number of New Applicants Denied Licensure	0	0	0	0
<b>VEHICLE – SALESMAN</b>				
Total Number of Licenses	4794 <sup>2</sup>	4,802	4423	4350
Number of New Applicants Denied Licensure	1	0	0	0
<b>VEHICLE – WHOLESALE DEALER</b>				
Total Number of Licenses	32	47	82	57
Number of New Applicants Denied Licensure	0	0	0	0

<sup>1</sup>New tool created for the Notice of Deficiency Suspension Notice (NODS). In FY24, only six NODS resulted in suspension.

<sup>2</sup>System change implemented on how records are maintained that removes inactive and multiple licenses.

**Part II – Performance Measures**

<b>Committed to Provide the Safest Transportation System and Work Environment</b>							
<b>Performance Measure</b>			<b>CY17-21</b>	<b>CY18-22</b>	<b>CY 19-23</b>	<b>CY 20-24</b>	<b>CY 21-25</b>
1. Five-Year Annual Fatality Rate Per 100 Million Miles Traveled	actual		1.33	1.27	1.28	1.27*	---
	target		1.35	1.36	1.35	1.33	1.32
• *Estimate only – final not available until Feb/March 2026							
2. Five-Year Aircraft Fatality Accident Rate Per 100,000 Flight Hours	actual		2.38	2.82	2.96	3.37**	---
	target		2.30	2.30	2.20	2.10	2.00
• **Estimate only – final not available until early 2026							
<b>Committed to Provide a Mobility-Focused Transportation System that Drives Economic Opportunity</b>							
<b>Performance Measure</b>			<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
3. % Pavement in Good or Fair Condition <sup>1</sup>	actual		89%	88%	86%	87%	---
	target		80%	80%	80%	80%	80%
4. % Bridges in Good or Fair Condition <sup>1</sup>	actual		79%	80%	81%	82.8%	---
	target		80%	80%	80%	80%	80%
5. % of Time Mobility Unimpeded during Winter Storms (winter season; Dec. - March)	actual		82%	80%	88%	84%	---
	target		73%	73%	73%	73%	73%
<b>Committed to Continually Improve the Employee Experience</b>							
<b>Performance Measure</b>			<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
6. Hold employee turnover rate (revised from voluntary to total turnover rate starting in FY23) <sup>2</sup>	actual		11.3%	17%	15.6%	16.2%	---
	target		5%	10%	10%	10.8%	10%
<b>Committed to Continually Innovate Business Practices</b>							
<b>Performance Measure</b>			<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
7. Save taxpayer's money through employee-driven Innovation <sup>2</sup>	actual		\$6,662,819	\$12,400,000	\$8,600,000	\$6,810,000	---
	target		\$1,400,000	\$1,400,000	\$2,400,000	\$3,400,000	\$3,400,000
8. DMV online transactions – Skip the Trip <sup>2</sup>	actual			1,535,200	1,510,000	1,880,000*	
	target			1,560,000	1,769,000	1,615,000	1,680,000

<sup>1</sup>Inspections for #3 and #4 metrics are done during summer months of the calendar year and reported as fiscal year metrics.

<sup>2</sup>Data for #6 - #8 were converted from calendar year to fiscal year to align with ITD's Strategic Plan starting with FY24 data. Subsequently, targets - starting with FY25, were adjusted accordingly.

\*Methodology of calculating non-financial transactions and more authorized provider participation resulted in a higher-than-expected increase.

**For More Information, Contact**

Lorraine Dennis  
Idaho Transportation Department  
11331 W. Chinden Blvd., Building 8  
Boise, ID 83714  
Phone: (208) 334-8808 E-mail: [Lorraine.Dennis@itd.idaho.gov](mailto:Lorraine.Dennis@itd.idaho.gov)



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☒ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Robert Swajkoski	Presenter's Title Controller
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager

## Subject

FY 2025 Account Write Off		
Key Number	District	Route Number

## Background Information

Each year the Board is presented information on the outstanding accounts receivable determined to be uncollectible. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board. The Director or his/her designee reviews and approves the write off of all accounts for less than \$1,000.

Collection procedures for outstanding receivables include direct contact and demand letters on a standard schedule. Claims to the courts are made where applicable. Private collection agencies and their techniques are utilized to solicit payment in full for delinquent accounts. If the Department receives payment for any of these accounts in the future, the customer will be given proper credit.

This year 11 accounts have been determined to be uncollectible.

	FY25 QTY	FY25	FY24 QTY	FY24
Accounts > \$1,000	3	\$9,061.27	4	\$17,308.04
Accounts < \$1,000	8	\$2,298.88	3	\$631.45

Account balances to be written off were originally for commercial registrations, commercial audit and insufficient funds checks that have reached the statute of limitations for collection.

The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department, where applicable, until their deficiencies are paid or statute of limitations is reached. The Controller has reviewed the write off of the three uncollectible accounts over \$1,000.

## Recommendations (Action items require a resolution)

Staff recommend approval to write off the 3 accounts totaling \$9,061.27 and a total FY25 write off in the amount of \$11,360.15.

ACCOUNTS TO BE WRITTEN OFF - UNDER \$1000  
FISCAL YEAR 2025

Statement Date 7/11/2025

Account	Name	Final Comments	Registration	Returned Check	Audit	Re-instatement	Damage Claim	Other	Amount
G120	COLLINS, ALLEN G	Past statute of limitations	\$ -	\$ 620.00	\$ -	\$ -	\$ -	\$ -	\$ 620.00
G120	WHITE, JOSHUA	Past statute of limitations. Ch 7 discharged 2/26/2020	\$ -	\$ 116.74	\$ -	\$ -	\$ -	\$ -	\$ 116.74
638448	EASTERN IDAHO TRANSPORT LLC	Past statute of limitations	\$ -	\$ 60.00	\$ -	\$ 40.00	\$ -	\$ -	\$ 100.00
6030750	COWBOY HAULIN LLC	Past statute of limitations	\$ -	\$ -	\$ 273.82	\$ 40.00	\$ -	\$ -	\$ 313.82
2885883	UNITED PARCEL CARRIER INC	Past statute of limitations	\$ 478.28	\$ -	\$ -	\$ 40.00	\$ -	\$ -	\$ 518.28
1152521	WOODS SOD FARM LLC	Past statute of limitations	\$ 50.00	\$ -	\$ -	\$ 40.00	\$ -	\$ -	\$ 90.00
5475260	ROCKY MOUNTAIN TRUCKING	Past statute of limitations Motor Carrier Services never got sold information from customer	\$ 455.04	\$ -	\$ -	\$ 40.00	\$ -	\$ -	\$ 495.04
642983	KING OF THE ROAD TRANSPORTS LLC	Past statute of limitations.	\$ -	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ 45.00
<b>Grand Total</b>			<b>\$ 983.32</b>	<b>\$ 841.74</b>	<b>\$ 273.82</b>	<b>\$ 200.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,298.88</b>

Approved by:

\_\_\_\_\_  
Controller Date

\_\_\_\_\_  
Chief Administrative Officer Date

ACCOUNTS TO BE WRITTEN OFF - \$1000 or Greater  
FISCAL YEAR 2025

Statement Date 7/11/2025

Account	Name	Final Comments	Registration	Returned Check	Audit	Re-instatement	Damage Claim	Other	Amount
4389840	HANSEN TRANSPORT INC	Past statute of limitations	\$ -	\$ -	\$ 3,925.65	\$ 40.00	\$ -	\$ -	\$ 3,965.65
5324688	JESSE HAMMERS LOWBOY SERVICE	Past statute of limitations Customer did not send paperwork to Motor Carrier Services to cancel registration	\$ 1,367.62	\$ -	\$ -	\$ 40.00	\$ -	\$ -	\$ 1,407.62
4661761	NEXT TRANSPORT LLC	Past statue of limitations. Sent back to collections 3/7/2015	\$ -	\$ 3,648.00	\$ -	\$ 40.00	\$ -	\$ -	\$ 3,688.00
<b>Grand Total</b>			<b>\$ 1,367.62</b>	<b>\$ 3,648.00</b>	<b>\$ 3,925.65</b>	<b>\$ 120.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,061.27</b>

Approved by: \_\_\_\_\_  
Idaho Transportation Board Chairman Date



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☒ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name David B. Kuisti P.E.	Presenter's Title Chief Engineer
Preparer's Name Monica Crider P.E.	Preparer's Title State Design Engineer

## Subject

Board Approval for Contract to Reject		
Key Number	District	Route Number

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

### NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/24 to 07/31/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
88	18	9	1	5	0

### ACTION

In accordance with Board Policy 4001, the construction contract on the attached report exceeded the engineer's estimate by more than ten percent (10%) but is recommended for rejection with Board approval.

The following table summarizes the contract requiring Board approval to reject since the last Board Agenda Report.

Contract requiring Board Approval to Reject - Justification received 07/01/25 to 07/31/25	
ITD	Local
1	0

## Recommendations *(Action items require a resolution)*

In accordance with Board Policy 4001, the construction contract on the attached report is recommended for rejection with Board approval.

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL TO REJECT

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	24820 SIA	US--20	7/8/2025	2	\$430,450.00	\$486,000.00	\$55,550.00
US-20, Bridge Safety MP 387.03 Buffalo River Bridge Approach Repairs, D6							113%
Contractor: Coldwater Group Inc					State		



DATE OF BID OPENING - JULY 8, 2025

---

IDAHO PROJECT  
US-20, Bridge Safety MP 387.03 Buffalo River Bridge Approach Repairs, D6  
Fremont County  
Key No. 24820

---

DESCRIPTION: The work on this project consists of the approach slabs on the Buffalo River Bridge on US-20 in Island Park

BIDDERS:

COLDWATER GROUP, INC PLEASANT VIEW, UT	\$486,000.00
JM CONCRETE, INC IDAHO FALLS, ID	\$509,600.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$430,450.00

LOW BID - 113% Percent of the Engineer's Estimate

NET +/- OF EE \$55,550.00

(AWARD)                      (REJECT)                      (REQUIRES BOARD APPROVAL)

Approval to award or reject this project is based on Bid Review and Evaluation.

\*\*\*Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation. \*\*\*

Karen Hanna  
Digitally signed  
by Karen Hanna  
Date: 2025.07.09  
09:00:52 -06'00'

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**Karen Hanna**  
Contracts Manager

# Department Memorandum

Idaho Transportation Department

**DATE:** 7/14/2025**Program Number(s)** E256150
**TO:** Monica Crider, PE  
State Design Engineer
**Key Number(s)** 24820
**FROM:** Jason Mizoguchi PE  
District Engineer

**Program ID, County, Etc.** US-20, Bridge Safety  
MP 387.03 Buffalo  
River Bridge  
Approach Repairs, D6  
Fremont

Michael Johnson, PE  
State Bridge Engineer

David Kuisti for Michael Johnson  
and Monica Crider


**RE:** Justification for Rejection of Bid

Bids were opened on July 8, 2025 for the above referenced project. The low responsive bid was 12.91% higher than the Engineer's estimate.

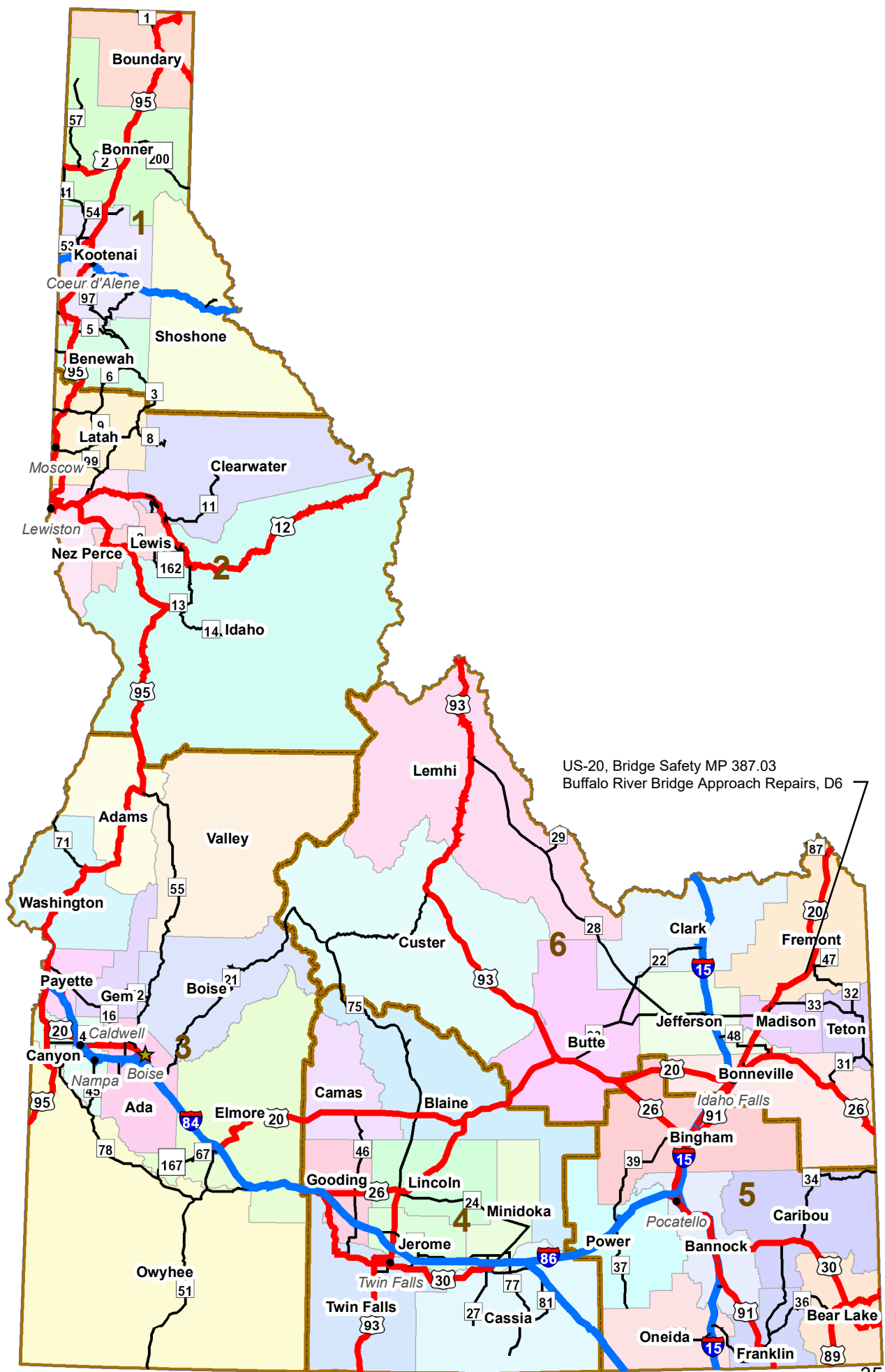
The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Item Description	Quantity	Unit	Estimated Unit Price	Bid Unit Price	\$ Difference
1	Mill and Overlay	5,400	SF	\$6.75	\$15.00	\$44,550.00
3	Soil Densification and Grade Restoration	1	LS	\$250,000.00	\$50,000.00	(\$200,000.00)
4	Temporary Traffic Control	1.00	LS	\$40,000.00	\$125,000.00	\$85,000.00
7	Mobilization	1.00	LS	\$42,000.00	\$125,000.00	\$83,000.00
<b>Total Difference For these Items</b>						<b>\$12,550.00</b>

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of experience with similar SIA projects. This project addresses a significant deficiency in the bridge approach slabs affecting the travelling public experience and safety. This work consists of soil densification to strengthen the soil subgrade, including base/subbase, and raise the bridge approach slabs.

The District feels that the significant difference in unit bid prices is due to the scope of work for soil densification being unclear resulting in unexpected bid unit prices on the project. The district will clarify the specification for Deep Soil Densification.

District 6 recommends rejecting the bid to review the plans, specifications, and estimate and to make necessary changes for rebid at a later date.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☒

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name David B. Kuisti P.E.	Presenter's Title Chief Engineer
Preparer's Name Monica Crider P.E.	Preparer's Title State Design Engineer

## Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

### NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/24 to 07/31/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
88	18	9	1	5	0

### RECENT ACTIONS

In accordance with Board Policy 4001, staff has initiated or completed action to award the contracts listed on the attached report.

The following table summarizes the contracts awarded (requiring no Board action) since the last Board Agenda Report.

Contracts Requiring no action from the Board 07/01/25 to 07/31/25	
ITD	Local
10	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations *(Action items require a resolution)*

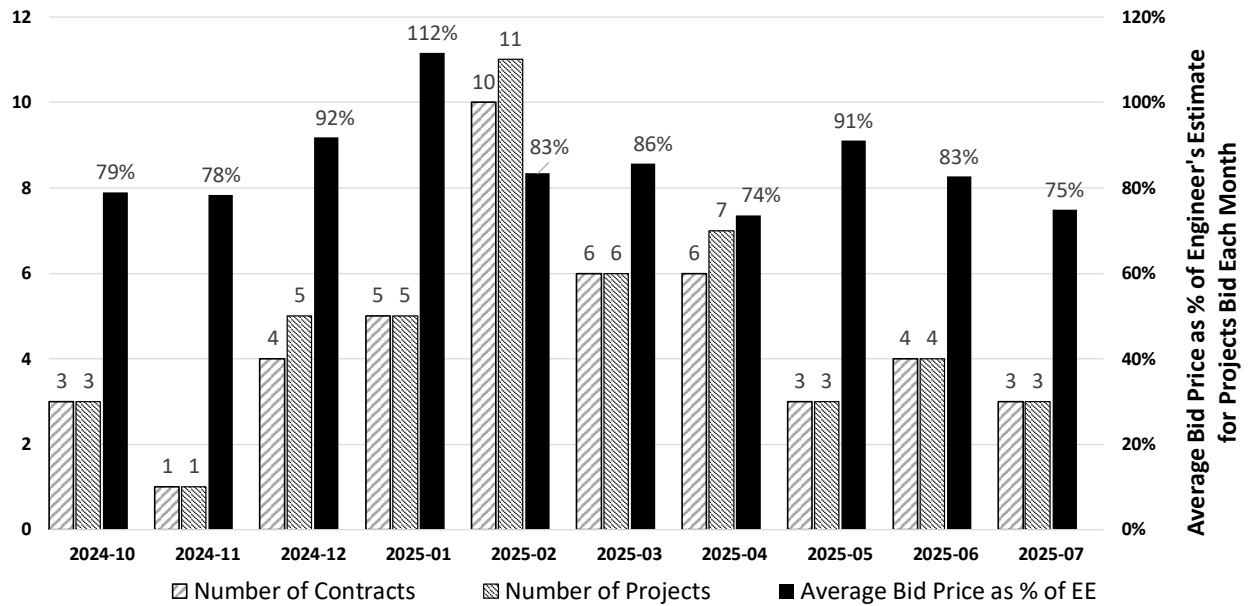
For Information Only.

## FFY25 State Infrastructure Project Bid Results: YTD Summary By Cost

48 Projects YTD through July 31, 2025

YTD Total for all 48 projects:

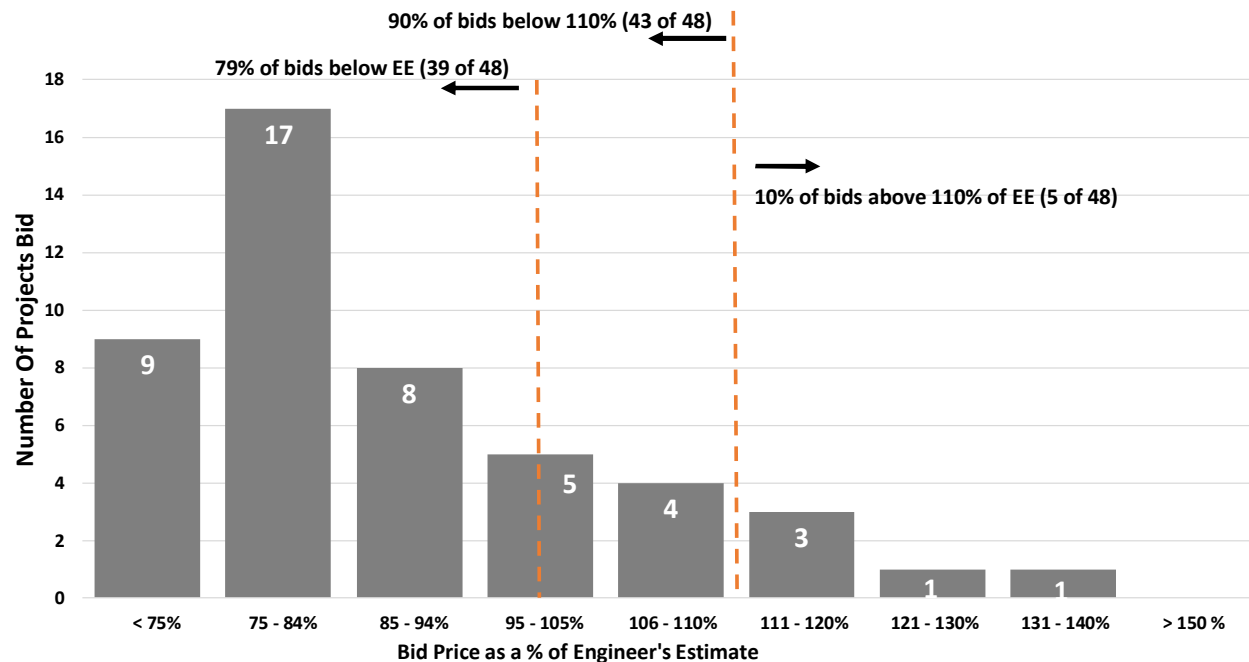
Ratio of Bid Costs / Engineer's Estimates = \$515.5M / \$614.1M = 84%



Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

## FFY25 State Infrastructure Project Bid Results: YTD Summary By Project Count

48 Projects YTD through July 31, 2025



Note: Local and SIA Projects are not included

## Monthly Status Report to the Board

### PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	24305	I-90	7/1/2025	4	\$89,342,279.30	\$66,809,809.09	(\$22,532,470.21) 75%
I-90, SH-41 to US-95 - West Contractor: Scarsella Bros. Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	23719I SIA	Various	7/8/2025	0	\$124,900.00	\$0.00	
FY25 D1 On-Call Fence Repair Contractor: No Bids Received					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	24254g	US-20	7/8/2025	2	\$372,980.00	\$330,338.00	(\$42,642.00) 89%
US-20, Bridge Safety North Rigby Interchange Contractor: JM Concrete Inc					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	24778 SIA	Various	7/15/2025	3	\$427,509.05	\$375,448.75	(\$52,060.30) 88%
FY25 Bridge Approach Repairs D2 Contractor: Knife River Corporation-Mountain West					State		

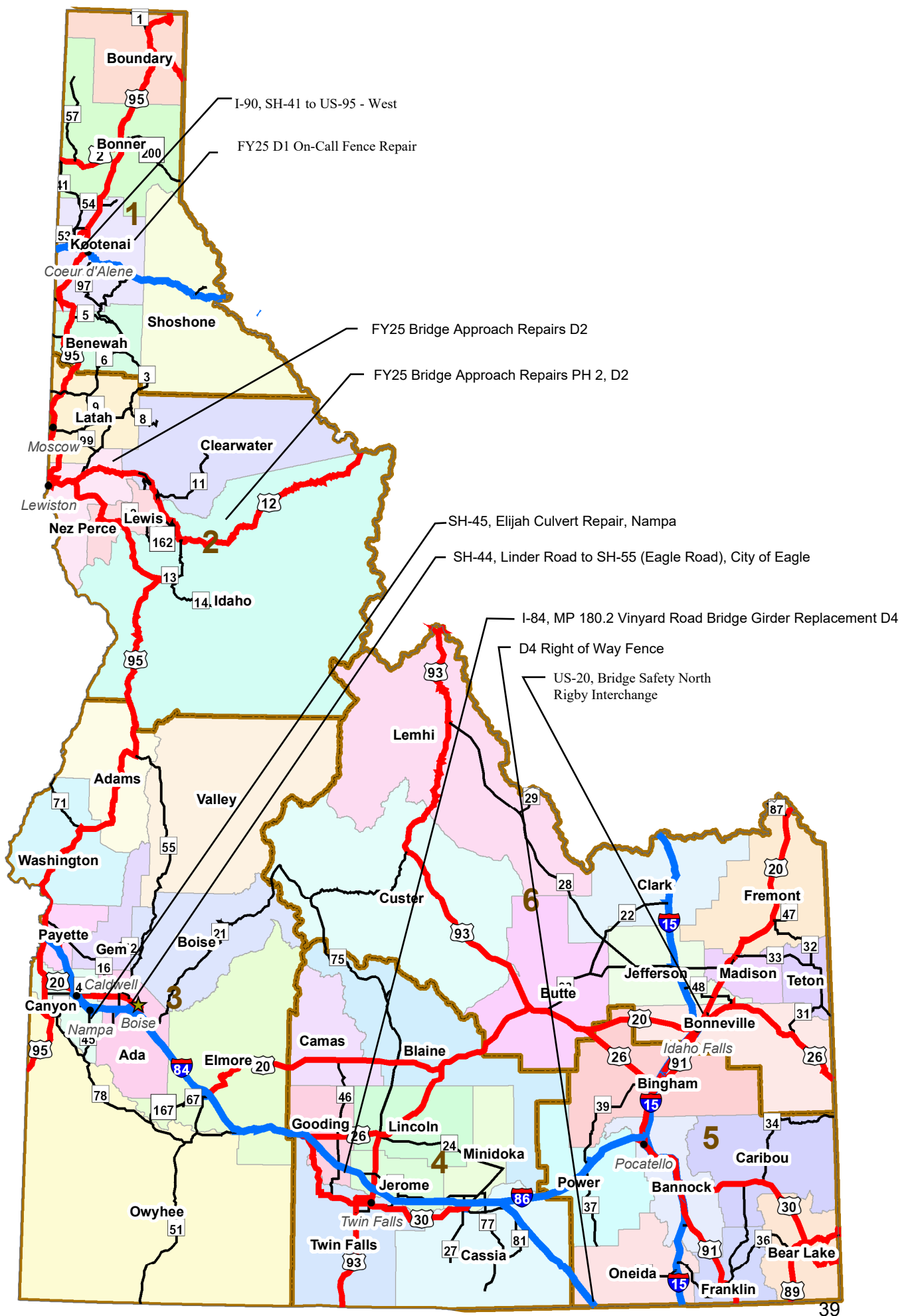
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	24106	SH-45	7/22/2025	7	\$372,980.00	\$330,338.00	(\$42,642.00) 89%
SH-45, Elijah Culvert Repair, Nampa Contractor: Gentry Civil Corp					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	25021 D2	Various	7/22/2025	2	\$499,998.97	\$401,000.00	(\$98,998.97) 80%
FY25 Bridge Approach Repairs PH 2, D2 Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	24526	SH-44	7/29/2025	3	\$3,133,779.25	\$2,423,237.50	(\$710,541.75) 77%
SH-44, Linder Road to SH-55 (Eagle Road), City of Eagle Contractor: Sunroc Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	24819 SIA	I-84	7/29/2025	4	\$574,616.88	\$604,563.30	\$29,946.42 105%
I-84, MP 180.2 Vinyard Road Bridge Girder Replacement D4 Contractor: Coldwater Group Inc					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity	Fixed Price	Quantity Bid
4	23633/24163 SIA	I-84	7/29/2025	2	45,750 FT	\$1,030,000.00	101,111 FT 221%
D4 Right of Way Fence Contractor: Clear Zone Construction LLC					State		



## Monthly Contract Advertisement As of 7-31-2025

District	Key No.	Route	Bid Opening Date
1	24965 SIA	SH-5	8/5/2025
SH-5, Pedee Hill Illumination			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
1	24994 SIA	US-95	8/5/2025
US-95 Long Bridge Conduit Repair, D1			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	20039	OFF SYS	8/12/2025
West Fork Pine Creek Bridge			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(4)	23886	OFF SYS	8/12/2025
3200 N Safety Improvements, Murtaugh Highway District			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
3	23538 SIA	I-84 & I-184	9/9/2025
FY25 D3 Signing			
\$250,000 to \$500,000			





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☒

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer
Preparer's Name Christina Straub	Preparer's Title Contracts Officer

## Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number	District	Route Number
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## Background Information

### For all Agreements:

Consultant Services processed 29 new professional services agreements and work tasks totaling **\$15,488,319** and 3 supplemental agreements to existing professional services agreements totaling **\$294,316** from June 28, 2025, through July 25, 2025.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>		<i>District</i>								<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>	<i>MGMT</i>	<i>AERO</i>	
<b>Resources not Available</b>										
Construction Engineering, Inspection, Sampling & Testing	1		2	1		2				6
Roadway Design			1		1					2
Materials/Geotechnical	1									1
Bridge Design			1							1
Bridge Inspection							3			3
Hydraulics	1									1
Environmental					1		1			2
Planning				1						1
Survey		1			1					2
Aeronautics	1									1
Engineer of Record			1		1					2
<b>Local Public Agency Projects</b>	2		3	1		1				7
<b>Total</b>	6	1	8	3	4	3	4			29



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For ITD District Projects:

23 new professional services agreements and work tasks were processed during this period totaling **\$14,449,759**. 2 supplemental agreements totaling **\$279,950** were processed.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, W ELMIRA; MT MEADOWS, KOOTENAI TRAIL INT IMP; STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP	Resources not Available Hydraulics	Hydraulics	Direct from Term Agreement	David Evans and Associates, Inc. (DEA)	\$116,017
SH 41, MOBILITY STDY RATHDRUM TO SPIRIT LAKE, KOOTENAI CO	Resources not Available Other	Aerial Mapping	Direct from Term Agreement	Glahe & Associates, Inc.	\$108,566
I 90, POST FALLS BUSINESS LOOP, POST FALLS	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	RFI from Term Agreement	Shannon & Wilson, Inc.	\$179,741
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO	Resources not Available CE&I	CE&I Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$927,465



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### **District 2**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Surveying	Surveying Services	RFI from Term Agreement	David Evans and Associates, Inc. (DEA)	Prev: \$218,756 This: \$15,109 Agreement Total to Date: \$233,865

### **District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	RFI from Term Agreement	Horrocks, LLC	\$136,937
SH 16, SH 44 INTERCHANGE, ADA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Horrocks, LLC	\$956,645
SH 16, SH 44 INTERCHANGE, ADA CO	Resources not Available Engineer of Record Services	EOR Services	Individual Project Solicitation	Parametrix, Inc.	\$530,921
STC-3860, NE 11TH ST TO NW 16TH ST, PH 1, FRUITLAND	Resources not Available Roadway Design	Roadway Design Services	RFI from Term Agreement	Ardurra Group, Inc.	\$458,328



## Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	Resources not Available Bridge Design	Bridge Design Services	Direct from Term Agreement	Russo Structural Services, LLC	\$140,097
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### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 93, CAREY TO HOTSPRINGS, BLAINE CO	Resources not Available Other	Inspection/Testing Services	RFI from Term Agreement	Horrocks, LLC	Prev: \$35,834 This: \$242,218 Agreement Total to Date: \$278,052
US 93, BLUE LAKES AND POLE LINE INT IMPRV, TWIN FALLS	Resources not Available Public Involvement	Feasibility/Planning, Public Involvement	Individual Project Solicitation	Kittelson & Associates, Inc.	\$936,959



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### **District 5**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 91, ONEIDA CANAL PIPELINE, FRANKLIN CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Parametrix, Inc.	\$37,439
I 15, I 15 WIDENING, MP 89.4 TO 91.8, BINGHAM CO	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$8,988,750 Board Approved: \$8,991,212 On: 7/24/2025
US 91, PARK LAWN TO SIPHON RD, CHUBBUCK	Resources not Available Surveying	Surveying Services	Direct from Term Agreement	Keller Associates, Inc.	Prev: \$49,970 This: \$7,875 Agreement Total to Date: \$57,845
STATE, FY25 D5 BRIDGE REPAIR	Resources not Available Engineer of Record Services	EOR Services	Individual Project Solicitation	Forsgren Associates, Inc.	Prev: \$165,724 This: \$20,329 Agreement Total to Date: \$186,053

### **District 6**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 33, FY25 REXBURG SIGNAL UPGRADES	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services - Staff Aug	Direct from Term Agreement	Horrocks, LLC	Prev: \$21,093 This: \$21,634 Agreement Total to Date: \$42,727



## Board Agenda Item

ITD 2210 (Rev. 12-23)

US 20, IDAHO FALLS TO RIGBY MILL AND OVERLAY; US 20, EXIT 343 INTERCHANGE, FREMONT CO; SH 33, REXBURG MILL AND INLAY; STATE, FY26 D6 PAVEMENT PRESERVATION; US 20, JCT SH 33 TO INL PUZZLE, BUTTE CO; US 20, REXBURG MIDDLE IC TO ST ANTHONY IC; US 20, REXBURG MIDDLE IC TO ST ANTHONY IC; I 15, CITY OF IDAHO FALLS LIGHTING UPGRADE; SH 32, OVERLAY MP 0 TO MP 28.4, DRUMMOND; US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS; STATE, FY25 D6 BRIDGE REPAIR	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Direct from Term Agreement	Horrocks, LLC	\$80,000
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### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY25 SHS BRIDGE INSPECTION	Resources not Available Other	Underwater Bridge Inspection	RFI from Term Agreement	Marine Solutions, Inc.	\$86,346
LOCAL, FY25 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	Resources not Available Other	Underwater Bridge Inspection	RFI from Term Agreement	Marine Solutions, Inc.	\$119,882
STATE, FY24 STATEWIDE PLANNING	Resources not Available Environmental	Environmental Process/Procedures Manual Update Services	RFI from Term Agreement	Jacobs Engineering Group, Inc.	Prev: \$195,403 This: \$79,941 Agreement Total to Date: \$275,344



## Board Agenda Item

ITD 2210 (Rev. 12-23)

STATE, FY25 SHS BRIDGE INSPECTION; LOCAL, FY25 LOCAL/OFF- SYSTEM BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Individual Project Solicitation	CONSOR North America, Inc.	Prev: \$953,093 This: \$29,779 Agreement Total to Date: \$982,872
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### Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
4	US 30, BUSINESS LOOP, PARK AVE TO AIRPORT RD, CASSIA CO	JUB Engineers, Inc.	4/17/2024, Traffic Design, Public Involvement, Roadway Design, Environmental, Survey, and Feasibility/Planning Services	Additional Traffic Design, Public Involvement, Roadway Design, Environmental, Survey, and Feasibility/Planning Services	Prev: \$756,125 This: \$230,940 Agreement Total to Date: \$987,065
4	I 84, SOUTH JEROME IC TO TWIN FALLS IC, JEROME CO	NV5, Inc.	2/27/2023, Engineer of Record Services	Completing load ratings for two separate conditions	Prev: \$369,847 This: \$49,010 Agreement Total to Date: \$418,857



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For Local Public Agency Projects:

7 new professional services agreements totaling **\$1,267,341** were processed during this period.  
1 supplemental agreement totaling **\$14,366** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 46, SH 26 TO 10TH AVE SIDEWALK INSTALL, GOODING	CITY OF GOODING	Environmental Services	Direct from Term Agreement	AECOM Technical Services, Inc.	Prev: \$26,699 This: \$26,699 Agreement Total to Date: \$53,398
LOCAL, STOP CONTROL SAFETY IMPRV, BONNER CO	BONNER COUNTY	CE&I Services	Direct from Term Agreement	HMH, LLC	\$77,602
SMA-6705, INT 15TH E AND 49TH S SAFETY IMPRV, IDAHO FALLS	CITY OF IDAHO FALLS	Roadway Design Services	Individual Project Solicitation	Horrocks, LLC	\$237,812
STC-3906, WARREN WAGON RD GUARDRAIL IMPRV, VALLEY CO	VALLEY COUNTY	Roadway Design Services	RFI from Term Agreement	Precision Engineering, LLC	\$106,516
STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	WORLEY HIGHWAY DISTRICT	CE&I Services	RFI from Term Agreement	JUB Engineers, Inc.	Prev: \$331,733 This: \$145,443 Agreement Total to Date: \$477,176
LOCAL, STRAND TRAIL PAVING AND PED/CYCLIST SAFETY PROJECT	CITY OF CASCADE	Environmental services	Direct from Term Agreement	David Evans and Associates, Inc. (DEA)	\$8,794
LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	CITY OF BOISE	Roadway Design Services	Individual Project Solicitation	KPFF, Inc.	Prev: \$176,323 This: \$664,475 Agreement Total to Date: \$840,798





## Board Agenda Item

ITD 2210 (Rev. 12-23)

### **Supplemental Agreements to Existing Local Professional Services Agreements**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
4	LOCAL, 100 EAST BR WIDENING AT 137 NORTH, JEROME CO	HMH, LLC	1/16/2025, Roadway Design Services	Additional Hydraulic Modeling, Analysis, and Reporting Services	Prev: \$349,616 This: \$14,366 Agreement Total to Date: \$363,982

### **Recommendations** *(Action items require a resolution)*

For Information Only



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☒

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager, PMO
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager, PMO

## Subject

Monthly Reporting of Federal Formula Program Funding Through July 31, 2025.		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho has received full FY25 obligation authority through September 30, 2025 via a continuing resolution passed on March 15, 2025.

Obligation authority through September 30th is \$406.6 million. This includes \$7.5 million of *Highway Infrastructure General Funds* carried over from FY20 through FY23, and \$45 million *IIJA Bridge formula* (General Fund) funds. These General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act and the Fiscally Responsible Highway Funding Act of 2024. Idaho has received apportionments of \$471.7 million. FY25 obligation authority through September 30, 2025 is 86.2% of apportionments.

### Exhibit 1: Formula Funding for FY2025

<b>IIJA FY2025</b>	
<b>Apportionments + Bridge + Hwy Infra.</b>	
Federal Aid Only	\$471,729
Including Match	\$509,097
<b>Obligation Limits through 9/30/2025</b>	
Federal Aid Only	\$406,584
Including Match	\$440,377

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from December 2024 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 8/4/25.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### Exhibit 2:

#### Allotments of Available Formula Funding w/Match and Amount Remaining

Program	Allotted Program Funding through 9/30/25	Program Funding Remaining as of 7/31/25
All Other SHS Programs (includes state funding)	\$270,401	\$45,899
GARVEE Formula Debt Service*	\$63,432	(\$0)
State Planning and Research*	\$9,434	\$134
Metropolitan Planning*	\$2,442	\$0
Freight	\$10,103	\$0
Railroad Crossings	\$2,244	\$0
Recreational Trails	\$1,132	\$1,114
STBG - Transportation Mgt. Area	\$8,846	\$5,998
Transportation Alternatives (TMA)*	\$1,219	\$640
Carbon - TMA	\$779	\$101
STBG - Local Large Urban	\$7,534	\$2,220
Carbon - Large Urban	\$6,273	\$3,203
STBG - Local Small Urban	\$3,516	\$2,072
STBG – Local Rural	\$13,173	\$1,932
Transportation Alternatives (Urban/Rural)*	\$7,554	\$5,541
Local Bridge*	\$17,794	\$9,508
Off System Bridge*	\$6,750	\$5,026
Local Safety	\$7,754	\$2,141
<b>Total</b>	<b>\$440,377</b>	<b>\$85,529</b>

Notes:

1. All dollars in Thousands.
  2. Allotments based on the December 2024 Highway Funding Plan.
  3. Funding amounts include match and reflect total formula funding available.
  4. Data reflects both obligation and de-obligation activity through July 31st.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

#### Recommendations *(Action items require a resolution)*

For Information



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☒

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Noah Ipaye	Presenter's Title Research Analyst, Sr
Preparer's Name Noah Ipaye	Preparer's Title Research Analyst, Sr

## Subject

FY2026-2032 Draft Idaho Transportation Investment Program Public Comments		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Each year as part of the Idaho Transportation Investment Program (ITIP) update, the department hosts a public outreach and comment period to solicit feedback from the public regarding the projects and funding.

The public comment period for this year accepted comments from July 1 to July 31, 2025. The department provided various avenues to distribute information and collect responses. To advertise the comment period, the department published press releases, sent emails, and ran ads on social media, the radio and in newspapers. Interested parties had the option to submit a comment through email, phone call, writing a letter, and submitting comments through the web application. This year, ITD received 442 comments.

A list of all the comments received during the public comment period is attached for the Transportation Board's information. In September, staff will present a summary of the responses to the comments received during the public comment period.

ITIP Comments 2025	
District	Total Number of comments
1	68
2	17
3	131
4	22
5	26
6	70
Statewide	23
Local/MPO/NGO	85
<b>Total</b>	<b>442</b>

**Recommendations** *(Action items require a resolution)*

District 1 ITIP Comments 2025		
KN	Date	Comments
22770	7/1/2025	You have this listed as a seal coat currently, but the project is slated for \$9M. Something doesn't seem to be right there. I think this is likely a continuation of the current project which is adding a center turn lane and full width shoulders to the current roadway if the \$9M is correct. Please revise either the description or cost for this project.
	7/1/2025	The prominent project proposed in the Sandpoint area is the upgrade of the maintenance facility at the airport. Our tax dollars will be allocated to a project that very few of us will ever utilize. Those who will gain by this project are the very few people wealthy enough to afford an airplane. Almost all, including the airplane owners, use the roads and highways. Many of our roads truly are in need of improvement such as Highway 200 in Kootenai and Ponderay. In particular, a traffic signal is needed at Highway 200 and Kootenai Bay Road. Put our tax dollars to work on projects that will serve the most people and provide for the greater good and save lives.
24178	7/1/2025	We would like to know if this project is progressing or moving towards the priority list. Trying to bicycle between Rathdrum and Spirit Lake is very dangerous and needs increased shoulder width badly. Also the Scarcello Rd/HWY 41 intersection is dangerous due to its highly irregular alignment causing confusion on dual left hand turns (colliding with one another). There needs to be turn lane painting on all 4 roads/corners and this never happens other than on HWY 41. Many near misses and sudden braking. Thanks for your opportunity to comment.
	7/1/2025	I live in the Sandpoint area and the last five years have shown substantial growth. Improvements were made to the long bridge but the older part of the bridge has been turned into a walking path. Accidents occur and stop entry and exit for sometimes hours with no reasonable way around. For safety it would make since to allow the older section of bridge to be utilized for emergency traffic diversions instead of purely scenic walking.
24162	7/2/2025	Center lanes and turn lanes need to be added North as far as twin lakes. The road is very dangerous and you cannot turn off the highway without traffic coming up behind you at highway speeds. There also needs to be a round-a-bout at Diagonal and 41.
	7/3/2025	Hwy 41 between Rathdrum and Spirit Lake needs to be improved. The amount of traffic in the morning and evenings is bumper to bumper. Specifically the interchange into Twin Lakes Village
23936	7/7/2025	Highway 200 desperately needs wider shoulders where possible. This road is always falling apart due to the 2 foot shoulders in a high water environment.
	7/7/2025	Please!!!! Make highway 95 in Boundary County safer!!! Allocate funds for turn lanes and passing lanes. Tooo many people have died and many more are mamed on this forgotten highway. When funding for the new "moose underpass" in Naples is higher priority than human lives, the scales are out of alignment. Check the statistics! The amount of today's traffic far surpasses the roadway design of nearly 40 years ago. We need help!!! This stretch of highway is deadly, and the death tole is climbing fast. Please don't wait until more death certificates are signed. Act now while the budget is being created.
	7/7/2025	There really needs to be investment in north Idaho infrastructure. The problem mostly lies in the lack of significant west-east options. Kathleen, Hanley, Dalton, prairie, honeysuckle, Wilbur etc. many of these roads do not go "all the way" from post falls to government. 95 needs to be updated, or a bypass needs to be installed-ideally both. But traffic IN TOWN will still not improve much. Modernizing and widening the east west veins to become major traffic carrying options would be key
	7/8/2025	Stop relying on studies that are 10 years + old to design highway 53 infrastructure between the Washington state line and Rathdrum. The Pleasant View SH53 interchange will be outdated before it even opens if it isn't a four lane interchange both on the highway and on Pleasant View. "Bridging the Valley" should not be accomplished by restricting access across the BNSF tracks from three points to one. Even the restriction from three to two crossings for the construction recently, resulted in a several hour shutdown when there was a wreck at Prairie and SH53. Quit being shortsighted! Don't allow the crossing at McGuire to close unless there is an overpass or underpass being added in the next few years. Use CURRENT data to verify that a second railroad crossing is absolutely needed at McGuire! Hayden Ave is the lifeline from the north Spokane Metropolitan area to the north Coeur d'Alene metropolitan area. Not Prairie Ave.!
24162	7/8/2025	There are a lot of vehicles on SH-53. The increased congestion from the number of vehicles makes people take risks when pulling out, increasing accidents. This project should install the center turn lane for safety, but also install an additional lane in each direction to better distribute traffic and increase capacity. Long term, performing a study of this corridor with a focus on future interchange locations would be helpful.
21939	7/8/2025	SH-53 has a lot of traffic. The increased traffic congestion leads to people making unsafe decisions. This project should build a 5-lane facility with center turn lane. In the long term, a study showing future interchange locations and build out would be helpful as this corridor develops.
	7/8/2025	I don't see any plans to make the Dufort/Hwy 95 intersection safer in the near future. The traffic has become nonstop in the past few years. It can take ten minutes or more to get out onto Hwy 95. People get anxious and accidents are frequent. There is a planned interchange here but it's so far into the future that it's not even on the map yet. We really need a solution in the next couple of years before there are more needless deaths.
24395	7/8/2025	I really appreciate this project to help with congestion. Thank you.

