



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

District 2 Tour and Regular Meeting of the Idaho Transportation Board

September 17 & 18, 2025

**September 17, 2025**

**District 2**

### **DISTRICT 2 PROJECTS TOUR**

**Time\***

Board members and ITD staff arrive at Lewiston airport	9:50
Pick up board members at Courtyard hotel lobby to join tour	10:05
Travel east on US-95 to Culdesac Canyon	10:40
Culdesac Canyon discussion	11:00
Travel to District 2 Office, Lewiston	11:30
Lunch at District 2 Office	12:30
Travel north US-95 to Thorn Creek to Moscow project	1:05
Thorn Creek to Moscow discussion at new maintenance site	1:30
Travel Thorn Creek project route	2:00
Travel to Sand Creek LHTAC** project, west of Moscow	2:20
Sand Creek discussion	2:30
Return to Lewiston, Courtyard hotel – tour ends	3:15

\*\* LHTAC – Local Highway Technical Assistance Council

\*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.



**September 18, 2025**

District 2 Office  
2600 Frontage Road  
Lewiston, Idaho

Listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2862 663 2756
- 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>8:00</b>
<b>Info Item</b>	<b>2. SAFETY “CLUTCH MOMENT” SHARE:</b> Business Manager Corder		
<b>Action Item</b>	<b>3. BOARD MINUTES – August 20 &amp; 21, 2025 .....</b>	<b>5</b>	
<b>Info Item</b>	<b>4. BOARD MEETING DATES .....</b> Next meeting is October 15, 2025, in Boise	<b>16</b>	
<b>Action Item</b>	<b>5. CONSENT CALENDAR .....</b>	<b>17</b>	
HWY	___ Contract to award .....	<b>18</b>	
<b>Info Items</b>	<b>6. INFORMATIONAL CALENDAR</b>		
HWY	___ Contract award information and current advertisements .....	<b>23</b>	
HWY	___ Professional services agreements and term agreement work tasks report .....	<b>28</b>	
HWY	___ Monthly report of federal formula program funding through August 29.....	<b>34</b>	
ADM	___ State Fiscal Year 2026 financial statement .....	<b>36</b>	
	<b>7. ADOPT-A-HIGHWAY PRESENTATION</b>		<b>8:10</b>
	Vice Chair Osborn: Selway Bitterroot Frank Church Foundation		
	<b>8. DIRECTOR’S MONTHLY REPORT:</b> Director Stokes		<b>8:20</b>
	<b>9. DISTRICT ENGINEER REPORT:</b> District 2 Engineer Hoff		<b>8:40</b>

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**10. BREAK 8:55**

**11. AGENDA ITEMS**

**Information Items**

INV \_\_\_\_\_ Division of Human Resources 2025 Employee Engagement Survey results .....60 **9:10**  
Williams

COM \_\_\_\_\_ FY26-FY32 Draft Idaho Transportation Investment Program public comments...61 **9:30**  
Jahns/Ipaye responses

**Action Items**

HWY \_\_\_\_\_ FFY25 ITD redistribution and local public agency end of year closeout.....157 **9:40**  
Wonacott/Wolfinger (Resolution on page 165)

HWY \_\_\_\_\_ Recommended FY26 – FY32 Idaho Transportation Investment Program .....166 **9:55**  
Wonacott (Resolution on page 168)

**Information Items**

HWY \_\_\_\_\_ Fleet replacement and inflation update .....169 **10:05**  
Dick/Weiskircher

HWY \_\_\_\_\_ Inflation and construction cost trends update .....170 **10:20**  
McElhinney/Kuisti

**Action Items**

ADM \_\_\_\_\_ ITD State Street Headquarters Building design plan.....171 **10:35**  
Tolman (Resolution on page 172)

HWY \_\_\_\_\_ Public Transportation Advisory Council reappointment, District 6 .....173 **10:50**  
Miller (Resolution on page 177)

INV \_\_\_\_\_ FY25 Workforce Development Program update and FY26 plan .....178 **10:55**  
Stowell/Crisp (Resolution on page 180)

**Information Item**

COM \_\_\_\_\_ Highway safety update, District 2.....181 **11:05**  
Middleton

**Action Item**

HWY \_\_\_\_\_ Consultant services extension for US-12, Saddle Camp to Warm Springs .....181A **11:15**  
Webb project (Resolution on page 181C)

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**Action Item**

HWY    _____	Request to approve consultant agreements .....	182	<b>11:20</b>
Crider	(Resolution on page 190)		

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

**Action Items**

HWY    _____	Administrative settlement over \$200,000 .....	191	<b>12:30</b>
Pond	(Resolution on page 192)		

HWY    _____	Administrative settlement over \$200,000 .....	193	<b>12:35</b>
Pond	(Resolution on page 194)		

<b>13. ADJOURNMENT</b> (estimated time)	<b>12:40</b>
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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
August 20 & 21, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, August 20, 2025, in District 6, Rigby, Idaho. The following principals were present:

Bill Moad, Chairman  
Gary Osborn, Vice Chair - District 2  
Julie DeLorenzo – District 3  
Mitch Watkins, Member – District 4  
John Bulger, Member – District 5  
Bob Hoff, Member – District 6  
Lorraine Dennis, Business Executive to the Board

District 1 Member Paul Franz was unable to attend. Lead Deputy Attorney General Tim Thomas joined the learning session held at the district office.

District 6 Tour. The Board toured US-20 and SH-33, Middle and South St. Anthony Interchanges. Afterwards, they met at the district office to hear local project updates and hold a learning session on parliamentary procedures.

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

August 21, 2025

The Idaho Transportation Board convened at 8:30 AM on Thursday, August 21, 2025, for the business meeting at the District 6 Office in Rigby, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Safety Officer Clint Reeder reported on a junior wing assembly snow plow innovation by ITD's Harry Richter. Mr. Richter was presented a safety coin for outstanding skilled service.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of July 23 and 24, 2025, seconded by Member Bulger, and the motion passed unanimously.

Board Meeting Dates. The next meeting is September 17 and 18 in Lewiston, District 2. The following 2026 meeting dates were set for January 21, February 19 and March 18.

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-  
ITB25-56 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.

1) Local Highway Bridge Program adjustments. The Local Highway Technical Assistance Council (LTAC) requests adjustments to the local Bridge Program. The adjustments delay two projects (KN19718 and KN20243), advance one (KN23148) and redistributes others (KN15001, 22104, 24341 and 19129) to balance federal funds. Available infrastructure bridge funding will be moved from FY25 to FY26 to balance the changes.

2) FY25 Local Agencies' End-of-Year Plan and project list. Approval is to modify FY25 of the Federal-Aid Local Highway Program based on project readiness and funding. Currently, Idaho has received 86% of annual obligation authority. Of that amount, Local Public Agencies/Programs have remaining federal funding available (with match) for 11 various programs. If FY25 Redistribution is made, ITD will obligate the local share based on the list of prioritized projects submitted contingent on delivery and cost estimating.

3) ITD 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, revenues and expenditures, key services and performance measures. Financial data and metric estimates were updated to reflect year-end data.

4) FY25 uncollectible account write offs. Department policy requires all uncollected accounts exceeding \$1,000 be approved for write off by the Board and those under \$1,000 by the director, shown as Exhibit 582, which is made a part hereof with like effect. In FY25, there were three accounts totaling \$9,061.27 over that threshold and eight under \$1,000 totaling \$2,298.88.

5) 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 113% over the EE. Key #24820, District 6, US-20, Buffalo River Bridge approach repairs, by low bidder Coldwater Group for \$486,000.

#### Informational Items.

1) Contract awards and advertisements. There were ten ITD and zero Local contracts awarded that did not require Board approval from July 1 – 31, 2025. From October 1, 2024, to July 31, 2025, 88 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 June 28, 2025, to July 25, 2025, 29 new professional services agreements and work tasks were processed, totaling \$15,488,319. Three supplemental agreements to existing professional services agreements were processed during this period for \$294,316.

3) Monthly report of federal formula program funding through July 31. 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 \$440.4 million with \$85.5 million remaining.

4) Draft FY26-32 Idaho Transportation Investment Program (ITIP) public outreach comments. 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 projects and funding. The public comment period is the month of July. A total of 442 comments were received statewide.

5) FY25 return check report. There were 143 returned checks in FY25 valuing \$56,209 out of the total value of \$44.1 million. ITD recouped \$66,755 or 113% of the returned checks. The recovery exceeds returns due to collection of previous year's returned checks.