20749	7/9/2025	You need to focus on the casino area, traffic lights need to be put back at main and alderson, we lost a good friend on 95 in Naples because idiots weren't paying attention and speeding.
	7/11/2025	There has been a huge influx of people in Idaho, including Boundary county. In recent years there has been a dramatic increase in fatalities and serious injury accidents due to reckless driving, unsafe passing, excessive speed. My husband and I have had at least half a dozen near misses with head on collisions and being rear ended because of tailgaters while driving the speed limit. Please do something: making more passing lanes, more turnoffs for those who live and work off Hwy 95. The problem is only going to worsen.
	7/11/2025	Also, there are many dips, valleys and hills that create blind spots especially when traffic has come to a standstill due to accidents.
	7/11/2025	I would like to see the intersection of Hwy 41 and Scarcello improved for safety and traffic flow.
21937	7/11/2025	Upon completion, I would like to see the intersection of Hwy 41 and Scarcello at Twin lakes improved for safety and improved traffic flow.
	7/12/205	The intersection at Twin Lakes Village (41 and Scarcello) north of Rathdrum continues to get more dangerous. Log truck roll overs, crashes, rush hour back ups. With multiple new subdivisions going in on Scarcello the traffic will continue to get worse. There is already heavy traffic from 95/Chilco mill using it to connect to 41. This intersection needs serious improvement. It would be wonderful if you added this small project to your improvement list.
23936	7/12/2025	I personally think that ITD should invest in rumble strips in this project, similar to across the border in Montana. Not only should ITD do it in this project, but I feel like from the amount of crashes and congestion that takes place on 200 from Sandpoint through Bonner Mall all the way to Hope and to Peninsula Road and even to Clark Fork has progressively been getting bigger every year, more major crashes happen in Denton more commonly. Please, add passing lanes and if not please add a middle rumble strips with some on the shoulder of the highway, it'll keep drivers alert and shouldn't cost a ton to do.
	7/1/2025	Regarding I-90 projects I do understand the necessity of getting these done. However it's frustrating to have to sit through 15mph traffic going uphill on 4th of July pass because trucks struggle on the grade. Why wasn't the shoulder developed as a lane before the project started so that slow trucks could keep right. And worse is that no work seems to be going on. Near us I wish for a left turn lane on US95 at Fairmont Loop and US95 at Cougar Bay Preserve. I've almost been rear ended a few times in my 10 years here waiting to take a left with fast moving traffic coming up from behind. It's also getting harder to make a left onto 95 from Fairmont Loop at most times of day.
	7/1/2025	Year after year you continually "put a band aide" on Hwy. 97. What does it take for you to fix the road properly? Driving one morning to town, from Arrow Point, 75 cars were counted. And, it doesn't get any better with the increase of new housing. Please do the right thing and fix Hwy. 97 the right way.
	7/1/2025	I hope to see a couple more stoplights, with turn lanes, between the stateline and Rathdrum at busy crossroads. MANY people drive that road erratically, including semi-truck traffic. I wish you could put speedbumps in quite honestly. But seriously, giving out a steady flow of traffic citations consistently forever would help tremendously without a doubt, and help pay for the project a bit since fines double in construction zones usually. Thank you for reading and considering my deep concerns as I drive that way often. P.S. Maybe you could throw a hint to WA to do the same on the Trent side. It's so dangerous to turn off or on to, or cross. They fly like the devil is chasing them on that stretch, too.

	7/1/2025	<p>While recognizing both the limitations of government funding and the fact that Idaho largely opposes government spending, I would still like ensure that ITD is aware of the absolute “dumpster fire” that is the Long Bridge from Sagle to Sandpoint. First, this bridge is effectively the only viable route between the Canadian Border and the rest of the Idaho panhandle. It provides the primary, if not the exclusive transportation route north and south in east Idaho. Despite constituting a portion of an state highway, the bridge is a <u>single lane</u> each direction for vehicle traffic! Significantly, the roadways feeding into this single lane are both two lane feeders – narrowing to a single lane only moments before encountering the bridge in either direction. The resulting bottleneck is (a) extremely hazardous to those traveling on the highway and (b) incredibly dangerous for those attempting to enter the highway from any of the myriad side roads. Second, as this is the only realistic route along this corridor, any chance event or planned maintenance of the roadway can easily result in a full hour commute for the two miles comprising the bridge as the reduction to a single lane of travel requires stopping all traffic in one direction while escorting the other direction through. This has, at times, resulted in the back up of traffic through the entire city of Sandpoint and on the highway as far back as several miles. Third, the bridge includes an area for pedestrian/bicycle traffic that is at least as wide as the area provided for vehicular traffic. This gross waste of valuable travel space is unconscionable. Fourth, as a consequence of the high volume of traffic on and approaching the bridge, there have been MULTIPLE fatal and near fatal accidents resulting from vehicles attempting to enter the highway from many of the side streets that terminate at the highway. There are no overpasses. There are virtually no “feeder lanes” to allow merging. There is simply no way to safely enter the highway without risking death or injury. Fifth with the growth of North Idaho – particularly the Coeur d’Alene and Sandpoint areas, the increased traffic flow has rendered the original design of the bridge insufficient to meet demands. This growth is inevitably only going to continue if not increase as time goes on. It remains almost irrational to have a major highway thoroughfare with a single lane of traffic. Lastly, I believe there are several temporary and permanent solutions available to the state to address these issues: 1. Replace the entire bridge; 2. Add a second bridge adjacent to the existing bridge to provide for north or south traffic; 3. Consider moveable barriers between the vehicle travel area and the obscenely large pedestrian/bicycle area to permit the use of one additional lane during high demand. 4. Reinforce the older portions of the bridge (which now comprise the pedestrian areas) to permit use for vehicle traffic. 5. Add another north south corridor solution across the Pend O’reille river that can reduce the highway use (there used to be a ferry... but that is long gone). I am confident that there are other solutions available and possible. In any event, I would urge you to consider this matter as a high priority for the ITD budget. Thank you for your consideration.</p>
	7/1/2025	No project, but we need to have the Hy 41-Scarcello Intersection addressed as soon as possible. There are major housing developments underway on Scarcello; traffic feeding the intersection will increase significantly. Needs realignment & turn lanes
	7/1/2025	I sent an E-mail and have not heard back from you. People are being killed on hwy 95 between Ponderay and Canada and you are doing nothing about it. When enough people complain about this and you do nothing it eventually will make you liable for future deaths. This stretch of road includes bridges that need to be widened and the road needs to be widened to FOUR lanes with side road turnoffs. Do you own research and see how many people have died in 2025 alone. I realize the cost is astronomical but how much is one life to you? Apparently nothing. Children have died, middle aged have died, and elderly have died.
	7/1/2025	I live near I-90 and the number 14 exit, this exit is 15th Street. In Coeur d'Alene Idaho. We live close enough we hear accidents on the interstate. There used to be safety barrels, I believe they're known as crash attenuators or crash cushions that save people from having their car being destroyed with this massive amount of kinetic energy and saves the people's lives inside the car when they collide with the end of a guardrail. We responded to an accident where a drunk driver took out all the crash cushions and he was able to walk around the accident site. I we were able to report to the police where they threw their liquor bottle and this individual was arrested and charged with DUI. This was well over 10 years ago. None of my inquiries have ever been addressed. The safety barrels were never replaced. Do you subscribe to any peer review articles that would support your decision not to put those safety barrels back? Has there been some new design that I'm not aware of that maintaining a guardrail as they did in the old days with no protection that if hit at interstate speed is still survivable? Or did the state go cheap and put a value on money greater than human life and simply decided not to replace it?
	7/1/2025	I have written before. The intersection of ID53 and ID41 needs work fast, it has become and will remain a bottle neck, a large circle needs to be built, traffic lights removed. Traffic needs to keep moving, traffic lights are a loser if a circle will do the job. Law enforcement likewise need to monitor circles more often to keep the bombers honest. As King of Idaho I would ensure every highway with a speed limit of 45 or higher will have fog lines. On dark stormy nights (of which we have many) a fog line can save a life. Here note, saving one life makes it worth it. Now it's also an iron clad fact States with the most miles of bike lanes experience increased travel, recreation, and tourism. That means money for lots of people, including the State. Via internet folks know what states have beautiful and first rate bike lanes, it's a slam dunk. Lastly, all commercial vehicles of 16,000 Lbs and above should be required to run with headlights on
	7/1/2025	Will there be any work on the rock wall just east of Clark Fork? And will the road bed along the rock wall be leveled to address the areas on the east bound lane that have sunk down?
	7/1/2025	Please slow traffic to 45 mph from Bottle Bay to Sandpoint including the Long Bridge. You have “congestion” signage and lights therefore commonsense would also slow traffic to 45 mph. No different North of Sandpoint on the 4 lane past North 40 Store! And, 45 mph in Sagle and the new traffic light. The traffic is so heavy and cars and trucks are going to FAST for the traffic volumes. 45 mph signs would be a fast and cheap !! Thanks, Bill Preuss

	7/1/2025	I am in awe of the neglect IDT continues to exhibit on the ID 41 corridor between Rathdrum and Oldtown, but especially from the Spirit Lake Hill south to Rathdrum, and the US 2 corridor between Priest River and Oldtown, which includes LeClerc Road to the WA State Line. Are you aware of all the recent fatalities on HWY 41? All the tipped over semi trucks on Spirit Lake Hill? Or that US 2 between Priest River and Oldtown is increasingly hazardous? The area is growing in both retail and new housing, Priest Lake is growing, and so is Priest River. Over a 1,000 new housing units are already approved, construction is underway in the Oldtown area and I see nothing on the books to address this growth. What are your plans to address all the rerouted commercial and tourist traffic to impact the area once the WA NSC is completed in 2030? Why hasn't LeClerc been improved? No guardrails to prevent vehicles, school busses, logging trucks from plunging into the river, no shoulders, no pull outs. Why no traffic control devices at Le Clerc & Hwy 2? This is a major health, recreational, and commodities route--yet in the 40 years I've been driving LeClerc there has been no improvements on the Idaho side. Do you even know what's happening in this area? I hope to hear a response about this-I buy almost all my fuel in Idaho, most of my shopping is done in Idaho too-but this is truly mind boggling that no projects are slated for this area. Yours truly, Timothy Anderson
	7/14/2025	ITD needs to take a serious look at developing a bypass from hwy90 around Coeur d'Alene the traffic from CDA to Garwood, the traffic going through CDA to Garwood is absolutely horrendous whether any Season or not. This promise's to only get worse. Thank You
	7/14/2025	When is Highway 53 from Rathdrum to Highway 95 going to get some work done? It has been more than 25 years since any major work has been done to the road surface. It is getting rutted and potholes are starting to form from the road base giving way. If any section of Highway 53 that needs turn lanes it is this section and have trees cleared out to the line of sight of drivers turning onto the highway. Robert
25010	7/14/2025	Have you tried to turn left from highway 95 onto a side street? Have you tried to turn right onto 95 from a side street? Waiting for the 3 mile long string of traffic is quite annoying and their are people taking a lot of unnecessary chances with the volume of traffic during rush hour.
25010	7/17/2025	This is great. When is there going to be a plan to improve the highway 95 bridge so traffic flows better and can accommodate the increase in growth going south of Coeur d Alene?
20668	7/17/2025	Please stop spending money on seal coating garbage asphalt. If are going to seal coating then seal the 2 stretches of newer asphalt on hwy 97 on the Harrison flats and from echo bay road to Arrow road. Last year you seal coated a long stretch and didn't even bother to address any problems beforehand such as aligation, potholes, plugged ditches and brush hanging out into the travel lane. While we are talking about hwy 97 please think about spending money on improving the pavement condition. Maybe think about do a concrete treated base, especially from I90 south to the top of beauty bay hill and from Burma road south to Arrow road. There has been a little patching done this year which is good, but just a small part of a major issue!
22770	7/17/2025	While this project is ongoing, now would be the time to add a traffic light at the corner of HWY54 & HWY 41. As much as it pains me to say that. Californias continue to flood this area. Contractors are building on any patch of bare dirt they can find. This has created a little nightmare in the mornings & evenings trying to turn into either one of these highways. Every day the "near miss" happens multiple times. Timber Lake High School adds to the increased volume. Not to mention this is a main thoroughfare for folks from Washington going to Farragut State Park, cabins on the Pend Oreille River or Priest Lake. Canadian Cattle trucks bring their own little charm to the traffic rodeo. We're all sick of the unchecked growth. We all wish it would stop. We all wish a bunch of or forced friends from L.A. & Seattle would move back. But as long as those places continue to be run by socialists, it not going to happen. Add the traffic lights now. Save a life or 2. Thanks for the forum.
	7/18/2025	All of 95 from Bonners Ferry South to Couer d'alene needs immediate attention. There have been several deaths related accidents and its just getting worse. People making left turns without a turning lane, people driving to fast, etc. Big semis are speeding with no fear of a ticket, makes no sense.
21939	7/20/2025	This Highway improvement project should begin much sooner to coincide with the Pleasant View overpass completion or at least soon after. I believe it would compliment the overall efficiency of the overpass while addressing major safety concerns of several businesses that have highway access.
21937	7/20/2025	Hwy 41 from Newport to Spirit lake is a joke it is so horrible!! Hard to hold my Tahoe on the road most of the time. I don't know how Semi drivers do it.
	7/21/2025	Hwy 95. Dufort to Sandpoint needs the speed limit to 45mph. And stop light at Dufort and 95.
23622	7/21/2025	95 from Canada to Careywood needs to be widen to accommodate the increased traffic. At the least left turn lanes are a big priority to prevent the constant traffic crashes and fatalities.



24552	7/24/2025	Most of HWY 97 is in need of more law enforcement patrolling and road repairs. This HWY is experiencing more and more traffic especially in the summer months. The tourists and construction traffic is increasing each year. As a local resident, I continually experience on coming traffic crossing the double yellow lines and trucks exceeding the 65' length limit. It's only a matter of time more head on collisions will occur. This highway has spots that the road is deteriorating and has depressions that cause a vehicle to sway, especially while hauling loads and pulling trailers. I have made sure all of my families vehicles have window breaking devices inside of them because I fear that they may end up in lake CDA from poor road conditions and from othe drivers forcing them off the road. Thank you for your time and attto these matters. RK
	7/24/2025	Hello! The intersection of Highway 41, Scarcello Rd and Twin Lakes Village is becoming increasingly dangerous. The limited visibility and high rate of speed for those traveling SB on 41, bad alignment and two turn lanes blocking visibility cause accidents quite often. It is dangerous to try to turn north on 41 from TLV especially at 4pm for example. A round about would be a VERY welcome addition to the intersection!!!
	7/24/2025	I went to the info on the I90 projects including the 95 interchange. Very informative, as a former deliver driver and first responder/dispatcher as well Traffic mitigation is an important part of growth management. As a newer resident of this Great state, I am learning how to get involved and support projects like these. I would like to see a study , for the intersection on ID 41 @Scarcello Road done to at least do some re-configuring and turn/ acceleration /de-acceleration lanes as well as correcting some of the offset of twin lakes road and Scarcello. This is a pretty sketchy intersection and with all the planned residential construction. even a slowing to 45 in that area would be somewhat helpful to those trying to turn onto ID 41 . It is a tough steady stream during mornings heading south and evenings heading north, and the weekends its really bad. I know these things take time, and getting this at least on the calendar soon will be helpful.
25010	7/24/2025	Been here for 26 years and the traffic lights on the highway 95 through CdA have always been notorious for wasting time and fuel. Even when new lights installed, no system updates; just the same theory of NOT managing traffic at all. Just endless masses of cars accelerating only to stop a half mile later—for one cross-traffic car or no cars at all! Huge time and fuel consumer. Either time the lights or insert high speed roundabouts.
	7/24/2025	Now that Texas turn around done why do you still allow people to turn left off of Lakeshore drive? Is there anyway to not allow left turns during high traffic times? I'm not sure that's possible and I know there are a lot of low traffic times so I understand the dilemma. It just kills me to see people take crazy risks turning left when there is the new turn around.
23468	7/24/2025	This will significantly increase noise pollution in Hayden
	7/24/2025	We are pretty concerned about the Ponder Point / Seven Sisters intersection on Hwy 200. Multiple T Bone accidents here, someone will die! I sincerely hope a member of my Family is not involved. Thank You for your attention on this matter.
	7/24/2025	I know you guys are currently working on Highway 53 interchange with Pleasant view. We are happy to see the progress. After this project, not understanding about all these projects that you currently have started or getting ready to start . But I'd like to see improvements on Highway 95 or another route. Trust me it's not fun going through Coeur d'Alene Hayden. The population of Kootenai county is not fun to drive in. People make up their own rules, and have forgotten how to follow the laws of the road. But that's a whole other story for a different department. But another north - south highway would be beneficial. Thank you for all your doing to keep us safe.
	7/24/2025	This is one of the most dangerous intersections I face on an almost daily basis. As one approaches Hwy 95 from West Dufort Road and turning North, one must negotiate several points of potential contact. One from the east, two from the south, 3 from the north, and someone on your right blocking your view as they turn south. IN addition, vehicles on 95 are traveling about 70 miles per hour. Safety protocols could be put in place: slowing the traffic to 55 along the Sandpoint to Westmond corridor, installing a traffic light, installing a roundabout, anything would be better than the current situation. I would imagine first responders and police would appreciate being able to approach 95 without waiting 5 minutes to cross traffic. I would imagine an emergency patient would also appreciated getting transported in a timely manner. Please consider doing something to this death trap in north Idaho.
23239	7/24/2025	This section of highway needs to be done this year in 2025. It's dangerous and tearing trucks and vehicles apart. It should have been repaired several years ago. It's no longer a safe section of highway 3.
23239	7/24/2025	This stretch needs it so badly. It is going to cause an accident very soon. I'm happy to see it included in the plan.
	7/24/2025	This intersection is a major highway hazzard to cross traffic East and West across SH 41. With North South traffic traveling at or in excess of posted 55 mph speed limits this intersection is beyond being dangerous it is closer to DEADLY. The East West portion is offset by about 50 feet posing another danger for traffic trying to cross SH41 or even enter SH41 from the East or West. Additionally there is no designated right turn lane onto Village Blvd. from SH41 when traveling South. Traffic moving south is slowed by those turning right onto Village Blvd. or they move into the north bound lane causing yet another traffic hazzard. The question becomes, How many accidents and or fatalities need to happen before IDOT makes changes to this intersection?

	7/25/2025	As the road to Priest Lake, ID and from Priest River, ID gets busier, the road has seen significant degradation, along with harsher weather- and should be paved again. In addition to that- the Eastshore road has similar issues, and should be paved all the way up to Sandpiper Shores.
	7/27/2025	Your plan is not very clear- or easy to read. All I can decipher is that both the Boundary and Bonner County airports will be getting improvements. I would love to see the traffic light re-installed in Bonners Ferry. There has been a huge increase in traffic on Highway 95. The traffic light(which wasn't there for very long) provided a break in traffic- allowing for better, safer access to businesses in town. Would also like to see more left turn lanes in areas between Sandpoint and Bonners Ferry. Also maybe reduced speed limits, increased law enforcement presence on Highway 95. So many fatalities on that stretch of road. Thank you.
24395	7/28/2025	NO, NO, NO, a thousand times NO and I speak for my neighbors and friends, NO! We don't need an interchange at 90/95. I travel that route daily and use the 95 offramp. Sometimes a bit of traffic but NOTHING that would warrant a \$100 million dollar expenditure now or in the next decade. We've gotten a taste of what that construction will be like having to live with the yet unfinished 90/41 interchange and other than the governor being bamboozled into believing it was necessary there is/was no justification for it. I can't speak strongly enough how unnecessary this is and the fact that the 90/95 is far more active with local business the impact would be devastating. Again, NO NO NO!!! Tom Sansoterra Rathdrum Id
24162 & 21939	7/29/2025	Don't want to seem ungrateful, since ITD is doing a lot of work in this area at the moment. However, it still seems like a day late, and a dollar short, for this road work vis-a-vis the public traffic demand. The light at Prairie/HWY 53 was months late, coming after shutting down the Pleasant View/HWY 53 crossing, leading to high risk for the drivers negotiating these intersections (plus McGuire/HWY 53. I'm observing the current level of traffic flows at both the Prairie & McGuire crossings, and wonder how ITD expects the new Pleasant View overpass crossing to be able to handle the traffic, once it's open and the other two are closed. Absent the train cross traffic will help, but it'll still be "rush hour" 12 hours a day at Pleasant View/HWY 53. Then, these expansion projects won't be done for five more years? Again, folks, you're far behind the power curve on N. Idaho traffic.
	7/30/2025	Please make highway 95 from CDA to Sandpoint 2 lanes in both directions.
21937	7/30/2025	We own vacation property in Twin Lakes. We have noticed over the past several years that the intersection of Highway 41 and Scarcello has become exceptionally busy and dangerous. We have heard of many accidents and have witnessed several near misses. We would love a traffic study at this site and maybe a set of lights as the traffic is very fast along this stretch.
	7/31/2025	Ponderay to Bonners Ferry. How many more people have to die? Children included. That is a deadly stretch. Split lanes, NOW. People are pushing for passing lanes. That is a start. Please, do something!!!!
24178	7/31/2025	I am a resident living off of Scarcello Road in SE Twin Lakes /Rathdrum area. I have noticed in the past 4 years extreme growth and increasing difficulty at the intersection of SH 41 and Scarcello. With the traffic traveling at least the speed limit of 55, it is extremely difficult and dangerous at this intersection. Add the slight off center of Scarcello and Twin Lakes BV, makes it even more difficult. I have seen a few apparently pretty serious accidents there. There is also additional construction and growth on Scarcello, and it is a major thoroughfare to Ramsey and Chilco. I know there is a timeline and studies that take time. Can a short term local interim solution possibly be entertained. Reduced speed and signage, as well as maybe a caution light at least on Hwy 41 both directions for starters, to assist in the temporary easing and mitigation of the current difficulties. Frankly I am surprised there aren't more crashes there. I am happy to answer any questions or if I may be of any help, please reach back out to me. Thank you for your time, and your service to the community and state of Idaho.
	7/31/2025	Please add this intersection to your plan. It grows more dangerous every day, especially with new housing developments coming on Scarcello. Please help!
	7/31/2025	I live in Bonners Ferry, Idaho and must frequently travel US 95 frequently for doctors visits in Sandpoint and CDA. The section of this highway between Bonners Ferry and Sandpoint has become high risk and often deadly at times. We desperately need passing and turn lanes!! Please help us!!
	7/31/2025	Hi my name's Jennifer Furtado and i was just calling to leave a message just saying it would be awesome if you guys could either put a passing lane on the highway from Bonner's ferry to Sandpoint or some kind of divider or something just to prevent all these accidents and tragedies that have been happening it's been happening way to often and hopefully this will put a stop to it.
	7/31/2025	Hello this is Maya Murray I'm a fresh driver and I've been driving in Bonner's ferry Idaho around Sandpoint areas and it is a scary situation taking left turns in town and my parents have been talking about it and all the people who drive around here talk about it, we need some lights, more signs, and something to control the traffic because it's getting dangerous, people keep pulling out in front of you and I've seen a lot of people almost get rear ended and it's not a good situation.
	7/31/2025	Hi my name is Isaac, I'm just calling because I think it would be very beneficial for there to be more passing lanes between Sandpoint and Bonner's ferry on highway 95. I've heard of several close calls and I know people have been killed around that area so definitely think passing lanes are a good idea. A lot of drivers do not pass safely, they just decide to pass anyway and that can be a big hazard to the people coming the other way. Thank you, God bless.

District 2 ITIP Comments 2025		
KN	Date	Comments
24997	7/1/2025	Pedestrians and bikers are constantly crossing State Hwy 8 in order to get to the bike path South of the hwy. As you widen it, it is just going to keep getting more and more dangerous. It would be wonderful to have a crosswalk, stoplight, bridge or some other way for people, especially kids, to access the bike path.
20395	7/5/2025	When will this project start again? It would be great to finally see it completed!
	7/8/2025	The Winchester to Culdesac hwy 95 canyon project started years ago. Suppose to make 3 lane for 10 miles, especially for truckers, as need to chain up winter. Only 1/3 of thus is complete. It's been stopped for 2 yr now, and yet the construction signs are still up, road is rough, abd it needs finished. This is on Reservation and there was an issue. PLEASE RESOLVE the issue and finish this very much needed stretch of road
	7/8/2025	Southbound Highway 95 would be safer with left hand turn lanes for both Viola entrances due to its rising population and the amount of traffic headed in that direction.
23213	7/8/2025	I live on Estes rd. Turning left from 95 to Estes is dangerous and turning left onto 95 from Estes is dangerous. Speed limit is 60mph and I don't believe there is enough sight distance when turning left onto the highway heading north. I think Adding turning lanes or reducing the speed limit would be good.
	7/9/2025	Please also consider a Northbound turning lane on Highway 95, Moscow Mtn into Virgil Phillips Farm Park. There have been many close calls with traffic on this blind corner that has involved both automobiles and trucks. It takes so much more for trucks (18 wheeler to be able to slow down or stop after gaining momentum after cresting the top of Moscow Mtn. Thank you for considering this option.
20029	7/9/2025	Why would you put a passing lane in an area that is a major wildlife crossing area?
24186	7/10/2025	The work they did on highway three is terrible! Uneven, you can see the old road through the new one in many places! The work they just did on highway 99 is just the same! Highway three needs to be redone correctly !

	7/11/2025	Why? The upgrade seems a big waste of highway money. Idaho has miles of dirt roads that need to be addressed first. Respectfully Jennie Peterson
23334	7/11/2025	If you are going to make the bridge four lanes then the highways need to be four lanes as well. Creating a north-south four lane highway from Boise to Coeur d'Alene should be a major priority.
	7/1/2025	The south half of Highway 9 is horrible! It was worked on a few years back and they didn't put a new 2" lift because the base was bad and couldn't grind it smooth! So it got left as is. I was told then, 3 years ago that it would be addressed! It isn't even on the map!! So, if you drive anything besides a light car or suv over it, you will find it rattles your teeth out in a big rig! Please review this stretch of highway!
23657	7/17/2025	How does on go about requesting a bypass for hwy 95 through Moscow? As a truck driver, the narrow lanes, the amount of traffic and the number of pedestrians in that town is sure to cause accidents.
	7/24/2025	Greetings, Thanks for all you do to try and keep us safe on the road. I would love to see a turning lane at marker 357 on HWY 95 for West Cove Road. It is a dangerous left turn when headed northbound. People have their speed up because it is the bottom of the hill and the line of sight is not long. Whatever can be done to facilitate safe bicycle riding would also be appreciated. Thanks for asking for input.
	7/24/2025	HIGHWAY 11 GREER GRADE is the only road in north central Idaho that is in diar need of construction, the pavement is like a roller coaster ride and needs rebuild before people are killed on that road, you people need to take a look at it

22295	7/26/2025	I live at 310 Dike Street. My concern is Eminent Domain concerning my property. From the five draft proposals I've seen, (Dave Evans and Associates Inc.) my property is affected. I do not want to lose my home nor do I want to be forced into moving. So far, no one is willing to discuss in serious detail what plan is being chosen and when construction actually begins. No one has approached me from ITD, but I went to Dist. 2 in Lewiston and spoke with Bob Shumacher (sp) who was nice enough, but really had nothing to say about the project. Personally, I would rather have the bridge be torn down and rebuilt in its current location. I feel it should remain a single lane bridge with weight restrictions (no semi trucks allowed). The other Kooskia bridge already handles that kind of traffic to get to HWY 12 from HWY 13. I do not see a reason for this bridge to become a two lane bridge and HWY 13, on this side of town, to be rearranged so that semi rigs can navigate the corner in order to cross the bridge to HWY 12. I would appreciate a response that explains the reasons for changing the bridge location and use. I want to know what to expect concerning my property. Thank you,
22295	7/29/2025	There already is a newer bridge into Kooskia. This bridge is not needed. Money would be much better spent on highway 12 from Lolo Creek mouth to Kamiah. This is the worst roadway in Idaho. I was told in response to my comment on Highway 12 in 2022 that that stretch of road was due to be redone like the stretch from Orofino to Greer. It was supposed to start in 2025 what happened to that plan? Kooskia needs two bridges like I need 2 assholes! Waste of money! There is only 700 people in Kooskia. 1 bridge for Orofino, 1 bridge for Kamiah, 1 bridge up the Selway, one bridge across Clearwater into Lewiston. I could see it if Idaho had money to waste. What the issue of importance a dangerous highway 12 or matter of convenience for a few people in Kooskia?
	7/31/2025	I am a Safe Routes to School coordinator based out of Orofino for the School District JSD171. What would be beneficial for Orofino regarding ITD projects would be to consider, investigate possibilities and design into current and future projects to involve connective routes for pedestrians and bicyclist or any non motorized means of transportation. Hwy 12 is a dangerous route for non motorized vehicles. As is the other hwy's going out town. This is limiting effect for the local citizens who aren't drivers for whatever reason.
Total		17

District 3 ITIP Comments 2025		
KN	Date	Comments
24378	7/1/2025	This project must commence immediately to enhance public safety and effectively manage the current traffic volume at this intersection. As well parking for the congested area needs to be added.
24821	7/1/2025	With the ever-increasing number of daily commuters between Ada and Elmore Counties, and the heavy use by commercial vehicles,, Interstate 84 needs to be widened as soon as funds can be made available.
24576	7/1/2025	I would love to see a couple more passing lanes, before the Pine-Featherville turnoff. It gets backed up on the regular with RVs going to Pine and Sun Valley.
	7/1/2025	Please note the extremely poor construction used on the Ten Mile portion from Ustick to Cherry Lane in Meridian. Our roads are full of potholes and patches all over the city and we do not need our fair city turned into a ghetto, which is happening. If the City Councils had done their due dilligence in planning, they would have stopped this destruction of our town by over-development by greed. Simple greed. I have attended several "meetings' by the ACHD which was a ridiculous waste of time since the decisions were already decided and basically our concerns were turned a deaf ear.
24309	7/1/2025	Isn't this project already competed? Although the way the traffic lights work is horrible.
24309	7/1/2025	Forget my last comment, I thought it was the Franklin in Caldwell. We were told this wouldn't start until 2029. Seems silly to wait that long -- we observe accidents weekly from desperate drivers trying to get out onto this busy road.
25063	7/1/2025	Please put in a roundabout as well at Franklin and Ustick. Roundabouts work!!

22715	7/1/2025	If doing signalized lights that's fine, but please have them favor the highway traffic. Also consider roundabouts instead -- they work for highways too! It improves safety and volume.
24821	7/1/2025	This stretch of I-84 seems to have frequent, really bad accidents. IMO, people can't handle the current speed limit and lose control of their vehicles. Please consider reducing the speed limit to 65 or 70 and see if there is a reduction in the number and severity of the accidents there. Law enforcement presence would also help, as would more stringent laws on cell phone use while driving. Innocent people are dying because of stupid people!
	7/1/2025	I am trying to help the Nampa Hwy Distr. No.1 get a stop light, turn lanes, and a reduced speed limit at this intersection. I have witnessed accidents happen there. I avoid this intersection because of the congestion and NO traffic control. It seems that while we wait on plans, \$\$, and approval there could be some positive interventions put in place. I would request: 1) the highway speed be reduced to 35mph, 2) turn lanes put in to get the Lakeshore traffic (especially westbound) out of the main traffic lane 3) cameras be put up to record the crashes 4) that lights on Lakeshore Market be pointed down at 90* angle to reduce the glare on highway drivers 5) traffic light be installed with urgency in consideration of loss of life and property 6) that the project be delegated to Nampa Hwy Distr. No.1 immediately bc they have funding available and have community support 7) that ITD seek authorization to collect Impact Fees from developers directly, and increase the fees instead of taxes
24118	7/1/2025	State Route 44 from Old State Street to Linder cannot wait until 2029 to be repaved. It is absolutely horrible and potholes do not stay filled very long. This is traveled by thousands daily and it cannot wait 4 more years. The patches are not working at all!!
25077	7/1/2025	SH 16 project does not go far enough north. Needs to extend to the bottom of Freezeout Hill. Truck traffic makes the road unsafe on the hill and the new Valnova project further adds traffic the existing road was not designed for. How many more people have to die on that road segment before IDT steps up?

23095, 22103	7/1/2025	23095: Five Mile overpass needs on and off ramps. This will take so much stress of Eagle rd. Also, if you need to get to anywhere near 5mile, Cloverdale, or Maple Grove you have to use Cole or Eagle access'. Not only is this highly inconvenient, with all the growth that has happened it creates several bottle necks. Adding ramps at 5mile I feel will help all of this. 22103, This whole area is highly dangerous. Not only do you have people trying to get in and out of both gas stations there, there is truck after truck after truck cutting people off trying to get to and from industrial. Also people trying to get from 3rd across all lanes to take the eastbound on ramp. There is a simple solution. Make both 3rd and Industrial rd right turn only onto Franklin. Also no left turns off of Franklin onto these roads and no turning in and out of the gas stations until further down Franklin.
	7/2/2025	Cherry lane needs to be regraded and repaved between star rd and Franklin. That's the roughest stretch of Road in Canyon County.
	7/2/2025	The stop sign at Stamm Ln and Robinson rd is a dangerous bottleneck and sometimes a 5-6 minute wait to turn left off stamm onto Robinson.
20574	7/2/2025	Widening Eagle and Chinden won't solve the underlying safety or congestion issues; it's almost certainly going to make them worse. These roads are already dangerous and infamous because they prioritize high-speed traffic while forcing frequent stops at a series of signaled intersections. The real cause of congestion here isn't lane capacity, but the constant interruptions from poorly timed traffic lights and inefficient intersections. Widening the road encourages faster, more aggressive driving between lights, increasing crash severity and making the area even more hostile than it already is. Instead of spending \$17 million to expand an already overbuilt corridor, the state should focus on smarter signal coordination, safer intersection design (Like roundabouts or interchanges), and investment in transit and multimodal infrastructure that ACTUALLY reduces demand and improves safety for everyone. The last thing we need is another disastrous, inefficient, and dangerous stroad.



25077	7/2/2025	I realized this was not on Eagle/Chinden, which my comment was intended for, my mistake. However, I still stand by my statements on road widening and "traditional" intersections. We should prioritize more modern alternatives in road/street design and other forms of transportation. The Eagle/State 44 intersection is a new project, but is single-handedly one of the worst intersections I have ever seen. I know there were originally alternative designs made for that project, which would have been much more efficient. Please consider 'non-traditional' but efficient designs in the future!
24118	7/2/2025	Intersection at Palmer will be a great benefit to local traffic, both North and South of SH 44 I look forward to it for the growth of the homes from Hwy 16 to Eagle Blvd
23175	7/2/2025	I think it goes without saying. Keep it going all the way into Emmett. I don't want to see Emmett lose it's small town charm. At the same time, the corridor between Hwy 44 in Eagle and Emmett is packed. Thanks all!
	7/2/2025	My biggest complaint is the congestion on the freeway. The "Flying Y" is a joke - It's a complete bottleneck. Even when it's not rush hour the traffic on the freeway between Boise and Nampa is horrible. The connector gets backed up very quickly at rush hour. What used to take 20 min. from Boise to Meridian now takes more like an hour.
25077	7/2/2025	So you'll update only part of hwy 16, but not the most dangerous part? The section where there are so many accidents and deaths?! Not to mention the section that will now have 10,000 new cars driving on it from the new subdivision?! How many more deaths need to happen before you address the real problem section? Or is it you just don't care about the residents of Gem county?!
20574	7/2/2025	This project has been delayed and pushed out too many times to the detriment of Star through no fault of our own. Please pull this schedule forward.
23630	7/2/2025	The citizens of Star are tired of being punished because Middleton can't get thier sh!t together. Please divide this into 2 projects at Kingsbury and get the section from Kingsbury east on the fast track.

	7/3/2025	<p>I could not see the road projects in the email I was sent. But I'd like to comment on 2 issues I've noticed.</p> <p>1. Hwy 44 around the Dutch Bros in Eagle to Linder Rd is awful &amp; in need of repairs in all lanes. We hope it gets redone soon- preferably at night so traffic isn't impacted during the busy daytime hours. 2. On Hwy 16, north of Firebird, is a small bridge at the base of a small hill. The south bound lane at this bridge, as you come down the hill going towards Eagle, has a hard spot on the first edge of the bridge as you drive down the small hill. Cars hit it hard &amp; it feels like damage could occur to vehicles. There was a chunk of time when it was really bad, then seemed like it had been fixed, &amp; now it seems like it's getting bad again. Not sure what the problem is in that spot, but it's awful &amp; keeps coming back. Would be great if it could be fixed in a way that prevents the problem from returning. Thanks for fixing our roads!</p>
	7/3/2025	<p>I live very close to the Glenwood bridge and the amount of traffic it is now seeing is untenable. Many times in the afternoon or evening, traffic is backed up solid from the left turn at State &amp; Glenwood south to the entrance to the Expo, making it very difficult to make a left on to Glenwood from Marigold. When will we be blessed with another river crossing?! Glenwood, especially, is having trouble handling all the traffic from new development along State and from points west. I thought I had read that Cloverdale was being brought through, north to State. Thank you for any and all biking lane constructions and improvements. My bike allows me to stay out of my vehicle. Thank you for your consideration. Sincerely, Christine Ochoa</p>
	7/3/2025	<p>We would really appreciate attention to the turn out lane near MP143 on US95, southbound lane on north slope of Fort Hall Hill. There have been many accidents here, most recently a fatality just over a week ago. The lane is too short and not clear to drivers the length of distance allowed to get around slow vehicles, running into a blind corner, not to mention ruin a terrible bank to the highway. Just last night I was nearly in an accident there myself, do to an out-of-area driver thinking he had time to get around three vehicles. He did not. We ended up in a very unsafe situation trying to make room to allow this driver back in lane, before heading into a blind corner in the oncoming lane. Please make this a priority for the safety of Idaho travelers.</p>

23565	7/3/2025	Passing lane between mp142&143 on the south bound lane need to be removed or continued over the top of the hill. I have seen to many accidents at the south end of this passing lane. Just last weekend there was another death in that apot
	7/3/2025	I don't see anything in the plan to improve Hwy 44 between Star and Middleton. The corners at Duff and Lansing are now incredibly dangerous. Seems we have a major accident there every week. We need to make that corridor a safe travel route.
23565	7/3/2025	The passing lane on top of Fort Hall hill should be addressed. It is much too short, especially for those not familiar with the road. There are constantly several near miss accidents through that passing lane area because people think they have time to pass, when they don't. Between the passing lane going around sharp corners and not being super long to begin with it's a death trap. This should be considered to be fixed.
23565	7/3/2025	If you want to improve the safety of this corridor you should remove the south bound slow vehicle pull out at the top of Fort Hall Hill. As someone that drives that section of road four days a week to and from work, I've seen multiple close calls and dangerous driving. And a short while ago someone lost their life there.
	7/4/2025	Please eliminate it this slow moving vehicle lane it's dangerous a woman was just killed there. I can't tell you how many times our lives have been in danger. It's a terrible place for this!
		The only suggestion I have is to PLEASE connect 5 mile road to highway 55. Eagle road is a nightmare. Glenwood to bottlenecked after 3:00 going north to State Street. If there ever was an emergency that Eagle had to be evacuated (I know unlikely) It would be a tragedy in the making. There is no way out of Eagle going south during rush hours.
24093	7/6/2025	Passing lanes are critical in Valley County. This is the most deadly highway in the state for a reason

24117	7/6/2025	Isn't this section scheduled to be rebuilt? Why spend >\$1million dollars chip sealing it?
24093	7/7/2025	I wish that this would happen sooner. Traffic really gets stacked up northbound in the 18 miles between banks and round valley and there is too much traffic to pass once you get to round valley. Hopefully this passing area is a couple of miles long.
23187	7/7/2025	Since the widening of the road south of the bridge has caused falling rock issues, and there is still more to do to get up to the bridge, I would suggest going back to the original four designs and move the road to the west and place the new bridge further north. While this will be more expensive, it will probably be a more stable route.
24570	7/7/2025	Eagle and Chinden stop light is horrendous. At rush hours it can back up to multiple lights (1+ miles) in all directions. Widening the road is needed. Plenty of grass areas to make extra lanes and move the walkway like you did for the Eagle and State street intersection.
24769	7/7/2025	Highway 55 should go straight through Cemex to alleviate Boise River Crossing at Glenwood or Eagle. It's pretty stupid to have miles in between access to cross river. Causes a lot of traffic congestion.
	7/7/2025	Highway 21 between Grand Jean and the summit near the cape horn is in terrible condition? huge pot holes, thermal cracked pavement and poor bridge abutment transitions. I don't see any funding for this in the next 7 years? It needs to be milled and overlayed why is there no funding in this location?
	7/8/2025	Can the resurfacing of hwy 21 near Avalanche Alley and Grandjean be done? At least smooth it out somewhat.

24573	7/9/2025	You need to reexamine your proposal for \$1 million in pedestrian safety projects for McCall but no sidewalks. Please examine the year-round pedestrian traffic from Lardo/Shore Lodge to Albertsons on the west and from Stacks to the intersection of Deinhard to the south. Why are there no sidewalks in that area? You are spending \$1 Million for what, plastic jersey barriers or plastic cones. What a waste of money for nothing - for improvements that are going to look terrible and will have a very limited life. Why not a sidewalk? What are you thinking? How many people have to be injured or killed before someone wakes up?
	7/10/2025	Last visited Glenns Ferry airport in January 2025. The runway had been resurfaced, great! But the taxiway and parking is still in miserable shape. This needs to be more of a priority.
	7/10/2025	Much needed: Cloverdale Road south of Lake Hazel is so jammed up at Columbia and again at Hubbard. Please consider putting in at least temp traffic lights at each intersection to allow increased traffic flow. People cannot handle 4 way stops very well.
	7/10/2025	When doing construction on I-84 in the future, please consider creating an on-ramp lane that doesn't go away. Those people don't have to merge (which is what causes these incredible delays) and approximately 1 mile past the on-ramp, the far left lane goes away, so that's the lane that has to merge while already up to highway speed.
23630	7/10/2025	Leave it alone!!! Please do not turn Star into Eagle. Widening State/44 we'll just bring more big box businesses and traffic.

	7/12/2025	The widening existing bridges over the Boise River needs to be escalated to a higher priority. Particularly in the area between 55 to 84 (east and west boundaries) and 44 to 20 (north and south). This area has seen the population grow to a rate that is not acceptable for our existing bridges. And what is the continued projected population growth? An example as it is now (west bound 44 turning south on Linder): There are so many cars wanting to turn, they over flow the turning lane, then back up and completely block the left hand going-straight-lane. I've seen the left hand going straight lane backed up about 1/4 mile (and I don't usually drive during high traffic). When the go straight light is green, the left hand lane is at a full of stop with cars waiting to get into the turn lane; only the right hand lane is moving. Anyone wanting to go straight has to merge into the right hand lane creating a needless traffic jam!
24093	7/12/2025	Passing Lanes! Yes please. This section of 55 can be challenging at times. Folks scrambling to be in front south bound or getting out in front on the north bound lane. 7-years out is pushing; the traffic to/from Valley county has become a constant high volume year-round.
	7/1/2025	Why is chinden and hight 16 such a mess, roads that dont need redone are being re paved with black top. Before you coming in the intersection of hw 16 and exiting the intersection it has curves. That whole area seem to have so many layers. Its been months since i have seen any progress there. Ive lived in idaho all my life and if you have as well you know that 5 pm traffic is terrible. That 16 needs more attention to relieve the i 84 congestion.
	7/1/2025	Hi, I live in Greenleaf and it can be dangerous driving hwy 19. There are a lot of aggressive trucks that get irritated waiting to drive onto hwy 19 so they push themselves on. I think it would be safer if we had some big round abouts that they could safely merge into. I am referring to the stretch of road between Greenleaf and Caldwell. Sincerely, Kathryn Ralstin

	7/1/2025	With the continued growth in the Treasure Valley, we need to be more proactive rather than reactive. Our current interstate system will not be able to handle the continued growth. I have made this suggestion for many years and will continue to do so. To improve our interstate system, we need to start a new interstate near the "Y". It needs to travel toward Kuna and down to the Marsing area, where it can eventually tie into I-95. This must be done before there are too many housing developments to block this construction.
	7/1/2025	The roundabout and ten mile, and victory has been completed for over a year, but remains a pile of dirt all the newly completed roundabouts have metal art, flowers shrubbery etc to enhance the project looks! it looks horrible was somebody paid to finish the project and scammed Idaho out of completion of work I'm sure it was budgeted all the newer roundabouts in the valley are done why not this one?
	7/1/2025	Yes. It was I think proposed earlier about a bypass for I 84; both west/east bound lanes. I'm sure it would cost over 1 billion...lots. Getting the right of way purchased at a fair price...all the legal work ECT...let alone Construction. Anyway, what other choice does Idaho have? No more room to add lanes in Treasure Valley roadway. It could start right outside Micron & snake near the Owyaaes...all the way to Middleton exit on Westbound I84. This could serve East & Westbound lanes both. Do you realize how many trucks would use this bypass if available? Most all would if just traveling through. Then it would unchoke the Interstate...I'm guessing 30%? It would open the doors for Hotels & Truck stops ECT. If possible maybe connections to some of the Main roads in Valley if possible...but that could come later when funds are available. I84 is a Total Choke Job currently It's the only access road Trucks have getting to the Coast...until they get to Oregon.
	7/1/2025	For years we've seen Idaho working in making this highway a bit safer and I wonder when we will invest in a different route and can alleviate the intense increase in traffic? The development continues to boom in valley county and Idaho is not prepared. More deaths will surely come. How can I support Idaho to take action to alleviate the sole use of this route and build another route?

	7/1/2025	I know that Idaho is too poor to afford it, but having highways wider than a single lane in each direction would be the most major improvement possible! All one has to do is look at what happens when an accident, landslide or washout closes either US 95 or SH 55 adding hours and many miles to people going north or south and having to detour a LONG way around the problem area. High speed connector roads between US 95 and SH 55 every 10 miles or so would also be a major improvement. But between engineers without vision and a state without any money I realize those ideals will never exist.
	7/1/2025	I live in Star and I am two concerns. 1) The amount of development that is being allowed around the up and coming new Highway 16. It's already gridlock out here. Now I have to wait in line just to get into Star. It's becoming unbearable in this valley and I just wonder the roads will keep up. 2) are there plans to widen 44 through Star? I saw a lot of work near 16 and Star and hoped for four lanes. Instead, it looks like lots of apartments are going in for even more crowding. Please help us! And thanks for all that you do.
	7/1/2025	When I moved to Idaho 43 years ago....the maps all showed 5 mile rd extending to Hwy 44...with "soon to come". It is imperative that the traffic be eased off of Eagle Rd, and we living in Eagle have more than one way to cross the River to the South, without driving 7 miles out of the way...Looks like you should make this a priority. You do have the money. Traffic is only going to get worse.
	7/1/2025	The new light at banks is a mess. The north south light is not near long enough. Traffic is backed up on many occasions for southbound, clear up to the old railroad bridge crossing. Also north bound is a disaster waiting to happen. I've witnessed several close calls on the blind corner just south of Bear Valley restaurant.
	7/1/2025	This Section of Hi way 95 is in urgent need of a complete repaving not a chip seal. This is a major state hi way is in very poor condition, patches over patches. Please do something!



	7/2/2025	<p>Well first i-84. Would be best to put a on-off ramp at the Purple sage Road. There is the old houses new subdivisions a trailer court a golf course two schools and a beet Farm drop off location. And a lot of this traffic could get off of that exit or on the freeway and emergency units as well getting on and off the highway would be faster. And a lot of that congestion would not have to go down Old Highway 30 to get to exit 25 and cause congestion at that intersection. If you wait till you get to that overpass down by Galloway I think it is It only goes over the freeway it does not have on off ramp might be able to put one there as well. But if it's a money issue at least put it at purple sage. That would help a lot cuz nobody in that group of things that I added by purple sage wants to go backwards to Galloway to get onto the freeway versus exit 25. The other thing if you plan on making 44 larger. Please do not put a fat cement curb to Middleton with trees or whatever in it. I would like to be able to go right or left out of my driveway. And so would my neighbors. Just a simple turn lane if must be otherwise we just be patient and get out of driveways when we can. So either do two lanes and a turn lane or two lanes this way two lanes that way with just a yellow turning lane so we can get out of traffic. do not put that big old u-turns and crap that's hard on tires and I can't afford tires very much. For example. It's ridiculous if you did those you turns. If I went to Middleton that means I would have to go up the hill right make a U-turn to go to Middleton another dumb thing if I had to take something to my neighbors I go right to take something to my neighbors then I would have to take that U-turn go past my house make another U-turn just to get to my driveway. It's ridiculous so please no u-turns My neighbors would agree on that as well. Thank you very much oh yeah nobody needs a sidewalk out here between i-84 and Middleton. Nobody goes by my place except for one jogger once in a while Don't need sidewalks don't need a bike lane. On 44 nobody goes up and down that road to go to the expense of putting that there. Jarita 208 989 7373 a</p>
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	7/2/2025	There needs to be serious discussion about adding more river crossings between Chinden and State in Eagle/Boise. There continues to be a significant increase in new home construction and nothing is being done to accommodate the increase in traffic traveling on very few arterials. Please reopen the three river crossings between Chinden project to build a North South road between Eagle Rd and Glenwood. In the 7 miles stretch on Chinden, between Linder and Glenwood there is only one other River crossing and that is Eagle road!!! More River crossings and north/south roads between Chinden and State are a must
	7/13/2025	Make a new more direct route to McCall and North Idaho.. HWY 55 is not safe and has too much traffic. HWY 16 between Boise and Emmett is becoming a traffic hazard and very congestion making the commute to Boise almost impossible. For many years they have talked about making it a divided highway with off and on ramps. Why has this conversation stopped? Taking HWY 16 up through Indian Meadows to McCall would elevate a-lot of congestion on HWY 55. I live in Emmett and Im not excited about the idea but HWY 55 going up the canyon is becoming so unsafe.
	7/13/2025	A major complaint we have heard many times by many people from these areas is that the lines on many of the roads/streets in the Treasure Valley need to be painted to make them more visible for day and night driving as so many have become faded.

	7/13/2025	<p>If, indeed, the Idaho Transportation Department allocates a large portion of its funds with an eye on alleviating traffic congestion on state highways, ITD is overdue in studying the extension of State Highway 55 south of State Highway 44 to connect with State Highway 20-24. The construction of the Three Cities Crossing (primarily a bridge project) is greatly needed to alleviate the ongoing instances of stop-and-go traffic on Eagle Road between State Highway 44 and Chinden Boulevard. If it is claimed that improvements to State Highway 16 north of State Highway 44 is designed to alleviate the growing amount of traffic in that location, how can ITD deny that the vehicle count and flow of traffic (if you can call it that) in morning and afternoon drive times to cross the Boise River far exceeds the demands on State Highway 16. At least getting Three Cities Crossing shifted from an Ada County Highway District project to one on the ITIP would show that ITD is not turning a blind eye to a long overdue project that would greatly reduce traffic on both Eagle Road in Eagle and Glenwood Street in Garden City by creating an additional crossing of the Boise River. Please show that there is an interest in long-range planning that recognizes traffic problems that already exist and need a high priority by adding Three Island Crossing to the ITIP program.</p>
3/4/1967	7/14/2025	<p>I-84 from Mountain Home to Gowen Road needs to be expanded from 2 lanes each direction to *at least* three. This will accommodate the tremendous growth in the number of people who will be commuting from Elmore County to the new micron facility.</p>
4/8/1967	7/14/2025	<p>This segment of road desperately needs intersection flow improvements where US 20/26 intersects State Hwy 55. Though space is limited, perhaps dedicated right-turn lanes in all directions could ease the traffic burdens, especially during commuter hours.</p>

1/10/1966	7/15/2025	We really need a stop light at Highway 44 and Duff Ln east of Middleton. There are numerous accidents yearly and with the growth in Middleton, particularly all of the new homes going in along Duff Ln, they will only become more common. Also, a right turn lane off of Duff onto Highway 44 would be something else to consider, especially if a stop light isn't a priority (it should be). There have been several instances where I've waited for 10+ minutes to turn west onto Highway 44 off of Duff Ln. because somebody at the front of the line was trying to turn left (east) onto Highway 44 and couldn't do so promptly because of the amount of traffic headed both directions on Highway 44. Thank you for your time.
4/22/1967	7/15/2025	Consider slight widening of the paved shoulder (approx 3') on the east side of Hwy 21 between the climber/historic sign parking and Warm Springs Ave. intersection. Currently there is no paved shoulder outside the painted fog line - leaving no room for cyclists or pedestrians in that stretch to have a safe buffer from autos.
	7/15/2025	Hwy 55 (Eagle Road) really needs to become a limited access freeway connector from I-84 to eagle. As the primary route to connect the I-84 and most of the Boise metro area to Hwy 55 north into the mountains - traffic is at a standstill many days and at best very slow with increasing developments, traffic and traffic signals along that corridor. ACHD needs to bite the bullet and start a study to implement a way to get traffic through that corridor effectively. The new Hwy 16 route doesn't fulfill the need move heavy traffic from I-84 to the Hwy 55 north corridor. It's just going to bog traffic down local traffic on Hwy 44 east through Eagle for the foreseeable future.
	7/15/2025	We need a belt system that wraps around he Treasure Valley. From Micron > Kuna> Nampa> Caldwell and then from Micron > N. Boise > Eagle > Star > Middleton > Caldwell. There is no good way to get around. We need a freeway belt that wraps around the Valley with I-84 going through its center. Like SLC valley. PLEASE!!!!
	7/16/2025	Please explore a freeway option south of Meridian, possibly in the vicinity of Kuna Mora Road, or consider splitting the route between Meridian and Kuna. It could be a southern connection to the Idaho 16 service interchange. It's all related to the amount of growth for those areas with all the subdivisions being built, don't want to lose the option in the future.

	7/16/2025	Why is there no effort to build an interchange between nampa/caldwell? All the road projects in Idaho and this stretch is SO neglected! Why does ITD insist on over loading the midway interchange?
22232	7/18/2025	There needs to be a traffic study to add a traffic signal at the 6th Avenue South and South 16th Street intersection in front of Payette High School. It is highly unsafe during school times and at 5pm
24378	7/21/2025	It is great a light was put in at Banks, however not installing a turn signal light has caused further issues with back up of traffic. We sat for 20 minutes waiting to turn right onto the Banks Lowman Highway while someone was waiting to turn left into the Banks parking lot. As for the back up of people trying to park when there is no parking, a shuttle service (which I know is beyond your scope) should be set up between Crouch and Banks for rafters to use. Unfortunately, with Idaho growth there may need to be a limited permit system set up for rafters to use the rivers.
	7/21/2025	Thank you for putting the light in at Banks! It has helped tremendously for people departing from Garden Valley to access and get onto Hwy 55. I can't tell you the countless Sundays being backed up 4-7 miles on 17 (Banks/Lowman Rd). I want to request that the forest service consider options for more parking in the Banks parking lot. There is NOT enough parking. One- up the Free Banks parking that was shut off with the guardrail. Two- the road department can move to a new location which would more than double the parking for boaters. The road department has many options. The recreationalists, do not. They have to put in and take out there at Banks. Thank you!
24378	7/21/2025	It would be extremely beneficial if increased parking at Banks were taken into account and implemented during the upcoming phases of this project. The current parking capacity at Banks is already insufficient and improving bridges would likely increase the flow of traffic and subsequent strain on parking
24093	7/22/2025	Passing lanes are great and will hopefully add safety. Clearly, a few miles of passing lane is not going to fix the problem of traffic on 55. The highway and route cannot handle today's traffic capacity, let alone in 10 years. Public transportation and alternative routes need to be in the works.

23638	7/22/2025	Adding lanes here will help spread out congestion, but it won't resolve anything once all the cars re-join the two-lane highway. Alternative routes need to be considered and constructed to provide legitimate mobility between Boise/Treasure Valley and the northern areas of the state.
	7/22/2025	I didnt see in the 7 year plan to fix the curve at the Kuna End of Highway 69 to make it a t section with Kuna Rd/Avalon. Why not plan now before development comes in and create that and extend 69 to King or Kuna Mora to get a bypass out to I-84 from Blacks Creed or Somewhere else south.
24378	7/23/2025	As an avid user of the Banks River access I believe this is not what we need to make recreational access better. I would suggest the largest safety concern in that area right now stems from the lack of parking not the size of the road. After using the road with the light, I believe the light has solved much of the traffic issue. I don't think we need road widening to allow more lanes, we need more parking. This area will just be getting busier and busier and parking is the issue that will create more danger in the time to come.
23958	7/24/2025	This intersection would be better if it had no light, longer merge lanes
	7/24/2025	I strongly support passing lanes or even slow vehicle turnouts in Valley County. The need is obvious. It will save lives. And allow people like me to follow the law and stay within the speed limits
24568	7/24/2025	This roadway needs to be widened, not resurfaced. Traffic backups are horrendous! The State needs to add another roadway between Glenwood and Eagle Roads, ie, continue SH 55 south directly south from State Street. This would greatly alleviate traffic on both Eagle Road and Glenwood which are nearly 5 miles apart from each other. I know it was looked at several years ago, but as usual, nothing was done. Start building roadways to accommodate the future, not for just now! The state along with ACHD need to spend more to accommodate the movement of cars.....not bicycles and pedestrians who pay nothing for their use!

	7/24/2025	Planning needs to begin on a new Boise River crossing between HWY 20/26 to Hwy 44, between Strar Rd. and Missleton Rd.
	7/24/2025	I recently attempted to leave downtown Boise trying to get to West Boise. I got so frustrated I nearly called ITD to help me navigate a way out of there. GPS, waze and google maps had no clue, the detour signs went absolutely nowhere. I realize our city council and mayor have given total control and decision making over to the builders but can we simply ask for detour signs that make sense or maybe even consider staggering the projects so they are not happening all at once.
24576	7/24/2025	Prairie turn off turning and safety lane on a blind curve westbound and a hill eastbound and on a guard railed embankment.
	7/24/2025	This on ramp needs to be extended and a longer merge lane needs to be created. Due to the hill when entering the highway, with any loaded truck, there is not enough room to get to highway speed. This causes trucks to merge into the highway at speeds of 45-55, effecting the rest of traffic and causing a constant traffic slow down in that area. Please do a survey and resolve this merging issue by extending the on-ramp significantly. Thanks
	7/24/2025	Many of the roads I drive on around ADA county are like an assault course for road users, with holes, cracks and generally bumpy/uneven surfaces. My dream is that all the roads are like what you have done with Chinden HWY-20 from Garden City to Eagle Road, its a lovely surface. We are misled in being told that Chip Sealing is an improvement to our roads when in fact it doesn't do anything that I can see to improve the user's experience after chip sealing. Okay, it prolongs the life of the road surface, but I see it as making the iron work (Grids, man-holes, etc.) another quarter inch deeper, the bumps are still there and the previously filled or "repaired" now compacted potholes, still a "divot " in the road and broken surfaces, giving no improvement for the road users. Why can we not just plane those roads, take the top 1 1/2" off and resurface with new asphalt, re-doing the Iron work so that it's level with the road surface? Whatever you did with Chinden, please do more. Thanks

	7/24/2025	<p>My suggestion to assist you in this endeavor would be to drive all of the streets, I mean ALL of them and many different drivers as well. I mainly speak with experience in the Boise/Treasure Valley area as I worked as Animal Control for 11 years driving these areas frequently. With all of the traffic that we have gained from so many people moving into the area it has made it difficult to drive as easily as we did 10-15 years ago. As well as so many signs (mostly side streets) where either signage has been covered up with bushes/trees or you can't see around a tree/bush to safely gain access to a road you are turning on to. Another suggestion would be to have an email address where photos can be sent to assist in this journey to recover signage from vegetation and/or where new signs need to be added, this would give you a jump start. Also with all of the increased traffic it has made travel difficult East bound in the AM and West Bound in the PM via I84, I am sure that plans are in the works for this.</p>
23452	7/24/2025	This is a key acquisition for maintaining access to an increasingly busy airport and gateway to the Wilderness area
24674	7/24/2025	Strong need here for public safety.
	7/24/2025	<p>We are residents of Eagle and took a drive up to Cascade on 7/23/25 so that I could pick up listing sign and lockbox I had in Cascade. The return trip was ridiculous. We were at a standstill for 45 min????? We felt that was WAY too long to be sitting without any movement. Suggestion would be to have shorter wait times, even if we are moving a few miles, it will feel like something.</p>
25008	7/24/2025	<p>Looking at the plans for the interchange at State and 16, it appears that Star residents are in for another interminable period of commute hell. Please do everything you can to avoid delays on State Street. Many of the residents of Star work east of that intersection. I commuted to Boise from Star for many years before there was even a light at Beacon Light. I'm retired now but I feel so badly for all these working people, especially those who can barely afford gas as it is, faced with delays and extra expense for fuel if they have to sit in long lines. And let's face it, they might be looking at job loss if traffic delays cause them to routinely be late to work. Try to be compassionate as well as efficient.</p>



13484	7/24/2025	This project keeps being pushed back but I greatly needed. Why does this deadly intersection keep getting delayed.
	7/24/2025	1. build the "road to nowhere" thru Indian Valley to connect Emmett with Highway 95...reducing traffic on Hwy 55, reducing incidents, and provide easier access for trucks going north to New Meadows and Riggins 2. expand I-84 to six lanes to Mountain Home 3. build the "southwest corridor" with exits near Black Creek & Ten Mile...reducing traffic on I-84 thru the city & trucks will be reduced if going west to Oregon.
	7/1/2025	ITD isn't investing in highways enough. We need a new north-south route from SH16 to US95 that's safer and connects the north and south parts of the state better.
	7/6/2025	The state continues to improve methods of increasing the amount of traffic on 84 through the treasure valley which has resulted in massive congestion during rush hours. Will you PLEASE stop aiding the increase of vehicles on 84 and do something to reduce the amount of traffic such as a southern bypass route.
	7/14/2025	So all the wealthy people moved to Star and we need to accommodate them but our interstate system in Idaho isnt as important. As an Idaho trucker these roads need more attention than some rich Californians!
	7/24/2025	This section of road needs a little TLC to get it through to the reconstruction. There are spots that about shake the teeth out of my head. Appreciate all the work to provide better roads. Thanks.
23805	7/24/2025	I Commute HWY 21 most days and have experienced and wittnessed too many close calls with cyclists climbing the hill from the base of the reservoir to the top. Top of this list of safety measures for this increasingly busy hwy should be building in separating shoulder for cyclists and auto/trucks/semi to travels safely. super scary section of road for both motorist and cyclists

	7/24/2025	If you would stop allowing the over-development of our county by a badly written city plan, you would stop inviting all of this congestion here in the first place, and stop spending our money. The roads, as they are, are in bad condition by poorly construction of the road surfaces. You have already ignored all my suggestions over the past two years about Ustick and Linder, and you continue to ignore them. I do not have faith in you any longer.
23452	7/24/2025	Expanding the Cascade Airport is needed to provide access to larger aircraft in southern Valley Co. and to provide a larger air fire base for the area. Better air access to this part of Valley Co is essential for a strong economic growth and safety to the southern parts of Valley Co.
23630	7/24/2025	The widening project absolutely needs to move forward for the benefit of the region.
	7/24/2025	This road need to be widened. This should become a priority project. The traffic congestion is way beyond the capacity of the road. Please make this happen!
	7/24/2025	I am really glad that there is construction being done and planned to widen 20/26 and Karcher Road. It is bothersome that it has truly impacted traffic, especially through Caldwell, while this is being done through 2028 (and beyond). There are ample concerns that Caldwell is approving a bazillion new developments which is going to tax Karcher Road. It's going to be not enough by the time you get it done. And, while I'm venting, something needs to be done about the intersection of Karcher and Caldwell-Cleveland Blvd. That is a nightmare!
25077	7/24/2025	Let's get this project completed and eventually take this new Freeway to Emmett, then over to Payette and on up to Lewiston from there.
25084	7/24/2025	This needs to be turned into a divided freeway and curve it towards Homedale, then bring over to the backside of Marsing eventually extending the new "55" freeway to the Nevada border towards Winnemucca.
23926	7/24/2025	Highway 95 needs to be connected to Highway 55 as a freeway closer to Homedale and turn Highway 95 into a four lane divided freeway all the way to the Nevada border.

24578	7/24/2025	Overhead signs are needed. However, we need you to connect Homedale road to I-84, build an interchange and connect the other side to Middleton road.
22715	7/24/2025	Get rid of the traffic light and build an overpass over Middleton rd. Get rid of all the lights on 55. Also, elevate hwy 55 between Middleton road and I-84 and build ramps for continuous flow between I-84 and hwy 55. Build an over pass next to Edwards and Kmart and take that road under 55 through the old Kmart parking lot and connect it to the Nampa Caldwell blvd. By Winco. Make the Nampa Caldwell blvd flow under hwy 55. Also, build a small interchange for hwy 55 in the area by Midway and also at Indiana Ave, like the one I've seen outside Lewiston.
	7/25/2025	I would like to see on ramps on I-84 constructed at the Ustick overpass, Middleton Road overpass to alleviate the congestion on the Caldwell/Nampa Blvd. This has been a major problem since I was a kid ( I'm 64 now). It's next to impossible to get on the Blvd from any business. Especially if you have to cross traffic! These ramps are desperately needed & IDOT has completely FAILED at addressing this issue. It should've been done during all the construction work that's been recently done. This has also caused some bad accidents. PLEASE FIX THIS!!!!
	7/25/2025	It seems like we have been just applying bandaids to our highway problems for years. It seems obvious that we need a better north/south highway system. Are we ever going to fix the Highway 55 bottlenecks between Horseshoe Bend and Lewiston? Whatever happened to the Indian Valley bypass concept of many years ago? This year both highway 55 and 95 have been closed for landslids or washouts or accidents. We need to get serious about having a quality road system in Idaho.
	7/25/2025	All on-ramps to I-84 should have a merge lane. Some don't and be scary for those entering the freeway. Those without can be scary. Especially the Idaho 44 interchange with I-84 and the Sand Hollow exit

	7/26/2025	Being from Ca. seen it all. Real Estate appraiser 35 yrs. Been coming to Id. since a child, family roots back to 1800's here, my great-grandparents. Lots of changes! You are doing a great job with what you have to work with and fiscally responsible but the growth has been too fast. Infrastructure needs to be built first. Developers do not care, lots of promises. I know they can't pay for everything. Previously lived in S. Meridian, now Eagle. Better light timing to keep traffic flowing (Chinden, Eagle, State St). Lower speed on Eagle Rd! (#84 to #44) 6 miles. Seriously consider funding changes from legislature. You need more \$. We can wish and enjoy low taxes but at what expense? Hate to say it, but you have allowed uncontrolled growth with no means to corral it. Too much death and accidents. With growth comes trouble. Citizens \$ price. They come here because it's nice! Currently following clown show #44 @ Palmer in Eagle. huge growth to foothills, 2 lane road, a light in 5+yrs?
24578	7/26/2025	I think replacing signs at the half-million dollar cost is ridiculous. If an 85-year old can drive the freeway and see the signs clearly, I would guess that younger people can also do the same. This is a ridiculous money spend!
24099	7/26/2025	I hate this project. I realize the comment in and of itself is relatively useless. However, I absolutely despise what the government is turning Idaho into. If people don't like what is here, they can happily not move here or move somewhere they like. Our government, at all levels, is completely ruining Idaho. What will be done for noise abatement on Linder?
	7/26/2025	I would like a copy of the construction drawings of the highway 55 project between pride lane and apricot lane.

	7/26/2025	The right turn from hwy 55 (N) at banks onto Banks Lowman rd, how about making that not such an abrupt corner so that cars can execute the exit a bit more efficiently. You took away parking on that corner with the aggressive guard rail to make it safer but now everyone is parking along hwy 55 which is even less safe due to the fact that cars are moving along at 45 mph. A lot safer to just let people park along banks grade road which has speed limit of 25 even it inconveniences the twenty people who live back in that hollar . Also a sign for the people who lack common sense reminding them to stop behind the white line, I've seen multiple times now trucks with long camper trailers having difficulty making the turn due to vehicles stopped too far out. I'm sorry the people just don't get it.
24981	7/27/2025	With all the new development between Glenwood and Hwy 55 on Hwy 44 dedicated right turn lanes are needed, especially when the speed limit is 55 mph. Cars making right turns on Bogart, Roe ect. and the new multi-family units being built just impedes traffic flow and creates possibility for more accidents. Lots of open land there still so more development to come. Don't make that stretch another Eagle Rd.
	7/27/2025	There needs to be coordination between projects. We live out in west county off of 55. Nearly every east/west route including Karcher Rd is shredded making travel into and out of caldwell and Nampa excruciating. And that doesn't even include the planned work on Ustick. That will effectively shut traffic down. Currently there is construction on Karcher, Orchard, 19, some on Homedale with cross routes of Farmway, 10th and Lake closed. Could you leave us one open road? Also, it's maddening to see miles of cones and lane reductions with no one working!
24093	7/28/2025	This project is much needed and appreciated.

	7/28/2025	<p>To whom it may concern I'm not sure if I've got the right office or not please forward to who needs to see this when striping Highway 21 this last spring you negated to stripe Idaho City on Highway 21 my concern is there's a lot of foot pedestrian traffic along the highway and little kids on bicycles and we do have a few Ada people in town with wheelchairs that will stroll along the highway and with no fog line much less the stripe to go up Main Street that people can't seem to find either it's really a pain and dangerous frankly I wouldn't want the Department of Transportation to have a lawsuit on their hands because there's no lines on the highway I don't know how insurance companies would look at that just a heads up you might want to stripe stripe the highway in town just a concerned citizen in town here please forward this to who it might make a difference to thanks have a good day</p>
	7/28/2025	<p>I would like to request consideration for a working Stop Light at the intersection of Hwy 55 and Hwy 52. There is currently a flashing signal there. Due to the explosion of population in the Emmett/Star/Middleton and westward areas, this intersection has become a potential for disaster. Because of the influx of traffic coming from Boise/Eagle on Hwy 55, vehicles are backing up 10-20 deep on Hwy 52 waiting to turn North. People become impatient from waiting and are pulling out, causing near-misses at that intersection. If a functioning signal, "Stop, Caution, Go" , was to be installed, this would alleviate most all of the problems at this intersection. Please include this signal update before there are more serious incidents and possibly fatalities at Hwy 55 and Hwy 52.</p>
23187	7/28/2025	<p>We look forward to the necessary replacement of the Rainbow Bridge on Highway 55. Considering safety and increased traffic, the design and historical value of the bridge are very low priority considerations. However, reclaiming the materials during the building process would allow for re-use or for concerned parties to preserve pieces of it. Perhaps a historical marker near the new bridge would be an interesting way to commemorate this important piece of Idaho's transportation story.</p>

24378	7/29/2025	The light at the Banks Highway 55 intersection has been an improvement to traffic flow. The timing on the light may still need some adjustment or better traffic sensors. Longer term, adding a left turn lane for the highway 55 southbound traffic to be able to turn to Garden valley is needed. Creating a much longer left turn traffic lane for the cars coming from Garden Valley and turning southbound on highway 55 is needed. Giving up your maintenance area to the west of the highway and adjacent to the Banks Parking lot and thus allowing parking lot to expand would be the greatest benefit you can provide to the public.
	7/29/2025	1. Eagle road backs up to get onto the freeway. Cars stay in the right hand lane when the other two lanes are empty (going South to enter on the freeway.) 2. Please add a no right turn on red light to Franklin Road (driving East) and turning onto Eagle road(driving South) I have witnessed multiple accidents because the right hand turn vehicles don't realize there is a U turn on Eagle driving (North to South) Yes there is a sign but it is clear across Eagle Road and obviously no one sees it. Maybe a large sign like the one on Eagle road and Ustick. Thank you
	7/29/2025	It's been talked about for over 50 years. It's time has come to build the highway from I84 around Emmett and up thru the hills to above Cambridge then over the mountain to Donnelly. Rather than spend millions on highway 55. Make highway 16 the new route connecting N. Idaho with southern Idaho. Call it US highway 95 if you can get more federal money. Thank you Bruce Stillwell Cascade, Idaho.
24054	7/31/2025	We desperately need a sound wall From Floating Feather to Snowcreek on 55 on the west side of freeway in Eagle.

25077	7/31/2025	<p>I think this is a great project. Please ensure it moves forward on schedule to be constructed in 2027. From a long-term perspective, SH16 is significant. According to my understanding of Section 40-310 of the Idaho Code about the state highway system, some of the criteria the transportation board should consider when evaluating what is, and is not, included in the state transportation system are the following: Importance of a highway to the development of cities, natural resources, industry, and agriculture Safety and convenience of highway system users Sh16 should extend south of I-84 to not just connect Nampa/Kuna but extend farther into the Owyhees (especially near Silver City). It should extend north of Emmett and possibly connect with highway 95 and/or 55. This will help develop associated cities/towns in those areas, improve safe access to recreational opportunities (and industries), and change the regional flow of traffic so it's not dominated by E-W flows to/from Boise.</p>
20574	7/31/2025	<p>This is desperately needed for traffic on Highway 44, given there is a current pinch. Highway 44 from Star Road to close to Can Ada is already two lanes in each direction. Highway 44 from Eagle to slightly East of SH16 is already two lanes in each direction. This road in between those two larger capacity segments creates a significant bottleneck to traffic, as you are already aware. Therefore, please ensure that the project is completed in 2027.</p>
22715	7/31/2025	<p>I'm really glad to see this project is scheduled for completion in 2026, given that stretch of highway 55 is rather dangerous due to the regional traffic load. Please ensure it is completed on schedule. Also, please ensure it receives proper access management control so it doesn't have too many connections to the road, like Highway 55 is on Eagle Road does. Once it is widened, developers are going to want to accelerate development and will demand access.</p>



23630	7/31/2025	<p>As part of this study, ITD should consider not just widening the roadway but also whether or not the current alignment/location of this highway should remain in the state highway system. Given SH44 is located approximately 2-3 miles north of US 20/26, do we need another state highway system so close to another road in the highway system? If you look at the Treasure Valley, there are two E-W highways north of I-84 (US 20/26 and SH44). However, south of I-84, there are no E-W highways to connect Nampa, Kuna, Southwest Boise, and I-84 near Micron. This creates an imbalanced regional highway system for the Treasure Valley. Maybe ITD can relocate SH44 north near Goodson that connects US95 to I-84 to SH16 to SH55 (and possibly beyond). Part of that transition could include a financial contribution to impacted cities/highway districts. Then ITD can consider a new E-W highway south of I-84, possibly to coincide with Kuna-Mora road corridor, but connect all the way to Prairie.</p>
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District 4 ITIP Comments 2025		
KN	Date	Comments
24100	7/1/2025	Please consider a roundabout rather than a traffic signal.
21900	7/1/2025	This bridge has been in need of replacement for the past 20 or so years. Continued patching of the bridge decking is not a suitable solution. Replace the bridge PLEASE!!!
23605	7/1/2025	There are significant sections of Hwy 75 that need repair from Stanley to Challis. The road bed is getting narrower and narrower every year. Please fix highway 75!!
23196	7/6/2025	ITD, This project needs to be completed in 2025. Expand the project to include Carey to Arco on Highway 20 26 because it is so rough that it is causing truck and trailer damage at 55 mph. Now is the time to implement the Idaho surplus funds into a 2 lane state highway system that has not been maintained to standard for 20 years. Tom
24113	7/6/2025	ITD, Please execute this project in 2025. Expand this project scope to include Highway 20 from Carey to Fairfield to fix extremely rough condition that is costing gas tax payers big damage to trucks and trailers requiring big repair bills. Use the Idaho state budget surplus to repair Idaho state rural 2 lane highways that have not been maintained to standard for over 20 years while Boise gets more lanes. This rural highway repair backlog is a big debt that needs to be paid. It is time to invest in our state highways so users don't have to pay for expensive truck repairs. I'd rather see our state highways maintained to standard than get another state income tax refund. Idaho state has the responsibility to maintain the entire road system and must do it now before it gets worse. Tom
24520	7/6/2025	ITD, Please expand this project to include an overlay from Ketchum to Stanley. 75 is extremely rough and requires repair work in 2026 to prevent damage to gas tax user trucks and trailers. It is time to use the Idaho state surplus funds in rural state highway repair work that has been unfunded for over 20 years. TOM

24481	7/6/2025	ITD, Please conduct this project in 2028. Thanks for the overlay this year. Good to see worker ville Bellevue get some funding after seeing 75 highway upgrades from Hailey through Ketchum for the last 10 years. Expand to 4 lanes from Bellevue to Hailey to accomadate increased contractor and tourist traffic and to allow Bellevue residents a chance to turn onto Main street. Tom
	7/10/2025	ITD I and a lot of other drivers would appreciate another crossing, a bridge, in addition to the Perrine bridge. You supposedly did a study in the 1980s. A bridge then would have been one half of the cost, of a new bridge now? I suggest a location close to an extension of South Lincoln St. from Jerome.
	7/12/2025	We need another exit out of twin over the canyon. Bottlenecking everyone (truck drivers mostly) coming from the south and needing to go south, has to go through Twin Falls going over the Perrine bridge. Lots of accidents. Thousands of people need to go over that bridge and your stuck if there is an accident. Jerome and other cities north of us has become a major part of Twin falls economy. It's only going to get worse. Twin falls is growing so fast. It's almost dangerous to drive in the north part of Twin Falls and Hwy 93, Poline Rd, Blue Lakes, and from the Perrine bridge going North. Traffic needs to be spead out. I understand we need vacationers and traffic flow to mantain our city but we need to make our city safe. It's scary and also laughable. I'm not an engineer but can't we build a bridge to connect Hwy 93 to the freeway without going through our city. Up my taxes I'm ok with that just to feel safe driving in a city that I have lived in for 61 years. I love Twin Falls.

	7/1/2025	The highway from Heyburn to the railroad tracks by Stokes Market is absolutely horrible and has been for many years. So many pot holes and then patch jobs. Not only is it unsightly but really rough driving your car on that highway. You have to completely avoid the right hand side heading north and the left lane is not much better.
	7/1/2025	For several years the highway conditions in Blaine County have been wretched and unsafe. Tires blown, accidents on road because of potholes and a generally unpleasant driving experience.
	7/1/2025	At the intersection of Blue Lakes, Fillmore and Bridgeview just before the Perrine bridge the turn traffic backs up past the 2 banks on Fillmore and east pass the entrance by ihop. I was just wondering if between 4:30pm and 6:00pm if a study of this intersection could be conducted to determine if a turn signal (northbound and southbound traffic) could possibly installed. Thank you very much! I'm an Idaho native that has really watched the changes and I just can't believe how things are changing, traffic is beyond terrible! Thanks again!
	7/17/2025	This highway surface is dangerous and embarrassing!
	7/21/2025	Highway 75 through the wood river valley. Bellevue to Galena. The road is the worst in the state. We have travelled all over Idaho and the intermountain west, why does this stretch remain the most poorly maintained? There are so many broken surfaces, cracks, potholes, etc. It is at least 5 years overdue for paving. I voice my opinion to the local ITD whenever we see them up here. They shrug.

	7/24/2025	I thought you had a project planned for the State Highway 46/Union Pacific/Eastern Idaho Railroad crossing in Wendell. It is in bad shape. Also, we need a stoplight at the corner of State Highway 46 and East Avenue F in Wendell. This is at the corner north of the new Maverik gas station, and where the Simplot trucks will be turning onto State Highway 46 when Simplot completes their new facility on the east side of Wendell.
	7/24/2025	Can you stop doing projects in and around sun valley and Ketchum? We've had to deal with so much construction the past few years we need a traffic break.
	7/24/2025	I am awaiting news of the repair to the 16600 E Road Bridge, which was damaged in November of 2024. It may not seem important in the grand scheme of ITD projects, but it is critical the repair begin as soon as possible for the livelihood and safety of my family. When the freeway was built, it cut our family farm in half, and this overpass was designed to allow our farm vehicles to access our property. Other farmers use this overpass, as do private citizens living on both sides of the freeway, and any business delivering to our homes. Our seasonal farm workers now have to traverse a very dangerous six lane interchange with long pipe trailers and 4 wheeler trailers, MULTIPLE times a day. Harvest will increase danger to my husband and son, as they drive combines, tractors, and other huge equipment from one side to the other and play Frogger with semis and people going to the Travelers Oasis. Please get this project on a fast track to repair.

	7/24/2025	We need to stop dragging our feet on a future Snake River Canyon bridge to supplement the current Perrine bridge. One little hiccup on US 93 (N Blue Lakes) causes major traffic congestion and prevents emergency vehicles from responding to emergencies. Let's get a bridge planned west of Twin Falls with a 2031 deadline. PLEASE AND THANK YOU!
24881	7/25/2025	This is a much needed project. Thank you.
	7/27/2025	A project that is not on the draft plan but is seriously needed is to construct some passing lanes on highway 46 between Wendell and Gooding. A high volume of farm/dairy traffic conflicting with impatient drivers has made this a very dangerous stretch of highway. A few passing lanes each direction would be a significant safety improvement. Please consider adding this project to the current proposal.
24005	7/31/2025	I need to understand how a WIM on Hwy 93 at Hollister is more beneficial/needed than a third lane and resurfacing of Hwy 93 from the weigh station to the 3800 road of Hwy 93? The number of accidents, deaths, and near misses on this portion of Hwy 93 is unacceptable. We travel this portion of Hwy 93 into Twin Falls almost daily. The 'repairs' recently done to the potholes caused by these same Semi-trucks you want to WIM, are so poorly done as to make the drive such as to rattle one's teeth! We rarely see a backup line of Semi's at the weigh station. What is the urgency to tear up the highway and install a WIM system? And at a cost of nearly four million dollars? Why are we subjected to the dangerous and extremely poor road quality of the aforementioned portion of Hwy 93? Is it really that critical to move semi-trucks through Hollister faster? Thank you

20583	7/31/2025	<p>I am somewhat mollified to see this project and the sister project (from 3250 to 3800) of Hwy 93 at least in the plan for the future. Having to wait until 2027 is disturbing. We live between Hollister and Rogerson. I am disappointed that the best we are going to get is resurfacing and wider shoulders. I have to assume that rumble strips are a proven preventative. We need a third (turn) lane at many heavily used cross streets. I often see the heavy black streaks on the roadway where vehicles had to lockup the brakes to stop in time. The number of semi-trucks that pass through here is phenomenal! I have a family member who is a long-haul owner-operator, and I know how much she pays in taxes to EVERY state she drives through! With the funds from all these trucks that drive this highway these road improvements should have been paid many times over. I am shocked that what is planned is going to cost over eight million dollars!</p>
Total		22

District 5 ITIP Comments 2025		
KN	Date	Comments
24944	7/1/2025	Please add bicycle lanes and traffic lights
22687	7/1/2025	Please add bicycle lanes
23876	7/1/2025	Please add bicycle lanes
21860	7/1/2025	Please add bicycle lanes
22687	7/1/2025	22687 - Please ensure that pedestrian accommodations are provided and/or improved in this project (sidewalks, bike lanes, crosswalks, etc.) Also please ensure that the dedicated merge lanes at both the Yellowstone and Garrett Way intersections are removed.
24944	7/1/2025	24944 - The safety risk of the S 5th Interchange is atrocious and is limiting the development surrounding the interchange. Please have this be a priority project. It needs traffic light controls at each off ramp at a minimum.
22648	7/1/2025	The stretch of Hwy 89 that goes past Fish Haven, ID should be evaluated for a reduction from 65 mph to 45 mph due to high amount of homes that are built directly off the Hwy and several vehicles entering/exiting the highway there. Particularly between The Reserve home community and Fish Haven General store. The speed limit is 35 mph near the General Store, but then increases to 65 mph 1,000 feet north of there, we propose keeping the speed limit reduced until 1,000 feet north of The Reserve community. Our home is located at 3737 US Hwy 89 Fish Haven and there have been many close calls trying to get out of our driveway when cars are driving 65 mph.
	7/9/2025	Does the state have any plans for highway 36? Specifically Emigration canyon, the Bear Lake county side of that is rough and narrow I can't imagine the state just patching it together for another 7 years. Maybe there is a perspective or plans for that stretch that the state already has but I don't see those on there. Or is there any info of what the state has for the condition of that route?



	7/15/2025	Is there anything scheduled for reworking highway 89 between Montpelier and the Utah state line ?. I lived in bear lake for over 60 years and the section between Ovid and Paris is still the same. Very narrow and rough as hell . You need to come drive or pull a trailer through it .you will eventually end up in the other lane with it being so washboard. Yes it has been chip sealed several times but not actually fixed like the nice roads in Pocatello or anyplace other than bear lake.
23547	7/17/2025	The paving, or lack thereof, on the joint right after mile marker 44.6 in the right lane South bound is always rough. In the winter of 2024 after driving over that it caused my tires to jump and then my car to slide out of control for almost 150 yards. It didn't cause me to crash or break my car, but it wasn't safe especially if there would have been a car next to me.
	7/23/2025	Philbin Road, Pocatello, Hwy 30 to Chubbuck boundary. This section of road needs the speed limit reduced to 35 mph from the current 45 mph. Much more traffic now than when the limits were set. This area could also use a bicycle/walking path, and 3 lanes - a center lane for turning in and out of property. Hwy 30 within Pocatello City could also use a bicycle path. Thank you for your consideration. PS the ITIPcomments@ITD.Idaho.com does not seem to work as described here.
22687	7/24/2025	I like that this project will address concerns for Gould Street. However, I believe we should address safety concerns on the exchange between 4th St. and E. Carter. I believe a light needs to be added there to increase safety of street crossing for pedestrians. People drive much too fast and do not give the right of way to people who are crossing. There are young children at the house right on the corner of 4th and E. Carter that are in danger because people are driving too fast and are not paying attention to pedestrians.

	7/24/2025	I have been trying to get the state to repair Yellowstone Highway (91) in Pocatello and Chubbuck for the last 4 years with no success. It needs to be repaired from Newday Parkway to Industrial Lane. It also needs to be repaired from Jefferson Ave to Olympic Drive
24944	7/24/2025	About time this interchange is a big problem thanks to the increase in population. I hope it is also going to get stop lights right now would be best but I know it needs to be worked into the project.
24396	7/24/2025	I hope this project will do the same as Pocatello to Fort hall in that you take out the median to build the third lane
22657	7/24/2025	This section of McCammon would really benefit from improved storm drainage and curb/gutter replacement.
24478	7/24/2025	If possible, this should be accelerated. The concrete will never last and constant maintenance will be expensive.

	7/26/2025	<p>Thank you for the opportunity to comment on the 7 yr ITD road plan. I live in bear lake county and travel emigration canyon road, hey 36 frequently. It is in bad shape and needs an overhaul. It has frost heaves that remain through the summer, the edges are crumbling in spots and it is too narrow for police to patrol. There are also bicyclists on the road because, quite frankly, it's a great ride. I would like to see it widened, since it needs new pavement it may as well be improved. Passing lanes would be a big improvement. I can't tell you how many times I've been passed on double yellow lines while I was driving 58 mph. And I can say I have followed people who are driving 40 mph through the entire canyon countless times with no opportunity to safely pass. I also am a cyclist, I no longer ride this beautiful pass because people don't realize they can use their brakes, and that cyclist are considered the same as motorist in terms of right of ways and passing. Please put this hwy on your list for improvements. It is well overdue. I feel it would be a big boost to our area and the state of Idaho.</p>
	7/26/2025	<p>I recommend changing the northbound speed limit on I-15 at the 5<sup>th</sup> street entrance south of town from 65mph to 80mph. The speed limit on I-15 is 80mph until the 5<sup>th</sup> street intersection and then for some reason the speed limit is decreased to 65mph just before going up the steep grade. It doesn't make sense to slow down just before going up the steep hill towards the Center/Clark Street intersection. Continuing the speed limit to the top of the hill into Pocatello will allow the cars and especially the 18-wheeler semi-trucks to use their momentum to get up that hill. This change will decrease the consumption of fuel saving drivers money. This will also decrease the exhaust pollutants which will make the EPA happy and speaking as a doctor, our lungs heathier. I hope you will give my recommendation serious consideration.</p>

	7/27/2025	Highway 38 from the Holbrook town East to the " Waldron Springs" area need some major work on the road surface. The road is so rough that driving a semi over that area of the road has caused the mirrors on the cab of the semi to break loose from the mounting.
	7/28/2025	Between Fort Hall and Idaho Falls there are several areas in the median where the median is very deep and therefore the sides of the median are very steep. Not only does this make the likelihood of a vehicle leaving the roadway more susceptible to rolling, but it also increases the amount of time that the lane of travel has to be closed while the towing companies extract the vehicle. By limiting the amount of time that the lane of travel is closed this would decrease the danger to the to the officers on scene as well as the wrecker drivers.
	7/29/2025	I'm from WSDOT and looking for recent estimates and plans to use to reference for a Wildlife Fencing and Crossings project that I am developing. Largely looking for estimates that would improve my bid item costs, but am also interested in types and styles of fencing and crossing installations that Idaho uses. Thank you,
22687	7/30/2025	This is a challenge for blind and low vision clients when crossing signalized intersections. Also the lack of sidewalks on the south side of the corridor is a problem. Please address these concerns as a part of the study.
23299	7/30/2025	Thank you for including ADA compliant ramps. When doing so, keep in mind that blind travelers who live in this area and have access to this street benefit from 2 seperate domes that align with a perpendicular crossing.
24944	7/30/2025	The I15 northbound off ramp here is hazardous when making a left turn to continue north on Yellowstone becuase of the amount of traffic regularly using Yellowstone. Please singalize this intersection.

24683	7/30/2025	Thank you for including ADA compliant domes here. One additional thought is to include well marked pedestrian crosswalks designed to help low vision travelers. Continental style is the most easily seen for these people. Inlay or thermoplastic tape makes the crosswalk more visually detectable for those travelers who have some remaining vision.
<b>Total</b>		<b>26</b>

District 6 ITIP Comments 2025		
KN	Date	Comments
24691	7/1/2025	This would be vital in connecting some key areas of victor to downtown as well and putting a nice soccer field and park within walking distance of downtown.
24081	7/1/2025	This is a dangerous intersection I would encourage you to do this sooner than the proposed timeline. It's only getting busies on HWY 33 and by 2029 this could be long overdue.
23244	7/1/2025	As an INL worker I understand how dangerous this highway can be. A divided highway (not passing lanes) all the way to the puzzle will absolutely save lives. While you are at it build a puzzle at MFC, buses and cars are constantly pulling out in front of cars doing 70 mph. It's a very dangerous intersection.
24089	7/5/2025	Please make this intersection a roundabout to help slow traffic into downtown Victor. They are proven safer than traditional intersections. Thanks you for your attention to this matter.
20053	7/5/2025	This section needs priority. Road is in bad shape, 4 lanes needed badly all the way to the Ashton hill. It is a nightmare driving this section with all the RV's and trucks. At the current rate of work, this will not be done until 2030 at the earliest, which is unacceptable.
24952	7/6/2025	ITD, Expand this project to include Arco to Debois on highways 26, 22, and 33 as they are all extremely rough from destruction from overloaded hay haulers and wind turbine hualer traffic. Move this project to 2028 as it needs it now. Rough rural state highways are causing big suspension damage to gas tax payer trucks and trailers. Use the state budget surplus to pay for the unfunded rural highway repair project list that has received little money for over the past 20 years. Time to act is now before we lose these roads. Tom
20053	7/6/2025	Please consider bypassing the town of Ashton. The safety of residents, including the Elementary school should be priority. The few businesses that are concerned, will still have the same folks coming from 32 and 47 as well as those who planned to stop anyways. For the greater good of the community, please consider the bypass.
	7/7/2025	Consider adding another bridge over the Snake River where Hwys 20,26 and I-15 can all connect without the need to stop. Continuous traffic flow. Hwy 26 from 55thN to Hwy 20 routed so as not to go through town. More bike lanes on all road or add paved trails. Thank you.

	7/7/2025	We desperately need to make HWY 33 a four lane highway from the state line to Tetonia and the speed limit needs to be 65 mph this congestion and traffic is artificially bogged down by having these reduced speeds and bottle necked by these overly narrow roads.
23246	7/7/2025	While additional lanes are badly needed, phasing of this project should be considered in conjunction with the I-15/US-20 Connector project. Constructing the additional eastbound lanes will likely aid congestion, while construction of the westbound lanes would deliver vehicles quicker to the bottleneck at I-15, likely worsening congestion. The connector project EIS needs to get put back on schedule and a decision made one way or the other. The land needed for either option isn't getting any cheaper, the longer we wait. With the Seven County Infrastructure Supreme Court decision and recent changes to FHWA NEPA in 23 CFR 771, it seems like the connector project NEPA could move along faster than it is based on these new developments.
20053	7/8/2025	This project needs attention sooner if possible.but starting in 2027 would be better than nothing as you well know this section of road is in need of upgrading as soon as possible thanks for the opportunity to speak out on this
	7/11/2025	I would like to see a guardrail built on highway 26 near the Palisades dam. It would also be nice to have the road widened in that area.
24394	7/12/2025	Needs 4 lanes to puzzle. Passing lanes will encourage increase in last minute merges, head on accidents will increase at the merge points. Need a full puzzle redesign to end stop signs. Needs a flying system of some sort. Also must include deer elk fence, ans animal over/under passes. Please consider a highway from Arco to Paul/Minidoka, the Amazon truck and farm traffic is too high and it's wasteful to go to Blackfoot or Dietrich jusy to go to Burley
	7/1/2025	State Highway 32 is desperate need of being rebuilt from Ashton to Tetonia. The overuse of salt in the winter months has created potholes, frost heaves and cracking down the centerline. It's sometimes difficult to drive the posted speed limit without being tossed around. Also, please stop salting Idaho roadways as it's destroying the pavement and costing the state more money to maintain and replace asphalt.