Adopt-A-Highway (AAH). Member Hoff presented the AAH 2024 Group of the Year Award to Taylor's Crossing Charter School. The group adopted two miles of US-20, Mile Post 314 - 316. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes reported on ITD projects "Top Shot" photos, District 6 (Rigby) employee visits, Transportation Expansion and Congestion Mitigation (TECM) update, a national award, Spokane's labor strike, and the Governor's Executive Order 2025-05. Some highlights included the various statewide project photos represented the diversity of work and modernization of Idaho's roadways from airstrip safety inspections to new sealcoat applications. Executive leadership continues its statewide employee visits, and new this year, incorporates an exercise to connect employees with ITD's five focus areas. All contracts from the last TECM bond sale have been issued with bids meeting the department's goal of being within 10% of the awarded contract. The new \$700 million investment SH-16 alignment project connecting SH-44 to I-84 is fully contracted. Targeted completion is late 2027. ITD is monitoring the equipment operators labor strike in Spokane, Washington for any potential project delays. Director Stokes concluded with outlining the Governor's executive order directive issued last week to all state agencies (and all fund sources) regarding efficiencies such as in travel, board membership and the construction program. Agencies are preparing for a 3% holdback of dedicated General Funds, which could be more for ITD. ITD receives \$275 million in General

Funds. In response, Director Stokes formed a steering committee to gather information as they learn more about the requirements.

Chief Deputy Dan McElhinney reported he attended USDOT Secretary Duffy’s all state CEO meeting in Washington, D.C. The meeting focused on policy, streamlining processes, and project delivery. Discussion also took place regarding the next 5-year transportation funding plan such as retaining existing funding formulas – especially for rural states, delegated authority to states and flexible funding. CD McElhinney also shared ITD received the American Association of State Highway Transportation Officials’ 2025 Transportation Safety and Maintenance Operations (TSMO) Transformation Award. ITD’s TSMO plan enhances traffic improvements that create smarter highways and leverages artificial intelligence.

District Engineer Report. District 6 Engineer Jason Minzghor reported on project delivery, projects in planning, design and construction and operations. Some highlights included the district delivered 14 programmed projects and nine additional FY25 projects totaling \$71 million. The I-15/US-20 Connector planning and environmental linkage (PEL) study narrowed it to two options – Alternative E3 and H2. ITD’s preferred alternative is H2. The alternatives consider future expandability and construction. H2 is the most northern of the two options and north of the existing airport, which has plans to expand. The E3 option is just east of the airport. Segments of US-20 in either option can be turned over to the City of Idaho Falls. The draft environmental impact statement will be submitted to FHWA this fall. The US-20 Ashton to SH-87 PEL study is anticipated to be done this year. The US-20 Arco to Idaho Falls 60-mile project is being designed into six packages. The US-20 Rexburg diversion diamond interchanges were completed last year with the South St. Anthony Interchange this fall. Staff participated in the Wyoming-Missoula Teton Pass ribbon cutting for partnership efforts in reopening the pass.

Board Unallocated Funds Request for US-26B Safety Project in Ririe. Traffic/Operations Engineer Bryan Young reviewed the request for FY26 Board Unallocated Funding to improve a stretch along US-26B by School District 251 in the City of Ririe and the intersection of US-26B and County Line Road. ITD is partnering with the City of Ririe and School District 251 to improve safety and improve the multimodal connectivity within the school system by building out curb, gutters and ramps. The City will design and construct the project. ITD will provide funding up to \$465,000 for the project anticipated to be built by fall 2026.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-57 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.

State Fiscal Year 2025 Year-end Financial Statement Summary. Controller Robbie Swajkoski reported on ITD's FY25 fiscal year-end financials. He reviewed revenue trends actuals to forecasts and expenditures for the State Highway Fund (SHF), Highway Distribution Account (HDA), Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included overall actual revenues to the SHF (\$914.8M) were higher than forecasted (\$890.3M). HDA revenue to ITD was \$257.5M - \$1.6M over forecast. Expenditures for the State Highway Fund were \$888.5M with contract construction about \$100M lower than anticipated due to reappropriation. Total revenue to the AERO Fund (\$5.4M) was lower than forecasted (\$5.49M) because of a difference in Federal Aid receipts of about \$580,000. AERO expenditures were lower than anticipated due to \$25M allotted in trustee and benefits not expended. TECM revenue (\$89.9M) was lower than forecasted (\$96M) because cigarette tax receipts were only \$1.46M instead of the forecasted \$8.5M. With the passage of House Bill 25, starting in FY26, an additional \$20M per year for the TECM bonding program will be added to future years. TECM Expenditures were \$90M (\$63M in debt service). With transfer in and interest revenue, the SIPF cash balance ending June 30, 2025, was \$334.5M (the cash balance funds are fully committed). GARVEE bond proceed expenditures were \$616,000 and \$399.2M for TECM.

In response to Member Watkins' inquiry regarding ITD's long range planning with more electric vehicles on the road and fuel tax collections, Controller Swajkoski stated the department's budget council has reviewed revenue and expenses and will continue to monitor with the potential of future legislative action.

At the request of the Highway Safety Manager, Chairman Moad moved up the zero fatalities awards and safety partners update agenda item.

Zero Fatalities Awards and Safety Partners Update. Highway Safety Manager Josephine Middleton provided an overview of the Office of Highway Safety's (OHS) statewide Impaired Driving Campaign and mobilization that runs from August 15 through September 2. The campaign is focused on celebrating designated drivers. In 2024, 36% of all fatalities were related to impaired driving – with 25-year-olds and under having two times higher involvement in crashes. OHS is partnering with 56 agencies to create advertisements and materials – including a 15-second public service announcement, which was played. OHS offers mini grants for local law enforcement partners to help fund equipment and enforcement. Another campaign focuses on young drivers and parents "Look B4 You Lock" that airs when

temperatures are over 90-degrees. Representatives from Butte and Lemhi Counties and ITD's maintenance shed staff received the 2024 Zero Fatality Award for District 6.

August 2025 Revenue Forecast and Proposed FY27 Appropriation Request. Economic Research Manager Bob Thompson reviewed ITD's August 2025 forecast for FY26 and FY27 summary of revenues (history and forecast) for the SHA, SIPF, TECM and AERO and provided select highlights on revenue and funding outlook. Some highlights included with the current federal highway act due to expire in September 2026 forecasted federal revenue for FY26 is \$594.1M and \$490.4M in FY27. Total state revenue is forecasted at \$426.4M (FY26) and \$430.7M (FY27) with a total SHA of \$1.03B in FY26 and \$931.6M in FY27. General Funds transfers for the SIPF are forecasted at \$165M (ITD) and \$110M (Locals) for both FY26 and FY27. TECM sales tax revenue forecasted for FY26 and FY27 is \$100M and \$120M respectively. Based on the Division of Financial Management's (DFM) forecast, there are no anticipated cigarette tax funds for either FY26 or FY27. Cigarette tax revenues do not impact debt service. For AERO, total forecasted revenue is \$6.3M (FY26) and 6.2M (FY27). The grand total revenue forecast for FY26 is \$1.44B and \$1.36B for FY27. Some key takeaways included there is modest overall growth in state funds – dedicated HDA of 0.4% increase in FY26, the 2025 legislature appropriated \$275 million from the General Fund and \$100M in TECM for the state highway system.

In response to Member Bulger's question on why there is no cigarette sales tax revenue forecasted, ERM Thompson stated there are several variables on how ITD receives those funds. Ultimately, DFM did not include it in their forecast. The cigarette tax does not include vaping.

Financial Manager Kirk Weiskircher provided an overview of the agency's FY27 budget request changes since June 2025, FY27 Line Items, replacement equipment and an appropriation summary review. Highlights included personnel costs reflect a 1% (\$1.39M) for Change in Employee Compensation (CEC), insurance increase of \$3,600 per position, \$28.7M for Line Item requests, \$100M for TECM debt service and \$275M for Leading Idaho General Funds. The following are changes per division: AERO – reduction of \$4,000; Capital Facilities – reduction of \$1.7M (removed District 4 Administrative building); and Highways – reduction of \$119,000. Replacement equipment was reduced by \$2.3M for a total request of \$66.9M. Base adjustments for ITD's appropriation request reflect a reduction of \$850,000 for contract inflation due to a recent Governor's executive order. The FY27 appropriation request (\$1.04B) with debt service (\$165M) totals \$1.37 billion in FY27 program funding and 1645 full-time positions. Potential impacts to the budget request can stem from the Governor's executive order, Governor's recommendations for CEC and statewide cost allocation plan fees.

In response to Chairman Moad's question on health insurance increase costs for employees, FM Weiskircher stated the department will not know until after next year's legislative session. He added, this year the increase was less than CEC, but not by much.

In response to Chairman Moad's inquiry regarding replacement equipment for the buy-back program, increasing costs and efforts to narrow the gap, FM Weiskircher replied that ITD does an analysis on what they expect to receive; however, they can evaluate lease return and ownership for future years.