	7/1/2025	General Comment. It is imperative that a traffic solution for Hwy 33 be included in a 5-7 year plan for the State. This section of highway is becoming too congested for safe passage as the one and only 2-lane artery serving this rapidly growing community. 4 lanes would be preferred, with traffic pattern options near the cities that include extra turning lanes, properly constructed roundabouts, traffic lights, etc. The sheer number of cars on the road now will likely double in 5-10 years. We're already behind on getting a plan in place for the artery from Teton Pass to Driggs and north to Teton.
	7/1/2025	I have one comment and that is LOWER the SPEED LIMIT on I-15 to 65MPH. People are driving CRAZY on the Interstate without a care for other drivers! They tailgate and cut you off. The speed limit is currently 80MPH and they are now going 85-95MPH. I was told years ago by the transportation department when I brought up this problem that the speed limit was increased to the speed that drivers were going. That is so irresponsible in the logistics of the situation especially when the wrecks have increased from Malad to Idaho Falls due to reckless drivers.
	7/1/2025	Very high traffic volume on two (2) lane road with many side road accesses. IDAHO TRANSPORTATION REMEDY IS ALREADY BEHIND THE DEMAND FOR SAFE TRAVEL ON THIS SECTION OF HIGHWAY 33
	7/1/2025	A four lane, limited access, high speed, freeway is not needed between Ashton and SH 87. There is higher traffic on this road only 5% of the hours of the year. It will cost \$1 billion and the US government is \$37 trillion in debt. It will be an environmental disaster. This is already a safe road with little congestion. The people do not want this as there is no purpose and need.
	7/1/2025	The hwy 21 from GrandJean to Banner Summit is in very poor shape. Dangerous Potholes, speed limit should be reduced in a wildlife corridor, to protect deer, elk and mountain goats.
	7/1/2025	It would be great for city's and state to give all maintenance, repairs and responsibilities to the cities when the road goes into cities. Case in point Idaho 33 going through Rexburg. Both sides point problems to each other. Why not make this an easy fix.
24394	7/14/2025	This project should highly consider adding passing lanes. Careless passing and blind spots makes this extremely dangerous and puts the population at risk of head in collisions.
23247	7/14/2025	Love to see that the lighting is being upgraded in Idaho Falls. Please consider adding more lighting across Broadway bridge and the crosswalks adjacent to it. That area feels quite dark at night and with all the pedestrian activity in that area, some significant lighting upgrades would be beneficial.



23246	7/14/2025	For this project, please consider adding overhead "Exit" signs for the exiting auxiliary lane. I feel if they are off to the side they'll be easier missed and motorists will continue in the auxiliary lane not knowing it's about to end. Also consider making it possible for the next lane over to either exit, or continue forward. Significant lighting upgrades at these on and off ramps would be beneficial as well. If possible, add the extra lane in the median to reduce ROW costs and just remark the lanes.
	7/14/2025	Most disappointing to not see the 10 mile stretch leading up to Banner Summit on Highway 21 as not being considered. All the RV's have a tough time avoiding all the potholes and broken road going up to the pass. I'm sure a fair amount of vehicles sustain damage traveling that stretch of road. I would love to see it repaved in the near future.. David Couch Meridian, Idaho
20053	7/22/2025	Do not widen this road. Make it onel lane forever
	7/23/2025	I live at 4240 N 15th E, Idaho Falls, ID 83401. The last I heard about this project it was down to two options, Hitt Rd and N 15th. Please let me know of any changes to the plan since the last public meeting over 2 years ago. Also, I would like to be notified of any public comment opportunities or meetings regarding this project.
	7/24/2025	Please please please LOWER the speed limit on HWY 33 between Driggs and Victor The speed in Driggs needs to be 25 AT CITY LIMITS not 45/35//25. The same for Victor. Someone is going to be killed crossing the road and they will sue IDT and IDT will lose BIG. The speed limit between Driggs and Victor needs to be lowered to 45 so that people can make safe turns. Teton County needs a North/south local collector but the LAME BOCC will not build it....so... IDT is on the hook and when people die the lawsuits will come and come fast because IDT cannot deny that they knowingly ignored problems with HWY 33.
	7/24/2025	I am appalled that State Highway 33 between Driggs and Victor is not on this 7 year schedule. Sirens and crashes are occurring every day due to the population explosion. Highway 33 is the only roadway artery to access between the Wyoming Stateline and Driggs with only ONE turn lane in the entire stretch. Every single mile for 8 miles needs a turn lane east and west. Entering the highway from the county roads is death defying. I have lived in the valley for over 23 years. I live on 5500 South. The amount of traffic on both the east and west side of the road is egregious due to the amount of illegal campers housing much of the workforce and that are spread out over extensive acreage in this location. Sometimes it is a 10 minute wait and a 3 car pile up on both sides of the road to access the highway. It is not safe. I implore the department to reconsider adding Highway 33 to the proposed project list. Gena Howald
	7/24/2025	Abandon all work on the 4 lane freeway between Ashton and SH 87. This is a total waste of money for a highway that has higher traffic 5% of the hours of the year, is safe according to JUB Engineers, primarily serves Montana and not Idaho, and will destroy farm land, wet lands, forests, and streams. The cost will be over \$1,000,000,000 before completion and will deprive other districts of much needed funding.

	7/24/2025	Please upgrade Hwy 33 from Driggs to Victor. This is a badly needed dangerous stretch of highway. The area is growing rapidly and is already a "resort" area with a significant amount of visitors enjoying the area but also accessing Grand Teton National Park and Yellowstone. This needs to be a 4 lane highway with turn lanes for heavy used side roads.
	7/24/2025	I don't see a number for the hiways I think needs (badly) upgrading... that would be Hiway 26/20 going East and West out of Idaho Falls ... Both Hiways have had several accidents on them... they need to be four lane plus a turning lane. Hiway 26 going East from Idaho Falls is a major Hiway and needs a turning lane super bad. so many cars will not slow down or move over to let you turn off of that Hiway. and Hiway 26 going west past the INEL is busy with all the buses travelling daily plus all the other traffic.. It is almost scary to travel on that road. Please consider upgrading both of these roads.. It would be a huge benefit to so much of the state's population. Thanks
	7/24/2025	I've done previous feels like falls on deaf ears, hwy 33 needs either four lanes or a center turn lane from Idaho/wyo boarder to driggs then to tetonia! It's a major safety issue way to many side road entrances. Who decided a turn lane was needed just south of Victor and a 2nd lane headed to Wyoming, poor choice.
	7/25/2025	I highly recommend constructing two (2) wildlife over/underpasses on Interstate 15, one north and one south of Fort Hall. These are two areas where wintering elk are regularly hit on a daily basis by vehicles. My guess is Idaho could capture additional funds from the Rocky Mountain Elk Foundation (RMEF) as well as Federal Highways and perhaps even vehicle insurance companies. With ever increasing vehicle traffic and widening of I-15, many elk were hit and killed along that stretch of highway last winter. There is another elk herd wintering ground between IF and Roberts where elk have been hit as well but they are regularly and consistently encountered and hit in the Fort Hall area. The population of Idaho will continue to increase and the elk that winter along the I-15 corridor sure could use a hand. Thank you for taking my suggestion. I am an Idaho native, life-long outdoor enthusiast and taxpayer.
	7/26/2025	Very dangerous intersection at Hwy 20 and Sawtelle Peak Road. Sheriff was called on-site yesterday to try and slow down highway traffic. This intersection needs a stop light. Sawtelle Road has multiple commercial businesses and a large residential area. The other side, North Big Springs Loop, also has multiple commercial businesses, including the only grocery store in about 30 miles. Heavy traffic and congestion mixed with highway speeds.
	7/26/2025	It would be nice to have sound barrier walls built for parts of hwy 20 where homes are along the highway, it has gotten so loud.

	7/26/2025	There is a critical need to have a second bridge across the Salmon river on Hwy 93 North, for when that bridge becomes unusable. It is a matter of when not if a backup crossing will be needed. The city has struggled with this issue for years, and ITD needs to step up and help solve the problem. PLEASE consider this is your next round of projects. Thank you for asking us what we think needs help with. We see a lot of money spent on the major highways, but the rural areas seem to take a backseat to the funds. If the Salmon bridge ever blows, the city will be cut off, and there will be a lot of people stranded. Think about it please. Susan Seber
	7/26/2025	Need to constantly pave from mud lake idaho to shoshone idaho it is a major truck route that is being ignored way too much the road east of Carey and through craters also to arco is horrible it needs a real fix not just bandages on top road base needs redone paving over top of a weak road base like has been done does not last
	7/26/2025	We would like to see the signal lights go up on Highway 26 at 55th and 45th.
24515	7/26/2025	This project on 32 needs to be the entirety of the road from 47 junction to Felt. This road needs this like NOW. The road has become a very busy with not only agriculture, but tourists and the fact that Ashton has become a bedroom community for the over priced Teton County there are many of us that commute daily and beat the crap out of our vehicles. Please do not postpone this one!!!
23605	7/26/2025	I think this road work for SH 75 is scheduled too far out! This is a very dangerous road especially for larger vehicle, pulling trailers. There is no room for error on the riverside on several sections, as has been noted in your project information. Can you imagine what shape it will deteriorate to by 2029?
	7/26/2025	I live along I-20 in rexburg area, there have been so many traffic here, i just have to stay home during the major holidays to avoid speeding tourists. I can not move out because I am retired and don't have enough money to do it. we need the barrier between the freeways to protect us from oncoming traffic. i see the drivers texting and driving, it is scary to see no hands on wheel when i see them. there are more but at least you can build the barriers between north and south lanes. that's the start.
	7/27/2025	Need to add designated right hand turn lanes. Asphalt on Yellowstone by the stop sign is rolling. Needs milled down Road is cracking on 105th n. Going west bound. Need to fill all the pot holes not just some of them. When you fill a pot hole they need to compact them. It's still a pot hole if you just fill them and then they settle.

	7/27/2025	93 over Craters of the moon for routing many oversized loads on it needs to be replaced as well as widened with passing lanes. There is a passing lane for Tom Cat that signage is inadequate people are not paying attention to stripes on the road and how to use it. Speed limit needs to be dropped and enforced for the shape that the road is in.
	7/27/2025	I am writing this as a letter of complaint. The road between Carey and Arco isn't safe anymore to drive. I understand that there is construction happening now and hopefully the road will be new from Carey to Arco when it is done.. As a trucker that makes his living driving every day, the road is too unworthy to drive anymore as it is extremely rough on equipment. I've seen truck step boxes literally fall off on that road and trailer tool boxes come unlatched spreading straps, chains, etc all over the road. I've seen truck turbo bolts literally break off and turbos fall off due to the rough roads..Idaho DOT can give tickets for damaged tires, broken leaf springs, and literally put you out of service if the equipment you are operating isn't up to par. BUT, completely disregards the fact that the way of travel isn't up to par literally destroying the equipment that's traveling up and down it every day. I hope this complaint reaches the individuals that need to see it
	7/28/2025	Please consider more turn lanes on Hwy 33 between Victor and Driggs. Also reduce speed to 45 mph on same section. It's getting very difficult to safely get on and off feeder roads.
24089	7/28/2025	I live in Driggs. The North-South hwy 33 corridor between Victor and Driggs is DANGEROUS! There are so many people living here now, combined with increased tourist traffic, and we need two way turning lanes at all the intersecting side roads there. I myself was hit in the rear and knocked into the other lane in 2012 by a freightliner at hwy 33-7000s while waiting for the car ahead of me to turn left. I am lucky to be alive. There are many other accidents just like mine! We need two way turning lanes at ALL intersections between Driggs and Victor!
	7/28/2025	Need to get going with a full 4 lane road from Ashton to Henry's Lake. The existing alternating 2 lane configuration isn't working. The merge points are the most dangerous as motorists are always trying to beat it and squeeze in. Reduce speed to 45mph for this whole stretch until primeval can be done. At least 8 deaths this year could have been prevented by this. More deaths to come until you do something!
	7/28/2025	We desperately need turn lanes on Highway 33 through Teton County. Victor to just past Teton. There are incidents daily. Too many people and lack of adequate infrastructure. And the 45mph limit north of Teton should be extended past the curve. Fatalities have occurred there and too many close calls from commuter traffic. At a minimum make it a no passing zone. There is too much going on here for the IDT to ignore much longer. Teton Valley is highly affected by the Jackson, Wyoming commuter traffic and this issue continues to be ignored. Addressing the light in Victor is just part of the problem. The county growth is the other issue. ....Let's not forget the summer tourist traffic. We also get our fair share of Yellowstone visitors. Highway 33 corridor is no longer adequate to support the growth here. The county and the state need to invest in fixing the roads here. I live in Teton and it's easier to drive to Rexburg than Victor because of the traffic, etc

	7/28/2025	I work at Teton Valley Hospital in Driggs, I would like to request that turn lanes be added to Highway 33. There is not a week that goes by in the summer when there is not an accident. We had four fatalities in a month in recent memory. In the winters, we are prone to heavy fog which inevitably ends up with people in ditches, snowbanks, and in the hospital because of collisions. I understand all of these can't be avoided, but I believe that many can be avoided.
	7/28/2025	Solution to highway 48. Stop lights are a temporary solution I know. Something to consider is an over pass at 200 N. I know it will be more expensive, but it would be a good solution to the traffic congestion.
	7/28/2025	It's time for a 4 lane highway with turn lanes on this stretch of road. Just adding a turn lane as outlined in our project proposal at 6000 S, is not enough. Good luck with the Teton County residents that are resisting change.
	7/28/2025	The Home ranch roads of Springwood, Homestead, Ranch Drive, and Lariat were incorrectly repaired last year resulting in a tarry gravel spreading everywhere. Please fix this mess created by roads crews last year. they did a nice job on Boulevard but missed the Home ranch disaster.
20053	7/28/2025	This project needs to be extended to West Yellowstone.
	7/28/2025	We live off 33 in Driggs at Creakside Meadows- continually dangerous for pulling out onto highway-speed should be dropped to 35, Teton bike/walking trail- trucks don't stop for anyone- maybe think of a traffic light for safety of walkers, bikes young and old. Four lanes, turning lanes or a stop light.
24089	7/28/2025	This will not alleviate the difficulty of traffic trying to turn left , to enter 33S. There needs to be a stop sign. At the very least a pedestrian crossing for resident kids to be able to safely cross to the bike bath
	7/28/2025	Rexburg, Main Street on hwy 33 by valley wide needs widening
	7/28/2025	Idaho highway 33 needs a passing lane between Newdell and Victor. Even if it's like on us 26 some places that don't have it some places it does.
24089	7/29/2025	The road between victory and and Tetonia is in bad needs of turn lanes to make the whole section safe
20053	7/29/2025	The Chester area needs an overpass to keep that community connected. In close proximity, the north crossing of St. Anthony needs an overpass at the very least. That crossing is used for bus routes, emergency vehicles, as well as farm trucks and locals. The updated Del Rio bridge needs to be considered as part of that plan.

14054	7/29/2025	I didn't see anything on the proposed 4 lane through Island Park- this project needs to be alternating passing lanes, per ideas from the Island Park Preservation Coalition and prior engineering studies. Those who live in that area know best what is needed. The scheduled traffic lights will help in those congested intersections, and lower speed limits per it being a RECREATIONAL AREA is necessary as well. The more lanes there are in Island Park, the more maintenance will be necessary as well. Let's keep some reasonable maintenance costs in proposing road projects.
	7/29/2025	There are multiple railroad crossing around the US 20 interchange at Ucon. One cross Idaho 43 by the silos, while a section crosses both the offramp from Idaho Falls and the on ramp heading into Idaho Falls, and a crossing at the section of road east of the US20 interchange by "the Pit." All of these are degrading. The worst is where the RR crosses ID43, the second would be the on ramp to US20 going into Idaho Falls. Please note all railroad areas that are involved here. I will continue to contact Bonneville County to try to get improvements as needed until your date arrives. Also, there are no numbers listed at the following intersections, but I wanted to bring these up as numerous accidents occur here. Those are where Iona Rd crosses Yellowstone, and where E. 45th N. Crosses Yellowstone Hwy. Both roads need to exclude people from those side roads crossing traffic onto Yellowstone. They are diagonal roadways that enter Yellowstone Hwy, and this limits visibility of cross traffic.
20539	7/29/2025	I would like to see either a traffic light or a round about at these intersections
	7/29/2025	I would like to see a roundabout at the intersection of 49th and Hitt road. Traffic has seemed to increase over the years at that intersection. Also, a roundabout at 49th and Yellowstone Hwy would be helpful. It's dangerous to cross the highway there and traffic is also increasing on 49th both directions.
	7/29/2025	I'd like to submit feedback about Highway 33 through Teton Valley, Teton County, ID. Firstly, it needs way more turn lanes for traffic to get on and off the highway. Secondly, we need pedestrian under or over passes at 3000 S and more importantly at 5000 S. As a driver, biker, and pedestrian, it is terrifying to try and cross that road on foot or pedal and it's only getting busier. We need a way for the citizens and visitors to the area to safely cross the highway and gain access to the incredible bike path that runs along the highway.
20539	7/29/2025	I really think these intersections should be a priority. With the growth in this area, these intersections are going to become increasingly dangerous.
24089	7/29/2025	I live down 6000 S. The amount of accidents and near misses on Highway 33 is getting out of control! It's become such a busy road, hard to pull out and when turning off of 55 mph road and everyone has to stop I'm scared every time! It is such a dangerous road! Highway 33 from Victor to Tetonida needs to be a 4 Lane Rd. or at least a median and turning lanes the whole road! Please!

	7/30/2025	With the amount of travel and the number of deaths on this road, it might be wise to consider a passing lane or a four lane highway. Thank you
	7/26/2025	Hwy 20/26 over Craters of the moon is filthy horrible rough "especialy" in a 18 wheeler truck. It pounds these trucks violently... almost to pulp. So please be more accountable and responsible with the tax money and get that stretch repaved PRONTO!!!
	7/30/2025	Line of cars, every day all day. They will ram you over if you don't have turbo engine. Scary watching absent faces in cars driving at you as they don't even attempt to slow down as you try to pull out of Valley Lumber and go back to Victor. Thank you for letting me voice my concerns Bea Simms Victor resident of 19 years.
	7/28/2025	Good morning, commenting on the plans of the Idaho department of transportation, its mentioned that in 2027 some guard rails will be installed near Stanley, and also between Clayton and Ketchum. The old guard rails are really guide rails because they are missing so much of a foundation. This needs to be prioritized as soon as possible. They are in horrible condition and even when a cement truck had an issue on that curve at rough creek, the old guide rails were not replaced. It was sad. There's also work in regards to the Yankee fork road and the bridge on highway 75 as being pegged for 2029 and 2030. Someone from the transportation department needs to drive and take a look at that bridge. That bridge surface has been patched and patched and patched and now there are chunks missing. Things need to be addressed quickly, let alone the foundation how strong it might be. Another thing that is mentioned is work between Torrey's hole and slate creek and scheduled for 2028. If anyone looks at the road now and realized that oversized loads, many large size dump trucks, cattle hauling equipment, various large pieces of equipment going up and down that road each day, they would say it is time to replace those now, they are in serious condition. There are also culvert issues the whole way to Stanley from the clayton area and you can count 4 and 5 in a row especially on 75 from 204 to 205 and that's just one of the horrible places. Please consider looking at those project areas now and moving them up much more quickly. They should be addressed immediately. Thank you very much.
Total		70

LHTAC Project ITIP Comments 2025		
KN	Date	Comments
24985	7/1/2025	I am commenting in support of the pedestrian crossing of US 20/26 (Chinden) and 32nd St. It is a much needed safety improvement for the community and businesses in this area. We have seen a large increase in people walking and rolling (bike, scooter, etc.) across this section of Chinden. The current lack of facilities to cross the large roadway safely creates dangerous situations where neighbors and patrons of local businesses are running across the road in heavy traffic. Please consider making this a priority and even moving it up to be built sooner.
24222	7/1/2025	I'm supportive of creating this greenbelt connection near 52nd St. I think this connection should be made a priority given the new developments at Expo Idaho for the Park and Boise pro soccer facility. The amount of people coming to/from the park will only increase and this connection will be of great benefit to the community.
24099	7/1/2025	I am very excited for this project! I would love to see details about construction impacts, specifically how I-84 traffic will be impacted when building the bridge.
22017	7/1/2025	Please make Cherry and Franklin a roundabout at the same time -- roundabouts work great!
23731	7/1/2025	This can't come soon enough... perhaps we can also improve the right turn off the West bound freeway as well. Cars stack up because some want to get into the left Northside lane to turn left at Karcher, while the rest of us want to get into the closer lane to go straight North on Northside. It backs it up unnecessarily onto the offramp.
24348	7/1/2025	It would be great if the new bridge could be built next to the existing bridge so as to not close the road during construction.
24683	7/1/2025	Please add bicycle lanes
23024	7/1/2025	Please add bicycle lanes
24704	7/1/2025	This is a very important project for students and community members to be able to connect the new practice facility and neighborhoods south of town to existing pathways.
24679	7/1/2025	This path will provide greater connectivity for this part of the community. We need to keep pushing it up the canal!
24673	7/1/2025	Pathways are important for connecting our community!
24704	7/1/2025	I don't understand why the state is spending 380k because district 91 built a practice facility in the middle of nowhere. I'd like to know who within the district pushed this project and who within ITD approved it.
24298	7/2/2025	This needs to be completed. This would be the secondary route of Hwy 95 to the Canadian border and Montana. Bridge is poor and hillside keeps stuffing away.
24681	7/3/2025	Please help McCall remain safe for pedestrians walking into town by funding the Wooley avenue improvements.



24681	7/3/2025	I was nearly hit while walking on Wooley the other day. It was not the driver's fault. There just was not enough room for pedestrians and cars going in both directions on Wooley. I am so happy to hear that you are extending the bollards between the end of the boardwalk and the current bollards. Please make this safer for pedestrians and Cyclists. Lots of kids wanting to bike downtown on their own and it's too dangerous right now. Drivers don't want to hit people either! This is dangerous for everyone.
24760	7/5/2025	The project location dot on the interactive map appears to be in the wrong location. What does this project include? Planning for future bridge replacement?
24681	7/5/2025	Many residents and visitors use this street to access downtown McCall, and it's also a common route for local kids walking/biking to school or jobs in town. Unfortunately, visitors aren't always the safest or most considerate drivers on this stretch. I live in town and drive this road daily to and from work. The sooner we can make it safer, the better.
23024	7/5/2025	I am highly supportive of this project. Poleline is an important street, and yet it has been extremely dangerous for pedestrian and foot traffic. It also backs up terribly when someone needs to left turn.
25060	7/6/2025	ITD, Please conduct this project in 2026 as Gannet road from Highway 20 to Bellevue is extremely rough. It is time to invest Idaho state budget surplus funds into the rural road system that is falling apart from increasing traffic counts. I have paid over \$10000 in truck and trailer repairs to suspensions from Idaho rough roads. It is time to maintain the road system to standard that has been neglected for over 20 years. Tom
20100	7/6/2025	Have a Daily Traffic Counter ever been installed on High Valley road ? Living on & Traveling the Sweet / Ola road portion you propose to upgrade AND High Valley rd. - I estimate that High Valley rd. has much more use. The number of new residences & the existing residences being converted to year-round living, + weekend recreationists with UTV's, hunters, and commercial vehicles (construction / logging) - has increased the travel on High Valley road far above the north of Ola Highway you propose upgrading. I propose your daily traffic data is no longer valid or accurate.
	7/7/2025	Highway 21 between Grand Jean and the summit near the cape horn is in terrible condition? huge pot holes, thermal cracked pavement and poor bridge abutment transitions. I don't see any funding for this in the next 7 years? It needs to be milled and overlaid why is there no funding in this location?
	7/8/2025	Can the resurfacing of hwy 21 near Avalanche Alley and Grandjean be done? At least smooth it out somewhat.
23911	7/8/2025	I don't understand spending 400k on a local sidewalk when there are 30+ foot drop offs into the lake with no guard rails on the 200 from sand point to montana on a major road. Perhaps consider prioritizing guard rails on a few of the larger drop offs.
24681	7/8/2025	I recently heard about the proposed Woolley Ave pedestrian extension project and would like to learn more about I am a local homeowner (Hearthstone) and regularly use the pedestrian pedestrian and biking paths throughout McCall. I generally support continued growth of pedestrian, bike and pet friendly transit corridors.

24681	7/8/2025	I am writing to express my strong support for the proposed shared-use pathway along Wooley Avenue, extending from the Wooley Boardwalk to the Davis Avenue intersection in McCall. As a frequent user of this route, I believe the project will significantly enhance pedestrian and cyclist safety, while also improving access to downtown McCall for residents and visitors alike. The proposed separated path will make this corridor more accessible and enjoyable for everyone. This pathway is especially important to the Hearthstone community and others who regularly walk or bike into town. Creating a safer, more pedestrian-friendly environment aligns with McCall's values of sustainability, outdoor recreation, and community well-being. Thank you for considering this important investment in our community's infrastructure. I encourage you to move forward with the project as scheduled and appreciate the opportunity to provide input.
24681	7/8/2025	Great idea. I'm all for the idea.
24681	7/8/2025	My family is in full support of this project. We use this path daily to and from downtown. The increased traffic along Wooley has made that area very hazardous to all pedestrian traffic. Thank you for taking the lead on this.
24681	7/8/2025	This path from Woolley to Davis has been long overdue. We frequently walk this route to town as our home is in SMR. In the summer, the traffic makes it difficult to safely walk, and in the winter, the snow narrows the road even more. As a driver, I have had to even stop so a car swinging wide to avoid pedestrians/bikers doesn't run into me. After dark it is impossible to safely walk that route. I highly encourage the improvement as soon as possible.
24681	7/8/2025	Shared pathway is an excellent idea and definitely would contribute to the safety of those choosing to walk or bike ride into town. More people would choose to walk or bikeride into town if there was a safer pathway. Fewer motor vehicles in town lessen traffic and pollution. Choosing to walk or bike better for our health. Win/win/win 🍷!
24681	7/8/2025	I use this road regularly as I love walking, and have wondered why this exact thing hasn't happened yet, so the possibility of this happening is great. Woolley is busy and I hate it when the boardwalk ends and I have to walk on the street for that stretch of road til the path picks up again. The street there is narrow, especially in the winter months Thank you, I hope this goes through and is started and completed soon!
24681	7/8/2025	We are relieved to hear about the proposed plans to extend the sidewalk. Walking on Woolley is always a woolly experience! We have seen or experienced many near misses with cars and trucks. Please please please proceed with the plan to extend the walkway for the safety of all. Thank you.
24681	7/8/2025	Great idea! Will make walking to town safer and save gas.
24647	7/8/2025	This project doesn't appear to have a construction year assigned. Improving this route will be important as traffic increases on Atlas due to adjacent developments that are being constructed now.
24681	7/8/2025	A safe walkway is very important. My wife and I have been concerned walking to downtown McCall from Hearthstone due to the lack of a walkway.

24681	7/8/2025	I fully support the Wolly Avenue Pathway Project. Right now, walking to town is not safe and the pathway would make it so much safer. It would also be a wonderful way for people to get more exercise, because it will be safe and you can enjoy the surroundings. Fewer cars on the road and more people walking benefits all. We wholeheartedly endorse this project!
24681	7/8/2025	We would love to have a bike/walking path on Wooley after the wooden path to Davis. We ride our bikes daily when we are in McCall to the Marina, Downtown, Shore Lodge, etc. and it always makes us nervous because there is no designated side path. We also walk our dogs and we always avoid walking them on Wooley because of the same. We strongly agree with adding a path!!
24681	7/8/2025	We would so appreciate it if you would finish the Woolley Path to Davis Road. We walk on the boardwalk with sometimes 8 grandchildren and then it ends. We have to dodge traffic to finish our walk to town. It just seems like a perfect project for McCall to complete! Thank you!
24681	7/9/2025	We own at Hearthstone, and spend 6-7 weeks a year up there. We walk into town most days when we are there, and always travel down Wooley st. Most people are pretty kind and move over for pedestrians, but others feel they rule the road, and are going way too fast. We are sometimes in a group, and it's hard to stay in the very narrow boundaries given to walk on. I'm very excited to hear about this project to help keep me and my family safe while enjoying McCall. Please keep me posted!! I support it completely! Garry
24681	7/9/2025	Thank you for taking on this much needed safety project!!
24681	7/9/2025	Please build the pathway. We have been asking for this for years. Strongly support.
24681	7/9/2025	I support a pedestrian walkway on Wooley from the boardwalk to Davis
24681	7/10/2025	My family and I walk or ride bicycles from the Spring Mountain Ranch area into town when we are in McCall. I also often run in this area. Adding a pathway from the Wooley Boardwalk to Davis St. would certainly enhance safety for pedestrians and cyclists. It would also assist drivers who often have to move over to ensure there is space for pedestrians or cyclists. I support this project and am happy to hear it is under consideration.
24681	7/10/2025	We spend 6-8 weeks a year at our home in McCall. We frequently walk into town using this route. We constantly have our heads on a swivel watching for cars. Especially when we are walking with kids. We have seen police parked watching for speeding vehicles. Pedestrian safety needs to improve in this area where families frequently vacation and enjoy walking. Thank you for your consideration.
24681	7/10/2025	Hello! We are in full support of this project. This would allow a safer route for our kids and family to access downtown. Thanks for the consideration.

24681	7/10/2025	We were told that a shared-use pathway is proposed along Wooley Avenue, extending from the Wooley Boardwalk to the Davis Avenue intersection. This project aims to create a safer, more pedestrian-friendly route frequently used by Hearthstone homeowners walking into downtown McCall. We would love to see this happen!
24681	7/10/2025	We are thrilled about the plans for a walking path along Woolley. We love walking to town for our condo but never feel comfortable walking along Woolley.
24681	7/13/2025	We are a family of 5 and we frequently walk to town from Spring Mountain Ranch. The extension of this walking path would provide a much safer route into town especially with the increase in traffic. It would also encourage people to walk rather than drive which could cut down on the amount of traffic congestion and limited parking downtown. Thank you for your consideration. Sincerely, The Burriesci Family
23023	7/14/2025	I drive this everyday and people speed down this section of road. Some traffic calming measures might be beneficial like cross walk bump outs, side walks with a landscape strip between the side walks and curb. Street trees and nicer lighting that matches the same lighting downtown. I think they are called candlestick lights. Also, a proper signalized crosswalk for the school along this street.
24681	7/16/2025	Please extend the pathway! I truly enjoy the existing path/boardwalk but fear for my dogs' & my safety while on the section of road with no pedestrian access.
24985	7/17/2025	I'm happy to hear there are Ped crossings planned for Chinden, Chinden is in great need of quick and safe crossings in order to commute from south of Chinden to the Greenbelt. I hope in the future that Chinden will get more Ped crossings and perhaps even a Ped Bridge.
24647	7/17/2025	Is this improvement the the bridge going to add on and off ramps at Atlas? If is doesn't then why not? There are no off ramps between coeur and post falls and with the growth in the area there should be more to help move traffic better off highway 95 and highway 41.
	7/18/2025	It will be so nice to have another road over the river in Rexburg! I will be glad for the shoulder work on highway 33. A couple of left turn lanes at 3000 W and 4000 W would be nice too.
24681	7/19/2025	I'm in favor of the shared-use pathway along Wooley Avenue. With so much pedestrian and bike traffic on this busy road, a safer route to downtown is needed.
24681	7/22/2025	My husband and I are owners at Hearthstone, and for the past 20+ years we regularly walk to town when in McCall. We love the walk and whole heartedly support a safer pedestrian walk way for all of us who walk and bike this route to town. We have often wondered what was taking so long to make this improvement since the boardwalk was put in and the improved walkway from Davis to the lake. It seems like the road has gotten busier as time has gone on, which impacts the safety of the pedestrians. Thank you and we can't wait for the improvement!

24692	7/24/2025	Strongly support this, currently this is a narrow road with steep embankments that is heavily used by bikes, walkers and others.
22435	7/24/2025	2028 is a long way out. These intersections are ridiculously busy right now! I drive Meyer Ave. almost daily and there are times during the day when you have up to 20 vehicles at both the northbound and southbound stop signs attempting to cross or turn onto Hayden Ave. People are becoming more and more impatient and making reckless decisions, causing several near misses a day and of course, the occasional accident. I believe it would be beneficial to move up the timeline on this project. You could be saving a life!
23028	7/24/2025	While I think this is a much needed an long expected project, it is my opinion that the intersection of Meyer and Hayden is in more dire need of addressing than this issue.
23736	7/24/2025	This project is long over-due to handle large trucks going south to dairies and other agriculture endeavors in Golden Valley. Glad it will finally happen.
22922	7/24/2025	I appreciate that you want comments, BUT, how are we supposed to know what the project truly is. It says: "Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County." Where, what safe routes? This is truly limited information.
23421	7/24/2025	Interesting. The title says Canyon County. Lake Lowell is in Canyon County. But the information in your "box" says Ada County.
23731	7/24/2025	That is a rough intersection BUT there are a LOT of extra long haulers and industrial trucks that use that intersection. I certainly hope that the roundabout is monstrous, allowing the sugar beet trucks to maneuver that intersection.
20777	7/24/2025	This stretch of road is Clearwater Highway District jurisdiction. I believe this is an error.
23880	7/25/2025	I am totally disgusted to see that in the next 7 years nothing is planned for Hwy 41 in Bonner County. This road is overcrowded and in very bad condition. If you do not start improving this road. The loss of life, property damage and loss of revenue will be on your hands. I cannot believe there are no plans for this road.
24615	7/28/2025	The City listed in the project listing is the City of Burley not the City of Heyburn
24675	7/30/2025	Please include ADA compliant truncated domes at pedestrian crossings and incude continental crosswalks with inlay or thermoplastic tape if available. There are low vision residents/students who will access this area.
24681	7/30/2025	To whom it concerns, I frequently visit McCall, staying at Hearthstone. I enjoy walking into McCall. I use Woolley Avenue most of the time. The boardwalk is great. However, the next section is not very pedestrian friendly. Your proposed improvement would make the walk a lot more pleasant. I'm definitely in favor of the proposed pedestrian friendly design. Thank you for your time!
66		

COMPASS Project ITIP Comments 2025		
KN	Date	Comments
24985	7/6/2025	I am so, so glad to see that a PHB crossing is planned for 32nd street and Chinden. Though I sure wish it was happening before 2029. This is a really important safety improvement for our neighborhood. There has been so many businesses and attractions that have sprung up to the east of 36th St, and I see people crossing Chinden all the time with no crossing which is really dangerous. So this will make it much safer for everyone. Thank you.
24985	7/12/2025	I am very excited about the pedestrian crossing at 32nd and Chinden and believe it is much needed as more businesses and residential are developing in this area. This neighborhood and crossing will also help connect walkers, runners & bikers from the Boise bench down to the Greenbelt and downtown area. There are currently very few crossings on Chinden for pedestrians and those that exist have long wait times and many lanes of traffic to cross (orchard and Curtis) as they are heavily trafficked intersections. One improvement would be to add a median on this section of Chinden with trees/landscape to beautify the road and all for an island for pedestrians crossing.
23095	7/15/2025	Thank you for including this 60 yr old bridge on your work plan. Funding infrastructure is difficult due to rising costs and needs across the state. This bridge is a conduit to S. Boise which has already seen massive growth in new home construction, apartments, infill, and new commercial. This new bridge with increased lanes will be a marked benefit for commuters not to mention the pedestrian lane, which does not exist yet people walk on it daily, will provide much needed safety. Thank you for proving an opportunity for feedback. Many thanks Kathy Corless
24702	7/24/2025	Consider putting pathways on BOTH sides of the bridge. If that is not possible, please widen the pathway to be at least 13'. There is a lot of bike/ped/scooter traffic. Additionally, please fix the hole in the pavement that is on the West side just as you are approaching the bridge. This is a safety hazard. I would also LOVE if Glenwood from State to the bridge could get bike lanes or be updated to include Bikes May Use Full Lane signs. Using a pathway or sidewalk there is dangerous since there are so many commercial driveway approaches. If you are traveling from the bridge to State, maneuvering past the right turn slip lane can be especially terrifying. I would LOVE a bike facility and believe it is possible if lanes were narrowed. Asking cyclists to ride on the bumpy asphalt "path" (probably only 6') is unacceptable. If protected facilities were proposed, I would hope separated bike lanes or a two-way protected cycle track on the West would be provided to assist getting to the path.
24653	7/24/2025	This would be an amazing legacy project that would help connect multiple schools and neighborhoods. I could see some people being able to take a bike ride to Winco in Eagle. I would love to see some trees be considered for the project to provide some shade. Happy to hear that concrete is being pursued too since it will last longer and be a smoother ride than asphalt.
24222	7/28/2025	This project is much needed to improve the Greenbelt and encourage access, especially with the new improvements going in at the Fairgrounds.
6		

BMPO Project ITIP Comments 2025		
KN	Date	Comments
22222	7/22/2025	Essential to improving mobility and safety across eastern Idaho. By addressing congestion and enhancing connectivity, they will support local economic growth and ensure safer travel for residents and visitors alike. I respectfully request that funding for these initiatives be treated as a high priority in the final ITIP. Thank you for your consideration and for your commitment to the transportation needs of eastern Idaho.
22689	7/22/2025	Essential to improving mobility and safety across eastern Idaho. By addressing congestion and enhancing connectivity, they will support local economic growth and ensure safer travel for residents and visitors alike. I respectfully request that funding for these initiatives be treated as a high priority in the final ITIP. Thank you for your consideration and for your commitment to the transportation needs of eastern Idaho.
2		

ACHD Project ITIP Comments 2025		
KN	Date	Comments
24985	7/1/2025	I am commenting in support of the pedestrian crossing of US 20/26 (Chinden) and 32nd St. It is a much needed safety improvement for the community and businesses in this area. We have seen a large increase in people walking and rolling (bike, scooter, etc.) across this section of Chinden. The current lack of facilities to cross the large roadway safely creates dangerous situations where neighbors and patrons of local businesses are running across the road in heavy traffic. Please consider making this a priority and even moving it up to be built sooner.
24222	7/1/2025	I'm supportive of creating this greenbelt connection near 52nd St. I think this connection should be made a priority given the new developments at Expo Idaho for the Park and Boise pro soccer facility. The amount of people coming to/from the park will only increase and this connection will be of great benefit to the community.
24099	7/1/2025	I am very excited for this project! I would love to see details about construction impacts, specifically how I-84 traffic will be impacted when building the bridge.
	7/1/2025	Please note the extremely poor construction used on the Ten Mile portion from Ustick to Cherry Lane in Meridian. Our roads are full of potholes and patches all over the city and we do not need our fair city turned into a ghetto, which is happening. If the City Councils had done their due diligence in planning, they would have stopped this destruction of our town by over-development by greed. Simple greed. I have attended several "meetings" by the ACHD which was a ridiculous waste of time since the decisions were already decided and basically our concerns were turned a deaf ear.
	7/2/2025	Cherry lane needs to be regraded and repaved between star rd and Franklin. That's the roughest stretch of Road in Canyon County.
	7/2/2025	The stop sign at Stamm Ln and Robinson rd is a dangerous bottleneck and sometimes a 5-6 minute wait to turn left off stamm onto Robinson.
6		



Statewide Project ITIP Comments 2025		
KN	Date	Comments
	7/1/2025	For all projects, please include budgets to remove litter on a prompt and ongoing basis. Littered transportation corridors greatly reduce quality of life and can be health and safety hazards. Thank you!
	7/1/2025	I hope to see rail transportation from Boise to Salt Lake City, Kansas City etc in the future.
	7/1/2025	If there's plans for a light rail system in future please think about where the main hubs will be Air port, city centers Meriden,Caldwell,eagle Nampa. Ect put the rail where people go to with good parking at these locations Thank you John
	7/1/2025	Hi I'm calling I think it's a great idea to enhance the transportation system. It's always good to have more buses and ways to get from one place to another and I think it would be great for the city to have more people able to take the bus to get around. I don't drive and it would be great if we would have buses that could go more from hour to hour with better ways of getting from one place to another so I'm all for it. Thank you.
	7/1/2025	Looks good to me.
	7/1/2025	Web site is crap-it doesn't work
	7/1/2025	ITD isn't investing in highways enough. We need a new north-south route from SH16 to US95 that's safer and connects the north and south parts of the state better.
	7/1/2025	ITD has known for well over 50 years at this point that you can never build enough lanes to fix traffic. It's called induced demand. Of course, this simply won't fly with ITD. ITD is not about "transportation". If it were, we wouldn't be wasting billions on projects we know for a fact do not work. ITD is once again proving itself to be a subsidy for the car and oil industries. It's absurd that we have only 1 passenger rail station in the entire state, that we completely neglect every citizen in this state who can not or chooses not to drive, and that children can't bicycle to school because of projects like the ones ITD frequently builds. These are not "improvements", they're widenings. How can we afford billions for a tiny number of car lanes, but not a safe way to bicycle from Shelley to Idaho Falls? Of course, I am completely against every one of these projects. We need ITD to live up to their name and become a transportation department and stop forcing us all into car dependency.
	7/1/2025	get going and quit screwing around taking comments and doing useless studies.
	7/6/2025	The state continues to improve methods of increasing the amount of traffic on 84 through the treasure valley which has resulted in massive congestion during rush hours. Will you PLEASE stop aiding the increase of vehicles on 84 and do something to reduce the amount of traffic such as a southern bypass route.
	7/8/2025	Reflective lines/stripes on highways. Nighttime and inclement weather driving is difficult already and is compounded with reflection of street lamps and headlights.
	7/12/2025	This process is too cumbersome to use. It would take hours to do a complete and usable response. It must have cost a taxpayer's fortune to develop this process too.
	7/13/2025	I want you to quit putting pure salt on our roads. You are destroying our vehicles, killing foliage on the side of the road and certainly killing deer and Elk that come to the road and lick the salt. e DO NOT need 100% clear ice/snow free roads in Idaho...We have snow tires and can drive on snow.
	7/14/2025	So all the wealthy people moved to Star and we need to accommodate them but our interstate system in Idaho isn't as important. As an Idaho trucker these roads need more attention than some rich Californians!

7/22/2025	Is there an opportunity in ITIP to suggest the state invest money to help build wildlife overpasses in areas where animal-vehicle accidents are present? It doesn't appear so, but I think it is an important thing for the state to consider. Thoughts?
7/24/2025	I'm supportive of the planning for the ongoing increase in traditional vehicular traffic, and especially the potential for better/safer pedestrian access. The large gray area is the rapid growth and impact of e-assisted vehicles (e-bikes, ...) and how they should fit into our broader transportation planning. personally hoping we will decide they need to be licensed, insured, with operator training - similar to ATVs, snow machines, personal water craft ... even then it's unclear what facilities they should use
7/24/2025	This is a very poorly designed map. Hard to read, hard to understand, and I have a PhD. Whoever designed this map should redo it so that it makes more sense. I can't make any intelligent comments or recommendations until the map is fixed. And maybe that's the point. You don't really want public input, or you'd make it easier for a layman to understand your acronyms and the map itself.
7/25/2025	Developers need to pay higher fees to develop areas which will increase traffic. They come in, get rich and leave the area and saturate another area and leave the fees to those who remain. I saw this for 18 years at the Department.
7/25/2025	Get rid of California's
7/26/2025	Idaho has terrible infrastructure for one and is so behind and unsuitable for growing traffic. But let's keep building apartments.. What ITD could do is keep lines on the roads. Reflective center strip markers so we can see at night. It's a crap shoot anymore if you're even in your lane or not. Oregon is a shithole but they have nice roads lines and reflectors.
7/26/2025	I have been involved in the construction management of mass transit rail projects for almost half of my 39 year career and I've seen the result of waiting until a regions infrastructure is clogged by traffic from overbuilding before light rail is constructed. What is the plan to add rail transit to the Treasure Valley? I've been involved in projects in Seattle, Portland, Sacramento, BART, Pasadena, San Diego and was part of FTA monitoring of startup light rail projects in Charlotte NC and Norfolk VA. I really want to see light rail constructed here.
7/29/2025	Hello, I saw that you were taking comments from the public and I think this is the right place to input that. I just wanted to comment that something I would like to see a lot more of from the Idaho Transportation Department is investment in public transportation, bike lanes, and traffic calming. These kinds of investments can increase connectivity while making areas safer and more fun/engaging places to be and creating more community. Especially investing in public transportation will make the movement of people much more scalable and will long term save costs from my perspective. Thanks!
7/31/2025	To reduce deadly and economically costly collisions between vehicles and Idaho's precious wildlife, I respectfully ask ITD to invest in making Idaho's public roads safer for motorists and wildlife alike. Please actively pursue wildlife-friendly design in new highway projects and retrofits of existing infrastructure, such as crossing structures and wing fencing. Carvidae Peak on SH-21 provides a successful model. During planning for infrastructure projects, please increase collaboration with other state and federal agencies and research institutions, like Idaho Department of Fish and Game (IDFG) and the Center for Large Landscape Conservation, to use the best available science. Build support among counties and municipalities for infrastructure solutions that increase the safety of motorists and protect wildlife. Invite the public and NGOs to join an advisory working group to assist ITD in developing solutions to highway infrastructure challenges to wildlife. Thank you.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☒

**Presentation:** Informational ☐ Action with Resolution ☐ Time Needed: \_\_\_\_\_

Presenter's Name Robert Swajkoski	Presenter's Title Controller
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager

## Subject

Return Check Report for FY 2025		
Key Number	District	Route Number

## Background Information

The following is a report of FY25 dollar value of checks returned and collected.

	FY 2025	FY 2024
Total Value of Checks Deposited	\$44,081,658	\$36,229,736
Value of Returned Checks	\$56,209	\$91,825
Quantity of Returned Checks	143	160
Percent of returned checks Based on all checks received	.13%	.25%
Collection of returned checks	\$66,755	\$69,731
Annual collection rate	113.43%*	75.94%

Analysis: While there was an increase of 22% in the dollar amount of checks processed by ITD, the amount of returned checks decreased in value by .12%. \*Recovery exceeds returns due to collection of previous year's returned checks.

Conclusion: Overall the department receives a minimal amount of returned checks. Our collection efforts follow industry standards.