Regarding equipment inflation, Member Watkins commented it would be good to have specific information on trucks and heavy equipment versus taking a generic approach to inflation. FM Weiskircher shared the FY27 budget request does include inflation based on contract prices from previous years but will also gather additional information.

Member DeLorenzo spoke to the removal of the District 4 (Shoshone) building design Line Item from the FY27 budget request. She stated even with the recent repairs that the building is functionally obsolete and is asking too much of the public and staff. She stated she will support approval of this item; however, believes something needs to be done about it.

Member DeLorenzo made a motion, seconded by Vice Chair Osborn.

Upon call for additional comments on the motion, Member DeLorenzo stated she objected to the District 4 Building design being removed from the FY27 budget request. When polled, each board member supported Member DeLorenzo's comments.

The following resolution passed unopposed:

RES. NO. WHEREAS, the FY2027 Department Budget Request will be prepared in  
ITB25-58 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.

ITD State Street Headquarters Building Update. Chief Administrative Officer Dave Tolman presented on the architectural work, hazardous materials testing and report, building events and next steps for the State Street Headquarters (HQ) building. Highlights included, in coordination with three ITD teams, CSHQA architects drafted multiple concept layouts for each of the three HQ floors and added security access for the second floor. CAO Tolman reviewed the layouts. Due to the amount of testing needed, the hazardous materials assessment took longer than expected. The final report is anticipated by September 5. Unfortunately, vandalism

has been reported at the HQ building, and as such, fencing will be installed when the hazardous materials demolition begins. Boise Police will conduct more patrols. ITD will work with the Division of Public Works and CSHQA to finalize design options, complete testing and execute contracts for the hazardous materials removal. Staff will present renovation options and final floor layouts for approval next month.

2026 ITD Idaho Code Cleanup Act Agency Legislation. Government Affairs Manager Colby Cameron reported on House Bill 14, Idaho Code Cleanup Act efforts and proposed legislation. Staff reviewed nearly 700 subsections of statutes. The three legislative proposals are grouped by Idaho statute for Highways, Aeronautics and DMV. Examples of the proposals were provided that effectively repeals outdated and no longer used statutes. ITD is following the Executive Agency Legislative process and will submit the proposals to the Governor's Office and Division of Financial Management for consideration.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit  
ITB25-59 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.

ITD's Administrative Rules Process Review Update. Transportation Policy Specialist Brendan Floyd provided an update on the rules process and next steps. Two negotiated rulemaking meetings were held for ignition interlock devices and license plate provisions. ITD did not receive any negative feedback. Stemming from the Governor's zero-based regulation executive order in 2020, this is the last of the annual review period. In total, ITD removed 49 rules chapters and 34,000 words from existing statute. It was a focused effort to consolidate and edit statutes to provide better clarity. Starting next year, the department will return to the 8-year review schedule. Staff will bring draft rule language to the Board for review in October.

The Chairman advanced the following agenda item due to staff readiness.



Sales Tax Anticipation Revenue Agreement, SH-69 Improvements. Development Services Manager Brian Duran reviewed the project phases of the SH-69 improvements in partnership with Smith Brighton and the Ada County Highway District through the STAR agreement totaling \$24.5 million in improvements. Some highlights of the project phases included Phase 1 – intersection improvements along SH-69 at Aristocrat Lane and Lake Hazel. Phase 2 – widening west side of Meridian Road and south to north of Columbia Road. Phase 3 – design only to extend Rawson Canal culvert and widening and a new signal and extension north of Quartz Creek Street. The project scope also includes \$5 million in local road improvements.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-60 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.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for construction, engineering

and inspection (CE&I) and design. The projects, as shown in the resolution, are US-20 Chester to Ashton by David Evans and Associates (DEA); I-15 projects in Bannock County by Atlas Technical Consultants; US-93 Pahsimeroi River Bridge by DEA; US-20 projects in Jefferson, Madison and Fremont Counties by Horrocks; I-84 A Canal Bridges by HDR; and US-95 Palouse Region Study by Horrocks. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to  
ITB25-61 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
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,	6	-	-	\$1,894,027	\$1,894,027

	Pahsimeroi River Bridge, Custer County					
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
233531 / 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

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:02 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Osborn 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 11:47 AM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:47 AM.

Read and Approved

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

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

\_\_\_\_\_  
WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

## BOARD MEETING DATES

**2025**

<b>DATE</b>	<b>CITY</b>	<b>LOCATION</b>	<b>DISTRICT</b>
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

**2026**

<b>DATE</b>	<b>CITY</b>	<b>LOCATION</b>	<b>DISTRICT</b>
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 18 - 22**

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 contract to award.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 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 Award		
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 08/31/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
90	20	10	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 award with board approval.

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

Contract requiring Board Approval to Award - Justification received 08/01/25 to 08/31/25	
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 award with Board approval.

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL TO AWARD

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	23582 SIA	US-93	7/29/2025	4	\$169,000.00	\$192,250.00	\$23,250.00
FY25 D6 Rockfall Mitigation							114%
Contractor: Rock Supremacy LLC					State		

DATE OF BID OPENING - JULY 29, 2025

---

IDAHO PROJECT  
FY25 D6 ROCKFALL MITIGATION  
Lemhi County  
Key No. 23582

---

DESCRIPTION: The work on this project consists of removal of loose rock on cut slopes and outcrops, tightening cables for current rock fence on US 93 spot locations throughout MP 277.36 to 397.95

BIDDERS:

ROCK SUPREMACY, LLC  
BEND, OR

\$192,250.00

1 BIDS ACCEPTED, 3 Irregular – PW License and Addendum

ENGINEER'S ESTIMATE - \$169,000.00

LOW BID - 114% Percent of the Engineer's Estimate

NET +/- OF EE \$23,250.00

(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: 2025.07.31  
13:29:17 -06'00'

---

**Karen Hanna**  
Contracts Manager



# Department Memorandum

## Idaho Transportation Department

**DATE:** August 21, 2025**Program Number(s)** A023(582)
**TO:** Monica Crider, PE *MC*  
 State Design Engineer
**Key Number(s)** 23582
**FROM:** Jason Minzner, PE *JM*  
 District 6 Engineer

**Program ID, County, Etc.** FY25 D6 ROCKFALL  
 MITIGATION  
 LEMHI COUNTY
**RE:** Justification for Award of Bid

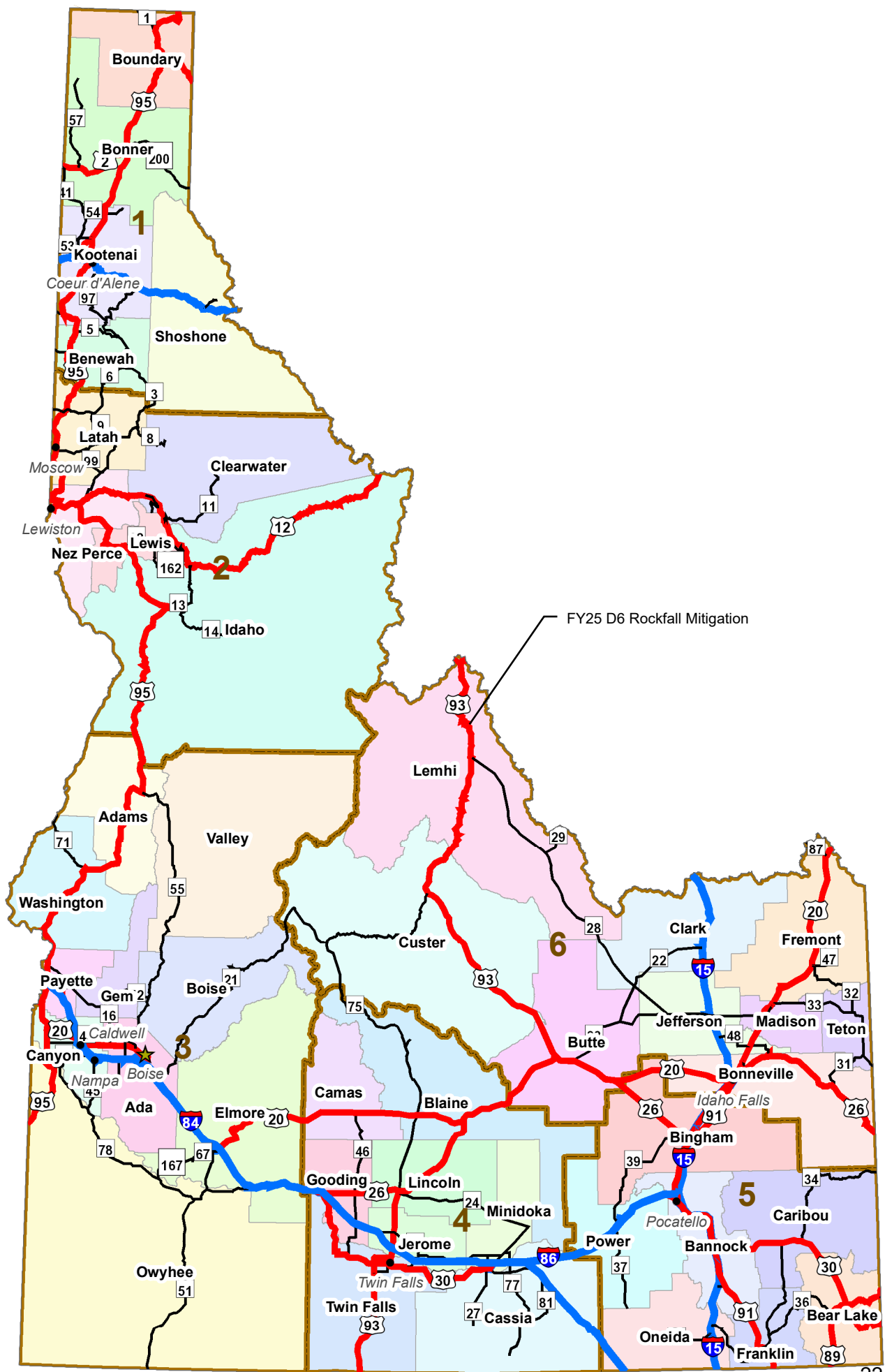
Bids were opened on July 29, 2025 for the above referenced project. Four bids, three irregular were received. The low responsive bid was 14% higher than the Engineer's estimate.

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
3	Traffic Control	20	DAY	2,100.00	\$3,500.00	\$28,000.00
7	Mobilization	1.00	LS	\$20,000.00	\$34,750.00	\$15,000.00
<b>Total Difference For these Items</b>						<b>\$43,000.00</b>

The Engineer's Estimate was based on the average unit price index for similar projects. This work consists of removal of loose rock on cut slopes and outcrops, tightening cables for current rock fence on US-93 spot locations throughout MP 277.36 to 397.95. The difference in bid items above is likely due to the remote location of the work on US-93 near Salmon.

The district has obtained additional funds through the SIA Roadside Safety program. The district does not believe that re-advertising will result in lower estimates. The district recommends award of this contract.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 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 08/31/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
90	20	10	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 08/01/25 to 08/31/25	
ITD	Local
2	2

### FUTURE ACTIONS

The Current Advertisement Report is attached

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

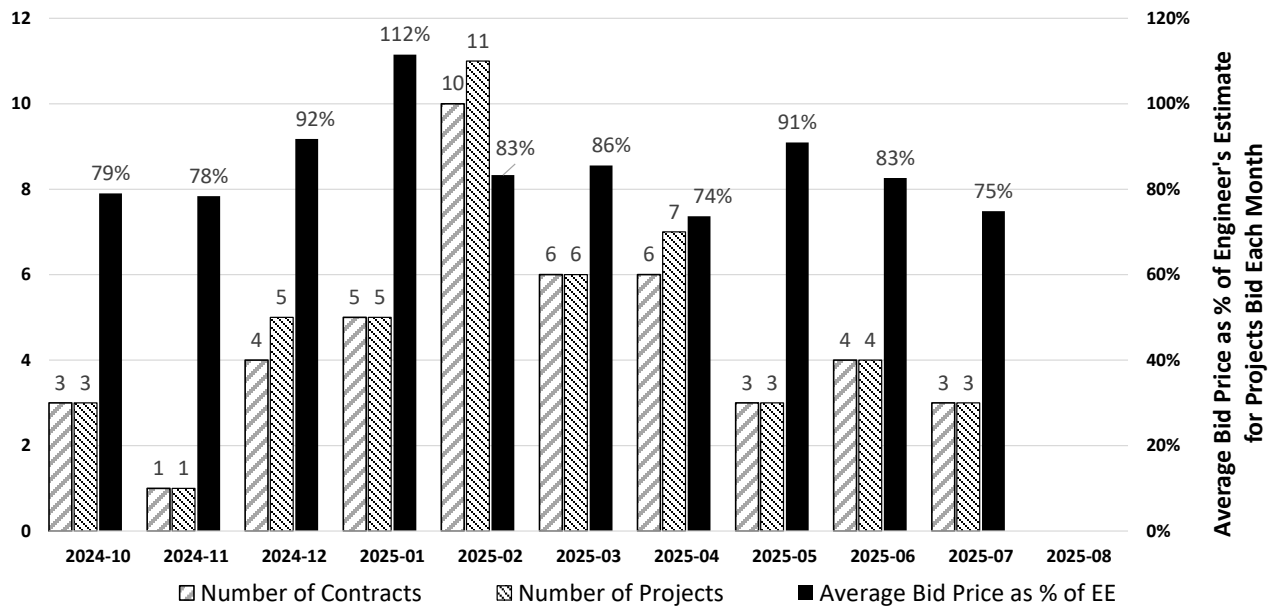
For Information Only.

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

### 48 Projects YTD through August 31, 2025

YTD Total for all 48 projects:

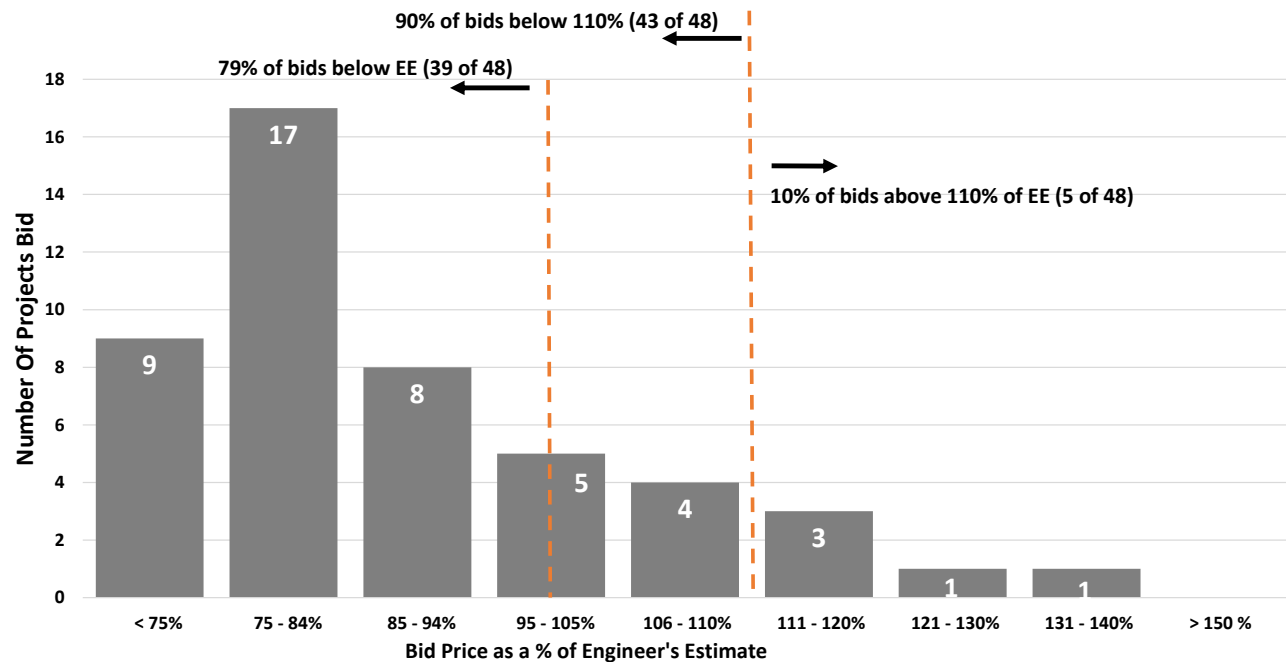
Ratio of Bid Costs / Engineer's Estimates = \$515.5M / \$614.1M = 84%