## Recommendations *(Action items require a resolution)*

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## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 10 Min

Presenter's Name Bryan Young	Presenter's Title Traffic/Operations Engineer
Preparer's Name Jeff Sneddon	Preparer's Title Project Manager

### Subject

Request FY26 Board Unallocated Funds for US-26B Safety Project in Ririe		
Key Number N/A	District 6	Route Number US-26B

### Background Information

District 6 is requesting Board Unallocated Funds to support a safety project in the City of Ririe along US-26B and improve safety at the intersection of US-26B and County Line Road. This will be accomplished through access control; pavement markings; construction of crosswalks, curb and gutter, and sidewalks.

Due to increased traffic and a lack of walking pathways from the high school, this section of US-26B is an area of safety concern for school students traveling to/from school on US-26B and has been a major safety issue for School District 251 (SD251). During the past several years, District 6 has partnered with the City of Ririe and SD251 to improve safety along this section of highway. This project will also improve the multimodal connectivity within the school system and is part of a larger transportation improvement plan for the City of Ririe.

The City of Ririe will be responsible for hiring a consultant to design and construct ITD's portion of the project. District 6 will provide funding for the project up to \$465,000. District 6 will enter into a Memorandum of Understanding with the City of Ririe for the implementation of this project. Improvements will be designed and built by fall 2026.

The estimated project cost is \$465,000, which will include Design and Engineering; Construction, Engineering and Inspection (CE&I); and Construction.

### Recommendations *(Action items require a resolution)*

Add a safety project to FY26 of the Draft FY2026 – 2032 ITIP for \$465,000; which will include Design and Engineering; CE&I; and Construction using FY26 Board Unallocated Funds. Resolution on page 127.

# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

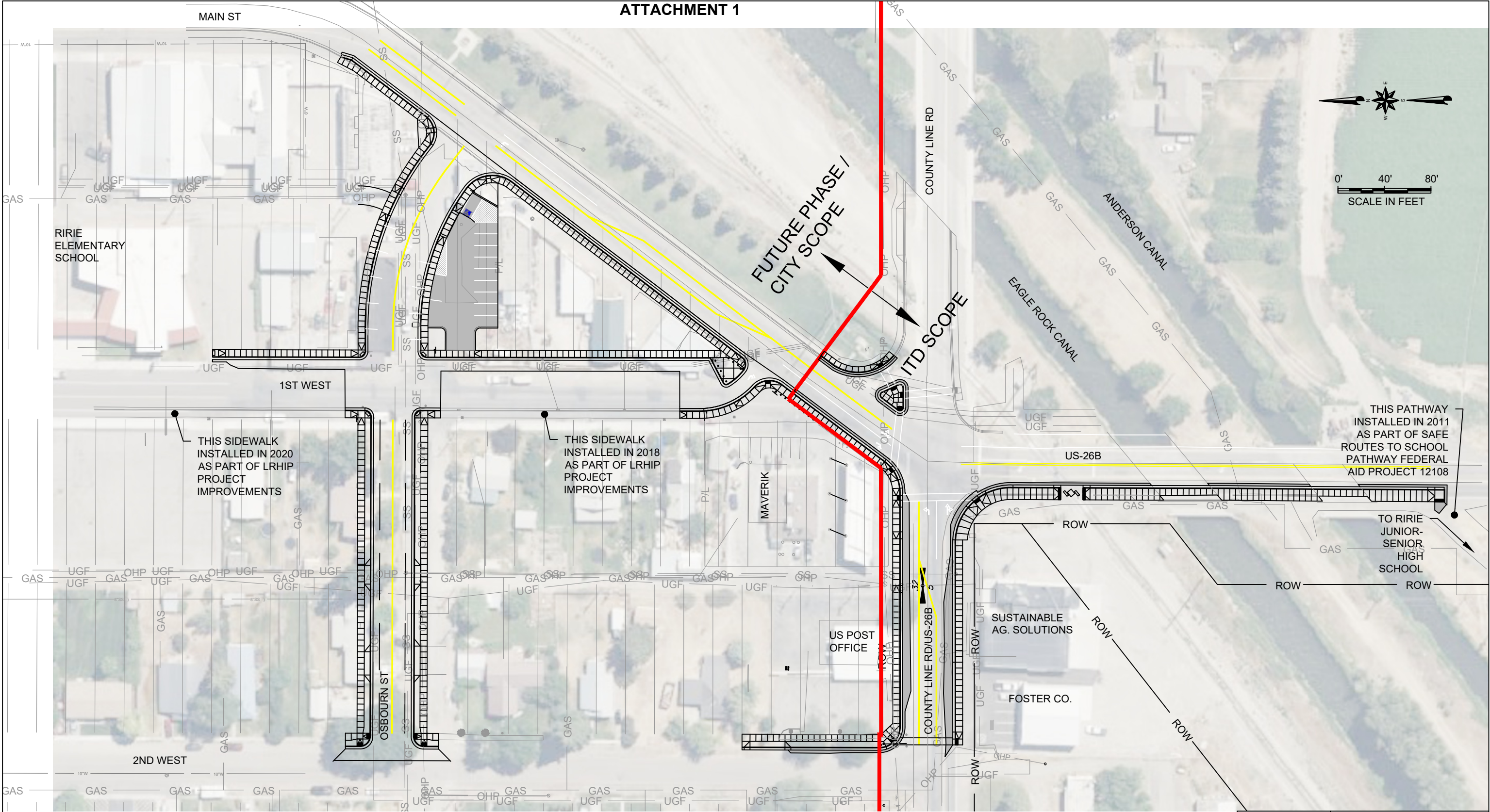
State Fiscal Year 2026

as of 7/31/25, following Board approval

				<b>Beginning Balance</b>	<b>\$ 10,000,000</b>
<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>	
07/24/25	1	25110	US 95, CONKLING RD INT ILLUMINATION, KOOTENAI CO	\$ 250,000	
REQUEST	6	NEW	US 26B, SAFETY Pjt COUNTY LINE RD INT IMPRV, RIRIE	\$ 465,000	
				Total	\$ 715,000
				<b>Ending Balance</b>	<b>\$ 9,285,000</b>



ATTACHMENT 1



NO.	REVISIONS	BY	DATE
This document or any part thereof in detail or design concept is the property of S&A Engineers, PC and shall not be copied in any form without the written authorization of S&A Engineers, PC.			



470 B Street  
Idaho Falls, ID 83402  
208-522-1244|saengrs.com

CITY OF RIRIE

RIRIE MAIN ST PRELIMINARY ENGINEERING

PROJECT OVERVIEW EXHIBIT

S&A PROJECT NO.  
20028-03

SHEET NO.  
E-1

SIZE  
B

PRELIMINARY  
NOT FOR  
CONSTRUCTION

## RESOLUTION

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

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

WHEREAS, ITD is prepared to incorporate this project into the Draft FY26-FY32 Idaho Transportation Investment Program (ITIP).

*NOW THEREFORE BE IT RESOLVED*, that Board approves adding the US-26B safety project to FY26 of the Draft FY26-FY32 ITIP at a cost of approximately \$465,000 using FY26 Board Unallocated Funds.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 10 Min

Presenter's Name Robbie Swajkoski	Presenter's Title Controller
Preparer's Name Robbie Swajkoski	Preparer's Title Controller

## Subject

State Fiscal Year 2025 Year-End Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01<sup>st</sup>, 2024 thru June 30<sup>th</sup>, 2025 Fiscal Year 2025 Financial Statements

The financial operations of the Department as of June 30<sup>th</sup>, twelve months through the fiscal year.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are ahead of forecast at 3.2%, (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are above forecast at 1.34%
- State fuel tax revenues to the State Aeronautics Fund are above forecast at 10.43% or \$312K. The revenue for both the State Highway Account, and the State Aeronautics Fund will continue to be monitored closely.
- Expenditures are within planned budgets YTD. The differences after twelve months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$14.9M or 9.5%, which are due to vacancies and timing between positions becoming vacant and filled. Management is working diligently to keep vacancies as low as possible and focused on filling the newly approved 53 FTP's for Highways.
- Contract construction cash expenditures in the State Highway Account through the end of June of this fiscal year are \$533M. Compared to the last three fiscal years through the twelfth month of the year:
  - FY24= \$543.8M
  - FY23= \$429.8M
  - FY22= \$369.9M

It is important to note that contract construction projects are funded from a total of five different funds. The State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation Fund (TECM), TECM Bond Proceeds and GARVEE Bond Proceeds. The total construction expenditures YTD from these funding sources was \$1.01B, or \$70.5M higher than the highest point of the previous three years.

- FY24= \$974.5M
- FY23= \$754.4M
- FY22= \$519.1M

The balance of the long-term investments in the State Highway Fund as of the end of May is \$190.5M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance of \$129.3M totals \$319.8M for the State Highway Fund.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the twelve months, are \$84.8M. This is the fund where the Governor's "Leading Idaho" transfer of \$181.7M completed in July was deposited. There are no additional receipts other than interest earned to date of \$14.7M based on the cash balance.





## Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$80M for the twelve months of the sales tax of 4.5%. Initial receipts into this fund for FY25 of \$65.7M is committed to debt service on the TECM Bonds, there was a correction of \$14.1M over the number reported in March. Expenditures in this fund for construction expenses on projects were \$27.4M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The expenditures for this grant are \$26.6M since awarded. The budget for FY25 is \$5M, with expenditures and encumbrances of \$4.9M through the end of June of FY25.

Expenditures from the two active bond programs were \$399.2M for the TECM Capital Projects fund and \$616k for the GARVEE Capital Projects fund. Both programs are active and advancing as planned.

### **Recommendations** *(Action items require a resolution)*

For Information.

**AUGUST  
ITD BOARD PACKET**

**JUNE  
FY25  
FINANCIAL STATEMENTS**

User ID: whaszier  
 Report ID: AD-FN-GL-010  
 Run Date: 24 Jul 2025  
 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 6/30/2025  
 (all amounts in '000)

Fiscal Year: 2025

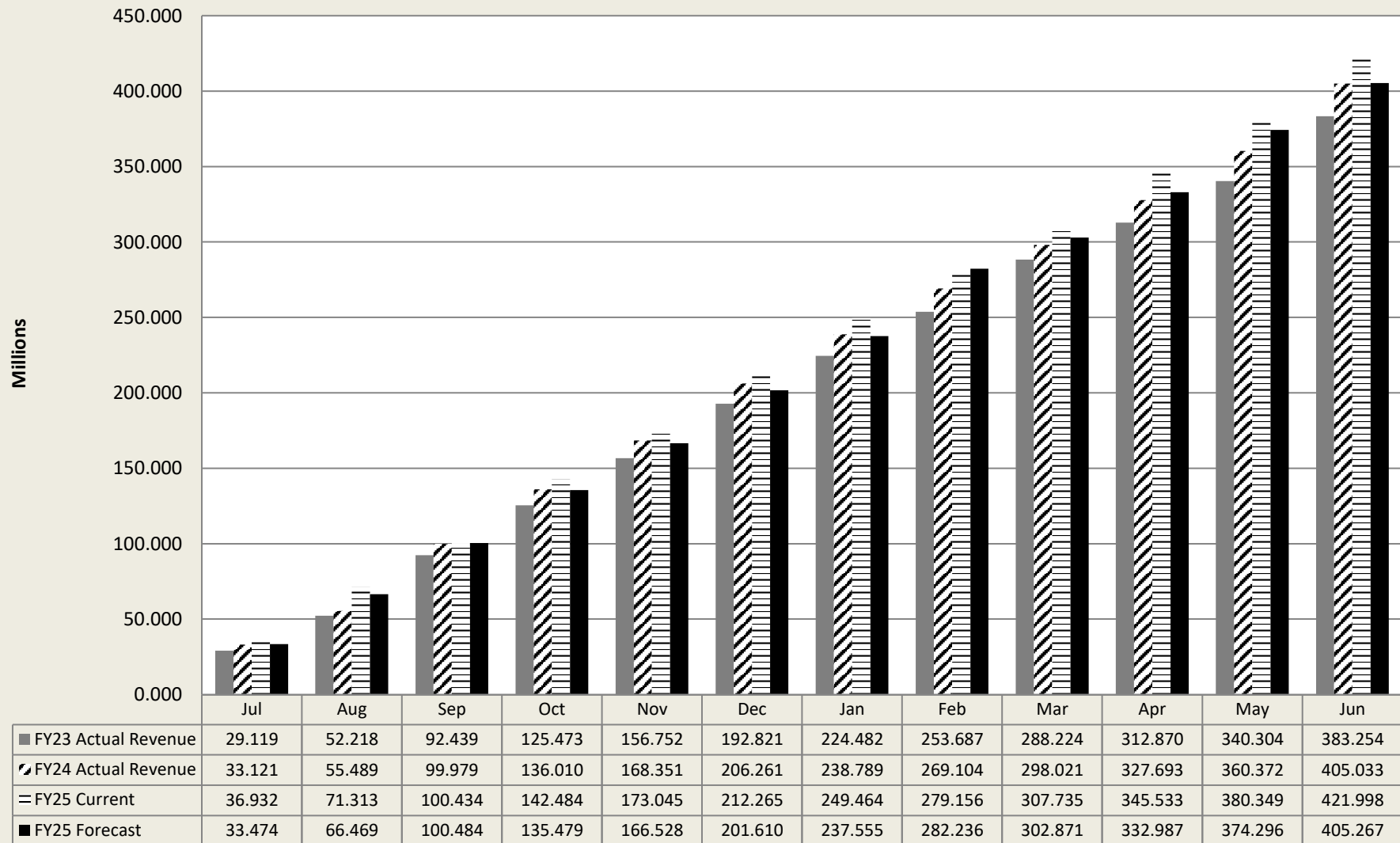
Funds Received					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Forecast YTD	FY25 to FY24 Actual	FY 25 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	508,378	492,938	485,147	-3.0%	1.6%
State (Inc. H.D.A.)	405,033	421,998	405,267	4.2%	4.1%
Local	12,266	15,231	10,500	24.2%	45.1%
<b>Total State Highway Account:</b>	<b>925,678</b>	<b>930,167</b>	<b>900,915</b>	<b>0.5%</b>	<b>3.2%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	256	83	669	-67.4%	-87.5%
State	5,357	5,632	5,123	5.1%	9.9%
<b>Total State Aeronautics Fund:</b>	<b>5,613</b>	<b>5,715</b>	<b>5,792</b>	<b>1.8%</b>	<b>-1.3%</b>
<b>Total Fund Received:</b>	<b>931,290</b>	<b>935,882</b>	<b>906,706</b>	<b>0.5%</b>	<b>3.2%</b>
Disbursements (includes Encumbrances)					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
Construction Payouts	543,787	531,009	636,088	-2.3%	-16.5%
<b><u>Operations Expenses</u></b>					
Highways	270,947	263,817	285,120	-2.6%	-7.5%
DMV	29,545	32,030	38,952	8.4%	-17.8%
Administration	30,045	29,797	35,143	-0.8%	-15.2%
Facilities	25,850	11,252	77,652	-56.5%	-85.5%
Aeronautics	7,568	15,006	41,533	98.3%	-63.9%
<b>Total Operations Expenses:</b>	<b>363,954</b>	<b>351,903</b>	<b>478,400</b>	<b>-3.3%</b>	<b>-26.4%</b>
<b><u>Transfers</u></b>					
Debt Service	58,518	56,434	58,529	-3.6%	-3.6%
<b>Total Transfers:</b>	<b>58,518</b>	<b>56,434</b>	<b>58,529</b>	<b>-3.6%</b>	<b>-3.6%</b>
<b>Total Disbursements:</b>	<b>966,259</b>	<b>939,346</b>	<b>1,173,017</b>	<b>-2.8%</b>	<b>-19.9%</b>
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	143,380	143,053	158,015	-0.2%	-9.5%
Operating	108,325	101,072	144,871	-6.7%	-30.2%
Capital Outlay	79,703	67,682	107,595	-15.1%	-37.1%
Sub-Grantee	32,547	40,096	67,919	23.2%	-41.0%
<b>Totals Operations Expenses:</b>	<b>363,954</b>	<b>351,903</b>	<b>478,400</b>	<b>-3.3%</b>	<b>-26.4%</b>
Contract Construction	543,787	531,009	636,088	-2.3%	-16.5%
<b>Totals (excluding Transfers):</b>	<b>907,741</b>	<b>882,912</b>	<b>1,114,488</b>	<b>-2.7%</b>	<b>-20.8%</b>

# State Highway Fund 0260

Fiscal Year 2025

State Revenue Source Forecast vs Actual

June - For Period Ending 6/30/2025

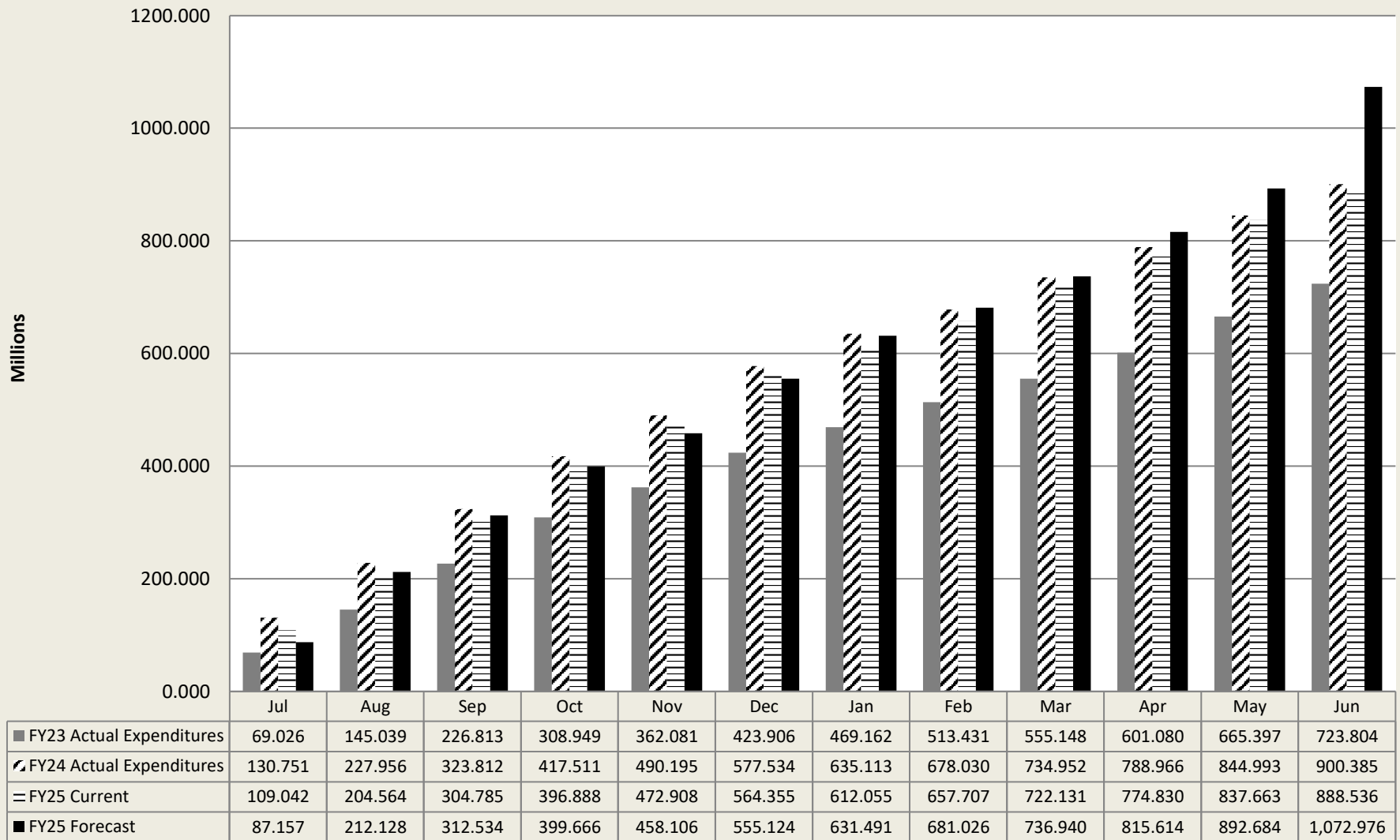


## State Highway Fund 0260

Fiscal Year 2025

Expenditures

June - For Period Ending 6/30/2025

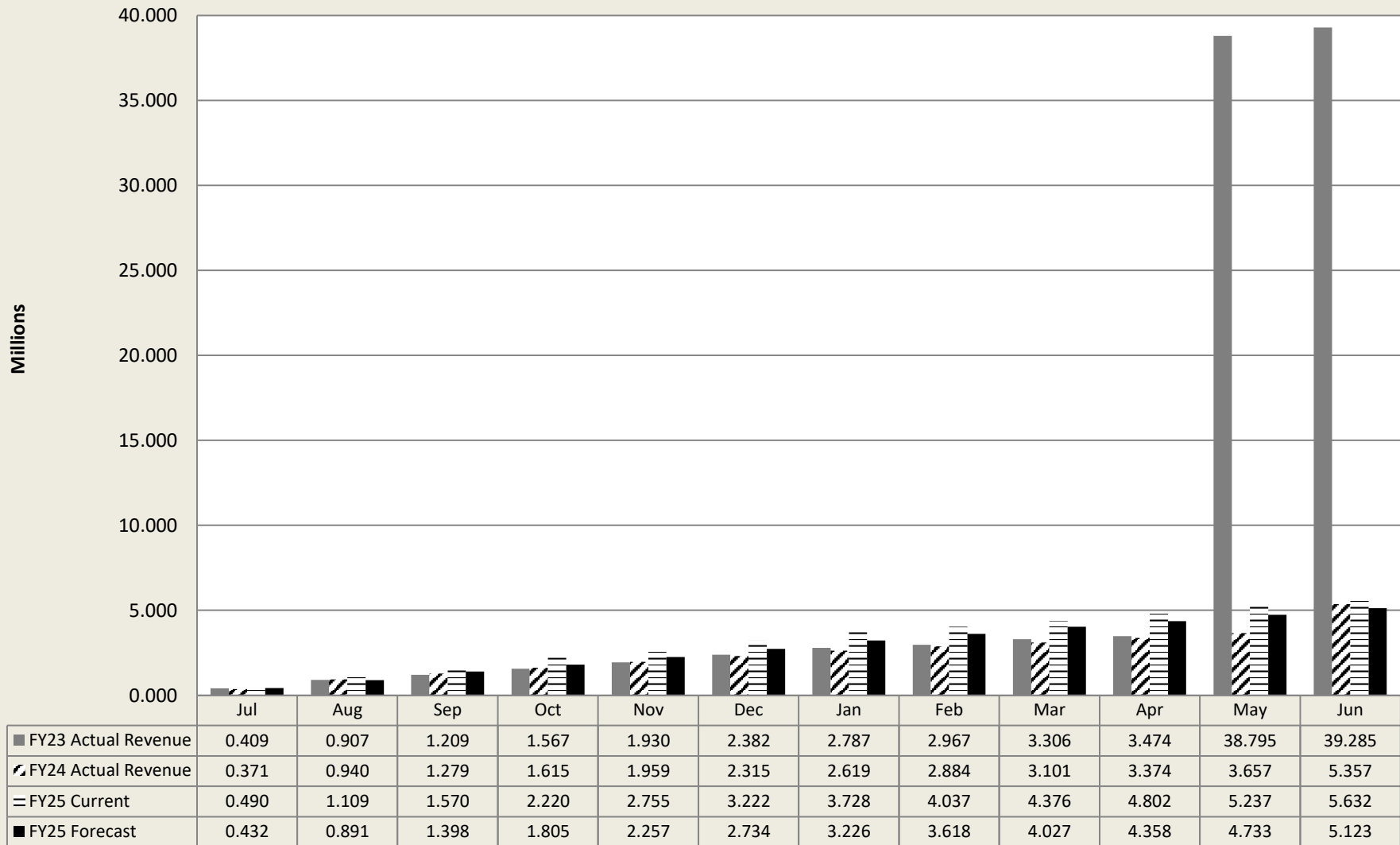


# Aeronautics Fund 0221

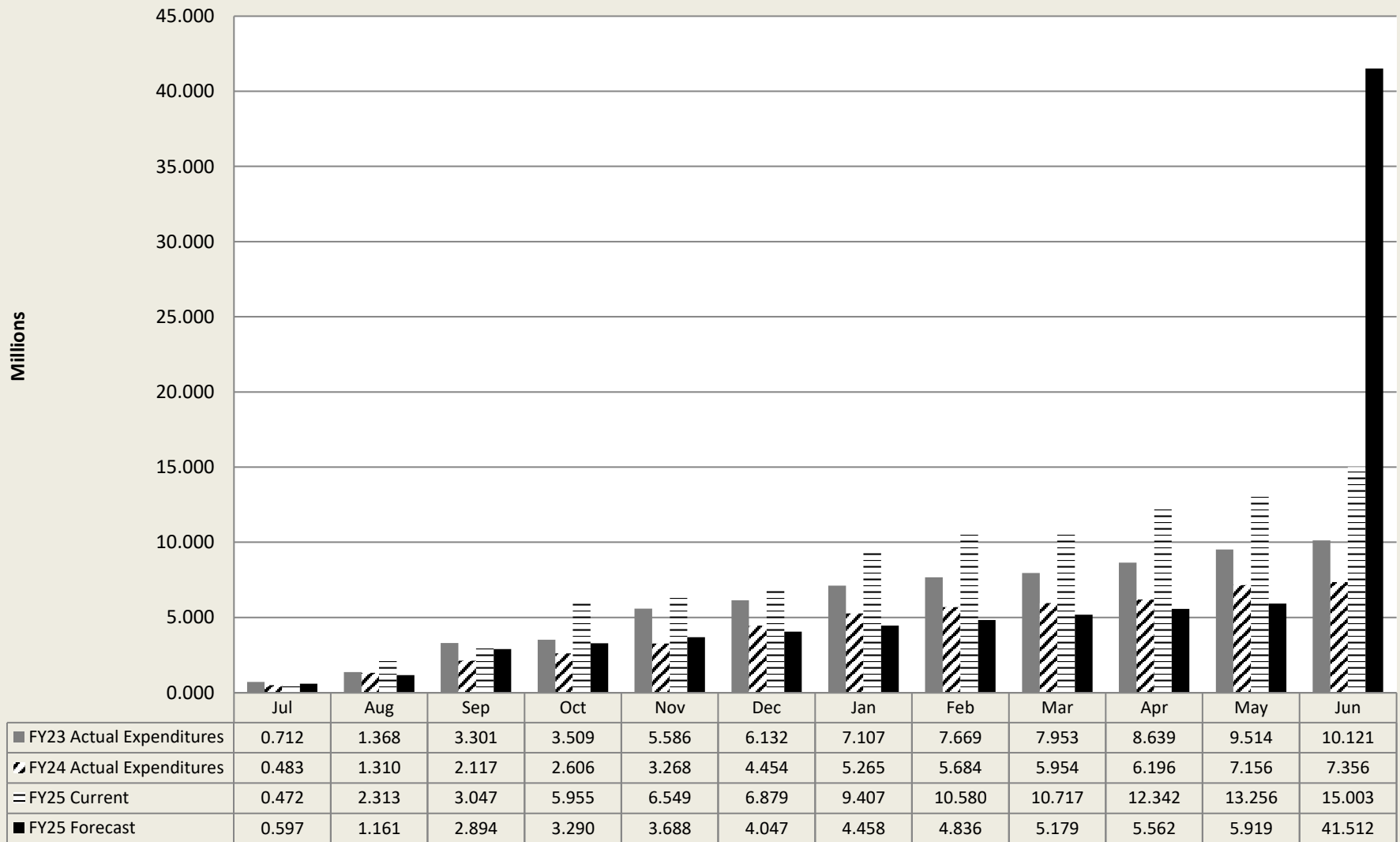
Fiscal Year 2025

## State and Interagency Revenue Sources Forecast vs Actual

June - For Period Ending 6/30/2025



**Aeronautics Fund 0221**  
**Fiscal Year 2025**  
**Expenditures**  
**June - For Period Ending 6/30/2025**



UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 24 Jul 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 6/30/2025

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	May-25	Jun-25	May-25	Jun-25	May-25	Jun-25
ASSETS						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	33,258,458	33,342,129	123,679,581	129,274,183	210,311,613	210,440,971
Investments (Long Term: STO - Diversified Bond Fund)	2,063,520	2,069,896	189,906,121	190,495,975	0	0
Total Cash & Investments	35,321,978	35,412,025	313,590,202	319,774,659	210,311,613	210,440,971
Receivables - Other	0	0	471,794	226,646	0	0
- Due From Locals (Project Overruns)	0	0	1,800,982	1,090,380	0	0
- Inter Agency	24,180	0	32,713	0	0	0
Total Receivables	24,180	0	2,305,490	1,317,026	0	0
Inventory on Hand	0	0	18,554,115	18,685,862	0	0
Total Assets:	35,346,158	35,412,025	334,449,806	339,777,547	210,311,613	210,440,971
LIABILITIES						
Vouchers Payable	0	810	(0)	481,027	0	0
Sales Tax Payable	0	0	19,022	22,576	0	0
Deferred Revenue (Local Projects Match)	0	0	39,421,451	40,015,100	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	151,406	154,551	0	0
Total Liabilities:	0	810	39,591,878	40,673,254	0	0
FUND BALANCE						
Reserve for Encumbrance	756,042	2,161,715	91,552,443	74,293,304	0	0
Fund Balance	34,590,117	33,249,500	203,305,485	224,810,989	210,311,613	210,440,971
Total Fund Balance:	35,346,158	35,411,215	294,857,928	299,104,293	210,311,613	210,440,971
Total Liabilities and Fund Balance	35,346,158	35,412,025	334,449,806	339,777,547	210,311,613	210,440,971



UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 24 Jul 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 6/30/2025

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	May-25	Jun-25	May-25	Jun-25	May-25	Jun-25	May-25	Jun-25
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	337,904,156	334,534,639	395,125,770	396,477,978	7,582,948	7,608,898	740,612,873	738,621,515
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	337,904,156	334,534,639	395,125,770	396,477,978	7,582,948	7,608,898	740,612,873	738,621,515
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	337,904,156	334,534,639	395,125,770	396,477,978	7,582,948	7,608,898	740,612,873	738,621,515
LIABILITIES								
Vouchers Payable	(0)	4,633	0	0	0	0	(0)	4,633
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	(0)	4,633	0	0	0	0	(0)	4,633
FUND BALANCE								
Reserve for Encumbrance	185,191	(0)	0	0	0	0	185,191	(0)
Fund Balance	337,718,965	334,530,006	395,125,770	396,477,978	7,582,948	7,608,898	740,427,682	738,616,882
Total Fund Balance:	337,904,156	334,530,006	395,125,770	396,477,978	7,582,948	7,608,898	740,612,873	738,616,882
Total Liabilities and Fund Balance	337,904,156	334,534,639	395,125,770	396,477,978	7,582,948	7,608,898	740,612,873	738,621,515

UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 24 Jul 2025

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2025

	CARES Act Covid-19 0345	
	May-25	Jun-25
<b>ASSETS</b>		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(570,543)	(88,986)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(570,543)	(88,986)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
<b>Total Assets:</b>	<b>(570,543)</b>	<b>(88,986)</b>
<b>LIABILITIES</b>		
Vouchers Payable	0	0
Sales Tax Payable	0	0
Deferred Revenue (Local Projects Match)	0	0
Accounts Receivable Overpayment	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>		
Reserve for Encumbrance	3,359,273	3,514,039
Fund Balance	(3,929,816)	(3,603,025)
<b>Total Fund Balance:</b>	<b>(570,543)</b>	<b>(88,986)</b>
<b>Total Liabilities and Fund Balance</b>	<b>(570,543)</b>	<b>(88,986)</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 24 Jul 2025  
 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2025						
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
<b>Federal Sources</b>						
FHWA - Highway	452,886,900	457,473,275	70,939,303	4,586,375	1.01 %	452,886,900
FHWA - COVID Relief	5,000,000	2,786,986	0	(2,213,014)	-44.26%	5,000,000
FHWA - Indirect Cost	0	(5,568)	0	(5,568)	0.00 %	0
Federal Transit Authority	20,000,000	19,068,808	1,881,708	(931,192)	-4.66%	20,000,000
NHTSA - Highway Safety	6,430,400	4,851,030	293,241	(1,579,370)	-24.56%	6,430,400
Other Federal Aid	830,000	8,763,720	1,873,533	7,933,720	955.87 %	830,000
<b>Total Federal Sources:</b>	<b>485,147,300</b>	<b>492,938,251</b>	<b>74,987,785</b>	<b>7,790,951</b>	<b>1.61 %</b>	<b>485,147,300</b>
<b>State Sources</b>						
Equipment Buy Back	12,406,000	14,278,956	9,723,000	1,872,956	15.10 %	12,406,000
Miscellaneous	39,931,000	50,065,982	4,090,932	10,134,982	25.38 %	39,931,000
<b>Total State Sources:</b>	<b>52,337,000</b>	<b>64,344,938</b>	<b>13,813,932</b>	<b>12,007,938</b>	<b>22.94 %</b>	<b>52,337,000</b>
<b>Local Sources</b>						
Match For Local Projects	10,500,000	15,223,476	1,580,315	4,723,476	44.99 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
<b>Total Local Sources:</b>	<b>10,500,000</b>	<b>15,230,976</b>	<b>1,580,315</b>	<b>4,730,976</b>	<b>45.06 %</b>	<b>10,500,000</b>
<b>TOTAL REVENUES:</b>	<b>547,984,300</b>	<b>572,514,165</b>	<b>90,382,032</b>	<b>24,529,865</b>	<b>4.48 %</b>	<b>547,984,300</b>
<b>TRANSFERS-IN</b>						
Highway Distribution	255,934,000	257,486,455	19,729,666	1,552,455	0.61 %	255,934,000
Fuel/Registration Direct	76,696,200	79,322,231	6,409,404	2,626,031	3.42 %	76,696,200
Ethanol Fuels Tax	20,300,000	20,844,237	1,695,441	544,237	2.68 %	20,300,000
<b>TOTAL TRANSFERS-IN:</b>	<b>352,930,200</b>	<b>357,652,923</b>	<b>27,834,511</b>	<b>4,722,723</b>	<b>1.34 %</b>	<b>352,930,200</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>900,914,500</b>	<b>930,167,088</b>	<b>118,216,542</b>	<b>29,252,588</b>	<b>3.25 %</b>	<b>900,914,500</b>

User ID: whaszier  
Report ID: AD-FN-GL-003  
Run Date: 24 Jul 2025  
% of Time  
Remaining: 0.0

**Idaho Transportation Department**  
STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	100,072,353	96,412,930	7,762,627	0	3,659,423	3.66 %	100,072,353	3,659,423	3.66 %
Board, Hourly, OT, Shift	11,019,174	2,064,414	132,540	0	8,954,761	81.27 %	11,019,174	8,954,761	81.27 %
Fringe Benefits	45,335,972	43,302,466	3,677,660	0	2,033,506	4.49 %	45,335,972	2,033,506	4.49 %
Travel Expense	2,739,783	2,326,345	301,553	0	413,438	15.09 %	2,739,783	413,438	15.09 %
Operating Expense	140,308,861	80,870,701	11,507,556	16,990,860	42,447,300	30.25 %	140,308,861	42,447,300	30.25 %
Capital Equipment Expense	56,517,760	24,462,335	4,486,784	30,008,286	2,047,140	3.62 %	56,517,760	2,047,140	3.62 %
Capital Facilities Expense	48,663,301	29,401,527	1,694,037	51,542	19,210,233	39.48 %	48,663,301	19,210,233	39.48 %
Trustee & Benefit Payments	32,230,600	25,868,068	1,876,663	3,773,354	2,589,178	8.03 %	32,230,600	2,589,178	8.03 %
Total Operations Expense:	436,887,805	304,708,785	31,439,420	50,824,042	81,354,978	18.62 %	436,887,805	81,354,979	18.62 %
Contract Construction									
Operating Expense	11,625,205	7,129,856	749,302	0	4,495,348	38.67 %	11,625,205	4,495,348	38.67 %
Capital Projects	622,362,824	524,282,816	29,529,813	0	98,080,008	15.76 %	622,362,824	98,080,008	15.76 %
Trustee & Benefit Payments	2,100,000	1,590,518	45,030	0	509,482	24.26 %	2,100,000	509,482	24.26 %
Total Contract	636,088,029	533,003,190	30,324,144	0	103,084,839	16.21 %	636,088,029	103,084,838	16.21 %
TOTAL EXPENDITURES:	1,072,975,834	837,711,975	61,763,564	50,824,042	184,439,817	17.19 %	1,072,975,834	184,439,817	17.19 %
TRANSFERS OUT									
Operating	58,528,901	56,433,958	46,071,677	0	2,094,943	3.58 %	58,528,901	2,094,943	3.58 %
TOTAL TRANSFERS OUT:	58,528,901	56,433,958	46,071,677	0	2,094,943	3.58 %	58,528,901	2,094,943	3.58 %
TOTAL EXPD AND TRANSFERS OUT:	1,131,504,735	894,145,934	107,835,242	50,824,042	186,534,760	16.49 %	1,131,504,735	186,534,760	16.49 %

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2025									
Budget Fiscal Year:	2025									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	2,500,000	1,765,834	230,180	0	734,166	29.37 %	2,500,000	734,166	29.37 %
Operating Expenditures	Federal	9,025,205	5,363,605	519,117	0	3,661,600	40.57 %	9,025,205	3,661,600	40.57 %
Operating Expenditures	Local	100,000	417	4	0	99,583	99.58 %	100,000	99,583	99.58 %
Total Operating Expenditures		11,625,205	7,129,856	749,302	0	4,495,348	38.67 %	11,625,205	4,495,348	38.67 %
Capital Outlay										
Capital Outlay	Dedicated	172,276,957	115,629,116	272,083	0	56,647,841	32.88 %	172,276,957	56,647,841	32.88 %
Capital Outlay	Federal	432,562,668	393,349,324	28,349,747	0	39,213,344	9.07 %	432,562,668	39,213,344	9.07 %
Capital Outlay	Local	17,523,200	15,304,376	907,983	0	2,218,824	12.66 %	17,523,200	2,218,824	12.66 %
Total Capital Outlay		622,362,824	524,282,816	29,529,813	0	98,080,008	15.76 %	622,362,824	98,080,008	15.76 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	500,000	91,822	28,475	0	408,178	81.64 %	500,000	408,178	81.64 %
Trustee & Benefit Payments	Federal	1,500,000	1,498,695	16,555	0	1,305	0.09 %	1,500,000	1,305	0.09 %
Trustee & Benefit Payments	Local	100,000	0	0	0	100,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		2,100,000	1,590,518	45,030	0	509,482	24.26 %	2,100,000	509,482	24.26 %
Total Contract Construction:		636,088,029	533,003,190	30,324,144	0	103,084,839	16.21 %	636,088,029	103,084,839	16.21 %

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		7,500,000	8,446,031	688,851	946,031	12.61 %	7,500,000
<b>TOTAL REVENUES:</b>		<b>7,500,000</b>	<b>8,446,031</b>	<b>688,851</b>	<b>946,031</b>	<b>12.61 %</b>	<b>7,500,000</b>
TRANSFERS-IN							
Cigarette Tax		8,500,000	1,458,884	923,270	(7,041,116)	-82.84%	10,090,100
Sales Tax		80,000,000	80,000,000	0	0	0.00 %	80,000,000
State Sources - Highway Distribution Account		0	14,118,141	0	14,118,141	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>		<b>88,500,000</b>	<b>95,577,025</b>	<b>923,270</b>	<b>7,077,025</b>	<b>8.00 %</b>	<b>90,090,100</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>96,000,000</b>	<b>104,023,057</b>	<b>1,612,121</b>	<b>8,023,056</b>	<b>8.36 %</b>	<b>97,590,100</b>

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Contract Construction - Capital Projects		165,856,077	27,415,798	1,482,763	0	138,440,279	83.47 %	165,856,077	138,440,279	83.47 %
<b>TOTAL EXPENDITURES:</b>		<b>165,856,077</b>	<b>27,415,798</b>	<b>1,482,763</b>	<b>0</b>	<b>138,440,279</b>	<b>83.47 %</b>	<b>165,856,077</b>	<b>138,440,279</b>	<b>83.47 %</b>
TRANSFERS OUT										
Operating		60,180,733	79,822,218	0	0	(19,641,485)	-32.64%	60,180,733	(19,641,485)	-32.64%
<b>TOTAL TRANSFERS OUT:</b>		<b>60,180,733</b>	<b>79,822,218</b>	<b>0</b>	<b>0</b>	<b>(19,641,485)</b>	<b>-32.64%</b>	<b>60,180,733</b>	<b>(19,641,485)</b>	<b>-32.64%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>226,036,810</b>	<b>107,238,016</b>	<b>1,482,763</b>	<b>0</b>	<b>118,798,794</b>	<b>52.56 %</b>	<b>226,036,810</b>	<b>118,798,794</b>	<b>52.56 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		8,000,000	14,698,175	1,166,764	6,698,175	83.73 %	8,000,000
<b>TOTAL REVENUES:</b>		<b>8,000,000</b>	<b>14,698,175</b>	<b>1,166,764</b>	<b>6,698,175</b>	<b>83.73 %</b>	<b>8,000,000</b>
TRANSFERS-IN							
Statutory		181,680,000	181,680,000	0	0	0.00 %	181,680,000
<b>TOTAL TRANSFERS-IN:</b>		<b>181,680,000</b>	<b>181,680,000</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>181,680,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>189,680,000</b>	<b>196,378,175</b>	<b>1,166,764</b>	<b>6,698,175</b>	<b>3.53 %</b>	<b>189,680,000</b>

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Capital Projects		254,159,894	84,805,719	4,540,913	0	169,354,175	66.63 %	254,159,894	169,354,175	66.63 %
<b>TOTAL EXPENDITURES:</b>		<b>254,159,894</b>	<b>84,805,719</b>	<b>4,540,913</b>	<b>0</b>	<b>169,354,175</b>	<b>66.63 %</b>	<b>254,159,894</b>	<b>169,354,175</b>	<b>66.63 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>254,159,894</b>	<b>84,805,719</b>	<b>4,540,913</b>	<b>0</b>	<b>169,354,175</b>	<b>66.63 %</b>	<b>254,159,894</b>	<b>169,354,175</b>	<b>66.63 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	10,000,000	16,622,263	1,352,208	6,622,263	66.22 %	10,000,000
TOTAL REVENUES:	10,000,000	16,622,263	1,352,208	6,622,263	66.22 %	10,000,000
TRANSFERS-IN						
Statutory	200,000,000	200,000,000	0	0	0.00 %	200,000,000
TOTAL TRANSFERS-IN:	200,000,000	200,000,000	0	0	0.00 %	200,000,000
TOTAL REV AND TRANSFERS-IN:	210,000,000	216,622,263	1,352,208	6,622,263	3.15 %	210,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Trustee & Benefit Payments	200,000,000	50,000,000	0	0	150,000,000	75.00 %	200,000,000	150,000,000	75.00 %
TOTAL EXPENDITURES:	200,000,000	50,000,000	0	0	150,000,000	75.00 %	200,000,000	150,000,000	75.00 %
TOTAL EXPD AND TRANSFERS OUT:	200,000,000	50,000,000	0	0	150,000,000	75.00 %	200,000,000	150,000,000	75.00 %



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	1,200,000	961,116	25,950	(238,884)	-19.91%	1,200,000
<b>TOTAL REVENUES:</b>	<b>1,200,000</b>	<b>961,116</b>	<b>25,950</b>	<b>(238,884)</b>	<b>-19.91%</b>	<b>1,200,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>1,200,000</b>	<b>961,116</b>	<b>25,950</b>	<b>(238,884)</b>	<b>-19.91%</b>	<b>1,200,000</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	27,162,907	23,447,660	0	0	3,715,247	13.68 %	27,162,907	3,715,247	13.68 %
<b>TOTAL EXPENDITURES:</b>	<b>27,162,907</b>	<b>23,447,660</b>	<b>0</b>	<b>0</b>	<b>3,715,247</b>	<b>13.68 %</b>	<b>27,162,907</b>	<b>3,715,247</b>	<b>13.68 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>27,162,907</b>	<b>23,447,660</b>	<b>0</b>	<b>0</b>	<b>3,715,247</b>	<b>13.68 %</b>	<b>27,162,907</b>	<b>3,715,247</b>	<b>13.68 %</b>

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

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 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
Federal Sources - Federal Transit Authority	8,500,000	5,170,129	504,829	(3,329,871)	-39.17%	8,500,000
<b>TOTAL REVENUES:</b>	<b>8,500,000</b>	<b>5,170,129</b>	<b>504,829</b>	<b>(3,329,871)</b>	<b>-39.17%</b>	<b>8,500,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>8,500,000</b>	<b>5,170,129</b>	<b>504,829</b>	<b>(3,329,871)</b>	<b>-39.17%</b>	<b>8,500,000</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	5,000,000	2,785,769	14,652	2,080,057	134,174	2.68 %	5,000,000	134,174	2.68 %
<b>TOTAL EXPENDITURES:</b>	<b>5,000,000</b>	<b>2,785,769</b>	<b>14,652</b>	<b>2,080,057</b>	<b>134,174</b>	<b>2.68 %</b>	<b>5,000,000</b>	<b>134,174</b>	<b>2.68 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>5,000,000</b>	<b>2,785,769</b>	<b>14,652</b>	<b>2,080,057</b>	<b>134,174</b>	<b>2.68 %</b>	<b>5,000,000</b>	<b>134,174</b>	<b>2.68 %</b>

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 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	0	859,104	66,356	859,104	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>859,104</b>	<b>66,356</b>	<b>859,104</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>						
State Sources - Operating	0	79,822,218	0	79,822,218	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>79,822,218</b>	<b>0</b>	<b>79,822,218</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>80,681,323</b>	<b>66,356</b>	<b>80,681,322</b>	<b>0.00 %</b>	<b>0</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Bond Principal / Interest	58,933,028	62,896,712	6,351,082	0	(3,963,684)	-6.73%	58,933,028	(3,963,684)	-6.73%
<b>TOTAL EXPENDITURES:</b>	<b>58,933,028</b>	<b>62,896,712</b>	<b>6,351,082</b>	<b>0</b>	<b>(3,963,684)</b>	<b>-6.73%</b>	<b>58,933,028</b>	<b>(3,963,684)</b>	<b>-6.73%</b>
<b>TRANSFERS OUT</b>									
Operating	0	14,118,141	0	0	(14,118,141)	0.00 %	0	(14,118,141)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>14,118,141</b>	<b>0</b>	<b>0</b>	<b>(14,118,141)</b>	<b>0.00 %</b>	<b>0</b>	<b>(14,118,141)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>58,933,028</b>	<b>77,014,854</b>	<b>6,351,082</b>	<b>0</b>	<b>(18,081,825)</b>	<b>-30.68%</b>	<b>58,933,028</b>	<b>(18,081,825)</b>	<b>-30.68%</b>