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 August 31, 2025



Note: Local and SIA Projects are not included

## Monthly Status Report to the Board

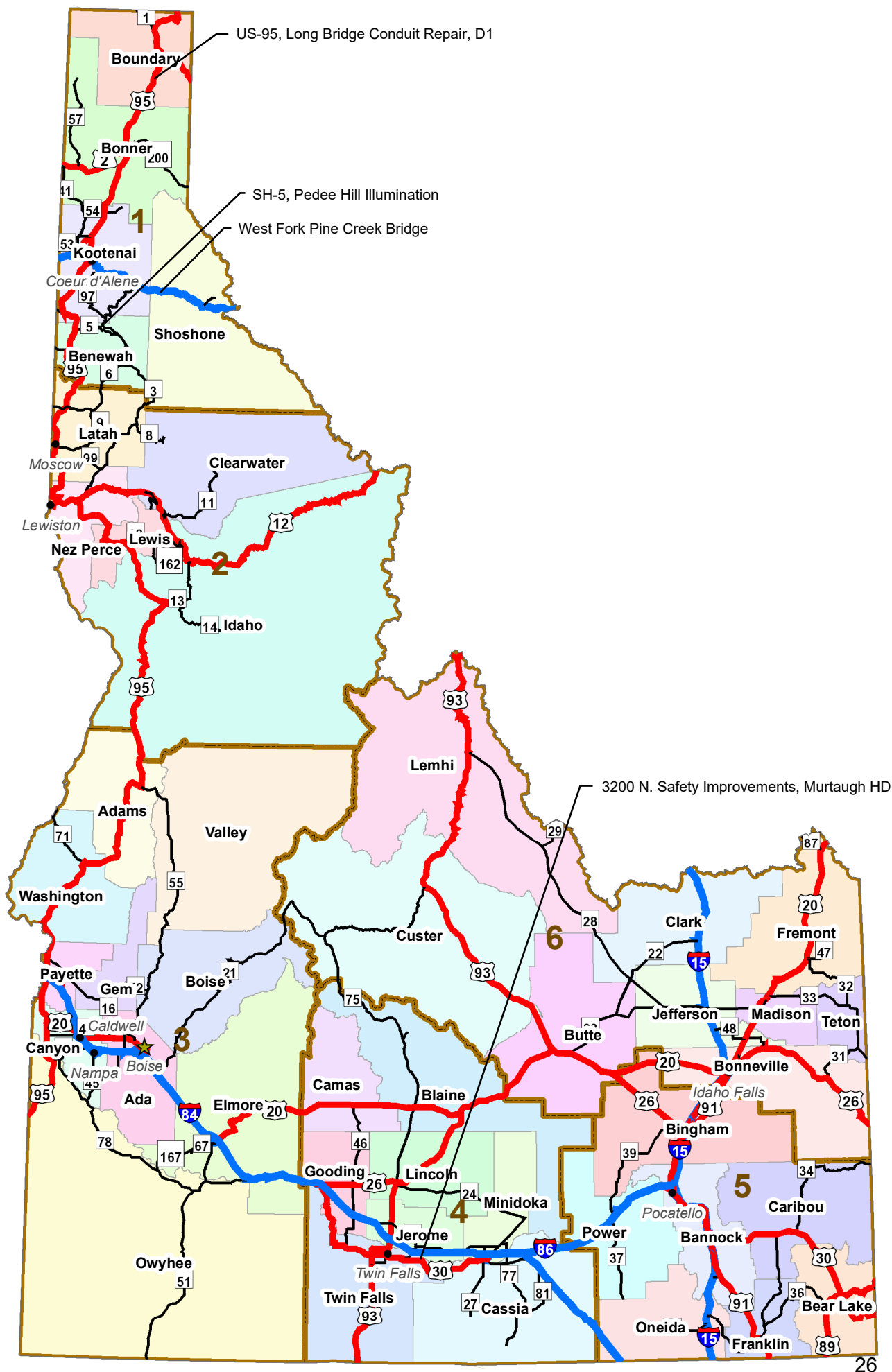
### PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	24965 SIA	SH-5	8/5/2025	3	\$345,000.00	\$186,945.00	(\$158,055.00) 54%
SH-5, Pedee Hill Illumination					State		
Contractor: Thorco Inc.							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	24994 SIA	US-95	8/5/2025	2	\$300,000.00	\$245,698.00	(\$54,302.00) 82%
US-95, Long Bridge Conduit Repair, D1					State		
Contractor: Midland Electric Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	20039	OFF SYS	8/12/2025	3	\$956,966.70	\$808,050.01	(\$148,916.69) 84%
West Fork Pine Creek Bridge					Federal		
Contractor: North Fork Enterprises, LLC							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(4)	23886	OFF SYS	8/12/2025	4	\$732,208.27	\$668,355.08	(\$63,853.19) 91%
3200 N. Safety Improvements, Murtaugh HD					Federal		
Contractor: Summit Construction LLC							



## Monthly Contract Advertisement As of 8-31-2025

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			

District	Key No.	Route	Bid Opening Date
4	23719c SIA	US-93	9/9/2025
US-93, MP 52.5 Signal Cabinet			
\$0 to \$100,000			

District	Key No.	Route	Bid Opening Date
2	20450	US-95	9/16/2025
US-95, Hat Creek Bridge			
\$2,500,000 to \$5,000,000			



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 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
------------	----------	--------------

## Background Information

### For all Agreements:

Consultant Services processed 20 new professional services agreements and work tasks totaling **\$6,645,901** and 5 supplemental agreements to existing professional services agreements totaling **\$880,156** from July 26, 2025, through August 24, 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				2						2
Roadway Design			1	1		2				4
Bridge Inspection							3			3
Hydraulics	1									1
Environmental		1	1				1			3
Planning			1							1
Survey		1			1					2
<b>Local Public Agency Projects</b>	3		1							4
<b>Total</b>	4	2	4	3	1	2	4			20





# Board Agenda Item

ITD 2210 (Rev. 12-23)

## For ITD District Projects:

16 new professional services agreements and work tasks were processed during this period totaling **\$5,243,427**. 5 supplemental agreements totaling **\$880,156** 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>
I 90, LOOKOUT PASS DRAINAGE REPAIR STUDY	Resources not Available Hydraulics	Hydraulics Services.	RFI from Term Agreement	HMH, LLC	Prev: \$180,305 This: \$115,852 Agreement Total to Date: \$296,157

### 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, GROUSE CR SLIDE CULVERT REPLACEMENTS, IDAHO CO	Resources not Available Surveying	Survey	Direct from Term Agreement	Welch Comer and Associates, Inc.	\$42,390
US 12, ARROW BRIDGE, NEZ PERCE CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Nez Perce Tribe	\$20,014

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 44, PALMER LANE INTERSECTION, ADA CO	Resources not Available Other	Design plans services	RFI from Term Agreement	Parametrix, Inc.	\$447,406
SH 51, SNOW FENCE, OWYHEE CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Parametrix, Inc.	\$37,216
SH 69, SOUTHERN EXT TO I 84 BLACKS CR IC STUDY, ADA CO	Resources not Available Other	Feasibility/Planning Services	RFI from Term Agreement	Kittelson & Associates, Inc.	\$310,414



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### 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	Roadway Design	Direct from Term Agreement	Forsgren Associates, Inc.	\$26,561
I 84, BURLEY IC, MINIDOKA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I	Individual Project Solicitation	Civil Science, Inc.	Prev: \$1,920,916 This: \$988,770 Agreement Total to Date: \$2,909,686 Board Approved: \$6,000,000 On: 9/21/2023
I 84, HEYBURN IC, MINIDOKA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services - Phase 3	Individual Project Solicitation	Civil Science, Inc.	Prev: \$1,871,412 This: \$974,379 Agreement Total to Date: \$2,845,791 Board Approved: \$7,000,000 On: 9/21/2023

### District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY25 D5 MONUMENT PRESERVATION	Resources not Available Surveying	On-Call Surveying for District 5 Projects	RFI from Term Agreement	Jacobs Engineering Group, Inc.	\$200,000

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 93, PAHSIMEROI RV BR, CUSTER CO	Resources not Available Roadway Design	Roadway and Bridge Design Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$987,839
US 93, SALMON RV BR, SALMON, ID	Resources not Available Other	Roadway & Bridge Design Services - Phase 1A	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$776,638



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### 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
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

### 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>
1	I 90, FY25 D1 BRIDGE REPAIRS ON I 90; STATE, FY25 D1 BRIDGE REPAIRS	HDR Engineering, Inc.	4/2/2025, CE&I Services	Additional CE&I Services	Prev: \$547,229 This: \$254,570 Agreement Total to Date: \$801,799
2	US 95, GEOTECHNICAL ASSESSMENT & SLOPE MONITORING, D2	Jacobs Associates Dba Delve Underground	3/19/2025, Materials/Geotechnical services	Additional project management, scheduling, budget	Prev: \$140,102 This: \$19,273 Agreement Total to Date: \$159,375