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

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Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES						
State Sources - Misc	230,000,000	399,098,243	22,012,807	169,098,243	73.52 %	230,000,000
<b>TOTAL REVENUES:</b>	<b>230,000,000</b>	<b>399,098,243</b>	<b>22,012,807</b>	<b>169,098,243</b>	<b>73.52 %</b>	<b>230,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>230,000,000</b>	<b>399,098,243</b>	<b>22,012,807</b>	<b>169,098,243</b>	<b>73.52 %</b>	<b>230,000,000</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES									
Capital Projects	268,768,121	399,208,098	23,696,406	0	(130,439,977)	-48.53%	268,768,121	(130,439,977)	-48.53%
<b>TOTAL EXPENDITURES:</b>	<b>268,768,121</b>	<b>399,208,098</b>	<b>23,696,406</b>	<b>0</b>	<b>(130,439,977)</b>	<b>-48.53%</b>	<b>268,768,121</b>	<b>(130,439,977)</b>	<b>-48.53%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>268,768,121</b>	<b>399,208,098</b>	<b>23,696,406</b>	<b>0</b>	<b>(130,439,977)</b>	<b>-48.53%</b>	<b>268,768,121</b>	<b>(130,439,977)</b>	<b>-48.53%</b>

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier  
Report ID: AD-FN-GL-003  
Run Date: 24 Jul 2025  
% of Time  
Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		7,000,000	602,600	298	(6,397,400)	-91.39%	7,000,000
<b>TOTAL REVENUES:</b>		<b>7,000,000</b>	<b>602,600</b>	<b>298</b>	<b>(6,397,400)</b>	<b>-91.39%</b>	<b>7,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>7,000,000</b>	<b>602,600</b>	<b>298</b>	<b>(6,397,400)</b>	<b>-91.39%</b>	<b>7,000,000</b>

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Capital Projects		7,000,000	616,217	0	0	6,383,783	91.20 %	7,000,000	6,383,783	91.20 %
<b>TOTAL EXPENDITURES:</b>		<b>7,000,000</b>	<b>616,217</b>	<b>0</b>	<b>0</b>	<b>6,383,783</b>	<b>91.20 %</b>	<b>7,000,000</b>	<b>6,383,783</b>	<b>91.20 %</b>
TRANSFERS OUT										
Operating		0	8,901	298	0	(8,901)	0.00 %	0	(8,901)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>8,901</b>	<b>298</b>	<b>0</b>	<b>(8,901)</b>	<b>0.00 %</b>	<b>0</b>	<b>(8,901)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>7,000,000</b>	<b>625,117</b>	<b>298</b>	<b>0</b>	<b>6,374,882</b>	<b>91.07 %</b>	<b>7,000,000</b>	<b>6,374,882</b>	<b>91.07 %</b>

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 24 Jul 2025  
 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	0	199,351	10,031	199,351	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>199,351</b>	<b>10,031</b>	<b>199,351</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>						
Operating	0	4,700,000	0	4,700,000	0.00 %	0
State Sources - Operating	58,528,901	56,442,859	46,071,975	(2,086,042)	-3.56%	58,528,901
<b>TOTAL TRANSFERS-IN:</b>	<b>58,528,901</b>	<b>61,142,859</b>	<b>46,071,975</b>	<b>2,613,958</b>	<b>4.47 %</b>	<b>58,528,901</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>58,528,901</b>	<b>61,342,210</b>	<b>46,082,007</b>	<b>2,813,309</b>	<b>4.81 %</b>	<b>58,528,901</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Bond Principal / Interest	62,448,832	62,448,834	409,253	0	(2)	0.00%	62,448,832	(2)	0.00%
<b>TOTAL EXPENDITURES:</b>	<b>62,448,832</b>	<b>62,448,834</b>	<b>409,253</b>	<b>0</b>	<b>(2)</b>	<b>0.00%</b>	<b>62,448,832</b>	<b>(2)</b>	<b>0.00%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>62,448,832</b>	<b>62,448,834</b>	<b>409,253</b>	<b>0</b>	<b>(2)</b>	<b>0.00%</b>	<b>62,448,832</b>	<b>(2)</b>	<b>0.00%</b>

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier  
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 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2025

Fund: 0221 State Aeronautics Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
Federal Sources - FAA	668,500	83,489	6,772	(585,011)	-87.51%	668,500
State Sources - Misc	1,823,500	2,019,263	128,586	195,763	10.74 %	1,823,500
Interagency Sources - Misc	300,000	299,537	28,256	(463)	-0.15%	300,000
<b>TOTAL REVENUES:</b>	<b>2,792,000</b>	<b>2,402,289</b>	<b>163,614</b>	<b>(389,711)</b>	<b>-13.96%</b>	<b>2,792,000</b>
<b>TRANSFERS-IN</b>						
Operating	2,999,999	3,312,761	237,449	312,762	10.43 %	2,999,999
<b>TOTAL TRANSFERS-IN:</b>	<b>2,999,999</b>	<b>3,312,761</b>	<b>237,449</b>	<b>312,762</b>	<b>10.43 %</b>	<b>2,999,999</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>5,791,999</b>	<b>5,715,050</b>	<b>401,062</b>	<b>(76,949)</b>	<b>-1.33%</b>	<b>5,791,999</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Permanent Staff Salaries	1,011,920	843,986	92,195	0	167,934	16.60 %	1,011,920	167,934	16.60 %
Board, Hourly, OT, Shift Diff	154,841	77,119	13,388	0	77,722	50.19 %	154,841	77,722	50.19 %
Fringe Benefits	420,639	351,621	41,771	0	69,018	16.41 %	420,639	69,018	16.41 %
Travel Expense	74,175	80,630	12,426	0	(6,455)	-8.70%	74,175	(6,455)	-8.70%
Operating Expenditures	1,748,575	729,446	114,297	238,282	780,848	44.66 %	1,748,575	780,848	44.66 %
Capital Equipment Expense	133,300	93,816	7,128	39,514	(30)	-0.02%	133,300	(30)	-0.02%
Capital Facilities Expense	2,280,655	210,424	27,916	1,883,919	186,311	8.17 %	2,280,655	186,311	8.17 %
Trustee & Benefit Payments	35,688,143	10,454,586	26,885	0	25,233,557	70.71 %	35,688,143	25,233,557	70.71 %
<b>TOTAL EXPENDITURES:</b>	<b>41,512,248</b>	<b>12,841,628</b>	<b>336,005</b>	<b>2,161,715</b>	<b>26,508,905</b>	<b>63.86 %</b>	<b>41,512,248</b>	<b>26,508,905</b>	<b>63.86 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>41,512,248</b>	<b>12,841,628</b>	<b>336,005</b>	<b>2,161,715</b>	<b>26,508,905</b>	<b>63.86 %</b>	<b>41,512,248</b>	<b>26,508,905</b>	<b>63.86 %</b>



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 25 Min

Presenter's Name Bob Thompson / Kirk Weiskircher	Presenter's Title Economist / Financial Manager
Preparer's Name Bob Thompson / Kirk Weiskircher	Preparer's Title Economist / Financial Manager

### Subject

August 2025 Revenue Forecast & Proposed FY2027 Appropriation Request		
Key Number	District	Route Number

### Background Information

The department's revenue forecast was updated August 7, 2025. Bob Thompson will review the current forecast. FY2027 budget requests are due by August 29, 2025. Kirk Weiskircher will review the department's proposed FY2027 Appropriation request.

#### Attached information:

- \* Copy of Board Policy 4003
- \* August 2025 Revenue Forecast
- \* Select Highlights
- \* FY27 Proposed Budget Request Summary
- \* FY27 Draft Summary and Certification (Form B-2)

#### Summary values carried in the FY27 Appropriation Request

\$ 932,371,100 FY27 Base  
    8,127,000 Base Adjustments  
\$ 940,498,100 FY27 Maintenance  
    96,787,300 Line Items, Inflation, and Replacement Equipment  
\$ 1,037,285,400 Total FY27 Spending Authority  
    330,024,500 Debt Service and General Fund Transfer  
\$ 1,367,310,000 FY27 Total Program Funding

In accordance with Board Policy 4003 and pursuant to Board review of the attached information and approval of the Proposed FY2027 Budget Request Summary and resolution, the detailed FY2027 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after August 29, 2025.

### Recommendations *(Action items require a resolution)*

Approve the accompanying board resolution on page 158.





**BOARD POLICY 4003**

Page 1 of 1

**BUDGET PREPARATION**

Purpose

The purpose of this policy is to establish the process and review requirements for preparing the Department's budget request.

Legal Authority

Idaho Code 67-35 - State Budget Provisions

Idaho Code 40-314(3) - The Board exercises the powers and duties necessary to carry out the provisions of title 40 and the financial affairs of the Board and the Department.

Idaho Code 40-505 - The Director has delegated authority to act as the Board's technical and administrative officer

The Director shall prepare and submit the Idaho Transportation Department's Executive Budget Request in accordance with guidelines published by the Division of Financial Management (DFM), Office of the Governor.

Prior to the annual DFM submittal, the Department's Executive Budget Request and supporting documents shall be reviewed and approved by the Idaho Transportation Board. The "Agency Summary and Certification" portion shall be reviewed and signed by the Director.

Approved by the Board on:

Signed \_\_\_\_\_

Jerry Whitehead  
Board Chairman

Date December 12, 2012

IDAHO TRANSPORTATION DEPARTMENT  
AUGUST 2025 FORECAST

<u>Summary of ITD Revenues</u> <u>History &amp; Forecast</u>		History			August 1, 2025 Forecast	
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
State Highway Account	<b>Federal</b>					
	FHWA	\$ 333.79	\$ 467.40	\$ 457.47	\$ 504.18	\$ 456.87
	FTA - Transit	\$ 11.79	\$ 19.51	\$ 19.07	\$ 30.56	\$ 20.56
	NHTSA - Hwy Safety	\$ 5.57	\$ 6.40	\$ 4.85	\$ 6.43	\$ 6.43
	CARES Act	\$ 4.30	\$ 4.19	\$ -	\$ 4.08	\$ -
	Other Federal Aid	\$ 5.73	\$ 0.63	\$ 8.76	\$ 48.88	\$ 6.51
	<b>Total Federal</b>	\$ 361.19	\$ 498.13	\$ 490.15	\$ 594.13	\$ 490.37
	<b>State</b>					
	Dedicated (HDA)	\$ 240.41	\$ 250.85	\$ 257.49	\$ 261.63	\$ 264.79
	Miscellaneous (SHA direct)	\$ 50.29	\$ 57.12	\$ 64.34	\$ 64.20	\$ 63.70
	Ethanol exemption	\$ 19.40	\$ 20.54	\$ 20.84	\$ 20.70	\$ 20.90
	Cigarette Tax*	\$ -	\$ -	\$ -	\$ -	\$ -
	Fuel/Registration Direct to SHA	\$ 73.14	\$ 76.49	\$ 79.32	\$ 79.86	\$ 81.30
	<b>Total State</b>	\$ 383.25	\$ 405.01	\$ 422.00	\$ 426.38	\$ 430.69
	<b>Local</b>	\$ 7.47	\$ 12.27	\$ 15.23	\$ 10.50	\$ 10.50
	<b>Interagency</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total State Highway Account</b>		\$ 751.91	\$ 915.41	\$ 927.38	\$ 1,031.01	\$ 931.56
SIPF	<b>ITD</b>					
	General Fund Transfer	\$ 18.00	\$ 181.68	\$ 181.68	\$ 165.00	\$ 165.00
	Interest	\$ 0.29	\$ 9.71	\$ 14.70	\$ 12.00	\$ 10.00
	<b>LOCALS</b>					
	General Fund Transfer	\$ 210.00	\$ -	\$ 200.00	\$ 110.00	\$ 110.00
	Interest	\$ 4.50	\$ 11.92	\$ 16.62	\$ 9.00	\$ 8.00
<b>Total Strategic Initiative Fund</b>		\$ 232.79	\$ 203.31	\$ 413.00	\$ 296.00	\$ 293.00
TECM		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	Sales Tax Revenue	\$ 80.00	\$ 80.00	\$ 94.12	\$ 100.00	\$ 120.00
	Cigarette Tax*	\$ 5.81	\$ 4.23	\$ 1.46	\$ -	\$ -
	Interest	\$ 4.41	\$ 8.06	\$ 8.45	\$ 8.50	\$ 9.00
<b>Total Expansion and Mitigation</b>		\$ 90.23	\$ 92.29	\$ 104.02	\$ 108.50	\$ 129.00
Aeronautics		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	<b>Federal</b>	\$ 0.21	\$ 0.26	\$ 0.08	\$ 0.67	\$ 0.67
	<b>State</b>					
	Fuel Taxes	\$ 3.32	\$ 2.95	\$ 3.31	\$ 3.50	\$ 3.55
	Miscellaneous	\$ 35.64	\$ 2.08	\$ 2.32	\$ 1.86	\$ 1.62
	<b>Total State</b>	\$ 38.97	\$ 5.03	\$ 5.63	\$ 5.36	\$ 5.17
	<b>Local</b>					
	<b>Interagency</b>	\$ 0.28	\$ 0.32	\$ 0.30	\$ 0.30	\$ 0.33
<b>Total Aeronautics Fund</b>		\$ 39.45	\$ 5.61	\$ 6.01	\$ 6.33	\$ 6.16
<b>TOTAL Federal</b>		\$ 361.39	\$ 498.39	\$ 490.23	\$ 594.80	\$ 491.04
<b>TOTAL State</b>		\$ 512.74	\$ 512.04	\$ 546.35	\$ 552.24	\$ 574.86
<b>TOTAL Local</b>		\$ 11.97	\$ 24.18	\$ 31.85	\$ 19.50	\$ 18.50
<b>TOTAL Interagency</b>		\$ 0.28	\$ 0.32	\$ 0.30	\$ 0.30	\$ 0.33
<b>TOTAL General Fund</b>		\$ 228.00	\$ 181.68	\$ 381.68	\$ 275.00	\$ 275.00
<b>GRAND TOTAL</b>		\$ 1,114.38	\$ 1,216.61	\$ 1,450.42	\$ 1,441.84	\$ 1,359.72

\*Does not include \$4.7 Million directed to the GARVEE Debt Service Account for state match on bond payments

IDAHO TRANSPORTATION BOARD  
FY27 BUDGET REQUEST – AUGUST 2025  
SELECT HIGHLIGHTS

Revenue and Funding Outlook

Federal

- The current Federal Transportation Act, “Infrastructure Investment and Jobs Act” (IIJA), is a five-year act that expires September 30, 2026. FHWA funding estimates for FY26 are based on apportionment levels carried in the Act.

State

- Growth rates overall for State funds
  - **Highway Distribution Account:** 0.4% forecasted increase in FY26 over actual FY25 receipts and an additional 1.2% increase in FY27.
  - **HB312 receipts:** 0.3% forecasted increase in FY25 over actual FY24 receipts and an additional increase of 1.2% in FY26.
- Strategic Initiative Program Fund (SIPF)
  - The 2025 Legislature appropriated \$275 million from the General Fund with \$165 million to the Strategic Initiative (Dedicated) Fund and \$110 million to the Local Highway Distribution Fund.
- Sales Tax and Cigarette Tax within the Transportation Expansion and Congestion Mitigation fund (TECM)
  - \$100 million of sales tax revenue will be deposited into the TECM account for large infrastructure projects on the state highway system. \$45 million is dedicated to local units of government for roads and bridges.
  - There is no cigarette tax revenue forecasted in FY26 or FY27.
- Aero fund
  - The revenue forecast for FY26 is \$6.33 million. For FY27, the revenue forecast is \$6.16 million.
- Petroleum Clean Water Trust Fund distribution
  - 0.8 cent transfer to the highway distribution account will continue for the foreseeable future

FY27 Appropriation Request

Personnel reflects a \$1.39M (+1%) increase for Change in Employee Compensation (CEC)

Employer Benefit Costs reflect an overall increase of \$6,487,500 (health insurance increase of \$3630 per employee above FY26 cost)

Replacement Equipment spending authority \$66.9M

- \$39.7M Road Equipment cost estimate.
- \$21.0M Buyback equipment cost estimate.
- \$ 3.2M Computer Equipment
- \$ 0.2M Lab and Engineering Equipment
- \$ 2.8M Other Equipment (Shop, Communications, Office, Motorized, Miscellaneous, and Airpool)

Nine (9) Line Items are included in the FY27 request: \$28.7M Total

- \$26.2M Other One-time, \$2.5M Ongoing
- \$28.7M State-funded, \$0M Federal

FY27 Debt Service and SIPF

- GARVEE \$65.0M (\$60.3M Federal, \$4.7M State)
- TECM \$100.0M
- Strategic Initiatives Fund (General Fund transfer) \$165M

# IDAHO TRANSPORTATION DEPARTMENT

August 2025 Board Meeting

## Original Submission FY27 Appropriation

		<u>Funding</u>	<u>FTE's</u>
<b>FY27 BASE</b>		<b>932,371,100</b>	<b>1,645.0</b>
<b>Adjustments</b>			
Change in Employee Compensation (1.0%)	\$1,389,500		
Health Insurance	\$5,922,000		
Change in Variable Benefits	\$565,500		
Statewide Cost Allocation Program (SWCAP)	\$250,000		
<b>Total Adjustments</b>		<b>\$8,127,000</b>	
<b>FY27 MAINTENANCE BUDGET</b>		<b>940,498,100</b>	<b>1,645.0</b>
<b>Enhancements (Line Items &amp; Equipment Grouped by Division)</b>			
Administration	\$0		
Aeronautics	\$606,000		
Capital Facilities	\$15,543,000		
DMV	\$0		
Highways	\$12,555,000		
Contract Construction & Right of Way	\$0		
Replacement Equipment (All Divisions)	\$65,439,600		
General Inflation (All Divisions)	\$1,204,800		
Office of Information Technology Replacement Equipment	\$1,438,900		
<b>Total Enhancements</b>		<b>\$96,787,300</b>	
<b>FY27 TOTAL APPROPRIATION (Spending Authority)</b>		<b>1,037,285,400</b>	<b>1,645.0</b>
<b>GARVEE Bond Debt Service</b>		<b>\$65,024,500</b>	
<b>TECM Bond Debt Service</b>		<b>\$100,000,000</b>	
<b>Leading Idaho General Fund Transfer</b>		<b>\$165,000,000</b>	
<b>FY27 TOTAL PROGRAM FUNDING</b>		<b>\$1,367,310,000</b>	<b>1,645.0</b>

In accordance with 67-3502 Idaho Code, I certify the included budget properly states the receipts and expenditures of the departments (agency, office, or institution) for the fiscal years indicated.

Signature of Department Director: \_\_\_\_\_

Date: \_\_\_\_\_

* PROPOSED REQUEST * SUBJECT TO BOARD REVIEW AND APPROVAL					
Appropriation Unit	2025 Total Appropriation*	2025 Actual Expenditures**	2026 Original Appropriation	2026 Estimated Expenditures***	2027 Total Request
290 01 Administration	35,143,100	30,652,600	38,336,900	40,251,000	38,393,600
290 03 Motor Vehicles	42,345,100	31,579,100	40,571,800	42,572,100	41,180,300
290 04 Highway Operations	290,054,300	260,642,300	317,832,900	391,728,000	320,916,900
290 05 Capital Facilities	74,439,500	29,790,000	32,265,000	80,264,300	22,708,000
290 06 Contract Construction & Right-of-Way Acquisition	1,256,104,000	695,224,700	608,992,000	850,517,100	608,992,000
290 07 Aeronautics	41,352,700	12,914,000	14,380,200	41,775,500	5,094,600
<b>TOTAL</b>	<b>1,739,438,700</b>	<b>1,060,802,700</b>	<b>1,052,378,800</b>	<b>1,447,108,000</b>	<b>1,037,285,400</b>
By Fund Source	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
0260-02 d State Highway	549,176,300	420,211,000	481,515,300	654,281,500	485,978,900
0260-03 f State Highway	505,652,900	445,217,800	501,644,300	551,739,300	491,871,700
0260-05 o State Highway	18,081,400	15,399,300	11,904,200	14,322,600	11,923,400
0260-45 f State Highway	-	-	-	-	-
0345-00 f CARES Act	5,000,000	4,853,600	565,000	4,079,000	-
0269-02 d Transportation Expans & Congest Mitigation Fund	165,856,000	27,415,800	42,273,800	180,714,100	42,273,800
0270-02 d Strategic Initiatives Program Fund	254,159,900	84,805,700	-	-	-
0270-05 o Strategic Initiatives Program Fund	200,000,000	50,000,000	-	-	-
0270-06 i Strategic Initiative Grant Fund	-	-	-	-	-
0221-02 d Aeronautics	40,560,500	12,565,000	13,788,300	41,149,600	4,544,300
0221-03 f Aeronautics	683,000	65,800	687,900	821,900	693,300
0221-04 i Aeronautics	268,700	268,700	-	-	-
<b>TOTAL</b>	<b>1,739,438,700</b>	<b>1,060,802,700</b>	<b>1,052,378,800</b>	<b>1,447,108,000</b>	<b>1,037,285,400</b>
By Account Category	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
Personnel Costs	158,014,900	143,052,500	171,249,700	171,249,700	177,715,900
Operating Expenditures	164,403,900	108,479,300	140,483,800	195,267,500	132,182,200
Capital Outlay	1,142,001,200	716,087,400	697,964,700	1,004,612,300	695,021,700
Trustee and Benefit Payments	275,018,700	93,183,500	42,680,600	75,978,500	32,365,600
<b>TOTAL</b>	<b>1,739,438,700</b>	<b>1,060,802,700</b>	<b>1,052,378,800</b>	<b>1,447,108,000</b>	<b>1,037,285,400</b>
<b>TOTAL FTP</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>
<b>FUNDED FTP</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>	<b>1,645.0</b>

Ded	1,228,102,800	610,665,500	549,481,600	890,467,800	544,720,400
Fed	511,335,900	450,137,200	502,897,200	556,640,200	492,565,000
Total	1,739,438,700	1,060,802,700	1,052,378,800	1,447,108,000	1,037,285,400

\*Prior Year Appropriation includes Reappropriation

\*\*Prior Year Expenditures includes expenditures on Executive Carry Forward from the previous year.

\*\*\*Current Year Estimated Expenditures Includes Reappropriation and Executive Carry Forward

## Resolution

WHEREAS, the FY2027 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the proposed FY2027 Budget Request Summary.

*NOW THEREFORE BE IT RESOLVED*, that the Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 21, 2025, and authorizes the estimates and guidance provided to serve as the basis for the FY2027 Budget Request. And approves submittal to the Division of Financial Management and Legislative Services Office.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 10 Min

Presenter's Name David Tolman	Presenter's Title Chief Administrative Officer (CAO)
Preparer's Name David Tolman	Preparer's Title CAO

### Subject

ITD State Street Headquarters Building Update		
Key Number	District	Route Number

### Background Information

This presentation will provide an update to the Board on the progress to date on the efforts to remodel the Headquarters building on State Street. The architect has been working with the ITD team on possible layout options. The hazardous materials testing and review of the building is being completed and additional information on the status will be presented.

### Recommendations *(Action items require a resolution)*

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## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/21/25

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 5 Min

Presenter's Name Colby Cameron	Presenter's Title Governmental Affairs Manager
Preparer's Name Colby Cameron	Preparer's Title Governmental Affairs Manager

### Subject

2026 ITD Code Cleanup Act Agency Legislation		
Key Number	District	Route Number

Staff recommends three additional legislative proposals to repeal subsections that have been Identified as obsolete or unnecessary during the Idaho Code Cleanup Act review performed by ITD staff. Substantive leads at ITD reviewed approximately 700 subsections of Idaho Code that impact ITD.

There are three total Code Cleanup draft legislation organized by division: one for Aeronautics, one for Highways, and one for DMV.

The three proposals:

#### 1. Aeronautics

**Reason:** Idaho Code Cleanup Act

- 1 subsection to repeal

#### 2. Highways

**Reason:** Idaho Code Cleanup Act

- 16 subsections to repeal

#### 3. DMV

**Reason:** Idaho Code Cleanup Act

- 8 subsections to repeal

ITD agency legislation will follow the Executive Agency Legislative process as outlined by the Governor's office. Staff will submit the proposed legislation on behalf of the Board for further consideration by the Governor's Office and Division of Financial Management.

### Recommendations *(Action items require a resolution)*

Staff recommends approval of the attached resolution on page 166.





## **Idaho Code Cleanup Act Examples for Repeal by Division**

### **Aeronautics**

Section 21-121, Idaho Code we are proposing to remove under Aeronautics pertaining to revoking pilot certificates and registrations for certain violations. This is an obsolete section because we no longer issue these credentials and have not for quite a few years.

#### TITLE 21 AERONAUTICS

#### CHAPTER 1 AERONAUTICS ADMINISTRATION

21-121. PENALTIES — GENERAL AND SPECIAL. (a) General. Any person violating any of the provisions of this act, or any of the rules, regulations or orders issued pursuant thereto, shall be guilty of a misdemeanor.

(b) Special. For any violation of section 21-112, in addition to, or in lieu of, the penalties provided by subsection (a) of this section, or as a condition to the suspension of a sentence which may be imposed pursuant thereto, the court in its discretion may revoke or suspend the violator's registration certificates for such period as it may determine but not to exceed one (1) year. Violation of the duly imposed prohibition of the court may be treated as a separate offense under this section or as a contempt of court. Upon a plea of guilty or conviction under section 21-112 in any case involving a registrant under section 21-114, the court shall cause a notation of such plea or conviction and of the sentence imposed to be marked upon the pilot certificate or other evidence of pilot registration or receipt provided by the department under said section 21-114. In no event shall this subsection be construed as warrant for the court or any other agency or person to take away, impound, hold or mark any federal airman or aircraft certificate, permit, rating or license, or to take away, impound or hold any state registration certificate or other evidence of such registration or payment of fees.

History:

[21-121, added 1947, ch. 153, sec. 21, p. 378.]



## Highways

The primary area we are looking to eliminate under the Division of Highways statutes comprises fourteen sections related to the Idaho Turnpike Authority. These sections were added at least forty years ago, and the department and board have never exercised their authority to create a turnpike authority in this time. If, at some point, the legislature expressed interest in establishing toll roads in Idaho (which we would not anticipate occurring anytime soon), it would likely seek to create updated provisions, rather than rely on these outdated statutes.

### Example Section 40-401, Idaho Code

TITLE 40  
HIGHWAYS AND BRIDGES

CHAPTER 4  
IDAHO TURNPIKE AUTHORITY

40-401. TURNPIKE PROJECTS. The board is empowered to construct, maintain, repair and operate turnpike projects at locations established by it, and shall be an instrumentality exercising public and essential governmental functions in the construction, operation and maintenance of turnpike projects.

History:

[40-401, added 1985, ch. 253, sec. 2, p. 606.]



## DMV

The majority of DMV-related statutes we intend to remove pertain to special license plates that are no longer in effect due to sales that did not meet the minimum thresholds to retain the programs. This includes the Corvette plate, the Idaho Territory Sesquicentennial plate, the Rocky Mountain Elk Foundation plate, the Idaho friends of the National Rifle Association plate, and the Idaho Rotary International plate.

We are also seeking to remove a statute related to the Non-Resident Violator Compact. About seven years ago, the legislature passed a law that eliminated the department's authority to suspend the driver's license of someone who had unpaid citations. The national Non-Resident Violator Compact was established to allow states to share unpaid citation information. Since we no longer suspend for this reason, the information is no longer relevant and we cannot comply with the compact.

### Example Section 49-420L, Idaho Code

#### TITLE 49 MOTOR VEHICLES

#### CHAPTER 4 MOTOR VEHICLE REGISTRATION

49-420L. IDAHO TERRITORY SESQUICENTENNIAL PLATES. (1) Any person who is the owner of a vehicle registered under the provisions of section ~~49-402~~, Idaho Code, may apply for and upon department approval receive special Idaho territory sesquicentennial license plates in lieu of regular license plates. The provisions of this section shall not apply to any vehicle with a registered maximum gross weight over twenty-six thousand (26,000) pounds. Availability of Idaho territory sesquicentennial plates for other vehicles shall be subject to the rules, policies and procedures of the department.

(2) In addition to the regular registration fee required in chapter 4, title 49, Idaho Code, the applicant shall be charged a fee of thirty-five dollars (\$35.00) for the initial issuance of plates and twenty-five dollars (\$25.00) upon each succeeding annual registration. Thirteen dollars (\$13.00) of the initial fee and thirteen dollars (\$13.00) of the renewal fee shall be deposited in the state highway account and shall be used to fund the cost of administration of this special license plate program. Twenty-two dollars (\$22.00) of each initial fee and twelve dollars (\$12.00) of each renewal fee shall be deposited by the department to the respective county historical society or designated entity in which the vehicle is registered and shall be used by such county historical society or designated entity to fund projects related to the Idaho territory sesquicentennial or to fund other projects that protect and preserve the heritage and cultural resources of the county.

(3) Whenever title or interest in a vehicle registered under the provisions of this section is transferred or assigned, the owner may transfer the special plates to another vehicle upon payment of the required transfer fees. The owner may display the plates on another vehicle only upon receipt of the new registration from the department.

(4) The license plate design shall be of a color and design in accordance with the provisions of section ~~49-402C~~, Idaho Code. The design and any slogan on the plate shall be approved by the department and shall use a numbering system as determined by the department. Initial costs of the plate program, including costs of plate design, shall be paid by the Lewiston historic preservation commission.

(5) Sample Idaho territory sesquicentennial license plates may be purchased for a fee of thirty dollars (\$30.00), thirteen dollars (\$13.00) of which shall be deposited in the state highway account and seventeen dollars (\$17.00) of which shall be transferred to the county historical society where the vehicle is registered.

History:

[49-420L, added 2012, ch. 64, sec. 2, p. 170.]

			House Bill 14 - Idaho Code Cleanup Repeal Report 8.7.25		
Title	Chapter	Section	Title Name   Chapter Name   Section Name	Classif.	Concise Explanatory Statement
21	1	<a href="#">21</a>	Aeronautics   Aeronautics Administration   PENALTIES — GENERAL AND SPECIAL.	*OB	The State no longer registers pilots so there is no registration certificate. Nor should the State anotate a conviction on a federal airman's certificate.
40	4	<a href="#">01</a>	Highways and Bridges   Idaho Turnpike Authority   TURNPIKE PROJECTS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">02</a>	Highways and Bridges   Idaho Turnpike Authority   IDENTIFICATION OF TURNPIKE PROJECTS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">03</a>	Highways and Bridges   Idaho Turnpike Authority   INCIDENTAL POWERS — GRADE SEPARATIONS — RELOCATION OF PUBLIC HIGHWAYS — RIGHT OF ENTRY.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">04</a>	Highways and Bridges   Idaho Turnpike Authority   FEEDER HIGHWAYS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">05</a>	Highways and Bridges   Idaho Turnpike Authority   TOLLS, FIXING AND COLLECTING.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">06</a>	Highways and Bridges   Idaho Turnpike Authority   TRUST FUNDS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">07</a>	Highways and Bridges   Idaho Turnpike Authority   REMEDY.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">08</a>	Highways and Bridges   Idaho Turnpike Authority   TAX EXEMPTION — TURNPIKE PROJECTS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">09</a>	Highways and Bridges   Idaho Turnpike Authority   REAL PROPERTY GRANTS AUTHORIZED — ANNUAL REPORT — INTEREST IN CONTRACT PENALIZED.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">10</a>	Highways and Bridges   Idaho Turnpike Authority   TOLLS.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">11</a>	Highways and Bridges   Idaho Turnpike Authority   POWER TO ISSUE BONDS — CREDIT OF STATE NOT PLEDGED.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">12</a>	Highways and Bridges   Idaho Turnpike Authority   BONDS OF BOARD AS TURNPIKE AUTHORITY.	OB	Chapter 4 turnpike provisions are outdated and not used.
40	4	<a href="#">13</a>	Highways and Bridges   Idaho Turnpike Authority   TRUST AGREEMENT.	OB	Chapter 4 turnpike provisions are outdated and not used.

[illegible]

WHEREAS, the Idaho Governor's Office has directed that state agencies submit proposed 2026 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff recommends three code cleanup legislative proposals under House Bill 14 the Idaho Code Cleanup Act for consideration during the 2026 legislative session; and

WHEREAS, the three code cleanup legislative proposals seek to repeal 25 outdated or unnecessary sections of statute and are organized by division: (1) Aeronautics, (2) Highways, and (3) Division of Motor Vehicles.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves ITD's three code cleanup legislative proposals and submittal to the Division of Financial Management and the Governor's Office for further consideration.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/21/25

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 10 min

Presenter's Name Brendan Floyd	Presenter's Title Transportation Policy Specialist
Preparer's Name Brendan Floyd	Preparer's Title Transportation Policy Specialist

### Subject

ITD Annual Administrative Rules Process Review Update		
Key Number	District	Route Number

### Background Information

This item provides the Board an update on the department's annual administrative rules review process and informs the Board of next steps:

- **October** – Staff will provide final draft rule language to the Board for review.
- **November** - Staff will seek the Board's adoption of these administrative rules as pending rules for review during the 2026 legislative session.

The department reviewed two administrative rules this year, one of which is under the governor's Zero-Based Regulation (ZBR) executive order. This executive order compels agencies to review a set of their rules each year over a five-year period with an eye towards removing unnecessary language and restrictions. This is the final year of the ZBR review.

The department held a negotiated rulemaking meeting in spring covering the two rules – ignition interlock devices (ZBR review) and license plate provisions.

### Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/21/2025

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 15 min

Presenter's Name Josephine Middleton	Presenter's Title Highway Safety Manager
Preparer's Name Josephine Middleton	Preparer's Title HSM

Subject

District 6 Zero Fatality Awards and Safety Partner Update		
Key Number	District	Route Number

Background Information

The Office of Highway Safety (OHS) will present the District 6 2024 Zero Fatality Award signs to Butte and Lemhi Counties and the ITD District 6 maintenance shed staff.

There was an 18% decrease in fatalities from impaired driving crashes—down from 105 in 2023 to 86 in 2024. While this progress is encouraging, impaired driving still accounted for more than a third (36%) of all traffic crash fatalities in Idaho last year. OHS will also share information about the upcoming statewide Labor Day impaired driving campaign.

Recommendations (Action items require a resolution)





## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 21, 2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 10 minutes

Presenter's Name Monica Crider, PE	Presenter's Title Consultant Services Engineer
Preparer's Name Mohsen Amirmojahedi, PE	Preparer's Title Consultant Services Engineer

### Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number See table below	District	Route Number

### Background Information

Board Policy 4001 delegates authority to the Director or another designee to approve routine engineering professional services agreements of up to \$1,000,000, work task agreements for professional services up to \$500,000, cumulative work task agreements (one or more consultants) on a project up to \$1,500,000 and consultant two-year work task agreement total up to \$1,500,000. Any agreements greater than these thresholds must be authorized by the Board.

Professional service agreements, procured through ITD HQ Design Section, Consultant Services, follow three different processes based on the size of agreement. In all cases, professional services agreements are secured using a qualification-based system rather than a competitive low bid basis used for typical construction contracts.

- Work task agreements less than \$150,000 are procured through a Direct Select process.
- Work task agreements between \$150,000 and \$500,000 are procured through a Request for Information (RFI) process which short lists consultants from a prequalified consultant registry referred to as the Term Agreement list.
- Professional service agreements greater than \$500,000 are solicited through a formal Request for Proposal (RFP).

The scale of these agreements is often anticipated and necessary due to the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant services in phases allowing for greater flexibility for the Department, limited liability, and updating when a more refined scope of work is obtained. In other cases, such as for Construction Engineering and Inspection (CE&I) services one single agreement may be issued allowing for continuity of the inspector during the construction phase.

Project specific memorandums are attached and listed in the table below, for each project agreement seeking approval.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
20053 <sup>1</sup> / Design	US-20, Chester to Ashton Ph 1, Fremont	6	\$2,272,019	\$2,610,000	\$684,187	\$2,956,206
20547, 20186, 21872 <sup>1</sup> / CE&I	I-15, Main St Grade Separation NBL & SBL, Inkom; I- 15, UPRR Inkom Overpass, Bannock County; I-15, W INKOM Interchange NBL & SBL, Bannock County	5	\$969,842	-	\$4,438,199	\$5,408,041
21876 <sup>1</sup> / Design	US-93, Pahsimeroi River Bridge, Custer County	6	-	-	\$1,894,027	\$1,894,027
23246, 23254, 24084 <sup>1</sup> / Design	US-20, Auxiliary Lanes Lewisville IC to S Rigby IC, Rexburg Middle IC to St Anthony IC, and Exit 337 Ramp Extensions in Jefferson, Madison, and Fremont Counties	6	\$2,219,624	\$2,312,400	\$130,376	\$2,350,000
23597 <sup>1</sup> / Design	I-84, A Canal Bridges EBL & WBL, Minidoka County	4	\$629,810	-	\$966,350	\$1,596,160
23353 <sup>1</sup> / Design	US-95, Palouse Region Study, Latah County	2	\$3,580,237	\$3,750,000	\$1,810,241	\$5,390,478

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M/

4 Consultant Two-year Work Task total > \$1.5M

### **Recommendations** (Action items require a resolution)

Approval of resolution on page 176.



**DATE:** July 25, 2024

**Program Number(s)** A20(053)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)** 20053

**FROM:** Jason Minzghor, PE  
District 6 Engineer

**Program ID, County, Etc.** US-20, Chester to  
Ashton Ph 1, Fremont

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the David Evans and Associates professional services agreement for US-20, Chester to Ashton Ph 1, Fremont

The purpose of this project is to improve highway capacity, level of service, and safety for approximately 10.2 miles of US-20 which is reaching the end of the design life for that corridor. The preferred alternative to meet the purpose and need is to reconstruct US-20 from a two-lane highway to a 4-lane divided highway with two new interchanges.

In March 2023, through Request for Proposal (RFP), David Evan and Associates (DEA) was selected to provide bridge design of new structures for the proposed four-lane divided highway from Chester to Ashton including: 2850 Interchange bridges, N 2850 E over Fall River Canal, Fall River Canal, Crosscut Canal, E 700 N Cattle Passes, Curr Canal (Box Culvert Extension), retaining walls at proposed Fall River Bridge, and Fall River Bridges.

In February 2023, the Board authorized the agreement amount for design services up to \$2,610,000. The original agreement for these services was written for \$2,272,019.

Additional design services are needed for the design of 1000 N interchange bridges. These services are negotiated at \$684,187, bringing the total design cost to \$2,956,206. This is approximately 3% of the programmed construction funding.

Currently, there is \$2,272,019 obligated for design services by consultants. District 6 is in the process of adding additional funding to the project through statewide balancing. No agreement will be written without enough obligated funding.



**DATE:** July 9, 2025

**Program Number(s)** A20(547),  
A20(186), A21(872)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)** 20547, 20186,  
21872

**FROM:** Todd Hubbard, PE  
District 5 Engineer

**Program ID, County, Etc.** I-15, Main St GS NBL  
& SBL, INKOM; I-15, UPRR INKOM OPASS,  
BANNOCK COUNTY; I-15, W INKOM IC NBL &  
SBL, BANNOCK COUNTY

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Atlas Technical Consultants LLC professional services agreement for the Main St Grade Separation NBL & SBL, Inkom; I-15, UPRR Inkom Overpass, Bannock County; I-15, W INKOM Interchange NBL & SBL, Bannock County

The purpose of this project is to improve safety and mobility on I-15 by replacing six deteriorating bridges, reconstruct deteriorating I-15 mainline pavement, and reconstruct NB on ramp at exit 58 to bring it up to current standards and install wildlife fencing along the Inkom corridor.

In October 2024, through Request for Proposal (RFP), Atlas Technical Consultants LLC was selected to provide inspection and material sampling and testing services.

The initial agreement was written for \$969,842 to provide inspection and material testing for off site manufacturing, coordination, and the first two months of on site contractor work.

The material testing and inspection services throughout the 2025 and 2026 construction seasons are negotiated at \$4,438,199. These services will bring the total cost of services to approximately \$5,408,041, which is 7% of the programmed construction funding.

Currently, there is \$3,900,000 obligated for construction services by consultants. District 5 is in the process of adding additional funding to the project through statewide balancing. No agreement will be written without enough obligated funding.



**DATE:** March 03, 2025

**Program Number(s)** A021(876)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)** 21876

**FROM:** Jason Minzghor, PE  
District 6 Engineer

**Program ID, County, Etc.** US-93, PAHSIMEROI  
RV BR, CUSTER CO

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the David Evans and Associates, Inc. (DEA) professional services agreement for US-93, Pahsimeroi River Bridge, Custer County

The purpose of this project is to improve highway mobility and safety by replacing the Pahsimeroi River Bridge on US-93 at Milepost 263.8 in Custer County.

In May 2025, through Request for Proposal (RFP), David Evan and Associates, Inc. (DEA) was selected to complete hydraulics analysis, roadway design, traffic design, survey, right-of-way, environmental, public involvement, geotechnical, and final bridge design through Plans, Specifications, and Estimates (PS&E).

The agreement has been negotiated at \$1,894,027. This is approximately 30% of the programmed construction funding.

Currently, there is \$1,780,250 obligated for Design Services by consultants. District 6 is planning to request additional funding to the project. No agreement will be written without enough obligated funding.



**DATE:** July 30, 2025

**Program Number(s)** A023(246), 023(254), A024(084)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)** 23246, 23254,  
24084

**FROM:** Jason Minzghor, PE  
District 6 Engineer

**Program ID, County, Etc.** US-20, Auxiliary Lanes  
Lewisville IC to S Rigby IC, Rexburg Middle IC to  
St Anthony IC, and Exit 337 Ramp Extensions in  
Jefferson, Madison, and Fremont Counties

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks, LLC professional services agreement for the US-20, Auxiliary Lanes Lewisville IC to S Rigby IC, Rexburg Middle IC to St Anthony IC, and Exit 337 Ramp Extensions in Jefferson, Madison, and Fremont Counties

The purpose of the projects will be to increase the mobility, safety, and longevity of US-20 through the design of an auxiliary lane between Idaho Falls and Rigby, improving the roadway surface between Rexburg and St Anthony, and improving the geometry of the ramps at Exit 337 to modern standards.

In April 2024, through Request for Proposal (RFP), Horrocks, LLC was selected to provide environmental and design services through Plans, Specifications, and Estimates (PS&E). The project design services were split into two phases to define the scope and approach. Phase 1 will be for data collection and preliminary design. Phase 2 will be for intermediate design to final design and PS&E.

In November 2024, the Board authorized agreement amount for design services for all three projects (KN23246, 23254, and 24084) up to \$2,312,400. Phase I agreement was written for \$2,219,624.

Phase 2 agreement for KN23254 is negotiated at \$130,376, bringing the total cost of design services to \$2,350,000. This is approximately 7% of the programmed construction funding for all three projects.

Currently, there is \$3,152,000 obligated for design services by consultants.



**DATE:** August 5, 2025

**Program Number(s)**A023(597)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)**23597

**FROM:** Jesse Barrus, PE  
District 4 Engineer

**Program ID, County, Etc.** I-84, A CANAL  
BRIDGES EBL & WBL, MINIDOKA CO

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the HDR Engineering, Inc. professional services agreement for the I-84, A Canal Bridges EBL & WBL, Minidoka Co. project.

The purpose of this project is to replace the interstate bridges and improve safety and mobility of the traveling public on I-84. These projects will replace the following two bridges (MP 214.45): I-84 EB bridge over the A Canal (16380) and I-84 WB bridge over the A Canal (16385).

In March 2024, through a Request for Proposal (RFP), HDR Engineering, Inc. was selected to provide Design services.

The initial agreement was to get through Type, Size, and Location (TS&L) report for the amount of \$629,810. It was focused on assessing environmental concerns, cultural concerns, and alternatives for the new structures.

Phase 2 agreement to get the project through the preliminary design is negotiated cost at \$966,350, bringing the total cost of agreements to \$1,596,160. This is approximately 5% of the total programmed construction funding.

There is currently \$1,600,000 obligated for consultant engineering and design services.



**DATE:** July 30, 2025

**Program Number(s)** A023(353)

**TO:** Monica Crider, PE  
State Design Engineer

**Key Number(s)** 23353

**FROM:** Doral J. Hoff, PE  
District Two Engineer

**Program ID, County, Etc.** US-95, Palouse Region  
Study, Latah County

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks Engineers, Inc professional services agreement for the US-95, Palouse Region Study, Latah County

This planning project will recommend purposeful transportation investments on US-95 from Snow Road to the Latah County/Benewah County Line and to streamline the future environmental processes in the planning phase by obtaining FHWA concurrence on alternatives development, screening criteria, and selection of short term and long-term transportation projects. This study will help ITD prioritize and program projects in the Idaho Transportation investment Plan (ITIP).

In March 2022, through a Request for Proposal (RFP), Horrocks, LLC was selected to provide planning and design services.

In August 2023, the Board authorized the agreement amount for design services up to \$3,750,000. The original agreement was written for \$3,580,237.

This supplemental scope of work includes the additional effort to meet the FHWA guidance/processes for alternatives analysis and screening, which will complete the Planning and Environmental Linkages (PEL) process and allow for advancement into the National Environmental Policy Act (NEPA) phase when funding is available and programmed. Due to these changes, the anticipated completion date has been extended one year to the spring of 2027. ITD staff are proactively working with the consultant team to be as efficient as possible and to accelerate the completion date.

The additional work has been negotiated at \$1,810,241, bringing the total cost of services to complete this phase to \$5,390,478. There is not currently any additional funding programmed for NEPA, design, right-of-way or construction.

Currently, there is \$4,250,000 obligated for design services by consultants. District 2 is in the process of shifting funds to cover the cost of this supplemental agreement. The additional funds will come from the 23354 SH-8 project, which will result in a traffic and safety study with a list of recommended improvements. A supplemental agreement will not be executed without enough obligated funding to cover these additional services.