## Board Agenda Item

ITD 2210 (Rev. 12-23)

				management needed.	
6	US 20, EXIT 337 RAMP EXT, MADISON CO; US 20, AUXILIARY LANES LEWISVILLE IC TO S RIGBY IC; US 20, REXBURG MIDDLE IC TO ST ANTHONY IC	Horrocks, LLC	1/13/2025, Roadway Design Services	Services to address the heaving and buckling panels that were previously cracked and seated.	Prev: \$2,219,624 This: \$129,032 Agreement Total to Date: \$2,348,656 Board Approved: \$2,350,000 On: 8/21/2025
HQ	STATE, TRAFFIC SIGNAL OPERATIONS & MAINTENANCE EVAL, PH 1	Transpo Group USA, Inc.	11/2/2023, Feasibility/Planning, Traffic Signal Maintenance and Operations.	Implementation of recommendations arising from Phase 1 findings	Prev: \$245,062 This: \$250,816 Agreement Total to Date: \$495,878
HQ	STATE, TECM PLANNING AND ADMINISTRATION	WSP USA, INC.	1/31/2022, Program-Wide Risk Assessment	Perform an update to the TECM program risk model	Prev: \$303,745 This: \$226,465 Agreement Total to Date: \$530,210



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### **For Local Public Agency Projects:**

4 new professional services agreements totaling **\$1,402,474** were processed during this period.  
0 supplemental agreements totaling **\$0** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES HD	LAKES HIGHWAY DISTRICT	CE&I Services	Individual Project Solicitation	HMH, LLC	\$236,325
STC-8217, COVE RD BRIDGE, WASHINGTON CO	WASHINGTON COUNTY	CE&I Services	Individual Project Solicitation	Civil Science, Inc.	\$673,814
STC-5770, MERRITT BRIDGE REPAIRS, BONNER COUNTY	BONNER COUNTY	Roadway and Bridge Design Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$389,554
STC-5769, SPIRIT LAKE CUTOFF CURVES	BONNER COUNTY	Roadway Design	RFI from Term Agreement	JUB Engineers, Inc.	Prev: \$235,926 This: \$102,781 Agreement Total to Date: \$338,707

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

For Information Only



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 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 August 29, 2025.		
Key Number N/A	District N/A	Route Number N/A

## Background Information

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received FY25 apportionments of \$468.9 million.

Prior to Redistribution, Idaho had received FY25 obligation authority of \$403.8 million, which was 86.1% of apportionments.

On August 29<sup>th</sup>, an additional \$52.4 million Redistribution of Obligation Authority was received. Total FY25 obligation authority through 9/30/25 is now 97.3% of apportionments.

### Exhibit 1: Formula Funding for FY2025

<b>IIJA FY2025</b>	
<b>Apportionments + Bridge + Hwy Infra.</b>	
Federal Aid Only	\$468,931
Including Match	\$506,078
<b>Obligation Limits through 9/30/2025</b>	
Federal Aid Only	\$456,169
Including Match	\$509,877

- 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 8/29/25.



## 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 8/29/25
All Other SHS Programs (includes state funding)	\$310,137	\$67,397
GARVEE Formula Debt Service*	\$63,432	(\$0)
State Planning and Research*	\$9,434	\$211
Metropolitan Planning*	\$3,143	\$0
Freight	\$11,180	\$1,077
Railroad Crossings	\$2,836	\$644
Recreational Trails	\$1,711	\$1,693
STBG - Transportation Mgt. Area	\$13,644	\$10,796
Transportation Alternatives (TMA)*	\$1,399	\$820
Carbon - TMA	\$1,178	\$500
STBG - Local Large Urban	\$11,748	\$6,250
Carbon - Large Urban	\$9,180	\$805
STBG - Local Small Urban	\$5,483	\$3,738
STBG – Local Rural	\$20,711	\$8,642
Transportation Alternatives (Urban/Rural)*	\$8,669	\$6,216
Local Bridge*	\$17,522	\$8,936
Off System Bridge*	\$6,750	\$5,026
Local Safety	\$11,721	\$6,128
<b>Total</b>	<b>\$509,877</b>	<b>\$128,878</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 August 29th.
- \* 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 September 18<sup>th</sup>, 2025

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

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

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

## Subject

State Fiscal Year 2026 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01<sup>st</sup>, 2025 thru July 31<sup>st</sup>, 2025 Fiscal Year 2026 Financial Statements

The financial operations of the Department as of July 31<sup>st</sup>, one month into the fiscal year.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are ahead of forecast at 6.8%, (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are above forecast at 10.45%
- State fuel tax revenues to the State Aeronautics Fund are above forecast at -12.3 or (-\$38K). 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 one month are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$541K or 4.25%, which are due to vacancies and timing between positions becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account through the end of July of this fiscal year are \$59.8M. Compared to the last three fiscal years through the first month of the year:
  - FY25= \$78.9M
  - FY24= \$68.8M
  - FY23= \$32.4M

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 \$107.7M.

- FY25= \$124.2M
- FY24= \$112.7M
- FY23= \$52.6M

The balance of the long-term investments in the State Highway Fund as of the end of July is \$191.1M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance of \$112.9M totals \$304M for the State Highway Fund.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first month, are \$9.3M. This is the fund where the Governor's "Leading Idaho" transfer of \$165M will be deposited. There are no additional receipts other than interest earned to date of \$1.1M based on the cash balance.





## Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$12.1M for the first month of the sales tax of 4.5%. Initial receipts into this fund for FY25 of \$7M is committed to debt service on the TECM Bonds. Expenditures in this fund for construction expenses on projects were \$2.9M.

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 FY26 is \$565K, with no expenditures or encumbrances July of FY26.

Expenditures from the two active bond programs were \$35.6M for the TECM Capital Projects fund and \$1K for the GARVEE Capital Projects fund. Both programs are active and advancing as planned.

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

For Information.

**SEPTEMBER  
ITD BOARD PACKET**

**JULY  
FY26  
FINANCIAL STATEMENTS**

User ID: whaszier  
 Report ID: AD-FN-GL-010  
 Run Date: 11 Aug 2025  
 % of Time  
 Remaining: 91.7

# 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 7/31/2025  
 (all amounts in '000)

Fiscal Year: 2026

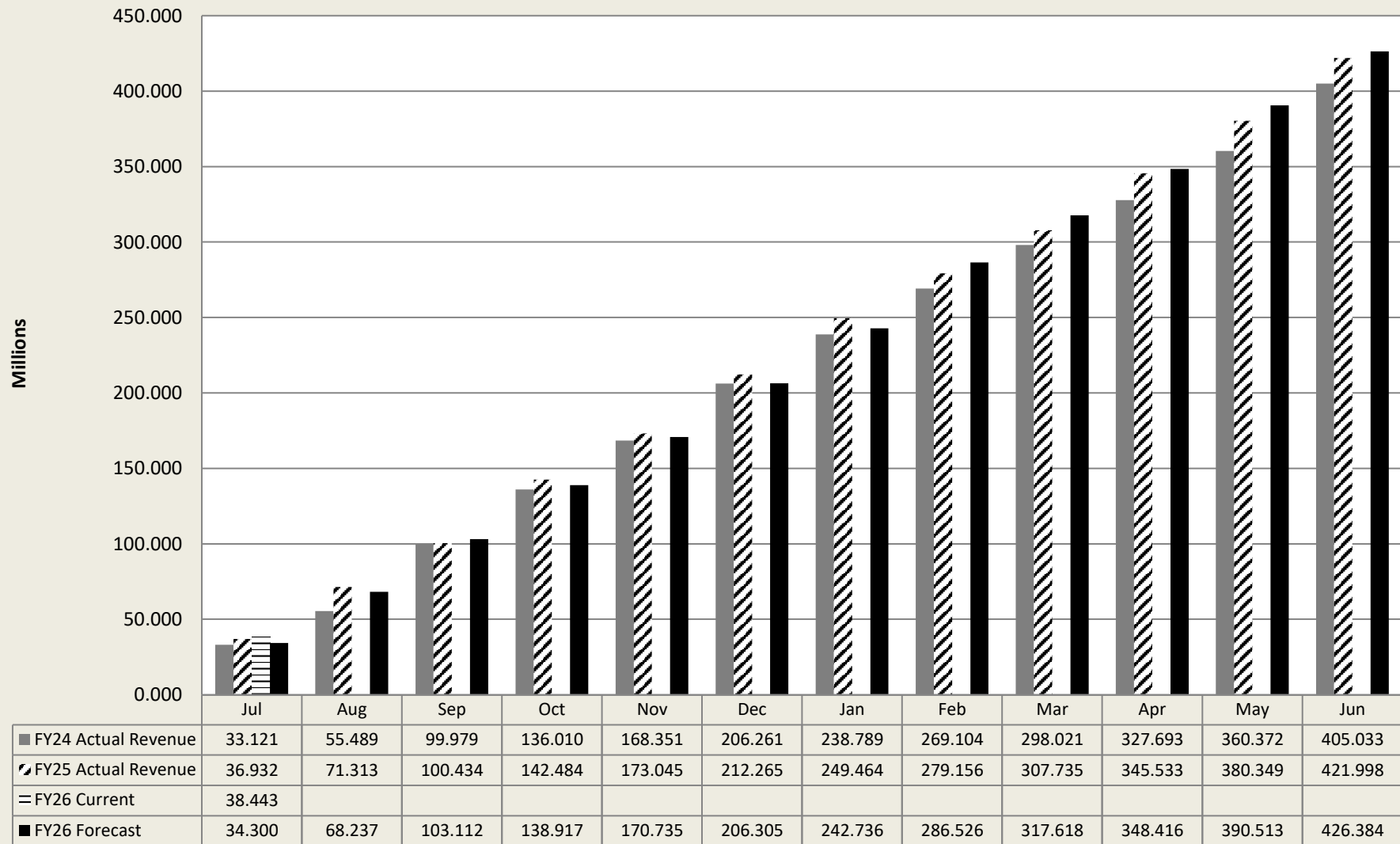
Funds Received					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Forecast YTD	FY26 to FY25 Actual	FY 26 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	46,579	54,266	52,580	16.5%	3.2%
State (Inc. H.D.A.)	36,932	38,443	34,300	4.1%	12.1%
Local	369	929	718	152.0%	29.3%
<b>Total State Highway Account:</b>	<b>83,880</b>	<b>93,639</b>	<b>87,598</b>	<b>11.6%</b>	<b>6.9%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	24	6	25	-73.2%	-74.1%
State	490	453	477	-7.6%	-5.0%
<b>Total State Aeronautics Fund:</b>	<b>514</b>	<b>459</b>	<b>502</b>	<b>-10.7%</b>	<b>-8.4%</b>
<b>Total Fund Received:</b>	<b>84,394</b>	<b>94,098</b>	<b>88,100</b>	<b>11.5%</b>	<b>6.8%</b>
Disbursements (includes Encumbrances)					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Construction Payouts	80,890	63,442	78,561	-21.6%	-19.2%
<b><u>Operations Expenses</u></b>					
Highways	20,384	31,208	18,885	53.1%	65.3%
DMV	3,196	4,486	2,840	40.4%	58.0%
Administration	2,586	1,991	2,243	-23.0%	-11.2%
Facilities	22,592	22,403	23,043	-0.8%	-2.8%
Aeronautics	494	874	311	76.8%	180.7%
<b>Total Operations Expenses:</b>	<b>49,252</b>	<b>60,963</b>	<b>47,322</b>	<b>23.8%</b>	<b>28.8%</b>
<b>Total Disbursements:</b>	<b>130,142</b>	<b>124,405</b>	<b>125,883</b>	<b>-4.4%</b>	<b>-1.2%</b>
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	11,101	12,203	12,744	9.9%	-4.3%
Operating	11,414	13,048	8,002	14.3%	63.1%
Capital Outlay	23,296	33,288	23,793	42.9%	39.9%
Sub-Grantee	3,441	2,424	2,783	-29.5%	-12.9%
<b>Totals Operations Expenses:</b>	<b>49,252</b>	<b>60,963</b>	<b>47,322</b>	<b>23.8%</b>	<b>28.8%</b>
Contract Construction	80,890	63,442	78,561	-21.6%	-19.2%
<b>Totals (excluding Transfers):</b>	<b>130,142</b>	<b>124,405</b>	<b>125,883</b>	<b>-4.4%</b>	<b>-1.2%</b>