## Board Agenda Item

ITD 2210 (Rev. 12-23)

### RESOLUTION

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

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

WHEREAS, funding will be committed to these agreements before they are executed.

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

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
20053 <sup>1</sup> / Design	US-20, Chester to Ashton Ph 1, Fremont	6	\$2,272,019	\$2,610,000	\$684,187	\$2,956,206
20547, 20186, 21872 <sup>1</sup> / CE&I	I-15, Main St Grade Separation, Inkom; I-15, UPRR Inkom Overpass, Bannock; I-15, W Inkom Interchange (IC), Bannock County	5	\$969,842	-	\$4,438,199	\$5,408,041
21876 <sup>1</sup> / Design	US-93, Pahsimeroi River Bridge, Custer County	6	-	-	\$1,894,027	\$1,894,027
23246, 23254, 24084 <sup>1</sup> / Design	US-20, Auxiliary Lanes Lewisville IC to S Rigby IC; Rexburg Middle IC to St Anthony IC; and Exit 337 Ramp Extensions in Jefferson, Madison, and Fremont Counties	6	\$2,219,624	\$2,312,400	\$130,376	\$2,350,000
23597 <sup>1</sup> / Design	I-84, A Canal Bridges, Minidoka County	4	\$629,810	-	\$966,350	\$1,596,160



## Board Agenda Item

ITD 2210 (Rev. 12-23)

23353 <sup>1</sup> / Design	US-95, Palouse Region Study, Latah County	2	\$3,580,237	\$3,750,000	\$1,810,241	\$5,390,478
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- 1 Professional Agreements > \$1M
- 2 Work Task Agreements > \$500K
- 3 Cumulative Work Task Agreement for project > \$1.5M
- 4 Consultant Two-year Work Task total > \$1.5M



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 08/21/2025

**No Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 15 Min

Presenter's Name Brinkman, Bauges, Duran & Trimboli	Presenter's Title District 3 Engineer/PLNG Mgr/DSM/Deputy Administrator
Preparer's Name Brian Duran	Preparer's Title Development Services Manager

### Subject

STAR Agreement, SH-69 Improvements		
Key Number 24818	District 3	Route Number SH-69

### Background Information

District 3 seeks Board approval to enter into a Sales Tax Anticipation Revenue (STAR) agreement with Smith Brighton Inc. for a widening and upgraded intersection improvements in concert with the unfunded SH-69 corridor project in the Idaho Transportation Investment Program.

In follow-up to the Board's approval in February 2025 to add a SH-69 Corridor project and pursue partnerships utilizing the STAR program, ITD staff and Smith Brighton Inc. have partnered in the development of project scoping, design elements, cost estimates, project phasing, project exhibits, and other supporting documentation to support a draft STAR agreement. The draft agreement is enclosed for reference.

The scope of the project includes intersection improvements along SH-69 at Aristocrat Lane and Lake Hazel, as well as approximately one mile of widening on SH-69 just north of Columbia Ave. to the Rawson Canal. The widening and intersection improvements will be completed in the 2050 ultimate configurations as defined in the SH-69 corridor study.

### Recommendations *(Action items require a resolution)*

Resolution on page 179.

## SALES TAX ANTICIPATION REVENUE REIMBURSEMENT AGREEMENT

### Brighton – Zenith

#### State Highway 69 (S. Meridian Rd) and Lake Hazel Rd

This SALES TAX ANTICIPATION REVENUE AGREEMENT (“**Agreement**”) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2025, by and among the IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho (“**ITD**”), the IDAHO TRANSPORTATION BOARD, a board created pursuant to the laws of the state of Idaho (“**ITD Board**”), the ADA COUNTY HIGHWAY DISTRICT (“**ACHD**”), a highway district created pursuant to the laws of the state of Idaho, and SMITH BRIGHTON INC., an Idaho corporation (“**Developer**”). Collectively, the entities entering into this Agreement may be identified as “**Parties**.” Individually, any entity entering into this Agreement may be identified as “**Party**.”

### RECITALS AND AGREEMENT

A. Developer intends to develop a retail complex in a single location known as Zenith (“**Complex**”) generally located southeast of the intersection of State Highway 69 (S. Meridian Rd) and Lake Hazel Rd and is legally described and graphically depicted on Exhibit A. The Complex shall cost in excess of FOUR MILLION DOLLARS (\$4,000,000) to construct and shall be a “retail complex” as that term is used and defined pursuant to the statutory provisions of the Sales Tax Anticipation Revenue Act, codified in Idaho Code Sections 63-3641 and 63-3638(12), as it exists on the date of this Agreement (“**STAR Act**”).

B. Developer further intends in connection with the build-out of the Complex to construct and install certain approved transportation improvements in accordance with approved phasing depicted in Exhibit B (the “**Improvements**”) within the existing and planned public right-of-way adjacent to or near the Complex. The cost to design, construct, and acquire necessary right-of-way for the Improvements shall be in excess of SIX MILLION DOLLARS (\$6,000,000) and shall be “approved transportation improvements” as that term is used and defined pursuant to the STAR Act. The Improvements may be broken down into phases, with different commencement and completion timeframes, each a “**Phase**.” Each Phase may contain both ITD Improvements and ACHD Improvements, as defined below, and shall be depicted on Exhibit B.

C. Subject to applicable federal control of interstate highways, ITD has jurisdiction over all state highways within the state of Idaho. ACHD has jurisdiction over all local roads/highways within Ada County. As used in this Agreement, “**Agency**” and/or “**Applicable Agency**” shall refer to either ITD or ACHD, or both if plural, depending on which agency has jurisdiction over the location of the specific Improvements at issue.

D. Developer will design, with ITD’s approval, the Improvements along State Highway 69 identified in Exhibit B (“**ITD Improvements**”), subject to the terms and conditions herein.

E. Developer will design, with ACHD's approval, the Improvements located within ACHD's jurisdiction as identified in Exhibit B ("**ACHD Improvements**"), subject to the terms and conditions herein. The ITD Improvements and the ACHD Improvements, in any Phase, shall be referred to herein as the "**Project**".

F. The Parties acknowledge that Developer will seek sales tax rebates from the Idaho State Tax Commission ("**Tax Commission**") for the Project to recoup Developer's eligible costs pursuant to the STAR Act and that the Agencies shall reasonably cooperate and provide any available information to assist Developer in obtaining such rebates. The Parties acknowledge that any and all risk associated with STAR Act rebates lies solely with Developer and that Agencies make no representation or assurance that Developer's claimed costs will be deemed eligible in whole or in part.

G. The Parties desire by this Agreement to set forth certain terms and conditions regarding Developer's work on the Project, ITD's and ACHD's participation and oversight of the Project, and Developer's receipt of sales tax rebates to recoup eligible costs for the Project, which all shall be in accordance with the provisions of this Agreement and in accordance with applicable laws, rules, regulations and specifications, including without limitation the STAR Act. This Agreement among Developer, ITD, the ITD Board and ACHD is only intended to fully comply with the requirements of the STAR Act (including Idaho Code Section 63-3641(2)(a)) to facilitate Developer's efforts to obtain rebates of sales tax as contemplated by the STAR Act.

H. The Parties are authorized to enter into this Agreement pursuant to the STAR Act, as well as other Idaho law including, but not limited to, Title 40 of Idaho Code (including without limitation Idaho Code Sections 40-309, 40-310, and 40-317 and 40-604).

NOW, THEREFORE, for and in consideration of the above recitals, mutual covenants and consideration in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

## **SECTION 1.**

### **GENERAL OBLIGATIONS**

1.1 Construction of Improvements. Subject to the terms and conditions in this Agreement, Developer shall design the Improvements, subject to approval by the Applicable Agency; each Agency shall acquire the necessary right-of-way for the Project; and Developer shall construct the Improvements set forth in Exhibit B in two Phases.

1.1.1 Developer shall commence construction of the Improvements for Phase 1 as soon as practicable after the following events have occurred:

1.1.1.1. Developer has provided the required surety referenced in Section 3.4 below;

1.1.1.2. The Applicable Agency has approved final design plans for Improvements in Phase 1 and the Construction Contract (in accordance with the terms in Section 3.2 below), which approvals shall not be unreasonably withheld, delayed, or conditioned by the Applicable Agency;

- 1.1.1.3. ITD has obtained possession of all right-of-way and easements necessary for construction of the ITD Improvements and the ACHD Improvements abutting ITD's SH-69 corridor in Phase 1, if any, as described on Exhibit D, which may be modified to reflect the final design. Any temporary construction easements that are only for the convenience of the Contractor will be separately acquired by the Contractor.
- 1.1.1.4. Developer and/or ITD have provided ACHD with all right-of-way and easements on Developer's property necessary for construction of the ACHD Improvements in Phase 1 as such roadways are approved.
- 1.1.2. Once construction of the Improvements for Phase 1 begins, Developer shall diligently prosecute such construction until completed. ITD and Developer understand and agree that ITD will require separate access permits, which will be prepared and signed subsequent to the signing of this Agreement, consistent with the terms and conditions of this Agreement including the specific conditions under which the ITD Improvements must be completed or are excused. Nothing herein shall be construed to relieve Developer's obligations to comply and satisfy all the terms and conditions of any approval from the Applicable Agency, the ITD access permit, and all subsequent construction permits required upon final design approval pursuant to the approved development applications (collectively, "**Approvals**") except as otherwise provided in Section 1.3 below. Further, nothing herein shall be construed to constitute a waiver of Developer's rights to challenge or to seek modifications of any of the Approvals.
- 1.1.3. Developer and ITD agree that ITD will proceed to acquire the necessary right-of-way for the Improvements in Phase 2 on a diligent and good faith basis, but that no right-of-way acquisition deadlines are intended or implied as against ITD for Phase 2 Improvements other than those stated in section 1.9. If Developer faces time-critical deadlines for right-of-way acquisition, Developer may independently pursue right-of-way acquisition by whatever means it deems appropriate. If Developer does pursue right-of-way, any acquired property will be conveyed to ITD or ACHD as indicated in Section 1.9. Developer may commence construction of the Improvements for Phase 2 at any time after the commencement of the Improvements for Phase 1 and after the following events have occurred:
  - 1.1.3.1. The Applicable Agency has approved final design plans for Improvements in Phase 2 and the Construction Contract, which approvals shall not be unreasonably withheld, delayed, or conditioned by the Applicable Agency;
  - 1.1.3.2. All right-of-way necessary for the Improvements in Phase 2 have been obtained as provided in Section 1.9.
- 1.2 Rawson Canal. Phase 3, Developer shall provide to ITD draft PS&E (95%) plans for the redesign of the Rawson Canal and associated roadway (approximately milepost 6.3 - 6.9) across the canal per ITD specifications. ITD shall determine in its sole discretion and at its sole expense whether and when ITD will construct the Rawson Canal redesign and associated roadway

across the canal. If ITD decides to proceed with such improvements, then ITD shall be solely responsible for acquiring any necessary right-of-way and for constructing the Rawson Canal redesign and associated road crossing, all at ITD's sole cost. Developer is not responsible for any improvements or modifications to the Rawson Canal or the roadway crossing the Rawson Canal except as described in Exhibit D.

1.3 Construction of Improvements by Others. Developer shall have no obligation to construct any Improvements or to otherwise be responsible for or to provide reimbursement therefore, if any other person or entity constructs such Improvements prior to the accrual of Developer's obligation to do so under this Agreement, except to the extent that Developer has expressly assumed such obligation by agreement with such other person or entity. Further, Developer's agreement to construct certain Improvements pursuant to this Agreement shall not relieve any other person or non-governmental entity of its obligation to install any Improvements that such person or non-governmental entity may otherwise have and shall not waive any right Developer may have to reimbursement. For example, some Improvements may front on property that is not owned by Developer. Should the owner of that property seek to develop that property prior to construction of Improvements on or along that property, then such owner shall not be relieved of its obligations to improve its frontage, and Developer shall have no obligation to improve such frontage or to reimburse the owner for the same.

1.4 Governmental Approvals. Developer shall be responsible for obtaining all governmental approvals required for the Project; ITD and ACHD shall reasonably cooperate with and assist Developer with the Project in a timely manner. The Parties recognize that federal approvals for the Project, if any, are beyond the Agencies' and Developer's control, but, nonetheless, ITD and ACHD shall reasonably cooperate with Developer in obtaining the same if required. ITD represents that it has taken the appropriate legal steps to cause the Improvements to be included on the Idaho Transportation Investment Program. The Project has been issued the identifier of KN 24818 by ITD. Each Agency represents that it has taken all necessary actions as required by applicable law for such Agency to enter into this Agreement. Nothing in this Agreement is intended to relieve Developer of any other obligation it may have with respect to development and construction of the Complex; nor does this Agreement intend to control such other obligations regarding development and construction of the Complex, and, as such, any failure by Developer to comply with such other obligations may not be deemed to constitute a breach of this Agreement.

1.5 Regulations. All work on the Project shall be performed in accordance with applicable laws, ordinances, regulations, policies, procedures, and guidelines for state and local highways respectively.

1.6 COMPASS. ITD has coordinated with the Community Planning Association of Southwest Idaho ("COMPASS") to ensure the Project is included in their regional transportation plan.

1.7 Access to Information. Developer shall submit all non-confidential designs, plans, specifications, reports, data and other materials (both electronic and hard copy) produced by Developer and its agents and contractors under this Agreement to the Applicable Agency in the format and delivery method requested by such Agency.

1.8 Environmental Matters. In addition to Developer's other obligations set forth herein, Developer shall be responsible for complying with all federal, state, and local environmental regulations applicable to the Project; provided, however, (1) Developer shall not be liable for any claims arising or resulting from any right-of-way not acquired from Developer that is currently owned by the Agencies or acquired from third parties, and (2) to the extent the necessity for investigation or remediation of pre-existing environmental conditions in, on, or under or about any property or right-of-way prevents Developer from construction of the Improvements, Developer shall be excused from performance under this Agreement until such time as such investigation, remediation or both is completed at no cost to the Project. Nothing herein shall excuse Developer of any requirements imposed under the Approvals or the development approvals for the Complex.

1.9 Rights-of-Way Acquisition and Dedication. The Parties agree to reasonably cooperate to acquire right-of-way necessary for the Project. Pursuant to section 1.1.1.3, the various properties that are necessary or anticipated to be necessary for right-of-way for the Improvements are listed in Exhibit D, attached hereto. If final approval of the Improvements identifies any right-of-way not included on Exhibit D, the Parties agree that Exhibit D shall be amended to include the additional right-of-way. Developer is authorized to use third party right-of-way purchasing agents for this Project. Developer agrees to convey or cause to be conveyed any Developer-owned property listed on Exhibit D to the Applicable Agency by easement, deed or dedication, as necessary to construct the Improvements. However, if ITD fails to acquire any right-of-way for the Improvements for each Phase, as depicted in Exhibit B, within five (5) years of plan approval for each Phase, Developer shall be excused from its obligation under this Agreement to construct such Improvements. Any such right-of-way conveyance shall only be subject to those encumbrances previously approved by the Applicable Agency. Developer will provide a Level 1 Environmental Site Assessment to the Applicable Agency for any right-of-way owned and conveyed by Developer to the Applicable Agency as requested. The completed Improvements and related right-of-way shall be publicly owned and maintained by the Applicable Agency upon acceptance by the Applicable Agency in accordance with any applicable law, rule or regulation.

1.9.1 ITD Improvements. Apart from that right-of-way owned by Developer, if any, ITD shall obtain possession of all right-of-way, easements or other property rights necessary for construction of the ITD Improvements and the ACHD Improvements, including by commencing legal possession and/or the condemnation process, if necessary, as expeditiously as reasonably possible, and no later than three (3) months following Approval of the Right of Way Plans for Phase 1 and no later than six (6) months following Approval of the Right of Way Plans for Phase 2.

1.9.2 ACHD Improvements. Apart from that right-of-way owned by Developer, if any, ITD shall acquire all right-of-way, easements or other property rights necessary for construction of the ACHD Improvements, including by commencing legal possession and/or condemnation proceedings if necessary, as expeditiously as reasonably possible, and no later than three (3) months following Approval of the Right of Way Plans for Phase 1 and no later than six (6) months following Approval of the Right of Way Plans for Phase 2. To the extent owned by Developer prior to construction of the Project, Developer shall convey or cause to be conveyed to ACHD by easement, deed or dedication, the right-of-way necessary to construct the



ACHD Improvements, subject to only those encumbrances previously approved by ACHD. ACHD shall only accept the conveyance of any right-of-way from ITD if Developer satisfies all of ACHD's rules and regulations relating to the acceptance of right-of-way, including but not limited to, the investigation or remediation of any pre-existing environmental conditions as described in Section 1.8 above.

1.9.3 Reimbursement for Incomplete Project. In the event sufficient right-of-way is not obtained to complete the Project, or Phase thereof, and Developer has acquired and conveyed right-of-way to an Agency or paid an Agency other costs pursuant to this Agreement that have not been repaid to Developer, the Agency will reimburse Developer for such right-of-way and payments at such time as the Agency constructs, or accepts construction by others of, the Improvements within such Phase of the Project.

1.9.4 Reimbursement Documentation. Developer understands and agrees that it will be responsible for providing the following documents to ITD prior to ITD commencing acquisition of any right-of-way. Developer shall refer to ITD's Right-of-Way Manual for guidance. The following documents may be submitted by Phase:

- (i) Right-of-Way Plans as approved by ITD and ACHD (includes Total Ownership Map);
- (ii) Legal Descriptions of proposed acquisitions (stamped by surveyor);
- (iii) Ownership Data Sheet (Developer will complete ITD form: ITD-2009);
- (iv) Cost Estimate (Developer will complete ITD form: ITD-2839); and
- (v) Title Commitments, including copies of all exception documents, vesting deeds, tax information, and plat map.

1.10 Utilities. Developer will identify, locate and determine conflicts between the Improvements and existing utilities. Developer will depict the utility conflicts in the site improvement plans, characterized by ITD's Roadway Design Manual and the Guide for Utility Management and ACHD's utility regulations and standards. Developer will prepare utility agreements per the ITD Guide for Utility Management including coordination with utilities during Project design. ITD shall pursue execution of utility agreements and/or waivers, as necessary. If utilities are within current right-of-way or not located within a public utility easement, the relocation of existing utilities is subject to Idaho Code Section 40-210. Relocation of existing utilities on properties not part of the Project are also subject to Idaho Code Section 40-210. Relocation of existing utilities located within an existing easement on Developer's property is an eligible Project Cost reimbursable to Developer.

1.11 Traffic Signals. New traffic signal installations or modifications to existing traffic signals shall be designed to meet ACHD's equipment and design standards. Fiber shall be installed to connect all new or modified traffic signals to ACHD's Traffic Management Center. Existing fiber lines shall be relocated as necessary outside of the roadway.

1.12 Landscaping. The cost to install any landscaping up to the back of sidewalk or within borrow areas is an eligible Project Cost reimbursable to Developer. Landscaping installed behind the sidewalk on Developer's property is developer's cost.

1.13 Financing. Nothing in this Agreement is intended to restrict or limit, nor may it be deemed to imply a restriction or limitation upon the ability of Developer to pursue either public or private financing, or any combination thereof, as determined by Developer in its sole and absolute discretion, subject to applicable law. ACHD and ITD shall not accept the completed Improvements if the Improvements are encumbered by a security interest or any other lien.

1.13.1 Lender Information. ACHD and ITD understand and agree that in order to construct and install the Improvements, Developer may need to obtain third party lender financing and that such lender(s) may require certain confirmations and assurances regarding this Agreement. ACHD and ITD agree to reasonably cooperate in providing confirmation and assurance and other reasonable information necessary to accommodate Developer's financing, such as customary certificates stating whether or not this Agreement is still in full force and effect, or whether or not the Agencies are aware of any uncured default by Developer at that time. Developer understands and agrees that ACHD and ITD will not incur any liability associated with this Agreement or Developer's financing.

1.14 Developer to Pay Agencies' Project Related Expenses. Developer understands and agrees that each Agency is entitled to recoup all eligible expenses incurred by the Agency for the design, right-of-way, permitting and administering the Project; further, Developer understands and agrees that it will be responsible for the following expenses incurred by the Applicable Agency, which the Parties agree are reimbursable Project Costs pursuant to the STAR Act:

- 1.14.1 Agency staff time to review and/or respond to any traffic, transportation, impact or similar engineering studies;
- 1.14.2 Agency staff time to review and/or respond to any Project construction plan sheets or associated documentation;
- 1.14.3 Agency staff time to review and/or respond to any appraisal or related documentation;
- 1.14.4 ITD incurred appraisal fees including hiring external appraisers if required to establish the value of property so as to address new, additional, modification in design or use, or the relocation of approaches or other encroachments;
- 1.14.5 ITD incurred acquisition, negotiation and closing fees to determine compensation of the property owner and process final paperwork;
- 1.14.6 Agency incurred condemnation fees to pursue condemnation actions or legal possession actions;

- 1.14.7 ITD incurred closing fees;
- 1.14.8 Agency staff inspection fees to monitor and accept work, including follow up or additional inspections if necessary (as applicable, such fees will include a loaded payroll rate, vehicle rental cost, subsistence, and other expenses incurred);
- 1.14.9 Agency staff time executing utility agreements and/or waivers;
- 1.14.10 Subject to Developer's prior approval, which shall not be unreasonably withheld, Agency costs associated with the construction of highway modifications or Improvements including but not limited to signals, illumination, signs, pavement markings, delineation, guardrail, and culverts;
- 1.14.11 Subject to Developer's prior approval, which shall not be unreasonably withheld, Agency costs associated with changes or adjustments that are in support of the intent of the design of the Project;
- 1.14.12 Agency expenses related to copying or printing highway plans, permits or related documents; and
- 1.14.13 Agency expenses for design, permanent easements, and right-of-way acquisition associated with the Improvements located within its jurisdiction.

1.15 Reimbursement of Agencies' Expenses. ITD and ACHD each shall provide, monthly or every two months, a summary of expenses incurred on the part of the Project for reasonable Project Costs described in Section 1.14. ITD and ACHD shall be reimbursed by Developer for such Project Costs no later than thirty (30) days after receipt of the summary of expenses.. Developer shall provide an appropriate method of expense summary submittal, which may include a designated recipient.

1.16 Stormwater. Developer and/or the Contractor will file a Notice of Intent (NOI) under the Construction General Permit (CGP) and implement an approved Storm Water Pollution Prevention Plan (SWPPP) prior to commencement of construction of the Project Phase. Developer shall not file a Notice of Termination (NOT) of their NOI until authorized in writing by ITD and/or ACHD following final stabilization as defined in the CGP. ITD and/or ACHD will provide applicable assistance as necessary with the CGP application; however, the Agencies do not assume any additional liability for stormwater violations on property outside of their respective jurisdictions.

## **SECTION 2.**

### **DESIGN OF THE PROJECT**

2.1 Project Manager. Developer shall designate a project manager to act as a general manager for the Project ("**Project Manager**"). Developer shall ensure the Project Manager carries out each of Developer's obligations for the Project required by this Agreement. Developer may select a Project Manager of its choosing, subject to the approval of ITD and ACHD, such approval not to be unreasonably withheld, conditioned or delayed. The Project Manager, or a representative

thereof as designated by Developer from time to time, shall serve as the point of contact between ITD and Developer, and between ACHD and Developer, during the Project.

2.1.1 Subject to the approval of ITD and ACHD, such approval not to be unreasonably withheld, conditioned or delayed (and such approval to be deemed to be provided by ITD and ACHD, as applicable, if ITD and/or ACHD does not provide a response to Developer's designation of a Project Manager within fifteen (15) business days after receipt thereof), Developer may designate a substitute Project Manager (the “**Substitute Project Manager**”) for a particular Phase and not for the entire Project at any time during the Project by providing written notice to the Agencies. In accepting the obligations of Project Manager, the Substitute Project Manager shall not incur any responsibilities or obligations of Developer for any portion of the Project except as specifically delegated to the Project Manager and limited to that particular Phase. For the avoidance of doubt, following completion of such particular Phase by the Substitute Project Manager, the Substitute Project Manager shall thereafter be released from all responsibilities or obligations of Developer under this Agreement.

2.2 Project Design. Developer and/or the Project Manager shall be responsible for the design by design professionals of the Improvements. Developer agrees that it will at all times diligently pursue such design in good faith, including reasonable efforts to promptly submit preliminary and final project plans. The design must be in accordance with all applicable laws and regulations and the terms of this Agreement and Approvals. Further, in accordance with Idaho Code § 40-502, the Improvements will conform with ITD and ACHD’s standards so as to include sidewalks, curbs, gutters, and areas available for parking and bus stops, except where the Applicable Agency has approved an alternate design. The Improvements shall be designed in accordance with the current AASHTO Policy of Geometric Highway Design and ITD Roadway Design manual. The design will in all ways conform with the access requirements specified by the Americans with Disabilities Act (“ADA”). Developer shall be responsible for curing any failure of the Improvements to comply with the ADA.

2.3 Project Plans. Developer shall prepare all necessary plans for construction of the Improvements. Developer has or shall submit the following documents, hereinafter referred to as the “**Preliminary Project Plans**,” to ITD and ACHD for the Improvements, and will obtain ITD’s and ACHD’s approval of the Preliminary Project Plans’s:

- 2.3.1 Concept report;
- 2.3.2 Design study report, traffic impact analysis, and request for location/design approval;
- 2.3.3 Pavement determination; materials reports and hazardous waste assessment, if necessary;
- 2.3.4 Original plan sheets in 22” x 34”, or 11” x 17” based on jurisdiction requirements, special provisions and contract proposal ready for contract

advertisement submittal. Plan sheets shall be stamped by a professional engineer licensed in Idaho;

- 2.3.5 Electronic design files of the completed Project plan sheets in Microstation xxxx.dgn format (plans can be prepared in Civil3D and converted to Microstation);
- 2.3.6 A copy of the Notice of Intent filed with the Idaho Department of Environmental Quality to comply with storm water regulations;
- 2.3.7 Proposed schedule for construction;
- 2.3.8 Traffic control and phasing plans;
- 2.3.9 Proposed date for Substantial Completion (as defined in Section 4.5 below);
- 2.3.10 Survey plans depicting a centerline with all found or set monuments with state plan coordinates and origin of database; and
- 2.3.11 Place new right of way markers and record of survey.

2.4 Engineer's Estimate. To assist the Parties in their considerations under this Agreement, Developer shall obtain an estimate of the Project Costs (as defined in Section 5.1 below) within the Preliminary Project Plans for the Project from an engineer licensed under the laws of the state of Idaho and approved by ITD and ACHD, such approval not to be unreasonably withheld, conditioned or delayed.

2.5 Review and Approvals by ITD and ACHD. If not already designated, then as soon as practicable upon the request of Developer, each of ITD and ACHD shall designate a resident engineer and such other personnel as it deems necessary and appropriate to promptly inspect, review and/or approve such aspects of the Project as are required in connection with this Agreement, including without limitation inspection, review and/or approval of:

- 2.5.1 The selection of a Project Manager;
- 2.5.2 The Preliminary Project Plans (formal approval needed by ITD only; however, ITD's approval will entail comment and consent from ACHD for intersections with ACHD roadways);
- 2.5.3 The Final Project Plans (formal approval needed by ITD only; however, ITD's approval will entail comment and consent from ACHD for intersections with ACHD roadways);
- 2.5.4 The form of the Construction Contract (including specifications); and
- 2.5.5 Installation of the Improvements in accordance with applicable laws and regulations.

ITD and ACHD each agrees that it will use its reasonable efforts to expedite all inspections, reviews and/or approvals required of that Agency under this Agreement.

2.6 Review of Preliminary Project Plans. ITD and ACHD shall review the Preliminary Project Plans and, in a reasonable exercise of its discretion, approve the same, reject the same, or request modifications or additional information. Any rejection or disapproval shall include a clear and concise description of that which needs to be modified in order for the plans to be approved. Each Agency agrees that it will use its reasonable efforts to expedite all reviews and/or approvals required by the Agency under this Agreement, but no more than 15 days per review and/or approval cycle.

2.7 Final Project Plans. Following approval of the Preliminary Project Plans and prior to any commencement of construction, the Parties shall each acknowledge in writing the final, approved plans for the Project (“**Final Project Plans**”). Following the Parties’ written acknowledgment of the Final Project Plans, Developer shall deliver to the Applicable Agency: (i) three (3) sets of the Final Project Plans and (ii) such other related information as is reasonably requested by that Agency.

### **SECTION 3.** **CONSTRUCTION CONTRACT**

3.1 Soliciting Bids. In accordance with the STAR Act, Developer, not a public agency, will perform and fund the approved Improvements on public streets and highways. Although not subject to public bidding requirements, after Agency approval of the Final Project Plans, Developer shall select the contractor(s) (with the contractor hereby being designated as “**Contractor**” for purposes of this Agreement) for construction of the Project through a fair and competitive bidding process. Developer shall solicit a minimum of three (3) bids from qualified contractors. ITD and ACHD shall review and approve the bid amount prior to Developer awarding the contract(s) to the selected contractor(s). Contracts entered into prior to STAR Agreement being executed are subject to approval. Such approvals shall not be unreasonably withheld, conditioned or delayed. Lack of Agency response to approved bids within five (5) business days shall be deemed to be Agency approval of Developer’s awarding the contract(s) to the selected contractor(s).

3.2 Construction Contract Provisions. The contract for the Project between Developer and the Contractor (“**Construction Contract**”) shall include, at a minimum, the following provisions:

- 3.2.1 A requirement that Developer or Contractor provide payment and performance bonds required by the Public Contracts Bond Act of Idaho Code Chapter 19, Title 54, naming the Applicable Agency as an additional beneficiary;
- 3.2.2 A requirement that the Contractor and all subcontractors be licensed public works contractors as required by Idaho Code Chapter 19, Title 54;
- 3.2.3 A requirement that Substantial Completion of the Project occur no later than the date specified in the Final Project Plans unless an extension is either approved in writing by Developer, Contractor and Applicable Agency or

necessitated by, and equal in length to the delay caused by: strikes, lockouts, fire or other casualty, the elements or acts of God, refusal or failure of governmental authorities to grant necessary permits and approvals for the construction of the Project (Contractor agreeing to use reasonable diligence to procure the same), other causes other than financial beyond Contractor's reasonable control, or delays caused by ITD or ACHD;

- 3.2.4 A requirement that the Contractor maintain liability insurance insuring against bodily injury or death with limits of not less than Two Million Dollars (\$2,000,000) per person and per occurrence, and property damage with a limit of One Million Dollars (\$1,000,000) per occurrence, naming Developer, ITD and ACHD as additional insureds;
- 3.2.5 A provision that the Contractor shall indemnify Developer, ITD and ACHD from any and all claims by third persons arising out of the performance of the Construction Contract except to the extent the claim arises from the willful or negligent act or omission of Developer, ITD, or ACHD or their agents, contractors or employees;
- 3.2.6 A provision that the Contractor shall adhere to the CGP obtained by Developer by following the Best Management Practices (BMP) as required by the Storm Water Pollution Prevention Plan.
- 3.2.7 A two (2) year warranty on the work and materials of the Project; and
- 3.2.8 The Agencies will be given the opportunity to review and approve all materials certifications prior to Developer's acceptance and payment for incorporated materials.

3.3 Conditions Precedent to Execution of Construction Contract. The following conditions shall be satisfied prior to execution of the Construction Contract:

- 3.3.1 The Applicable Agency shall review and approve the Construction Contract for compliance with this Agreement, such approval not to be unreasonably withheld, conditioned or delayed. Lack of Agency response within five (5) business days shall be deemed to be approved. In the event the Construction Contract does not comply with this Agreement, the Applicable Agency may, in a reasonable exercise of its discretion, request modifications or additional provisions to the Construction Contract.
- 3.3.2 With the exception of temporary construction easements desired by the Contractor only for its convenience during construction, all necessary rights-of-way ownership and easement rights for the applicable Phase of the Project (referenced in Exhibit D or as updated by the approved Final Project Plans), have been conveyed and accepted for the Improvements at issue in the Construction Contract. ITD is responsible for obtaining all right-of-way and easements necessary to construct the Project, provided that Developer may obtain right-of-way pursuant to Section 1.9.

3.4 Letter of Credit or Cash Deposit or Performance Bond. In addition to the bonding requirements applicable to the Contractor pursuant to Section 3.2.1 *supra*, at the time of each Phase commencing Construction of Improvements, Developer shall deliver to each Agency an irrevocable and unconditional letter of credit in favor of the Agency in an amount equal to one hundred and ten percent (110%) of the total of the contract price of the Project Costs for each Applicable Agency. The letter of credit shall be issued by either a national bank with a branch in Ada County, Idaho or another financial institution acceptable to the Agency. In lieu of a letter of credit, Developer may provide a cash deposit in the same amount, or pledge other security acceptable to the Agency of equal value, or deliver a performance bond in an amount equal to one hundred and ten percent (110%) of the Construction Contract price. If a bond is used, such shall comply with (a) the requirements of the Public Contracts Bond Act of Idaho Code Chapter 19, Title 54; (b) the specific provisions discussed in applicable Agency regulations; and (c) any other reasonable project-specific requirements specified by the Agency. Each bond or other surety shall be obtained and be in effect at the time Developer's obligations to construct accrue. When all Developer's contractors for the Project have been paid and the Agency has issued its certificate of completion of the Project, such assurance shall be released to Developer. Developer may request a reduction in the amount of financial assurance as portions of the Project are fully completed, which requests shall not be unreasonably denied or delayed.

3.5 Copy of Construction Contract. Developer shall provide ITD and ACHD with a copy of the executed Construction Contract.

## **SECTION 4.**

### **CONSTRUCTION AND COMPLETION OF THE PROJECT**

4.1 Permits and Fees. Prior to commencement of construction of the Project, including pursuant to Section 1.1.1 of this Agreement, Developer shall require that the Contractor (i) has obtained all applicable permits to work in the right-of-way and (ii) has paid all applicable fees for such permits. Subject to the limitations in Section 1.9 and as specified in Exhibit D, any other rights-of-way, access easements, construction easements, possession agreements on required right-of-way, and/or permits or licenses required for the Project must be acquired as needed prior to commencement of construction.

4.2 Manner of Construction. Developer shall provide for construction of the Project in compliance with the Final Project Plans and Construction Contract and shall require that Contractor diligently and continuously prosecute such construction to completion.

4.3 Change Orders to Construction Contract. Developer shall obtain the written approval of the Applicable Agency before approving any change order in the Construction Contract. Approval from the Applicable Agency for a change order shall not be unreasonably withheld, conditioned or delayed. The Applicable Agency agrees to reasonably cooperate and use reasonable efforts to expedite its review and approval after its receipt of a request for approval; lack of Agency response to a change order request within five (5) business days shall be deemed to be Agency approval of the request.

4.4 Inspections. Inspecting and testing shall be accomplished as required by and in accordance with the customary standards of the Applicable Agency and shall be timely performed



by the resident engineer or other personnel designated pursuant to Section 2.5. The Agencies may agree to coordinate and/or delegate inspection obligations between the Agencies as they determine appropriate. If inspection and testing is designated to a third party, the selection process shall meet the requirements set forth in section 3.1. Inspections will include the opportunity to review and approve all materials certifications prior to Developer's acceptance and payment for incorporated materials; the Agencies' approval will not be unreasonably withheld, conditioned or delayed.

#### 4.5 Notice of Substantial Completion and Certificate of Completion.

- 4.5.1 For purposes of this Agreement, the terms "**Substantially Complete**" or "**Substantial Completion**" have the same meaning as set forth in the following: construction of the Project shall be considered to be substantially complete when it can be safely used by the public for its intended purpose despite the fact that some item or items remain uncompleted.
- 4.5.2 Upon Substantial Completion of the construction of the Project, Developer shall furnish to ITD and ACHD the Project Manager's written certification that the Project is Substantially Complete in accordance with the Final Project Plans.
- 4.5.3 Each of ITD and ACHD shall acknowledge in writing its acceptance of Substantial Completion and issue a notice in recordable form stating that the Project is Substantially Complete ("**Notice of Substantial Completion**") within fifteen (15) days after the later of (i) delivery of the Project Manager's certification of Substantial Completion to the Agency or (ii) remediation of any non-conforming matters.
- 4.5.4 Within fifteen (15) days after delivery to the Agency of the Project Manager's certification of Substantial Completion, ITD and ACHD shall deliver to Developer a punch list of items left to be completed or corrected that does not affect Substantial Completion but are needed to achieve final completion. Developer and Contractor shall diligently complete the work remaining on the punch list and complete all items within forty-five (45) days. Upon completion of all punch list items, the Applicable Agency shall issue a certification in recordable form stating that the Project is finally complete ("**Certificate of Completion**").
- 4.5.5 Upon issuance of the Notice of Substantial Completion, Developer shall within forty-five (45) days deliver to ITD and ACHD as-built drawings for the Project, in both a reproducible printed format and in electronic files.

4.6 Acceptance of Rights-of-Way. Upon issuance of the Notice of Substantial Completion, any rights-of-way that may have been dedicated or conveyed by Developer as part of the Project shall be accepted by the Applicable Agency, as provided in Section 1.9, subject only to those encumbrances previously approved in writing by the Applicable Agency.

4.7 Warranty. Upon issuance of the Notice of Substantial Completion, Developer shall complete all paperwork necessary to assign to the Applicable Agency the Contractor's warranty of the work and materials for a period of two (2) years from the date of the Certificate of

Completion. In lieu of assignment, Developer shall work with the Contractor to repair any work or replace any materials identified by the Agencies to be defective through the warranty period described above.

4.8 Representations and Warranties. Developer represents and warrants that upon completion of the Project, the Project shall be free and clear of all liens and encumbrances created or allowed by Developer or its Contractor or agents.

## **SECTION 5.**

### **PAYMENT AND REBATES OF PROJECT COSTS**

5.1 Definition of Project Costs. No costs incurred by Developer on or before November 6, 2024, shall be considered “Project Costs” or subject to rebates. Subject to that limitation, and for the purposes of this Agreement, the term “**Project Costs**” means and includes any and all costs directly associated with the Project within the meaning of the STAR Act including such costs incurred prior to the Effective Date of this Agreement but after November 7, 2024. Subject to the conditions of Section 5, ITD and ACHD each agree to certify to the Tax Commission all reasonable and legitimate Project Costs falling within these categories: all preliminary planning, design, construction, installation, testing, and inspection costs; any compensation for the Contractor and the Project Manager or other management costs incurred by Developer; all costs of governmental approvals; all costs of public notice and public hearings related to the Project; any negotiated fee or other charges imposed by governmental entities for the time spent by their employees in connection with the implementation of the Project; costs reimbursed to the Agencies pursuant to Section 1.14 of this Agreement; costs of acquisition, design, construction and installation of the Improvements, including without limitation roads; drainage facilities; utilities; and curb, gutter, sidewalks, and landscaping within the road right-of-way or permanent easements; financing and carrying costs during construction or installation until repayment, including capitalized debt service or repair and replacement or other appropriate reserves, provided that interest on internal financing or carrying costs associated with Project Costs shall match the interest rate charged by a lender financing any of the Project Costs; the fair market value of right-of-way provided; the actual cost of right-of-way acquired, including for permanent easements, and other real property acquisition costs; environmental remediation costs; professional service costs, including those costs incurred for architectural, planning, engineering, consulting and legal advice and services; direct administrative costs; and all other costs directly associated with the Project. For illustrative purposes only, a sample budget outlining the categories and magnitudes of expenses expected for the Project is included as Exhibit C. Notwithstanding the foregoing, ITD and ACHD make no representations or guaranties to Developer that any of the foregoing Project Costs are recoverable under the STAR Act. Further, the Parties agree that the Agencies cannot consider the reasonableness of any costs unless and until such costs are incurred and reimbursement is requested.

5.2 Payment of Project Costs. Developer shall have the responsibility to pay all Project Costs associated with Developer’s construction of Improvements; however, this Agreement is not intended to be a waiver of any right Developer may have to reimbursement pursuant to the STAR Act or pursuant to any Agreement with a third party. Developer shall have no responsibility to pay Project Costs associated with any Improvements constructed by third parties, except to the extent that Developer has expressly assumed such obligation by agreement with such third party,

as discussed in Section 1.3. The Agencies shall have no responsibility to pay any Project Costs or any liability associated with the Project, except ACHD shall reimburse Developer for any impact fee eligible Project Cost for Improvements made to Lake Hazel Road paid by Developer if costs are not eligible for rebate through the STAR Act.

5.3 Rebates of Project Costs. The Parties expressly intend and acknowledge that Developer may apply for and be eligible to receive rebates for all Project Costs pursuant to the STAR Act. The sole exceptions shall be that Developer shall have no right to a rebate for Project Costs for which Developer receives (i) impact fee credits or reimbursement from ACHD, (ii) reimbursement from other property owners or developers or (iii) any other costs that are not reasonable or legitimate for the Project. The Agencies acknowledge that Developer may submit multiple requests for rebates, in accordance with the STAR Act, and the Agencies agree that the Agencies will not refuse to certify reasonable and legitimate Project Costs, provided the request complies with the STAR Act. The Parties acknowledge that any and all risk associated with STAR rebates lie solely with Developer, and that Agencies make no representation or assurance that Developer's claimed costs will be deemed eligible in whole or in part. Developer understands and agrees that rebates for incorporated materials will not be processed unless the Applicable Agency has previously certified the use of such materials.

5.4 Documentation/Audit. In taking action on Developer's request for any attestation, verification and other documentation or information required from ITD or ACHD under the STAR Act, including with respect to Project Costs, ITD and ACHD shall be entitled to rely on the accuracy and completion of information furnished by Developer; provided, however, that each of ITD and ACHD reserves the right, in its sole discretion, from time to time during the term of this Agreement, but not more frequently than one time per quarter, to cause representatives of the Applicable Agency to examine, review, or audit the books and records of Developer to verify Developer's information submitted to the Agency, and Developer agrees to reasonably cooperate if such right is exercised within fourteen (14) days of the date information is submitted by Developer. In this regard, Developer shall keep full and detailed accounts and exercise such controls as may be reasonably necessary for proper financial management of the Project under this Agreement. Nothing contained herein shall relieve Developer of responsibility to provide accurate, complete and detailed records and other supporting documentation needed to comply with the STAR Act, including any rebate requests. Developer shall certify the accuracy and completeness of supporting documentation associated with any rebate request. Developer's failure to provide accurate and complete information to ITD or ACHD shall relieve any obligation of the Agencies to certify any such costs until the information is accurate and complete.

5.5 ITD and ACHD Cooperation. ITD and ACHD shall reasonably cooperate with Developer in obtaining rebates from the Tax Commission pursuant to and in compliance with the requirements of the STAR Act and this Agreement. ITD and ACHD shall promptly provide such attestations, verifications, certifications and other documentation or information provided by Developer in connection with the Tax Commission's process of verifying eligibility and making rebates, at such times and from time to time as Developer may reasonably request. Additionally, to the extent such meetings or hearings occur and as reasonably requested by Developer, the Agencies shall reasonably cooperate and use reasonable efforts to attend meetings and hearings with the Tax Commission as necessary to assist Developer in obtaining legitimate rebates from the Tax Commission.

5.6 No Representations and Warranties by ITD or ACHD. ITD and ACHD make no representations, warranties or guarantees regarding Developer's eligibility for any rebate from the Tax Commission under the STAR Act. Developer assumes all risks and acknowledges that it is solely responsible to ensure its eligibility for rebate under the STAR Act. Developer acknowledges to the Agencies, notwithstanding any other provision of this Agreement, as follows:

- 5.6.1 This Agreement does not affect the Approvals or the rules and regulations that Developer must comply with in order to implement the Approvals;
- 5.6.2 Any future applications or requests to Agencies will be governed by rules and regulations of each of the Agencies in effect at the time of such request;
- 5.6.3 Concerning the Approvals, the Agencies are not bound by this Agreement to any greater extent than by the Approvals;
- 5.6.4 Nothing in this Agreement shall be construed to allow Developer any waiver or relief from any of the processes, rules and regulations Developer must follow and comply with to implement the Approvals or to obtain any future approvals from the Agencies;
- 5.6.5 Nothing herein shall be construed to grant any legal entitlement or vest any right to the development of the Complex;
- 5.6.6 Nothing in this Agreement shall be construed to create any monetary liability against ACHD and ITD for damages; and
- 5.6.7 Nothing in this Agreement shall be construed to provide any claim or benefit to a third party.

## **SECTION 6.** **REMEDIES**

6.1 Default. No Party shall be deemed to be in default under this Agreement except upon the expiration of thirty (30) days after receipt of written notice from another Party specifying the particulars in which such Party has failed to perform its obligations under this Agreement ("Notice of Default"), unless such Party, prior to expiration of said thirty (30) day period, has rectified the particulars specified in the Notice of Default. If the cure is not one that is capable of being completed within such thirty (30) day period but is commenced within such thirty (30) day period and is being diligently prosecuted, then there shall be no default. Such additional period shall apply similarly with respect to any Second Notice of Default given pursuant to Section 6.2 below.

6.2 Default by Developer. If Developer defaults with regard to commencement or completion of the Project beyond the expiration of any applicable cure period as provided above in Section 6.1, (i) the Applicable Agency is specifically authorized by this Agreement, and at its election, to enforce the performance bond, letter of credit, cash deposit, or other provided surety required by the Approvals and the terms and conditions of this Agreement for the Project, and (ii) the Applicable Agency may exercise any other remedies to which it is entitled pursuant to the

Approvals; provided, however, that before the Applicable Agency shall be entitled to exercise any remedy under either subclause (i) or (ii) the following must occur: (a) Applicable Agency shall be required to give Developer a second notice (the "Second Notice"), which Second Notice shall state, in bold and conspicuous type, that it is a Second Notice, and that if Developer does not cure the default within thirty (30) days after receipt of the Second Notice, that the Applicable Agency shall then be entitled to exercise the remedies under either subclause (i) or (ii); and (b) Developer has not cured the default within thirty (30) days after receipt of the Second Notice.

6.3 Default by ITD or ACHD. If ITD or ACHD default in the performance of its obligations under the terms and provisions of this Agreement in the time and manner required herein, Developer shall only be entitled to non-monetary damages remedies, such as specific performance, declaratory relief, and injunctive relief.

6.4 Attorneys' Fees. Should any Party find it necessary to employ an attorney for representation in any action seeking enforcement of any of the provisions of this Agreement, the unsuccessful Party in any final judgment or award entered therein shall reimburse the prevailing Party for all reasonable costs, charges and expenses, including reasonable attorneys' fees expended or incurred by the prevailing Party in connection therewith and in connection with any appeal, and the same may be included in such judgment or award.

## **SECTION 7.** **OTHER PROVISIONS**

7.1 Notices. All notices, requests, consents, approvals, payments in connection with this Agreement, or communications that any Party desires or is required or permitted to give or make to the other Party under this Agreement shall only be deemed to have been given, made and delivered, when made or given in writing and personally served, or deposited in the United States mail, certified or registered mail, postage prepaid, or sent by reputable overnight courier (e.g., FedEx) and addressed to the Parties as follows:

ITD or ITD Board:	Idaho Transportation Department Legal Services Division Attn: Ms. Stephanie Wright P.O. Box 8028 Boise, ID 83707-1129
ACHD:	Ada County Highway District Attn: _____ _____ _____
DEVELOPER:	Smith Brighton Inc. Attn: Jonathan D. Wardle 2929 W. Navigator Drive, Suite 400 Meridian, Idaho 83642 jwardle@brighton.co (208) 378-4000

with copy of any  
Notice of Default to:

Brighton Corporation  
Attn: Robert L. Phillips and Amanda McCurry  
2929 W. Navigator Drive, Suite 400  
Meridian, Idaho 83642  
rphillips@brighton.co; amccurry@brighton.co  
(208) 378-4000

Notice shall be deemed given upon actual receipt (or attempted delivery if delivery is refused), if personally delivered or rejected.

7.2 Force Majeure. Any prevention, delay or stoppage due to strikes, lockouts, labor disputes, acts of God, tariffs, inability to obtain labor or materials or reasonable substitutes therefore, civil commotion, acts of war, fire or other casualty, government acts including a change in tariffs or trade restrictions and any other cause beyond the reasonable control of the Party obligated to perform, shall excuse the performance by such Party for a period equal to any such prevention, delay or stoppage. To avoid doubt, financial performance is within a party's control and is not a cause beyond a Party's control.

7.3 Choice of Law. This Agreement shall be governed by, and construed in accordance with, the laws of the state of Idaho.

7.4 Jurisdiction. The state courts of the State of Idaho shall have exclusive jurisdiction of any suit, dispute, claim, demand, controversy, or cause of action that the Parties may now have or at any time in the future claim to have based in whole or in part or arising from the negotiations, execution, interpretation, or enforcement of this Agreement. The Parties submit to the *in personam* jurisdiction of the State, to venue in the state courts within the State, and consent to service of process being affected upon them by certified mail sent to the addresses set forth in this Agreement.

7.5 Exhibits and Recitals. All exhibits and recitals to this Agreement are incorporated by reference and made a part of this Agreement as if the exhibits and recitals were set forth in their entirety in this Agreement.

7.6 Entire Agreement. This Agreement and the exhibits and recitals hereto constitute the full and entire understanding and agreement between the Parties with regard to the transaction contemplated herein, and no Party shall be liable or bound to any other in any manner by any representations, warranties, covenants and agreements, whether written or oral, except as specifically set forth herein.

7.7 Acknowledgments and Modifications. No acknowledgments required hereunder, and no modification or waiver of any provision of this Agreement or consent to departure therefrom, shall be effective unless in writing and signed by each Party hereto. In the event that all or any part of this Agreement is judicially found or declared to be unenforceable or contrary to applicable law, the Parties agree to modify the terms hereof to the slightest extent possible to cause the Agreement to be enforceable and consistent with applicable law.

7.8 Effective Date. This Agreement will be effective on the last date signed by all of the Parties (“**Effective Date**”)

7.9 Headings. The headings used in this Agreement are used for convenience only and are not to be considered in construing or interpreting this Agreement.

7.10 Successors and Assigns; Survival. This Agreement may be assigned upon written consent of the Agencies, and such consent shall not be unreasonably withheld. All provisions of this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their heirs, successors and assigns and shall survive any transfer or assignment by a Party or their heirs, successors or assigns. This Agreement shall remain effective notwithstanding the expiration, cancellation, termination or completion of this Agreement as may be necessary for any Party to enforce the terms and provisions of this Agreement.

7.10.1 ACHD and ITD both acknowledge and agree that Developer may assign and/or pledge to Developer’s lender(s) the right to receive any rebate distributions in accordance with the terms of this Agreement. Any such assignment or pledge shall not obligate the lender(s) to assume the duties of Developer under this Agreement.

7.11 Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but both of which together shall constitute one and the same instrument.

7.12 No Third-Party Beneficiary Rights. This Agreement is not intended to create, nor shall it in any way be interpreted or construed to create, any third-party beneficiary rights in any person not a Party hereto.

7.13 Recordation. This Agreement may be recorded in the Ada County Recorder’s office immediately upon the adoption and execution of the Agreement by all Parties.

7.14 Time is of the essence. Time is of the essence for this Agreement.

[End of text. Signatures and Exhibits follow.]

#### EXHIBITS:

- A-1 – Legal Description and Graphic Depiction of Project
- A-2 – Legal Description and Graphic Depiction of Complex
- B – Description of Improvements and Improvement Phasing
- C – Budget for Project Costs (Pro Forma only)
- D – Required Right-Of-Way and Easements

IN WITNESS WHEREOF, the Parties have executed this Agreement, effective as of the Effective Date.

ITD:  
IDAHO TRANSPORTATION DEPARTMENT, an  
executive department of the state of Idaho

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: \_\_\_\_\_

STATE OF IDAHO                    )  
  : ss.  
County of Ada                    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, a Notary Public in and for the State of Idaho, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of the Idaho Transportation Department, a division of the State of Idaho, and the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same on behalf of the Idaho Transportation Department.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

\_\_\_\_\_  
Notary Public for Idaho  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_



ITD BOARD:  
IDAHO TRANSPORTATION BOARD, a political  
subdivision of the state of Idaho

\_\_\_\_\_  
By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: \_\_\_\_\_

STATE OF IDAHO                    )  
  : ss.  
County of Ada                    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, a notary public in  
and for the State of Idaho, personally appeared \_\_\_\_\_, the  
\_\_\_\_\_ of the Idaho Department of Transportation Board, known to me  
to be the person whose name is subscribed to the within instrument, and acknowledged to me that  
he/she executed the same on behalf of the Idaho Transportation Board.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the  
day and year first above written.

\_\_\_\_\_  
Notary Public for Idaho  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_

ACHD:  
ADA COUNTY HIGHWAY DISTRICT, a highway  
district created under the laws of the state of Idaho

\_\_\_\_\_  
By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: \_\_\_\_\_

STATE OF IDAHO                    )  
  : ss.  
County of Ada                    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, a notary public in  
and for the State of Idaho, personally appeared \_\_\_\_\_, the  
\_\_\_\_\_ of the Ada County Highway District, known to me to be the  
person whose name is subscribed to the within instrument, and acknowledged to me that he/she  
executed the same on behalf of the Ada County Highway District.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the  
day and year first above written.

\_\_\_\_\_  
Notary Public for Idaho  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_

DEVELOPER:  
SMITH BRIGHTON INC., an Idaho corporation

\_\_\_\_\_  
By: Robert L. Phillips  
Its: President  
Date: \_\_\_\_\_

STATE OF IDAHO                    )  
  : ss.  
County of Ada                    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, a notary public in and for the State of Idaho, personally appeared Robert L. Phillips, the President of Smith Brighton Inc., known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same in said corporation's name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

\_\_\_\_\_  
Notary Public for Idaho  
Residing at: \_\_\_\_\_  
My commission expires: \_\_\_\_\_

**EXHIBIT A**  
**Legal Description and Graphic Depiction of Complex**



August 4, 2025  
Project No.: 22-075  
Apex Zenith Subdivision

**Exhibit A**  
**Legal Description for Zenith Complex**

A parcel of land being a portion of the Northwest 1/4 of Section 6, Township 2 North, Range 1 East, B.M., City of Meridian, Ada County, Idaho being more particularly described as follows:

Commencing at an aluminum cap marking the Northwest corner of said Section 6, which bears N89°42'12"W a distance of 2,490.51 feet from a 5/8-inch rebar marking the North 1/4 corner of said Section 6, thence following the northerly line of said Northwest 1/4, S89°42'12"E a distance of 2,424.19 feet;

Thence leaving said northerly line, S00°12'26"W a distance of 56.00 feet to a 5/8-inch rebar on the southerly right-of-way of E. Lake Hazel Road and being the **POINT OF BEGINNING**.

Thence leaving said southerly right-of-way, S00°12'26"W a distance of 517.21 feet;

Thence N89°42'12"W a distance of 1,189.45 feet;

Thence S06°23'14"E a distance of 172.03 feet;

Thence 58.33 feet along the arc of a curve to the right, said curve having a radius of 500.00 feet, a delta angle of 06°41'02", a chord bearing of S03°02'43"E and a chord distance of 58.29 feet;

Thence S00°17'48"W a distance of 636.61 feet;

Thence 57.85 feet along the arc of a curve to the right, said curve having a radius of 500.00 feet, a delta angle of 06°37'46", a chord bearing of S03°36'40"W and a chord distance of 57.82 feet;

Thence S06°55'33"W a distance of 115.33 feet;

Thence 57.85 feet along the arc of a curve to the left, said curve having a radius of 500.00 feet, a delta angle of 06°37'46", a chord bearing of S03°36'40"W and a chord distance of 57.82 feet;

Thence S00°17'48"W a distance of 980.08 feet to the southerly line of said Northwest 1/4;

Thence following said southerly line, N89°22'50"W a distance of 406.03 feet to a 5/8-inch rebar;

Thence leaving said southerly line, N00°37'10"E a distance of 60.50 feet to a 5/8-inch rebar on the northerly right-of-way of W. Aristocrat Dr.;

Thence following said northerly right-of-way the following three (3) courses:

1. N89°22'50"W a distance of 429.03 feet to a 5/8-inch rebar;
2. 123.19 feet along the arc of a curve to the left, said curve having a radius of 217.00 feet, a delta angle of 32°31'34", a chord bearing of S74°21'24"W and a chord distance of 121.54 feet to a 5/8-inch rebar;
3. S58°05'37"W a distance of 49.22 feet to a 5/8-inch rebar on the southerly line of said Northwest 1/4;

Thence leaving said northerly right-of-way and following said southerly line, N89°22'50"W a distance of 211.45 feet to the easterly right-of-way Meridian Rd./State Highway 69;

Thence following said easterly right-of-way, N04°35'02"E a distance of 370.51 feet to a 5/8-inch rebar;

Thence leaving said easterly right-of-way, N89°50'15"E a distance of 120.87 feet to a 1/2-inch rebar;

Thence S00°51'06"W a distance of 50.00 feet to a 1/2-inch rebar;

Thence N89°50'15"E a distance of 190.40 feet to a 1/2-inch rebar;

Thence N00°51'06"E a distance of 150.00 feet to a 1/2-inch rebar;

Thence S89°50'15"W a distance of 305.70 feet to a 5/8-inch rebar on said easterly right-of-way;

Thence following said easterly right-of-way the following two (2) courses:

1. N00°57'25"W a distance of 940.55 feet to a brass cap;
2. N00°51'06"E a distance of 1,162.32 feet to a brass cap on the southerly right-of-way of E. Lake Hazel Rd.;

Thence leaving said easterly right-of-way and following said southerly right-of-way the following twenty (20) courses:

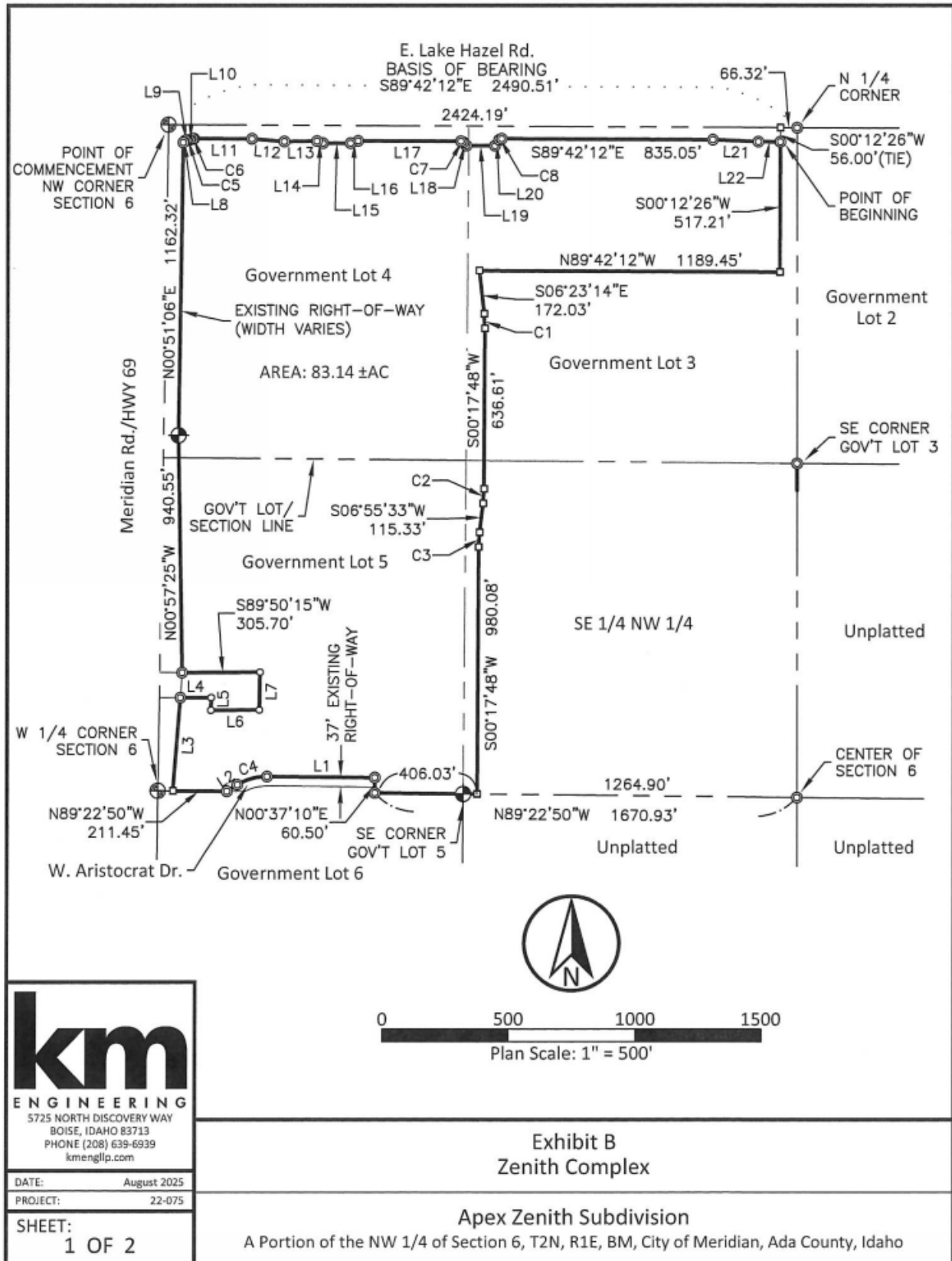
1. N45°34'27"E a distance of 11.31 feet to a 5/8-inch rebar;
2. S89°08'54"E a distance of 6.81 feet to a 5/8-inch rebar;
3. 9.23 feet along the arc of a curve to the left, said curve having a radius of 27.00 feet, a delta angle of 19°34'51", a chord bearing of N81°03'41"E and a chord distance of 9.18 feet to a 5/8-inch rebar;
4. N71°16'16"E a distance of 15.30 feet to a 5/8-inch rebar;
5. 4.32 feet along the arc of a curve to the right, said curve having a radius of 13.00 feet, a delta angle of 19°01'32", a chord bearing of N80°47'02"E and a chord distance of 4.30 feet to a 5/8-inch rebar;
6. S89°42'12"E a distance of 227.26 feet to a 5/8-inch rebar;
7. S85°08'19"E a distance of 129.00 feet to a 5/8-inch rebar;
8. N89°09'03"E a distance of 129.64 feet to a 5/8-inch rebar;
9. S71°16'06"E a distance of 24.75 feet to a 5/8-inch rebar;
10. S89°42'12"E a distance of 109.61 feet to a 5/8-inch rebar;
11. N71°51'42"E a distance of 31.62 feet to a 5/8-inch rebar;
12. S89°42'12"E a distance of 408.44 feet to a 5/8-inch rebar;
13. 10.30 feet along the arc of a curve to the right, said curve having a radius of 13.00 feet, a delta angle of 45°23'26", a chord bearing of S67°00'29"E and a chord distance of 10.03 feet to a 5/8-inch rebar;
14. S44°18'46"E a distance of 18.42 feet to a 5/8-inch rebar;
15. S89°42'12"E a distance of 113.49 feet to a 5/8-inch rebar;
16. N36°15'59"E a distance of 27.94 feet to a 5/8-inch rebar;
17. 12.26 feet along the arc of a curve to the right, said curve having a radius of 13.00 feet, a delta angle of 54°01'49", a chord bearing of N63°16'53"E and a chord distance of 11.81 feet to a 5/8-inch rebar;
18. S89°42'12"E a distance of 835.05 feet to a 5/8-inch rebar;
19. S87°38'07"E a distance of 180.12 feet to a 5/8-inch rebar;
20. S89°42'12"E a distance of 87.69 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 83.14 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

Attached hereto is Exhibit B and by this reference is made a part hereof.



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LINE TABLE		
LINE	BEARING	DISTANCE
L1	N89°22'50"W	429.03'
L2	S58°05'37"W	49.22'
L3	N04°35'02"E	370.51'
L4	N89°50'15"E	120.87'
L5	S00°51'06"W	50.00'
L6	N89°50'15"E	190.40'
L7	N00°51'06"E	150.00'
L8	N45°34'27"E	11.31'
L9	S89°08'54"E	6.81'
L10	N71°16'16"E	15.30'
L11	S89°42'12"E	227.26'
L12	S85°08'19"E	129.00'
L13	N89°09'03"E	129.64'
L14	S71°16'06"E	24.75'
L15	S89°42'12"E	109.61'
L16	N71°51'42"E	31.62'
L17	S89°42'12"E	408.44'
L18	S44°18'46"E	18.42'
L19	S89°42'12"E	113.49'
L20	N36°15'59"E	27.94'
L21	S87°38'07"E	180.12'
L22	S89°42'12"E	87.69'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	500.00'	58.33'	6°41'02"	S03°02'43"E	58.29'
C2	500.00'	57.85'	6°37'46"	S03°36'40"W	57.82'
C3	500.00'	57.85'	6°37'46"	S03°36'40"W	57.82'
C4	217.00'	123.19'	32°31'34"	S74°21'24"W	121.54'
C5	27.00'	9.23'	19°34'51"	N81°03'41"E	9.18'
C6	13.00'	4.32'	19°01'32"	N80°47'02"E	4.30'
C7	13.00'	10.30'	45°23'26"	S67°00'29"E	10.03'
C8	13.00'	12.26'	54°01'49"	N63°16'53"E	11.81'



DATE: August 2025

PROJECT: 22-075

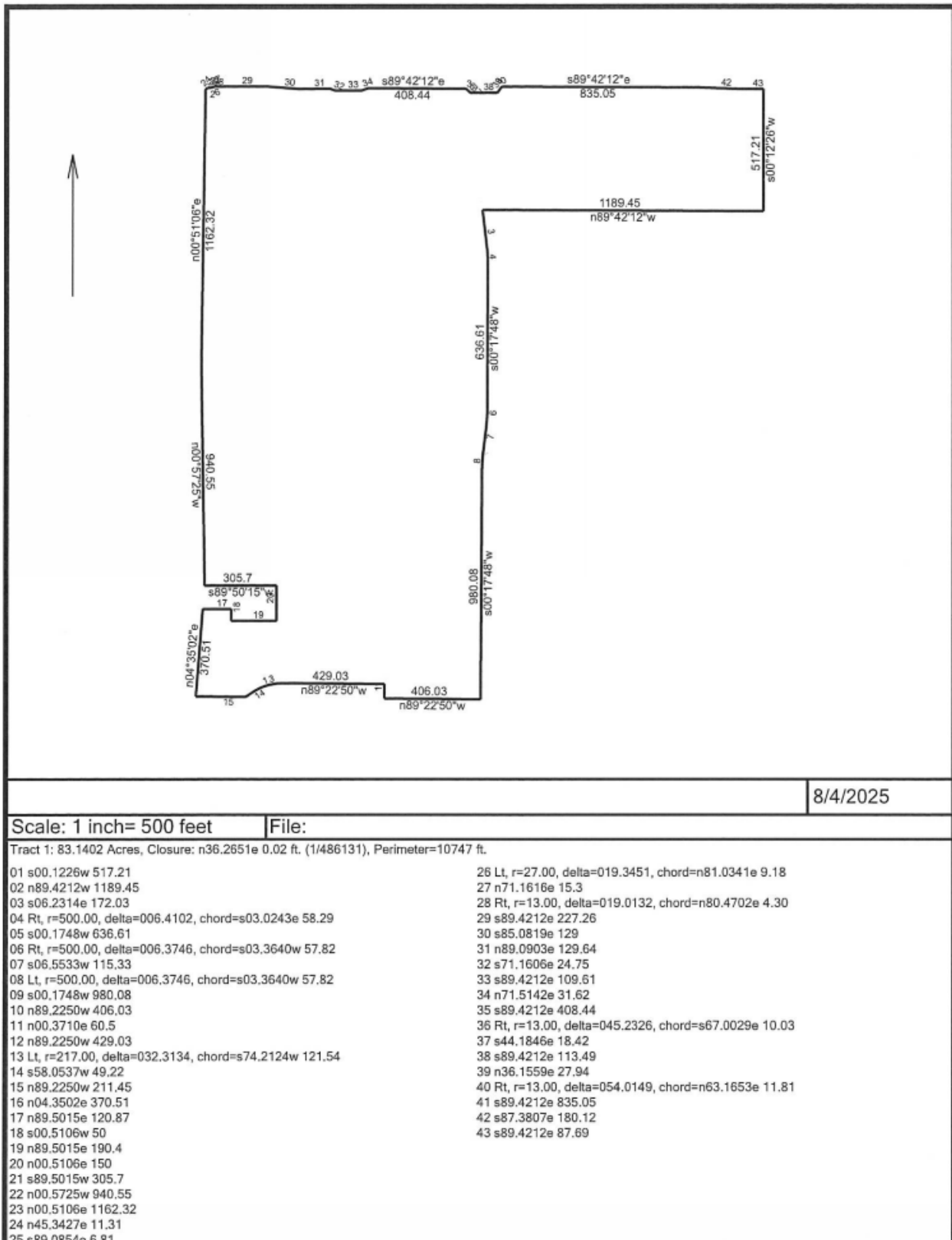
SHEET:  
2 OF 2

## Exhibit B Zenith Complex

### Apex Zenith Subdivision

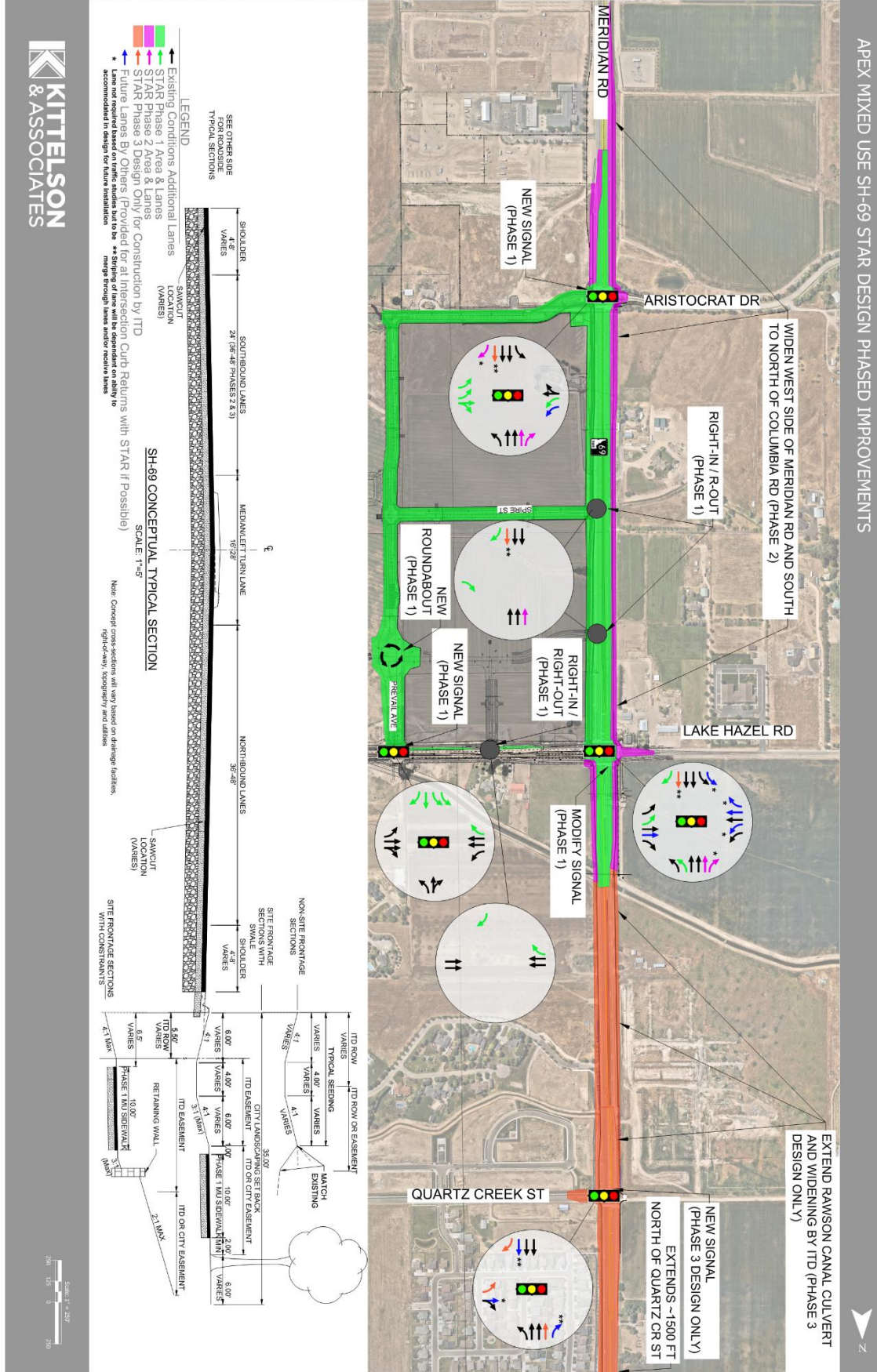
A Portion of the NW 1/4 of Section 6, T2N, R1E, BM, City of Meridian, Ada County, Idaho





## **EXHIBIT B**

### **Description of Improvements and Improvement Phasing**



## **APEX ZENITH SH-69 STAR Improvements**

### **Summary of Proposed Improvements**

#### **SECTION 8.**STAR Phase 1 Improvements to be Completed with Opening

This phase will widen SH-69 to provide roadway width for three northbound travel lanes and the ultimate curb location on the east side of the SH-69 between Aristocrat Drive and Lake Hazel Road (approximately 0.5 miles). This will include tapering to match the existing five-lane section (two through travel lanes) to the north of Lake Hazel Road and to the south of Aristocrat Drive.

Phase 1 will also include the collector streets and intersections association with the commercial development.

The STAR Phase 1 improvements are assumed to fit within the existing right-of-way and the new right-of-way being dedicated or obtained by the development on the east side of SH-69 between Aristocrat Drive and Lake Hazel Road. While right-of-way and easements are identified in the right-of-way needs list, design options will be considered prior to pursuing additional right-of-way.

- The improvements on SH-69 will include the following:
  - The improvements at the intersections may vary depending on right-of-way availability but are anticipated to include the following:
    - **SH-69/Lake Hazel Road Intersection:** Modification of the existing intersection and traffic signal to accommodate the proposed Phase 1 lane configuration. The lane configuration at the intersection is anticipated to accommodate the following lanes:
      - Development Phase 1 Improvements
        - Westbound (East) Approach
          - Striping changes and signal changes to provide for a second westbound left-turn lane that was planned for in the Lake Hazel Road widening.
      - Additional lanes for STAR Improvements:
        - Southbound (North) Approach
          - A second southbound left-turn lane. (To be striped with phase 2) Including shoulder widening to accommodate turn lanes.
        - Northbound (South) Approach
          - Northbound right-turn lane.
          - Third northbound through lane (to be striped once the Phase 3 widening from the Rawson Canal to Quartz Creek Street is constructed by ITD).
          - Width for a second northbound left-turn lane (to be installed in long-term future when needed but striped as a single left turn lane). Including shoulder widening on west side needed to accommodate turn lane.
- **SH-69 & Aristocrat Drive Intersection:** New signalized intersection. The lane configuration is anticipated to accommodate the following lanes:
  - Development Phase 1 improvements:
    - Westbound (East) Approach

- Westbound dual left-turn lanes
    - Westbound through-right lane
    - Build curb return on northeast corner of intersection to accommodate third northbound through lane (to be striped once Phase 3 widening has been completed by ITD)
  - Eastbound (West Approach)
    - Eastbound left-turn lane (removal of existing median island on Aristocrat Drive is anticipated to obtain lane alignment)
    - Eastbound through-right lane
  - Northbound (South Approach)
    - Replacement of existing two-way-left-turn lane with northbound and southbound left-turn lanes.
    - Two through lanes (existing)
    - Build curb return on southeast corner of the intersection to accommodate additional buildout lanes:
      - Third northbound through lane (to be striped once Phase 3 widening has been completed by ITD)
      - Northbound right-turn lane (not needed in traffic study but to be installed in Phase 2)
- Traffic signal interconnect to the SH-69/Lake Hazel Road intersection
- **SH-69 & Spire Street Intersection:**
  - Right-in/Right-out access at the public collector street ¼ mile south of Lake Hazel Road with a northbound right-turn lane.
- **SH-69 & Private East-West Street Intersection:**
  - Right-in/Right-out access (private road) 1/8<sup>th</sup> mile south of Lake Hazel Road with a northbound right-turn lane.
- The improvements to the ACHD Collector streets will include the following:
  - The improvements at the intersections may vary depending on right-of-way availability but are anticipated to include the following:
    - **Lake Hazel Road & Prevail Avenue:** New signalized intersection at Prevail Avenue with signal interconnect and necessary striping and other channelization modification on Lake Hazel Road to accommodate the new signalized intersection with the following lanes:
      - Intersection Improvements
        - Westbound (East) Approach
          - No new lanes
        - Eastbound (West Approach)

- Stripe eastbound right-turn lane using existing roadway width as planned in the Lake Hazel Road widening.
  - Northbound (South Approach)
    - Dual northbound left-turn lanes.
    - Northbound through lane.
    - Northbound right-turn lane.
  - Southbound (North Approach)
    - No new lanes (future access)
- Traffic signal interconnect to the SH-69/Lake Hazel Road intersection
- **Prevail Avenue (1/4 Mile North-South Collector):** Three-lane public collector street designed to ACHD standards including the following:
  - Sidewalks
  - Roadway lighting as required by the City of Meridian and signalized intersection and roundabout lighting as required by ACHD.
  - Roundabout at the private street intersection located 1/8<sup>th</sup> mile south of Lake Hazel Road
  - Unsignalized intersections at Spire Street and Aristocrat Drive
  - Landscaping and irrigation from back of curb to face of sidewalk
  - Drainage facilities
- **Aristocrat Drive (1/2 Mile East-West Collector):** Three-lane public collector street designed to ACHD standards including the following
  - Sidewalks
  - Roadway and intersection lighting as required by the City of Meridian and ACHD.
  - Landscaping and irrigation from back of curb to face of sidewalk
  - Drainage facilities
  - Slope drainage conveyance facilities.
- **Spire Street (1/4 Mile East-West Collector):** Three lane public collector street designed to ACHD standards including the following
  - Sidewalks
  - Roadway and intersection lighting as required by the City of Meridian and/or ACHD. It is not assumed the intersection lighting extends into SH-69 to provide illumination for vehicles outside of the crosswalk area.
  - Landscaping and irrigation from back of curb to face of sidewalk
  - Drainage facilities
- **Private North-South Street (1/8 Mile North-South Private street):** Three lane private street
  - Lake Hazel Striping for eastbound right-turn lane.
- Continuous roadway on SH-69 lighting will not be included but may be constructed by the City of Meridian in the future. Intersection lighting on SH-69 to be installed as a part of this project is anticipated to include:

- **SH-69 & Lake Hazel Road Intersection:** Maintaining the existing luminaires on the traffic signal poles or as required by ACHD for the signal modifications.
- **SH-69 & Aristocrat Drive Intersection:** Addition of luminaires to the new signal poles to provide a luminaire on each corner of the intersection or as required by ACHD for the new signal.
- **SH-69 & Private East-West Street Intersection:** A luminaire connected the on-site and/or City street lighting system that provide light at the north-south pedestrian crossing of the private street.
- **SH-69 & Spire Street Intersection:** A luminaire connected the City street lighting system that provide light at the north-south pedestrian crossing of the Spire Street.
- Stormwater infrastructure to support the widening which may include ditches, rock facilities, seepage beds, piping, ponds, and other necessary elements.
- Landscaping and irrigation on the east side of SH-69 within the right-of-way and permanent easements between Aristocrat Drive and Lake Hazel Road from back of curb to face of walk.
- Landscaping and irrigation from back of curb to face of walk along all ACHD Collector roadways.
- Irrigation system and utility modifications to accommodate the roadway improvements.
- Sidewalks on the east side of SH-69 between Aristocrat Drive and Lake Hazel Road.
- Raised median on SH-69 between Aristocrat Drive and Lake Hazel Road.
- Retaining walls
- Necessary striping, signage and intermediate traffic measures.

#### **SECTION 9.** STAR Phase 2 Improvements (South of Aristocrat Drive to Lake Hazel Road)

This phase will widen SH-69 to provide the ultimate curb/edge of pavement for expansion to provide three southbound travel lanes from a location south of Aristocrat Drive to north of Lake Hazel Road (approximately to the Rawson Canal).

- The improvements at the intersections may vary depending on right-of-way availability but are anticipated to include the following:
  - **SH-69 & Lake Hazel Road Intersection:** Additional improvements on the north and west approaches to the intersection and modification to the signal. The lane configuration at the intersection may vary depending on right-of-way availability and impacts to irrigation facilities, but is anticipated to accommodate the following lanes:
    - Buildout Development Additional buildout lanes:
      - Southbound (North) Approach
        - Southbound right-turn lane (not needed in traffic study but to be installed)
        - Third southbound through lane.
        - Striping of second southbound left-turn lane.
      - Eastbound (West) Approach
        - Maintaining the existing single left-turn lane and through-right lane.

- Curb-return returns located to accommodate the following future lanes on Lake Hazel Road:
  - Second eastbound left-turn lane.
  - Second eastbound through lane.
  - Eastbound right-turn lane (not needed in traffic study)
- Northbound (North) Approach
  - Roadwidening for northbound travel lane (to be striped with phase 3).
  - Northeast corner curb return to accommodate third northbound travel lane.
- **SH-69 & Aristocrat Drive:** Modify the signalized intersection at the SH-69/Aristocrat Drive intersection constructed in Phase 1. The lane configuration at the intersection may vary depending on right-of-way availability, but is anticipated to accommodate the following additional lanes:
  - Southbound (North Approach)
    - Third southbound through lane.
    - Southbound right-turn lane.
  - Eastbound (West Approach)
  - Width for second eastbound left-turn lane (to be installed by others in future)
  - Northbound (South Approach)
    - Third northbound through lane.
    - Northbound right-turn lane.
- Stormwater infrastructure to support the widening which may include ditches, rock facilities, seepage beds, piping, ponds, and other necessary elements.
- Irrigation modifications.
- No sidewalks, landscaping or roadway lighting on SH-69 (outside of intersection lighting at traffic signals) will be included beyond those completed in Phase 1.
- No additional median will be installed on SH-69 beyond what was installed in Phase.
- Retaining walls.
- Striping, signage and intermediate traffic measures.

**SECTION 10.** STAR Phase 3 Improvements (Lake Hazel Road to Quartz Creek Street Design Only)

This phase will create the design plans for the widening on SH-69 to provide the ultimate curb/edge of pavement for expansion to three travel lanes in the northbound and southbound directions between Lake Hazel Road and Quartz Creek Street (approximately 0.5 miles) and signalization of the intersection of Quartz Creek Street. This will include tapering to match the existing five-lane section (two through travel lanes) to the north of Quartz Creek Street. The third northbound lane may drop at Quartz Creek Street as an option to a merge east of the intersection based on the availability of right-of-way. The design for this section will also include extension of the culvert for the Rawson Canal and other irrigation work to accommodate the widening. Right-of-way acquisition and construction will be done by ITD outside of this STAR project at their discretion.

- The improvements at the intersections may vary depending on right-of-way availability but are anticipated to include the following:



- **SH-69 & Lake Hazel Road Intersection:** Additional improvements on the north and west approaches to the intersection.
  - Buildout Development Additional buildout lanes:
    - Northbound (South) Approach
      - Stripe the third northbound through lane (width provided in Phase 1)
- **SH-69 & Quartz Creek Street:** New signalized intersection. The lane configuration at the intersection may vary depending on right-of-way availability, but is anticipated to accommodate the following lanes:
  - Phase 3 improvements:
    - Westbound (East) Approach
      - Westbound left-turn lane
      - Westbound through-right lane
      - Width of curb returns for a future westbound through lane (to be installed by others when development on west side of SH-69 occurs)
    - Northbound (South) Approach
      - Third northbound through lane (only striped if merge occurs north of the intersection)
      - Northbound right-turn lane (if right-of-way is available)
    - Southbound (North) Approach
      - Southbound left-turn lane (replaces existing lane)
      - Width for a third southbound through (to be striped once the southbound widening is completed from Quartz Creek over the Rawson Canal and Phase 2 improvements have been completed).
  - Traffic signal interconnect to Lake Hazel Road and/or Amity Road
- Stormwater infrastructure to support the widening which may include ditches, rock facilities, seepage beds, piping, ponds, and other necessary elements.
- No sidewalks, landscaping or roadway lighting (outside of intersection lighting at the new traffic signals will be included.
- No median on SH-69 will be installed.

## **EXHIBIT C**

### **Budget for Project Costs (Proforma Only)**

STARs Phase 1		
ACHD Collectors	Prevail, Spire, Aristocrat	
Design		\$ 318,367.00
Construction Cost		\$ 4,765,857.00
Signal (Lake Hazel & Prevail)		
Design		\$ 75,000.00
Construction Cost		\$ 250,000.00
Signal (SH-69 & Aristocrat)		
Design		\$ 75,000.00
Construction Cost		\$ 500,000.00
SH-69 Widening		
Design		\$ 946,855.00
Construction Cost		\$ 7,013,607.00
Signal Modification (SH-69 & Lake Hazel)	Design In SH-69 Widening	
Construction Cost	Includes Interconnect on SH-69	\$ 337,000.00
SH-69 ROW & Permanent Easements	ROW* 17,500 SF, *Ease 45,369 SF	\$ 320,826.55
Aristocrat ROW*	850 SF, Inc. Monument Relocation	\$ 14,675.00
Admin Cost		\$ 150,000.00
Phase 1 Total		\$ 14,767,187.55
STARs Phase 2		
SH-69 Widening		
Design		\$ 1,134,860.00
Construction Cost		\$ 5,596,959.00
SH-69 & Lake Hazel Signal Modifications		
Design		\$ 75,000.00
Construction Cost		\$ 600,000.00
SH-69 ROW & Permanent Easements	ROW* 3,600 SF, Ease* 58,700 SF	\$ 310,365.00
Add Alt. 3rd Party ROW acquisition		\$ 425,000.00
Admin Cost		\$ 100,000.00
Phase 2 Total		\$ 8,242,184.00
STARs Phase 3		
SH-69 Design MP 6.3-6.9, inc. Rawson		\$ 1,075,000.00
Admin Cost		\$ 50,000.00
Phase 3 Total		\$ 1,125,000.00

\*For Budget only Right-of-Way @\$5.50, Easements @ 90% of \$5.50

STARs Phase 1	\$ 14,767,187.55
STARs Phase 2	\$ 8,242,184.00
STARs Phase 3	\$ 1,125,000.00
<b>TOTAL</b>	<b>\$ 24,134,371.55</b>

## **EXHIBIT D**

### **Required Right-Of-Way and Easements**

**APEX ZENITH STAR Estimated Right-of-Way (ROW) Needs  
STAR Phase 1 Potential ROW & Easement Needs:**

- **Known ROW Needs (Shown in Blue):**

1. **DWT INVESTMENTS LLC, 45 E LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: S1406223153):** ROW and/or easement for roadway widening, drainage, irrigation, sidewalk, signal equipment and utilities.
2. **DWT INVESTMENTS LLC, E LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: S1406223014):** ROW and/or easement for roadway widening, drainage, irrigation, sidewalk, retaining wall, utilities, and drainage pond.
3. **PACIFIC CROSSROADS INTERNATIONAL INC, W ARISTOCRAT DR MERIDIAN, ID 83642 (Parcel: R6961010290):** ROW intersection improvements.
4. **MERIDIAN MEGA STORAGE LLC, 7370 S MERIDIAN RD # 1 MERIDIAN, ID 83642 (Parcel: S1406325626):** ROW or easement for corner sidewalk and traffic signal equipment. Additional ROW or easement in Phase 2 for roadway widening, drainage, and utilities.

- **Possible ROW Needs:**

5. **DAVIS JACKIE M, 7000 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1406233902):** Easement for drainage, irrigation, sidewalk, retaining wall, and utilities.
6. **WILLEMAN DONALD ALAN, E LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: S1131336111):** Easement for drainage, corner sidewalk, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal equipment, and utilities.
7. **AMERITEL INN CDA LLC, S MERIDIAN RD MERIDIAN, ID 83642 (Parcel S1236449100):** Easement for irrigation, drainage, corner sidewalk, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal interconnect, and utilities.
8. **MUSTANG 35 LLLP, 65 W LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: R8200130115):** Easement for irrigation, drainage, corner sidewalk, signal equipment, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal equipment, and utilities.
9. **MUSTANG 35 LLP,, 195 W LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: R8200130120):** Easement for drainage, irrigation, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal interconnect and monitoring equipment, and utilities.



- 10. PEAR BLOSSOM HOMEOWNERS ASSOCIATION INC, W ARISTOCRAT DR MERIDIAN, ID 83642 (Parcel: R6961010216): Easement for roadway, irrigation, drainage, corner sidewalk, signal equipment, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal equipment, and utilities**
- 11. ENDURANCE HOLDINGS LLC, W ARISTOCRAT DR MERIDIAN, ID 83642 (Parcel: R6961010010): Easement for roadway, irrigation, drainage, corner sidewalk, signal equipment, and utilities. Additional ROW or easement in Phase 2 for roadway widening, drainage, irrigation, signal equipment, and utilities**

## STAR Phase 2 Potential ROW & Easement Needs

- **Known ROW Needs (shown in Blue):**

1. **MERIDIAN MEGA STORAGE LLC, 7370 S MERIDIAN RD # 1 MERIDIAN, ID 83642 (Parcel: S1406325626):** ROW or easement for roadway widening, drainage, and utilities.
2. **MUSTANG 35 LLLP, 65 W LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: R8200130115):** ROW or easement for roadway widening corner sidewalk, drainage, irrigation, signal equipment, and utilities.
3. **MUSTANG 35 LLP, 195 W LAKE HAZEL RD MERIDIAN, ID 83642 (Parcel: R8200130120):** ROW or easement for roadway widening, drainage, irrigation, signal interconnect and monitoring equipment, and utilities.
4. **SPARLING, KENNETH, 175 PAINT HORSE LN MERIDIAN, ID 83642 (Parcel: S1301141880):** ROW or easement for roadway widening, drainage, irrigation, signal interconnect utilities.
5. **MASLONKA GALE D, 6953 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: R8350760100):** ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities.
6. **SHEFFIELD CLAUDE W, 7015 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1301141955):** ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities.
7. **SHEFFIELD CLAUDE W, 7015 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1301141951):** ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities.
8. **MUELLER AHJ TRUST 06/18/1992, S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: R8350760200):** ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities.
9. **PEAR BLOSSOM HOMEOWNERS ASSOCIATION INC, W ARISTOCRAT DR MERIDIAN, ID 83642 (Parcel: R6961010216):** ROW or easement for roadway widening, drainage, irrigation, signal equipment, and utilities
10. **ENDURANCE HOLDINGS LLC, W ARISTOCRAT DR MERIDIAN, ID 83642 (Parcel: R6961010010):** ROW or easement for roadway widening, drainage, slopes irrigation, signal interconnect, and utilities.

- **Possible ROW Needs:**

11. **IDAHO POWER COMPANY, 7651 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1301449020):** ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities.



12. **DAVIS MONTE S, 7775 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1301449150): ROW or easement for roadway widening, drainage, slopes, irrigation, signal interconnect, and utilities**
13. **GRID TRAINING CORPORATION, 7600 S MERIDIAN RD MERIDIAN, ID 83642 (Parcel: S1406325615): ROW or easement for roadway widening, drainage, slopes, irrigation, and utilities.**



**STAR Phase 3 Potential ROW & Easement Needs**  
**(Design Only – ROW will not be obtained under this project)**

WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for roadway improvements and expansion on State Highway 69; and

WHEREAS, the Idaho Transportation Department has completed a corridor study identifying proposed improvements and expansion for State Highway 69; and

WHEREAS, the project has been adopted into the Idaho Transportation Investment Program (ITIP); and

WHEREAS, there is developer interest in engaging in the Sales Tax Anticipation Revenue (STAR) Program to facilitate components of the improvements and expansion on State Highway 69.

WHEREAS, Smith Brighton Inc. and ITD have partnered in the development of project scoping, design elements, cost estimates, project phasing, project exhibits, and other supporting documentation; and

WHEREAS, Smith Brighton Inc. and ITD have jointly drafted a STAR agreement and has been reviewed by ITD's Legal; and

WHEREAS, the Idaho Transportation Board has reviewed the agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Board authorizes staff, on behalf of ITD, to enter into the drafted STAR agreement with only minimal changes as necessary to the final execution of the agreement.