## State Highway Fund 0260

Fiscal Year 2026

### State Revenue Source Forecast vs Actual

July - For Period Ending 7/31/2025

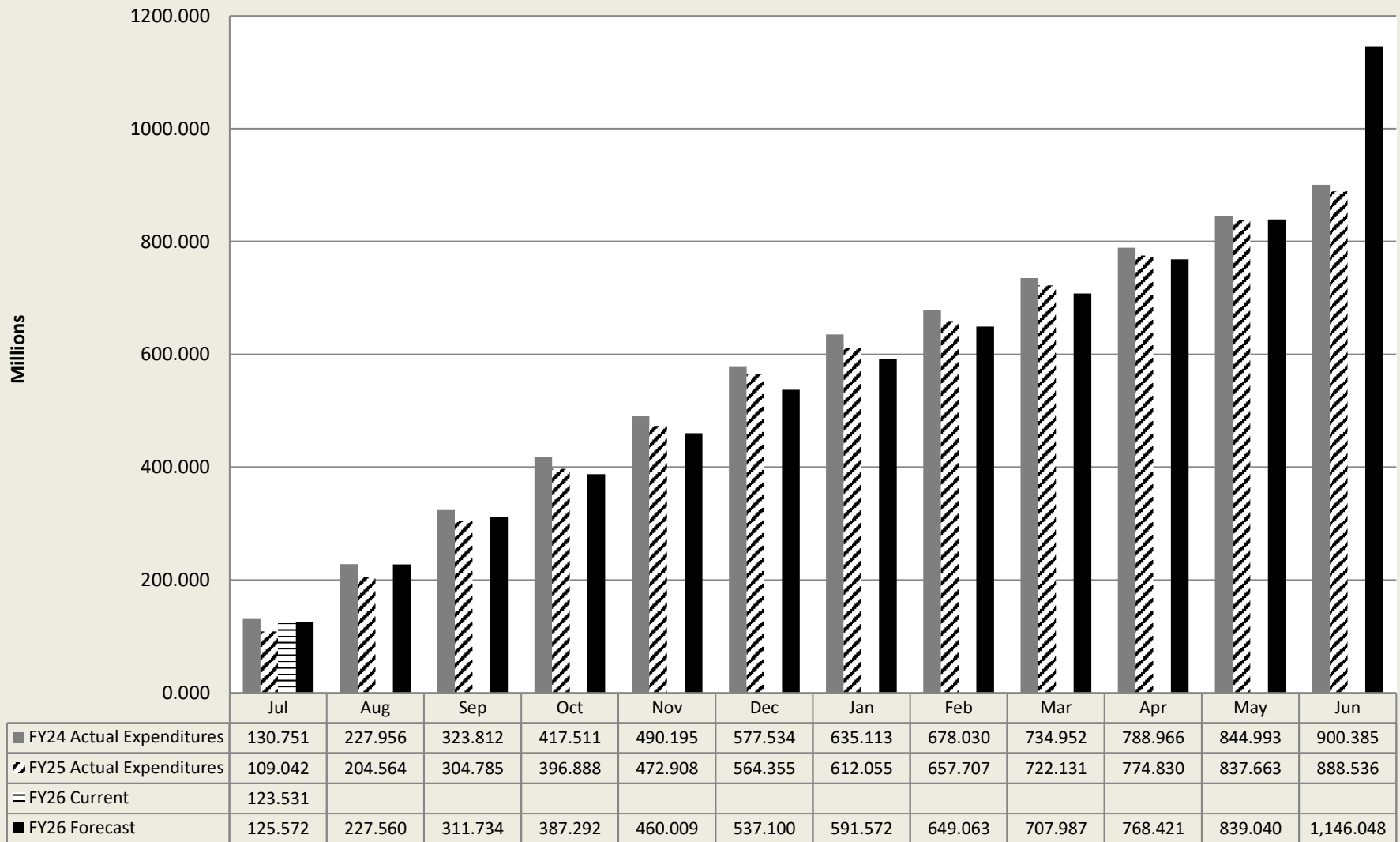


## State Highway Fund 0260

Fiscal Year 2026

Expenditures

July - For Period Ending 7/31/2025

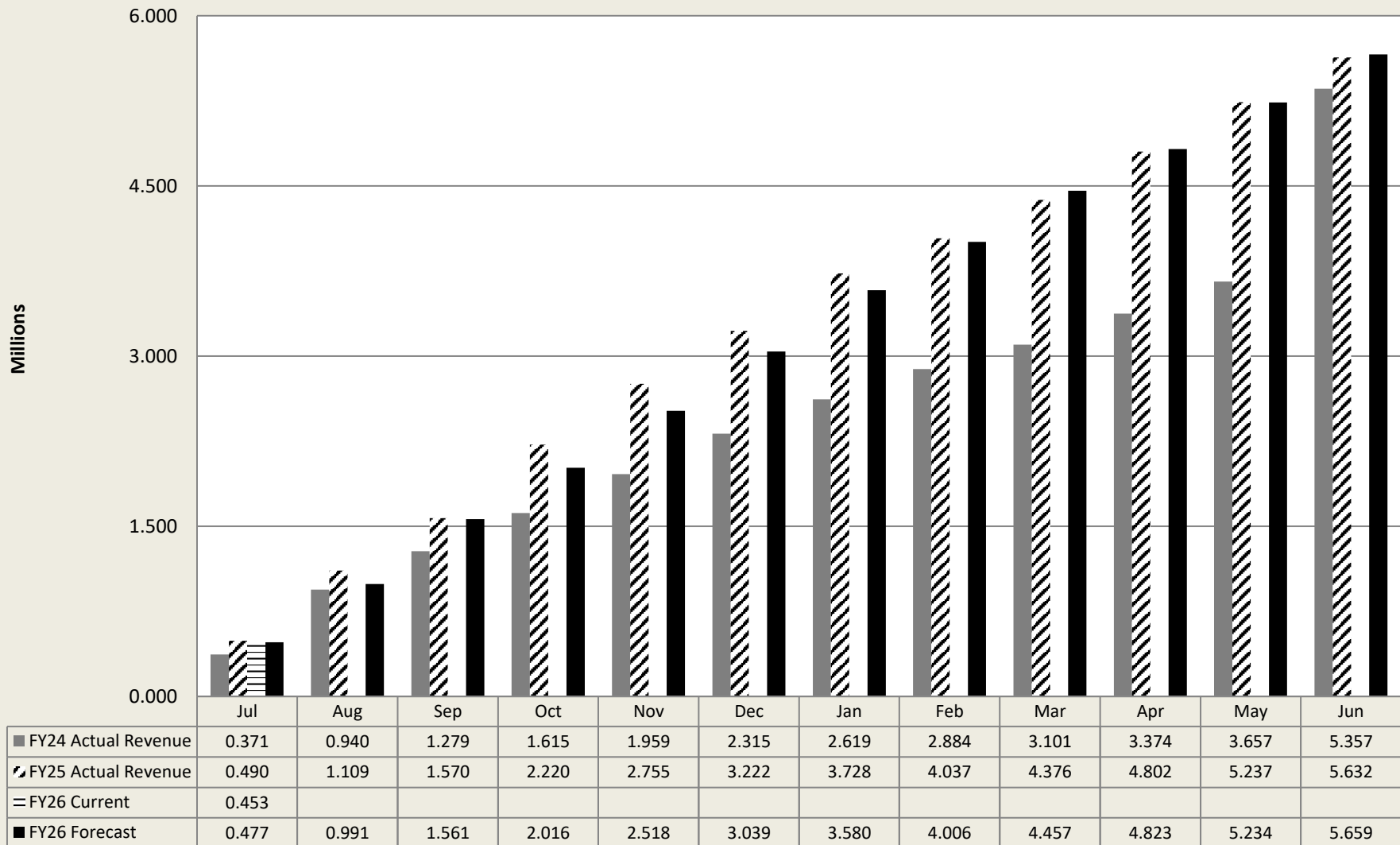


# Aeronautics Fund 0221

Fiscal Year 2026

## State Revenue Sources Forecast vs Actual

July - For Period Ending 7/31/2025

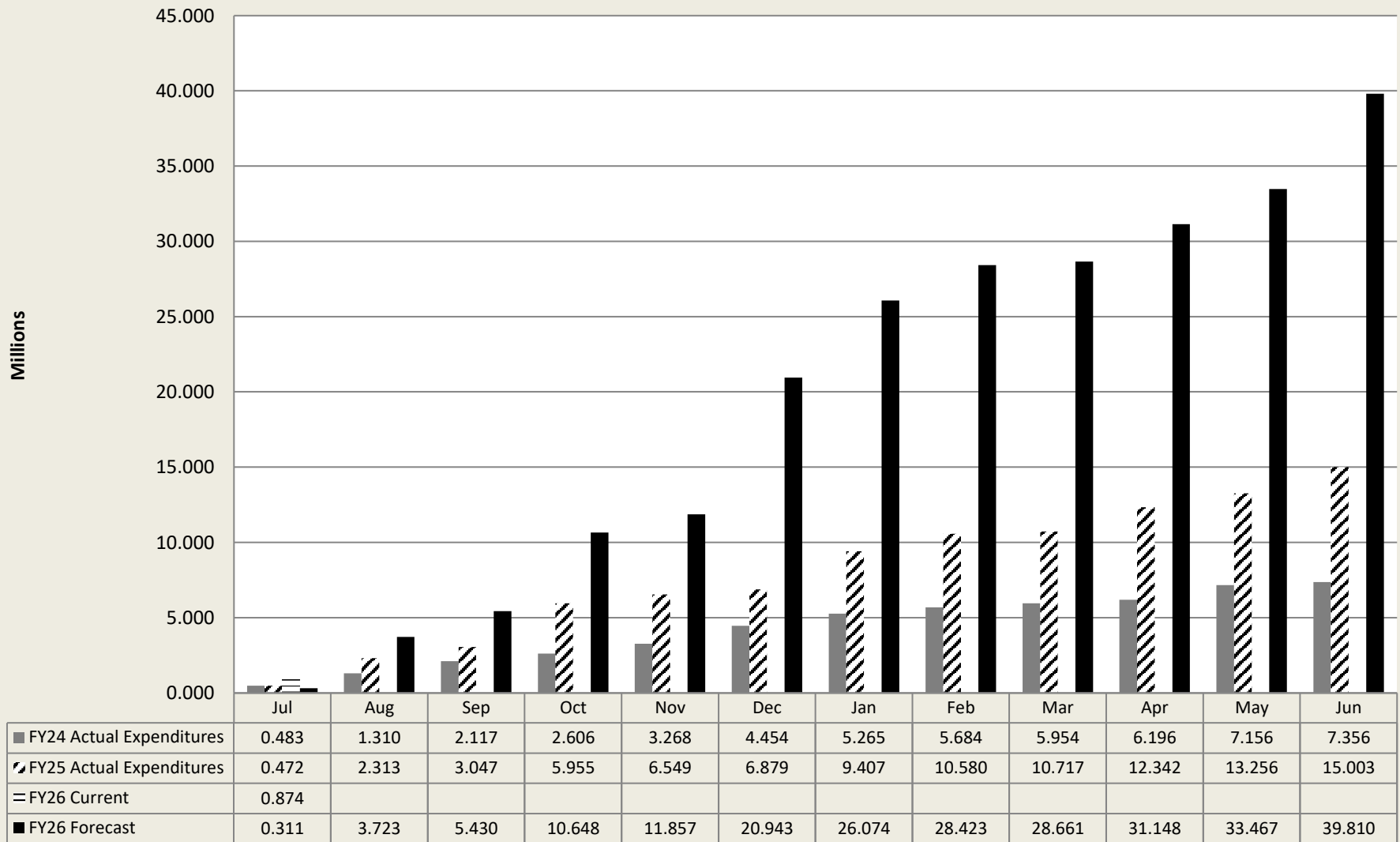


## Aeronautics Fund 0221

Fiscal Year 2026

Expenditures

July - For Period Ending 7/31/2025



UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 11 Aug 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 7/31/2025

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jun-25	Jul-25	Jun-25	Jul-25	Jun-25	Jul-25
ASSETS						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	33,342,129	32,805,714	129,274,183	112,915,744	210,440,971	220,237,442
Investments (Long Term: STO - Diversified Bond Fund)	2,069,896	2,076,317	190,495,975	191,090,042	0	0
Total Cash & Investments	35,412,025	34,882,030	319,774,659	304,010,286	210,440,971	220,237,443
Receivables - Other	0	0	226,646	296,815	0	0
- Due From Locals (Project Overruns)	0	0	1,090,380	15,622,203	0	0
- Inter Agency	0	45,329	0	82,814	0	0
Total Receivables	0	45,329	1,317,026	16,001,833	0	0
Inventory on Hand	0	0	18,685,862	20,501,802	0	0
Total Assets:	35,412,025	34,927,359	339,777,547	340,513,921	210,440,971	220,237,443
LIABILITIES						
Vouchers Payable	809	0	481,027	261,944	0	0
Sales Tax Payable	0	0	22,576	36,550	0	0
Deferred Revenue (Local Projects Match)	0	0	40,015,100	31,333,107	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	154,551	159,027	0	0
Total Liabilities:	809	0	40,673,254	31,790,628	0	0
FUND BALANCE						
Reserve for Encumbrance	2,230,104	2,092,758	93,440,710	111,741,897	0	0
Fund Balance	33,181,111	32,834,601	205,663,582	196,981,396	210,440,971	220,237,442
Total Fund Balance:	35,411,215	34,927,359	299,104,293	308,723,293	210,440,971	220,237,442
Total Liabilities and Fund Balance	35,412,025	34,927,359	339,777,547	340,513,921	210,440,971	220,237,442



UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 11 Aug 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 7/31/2025

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	Jun-25	Jul-25	Jun-25	Jul-25	Jun-25	Jul-25	Jun-25	Jul-25
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	334,534,639	326,303,297	396,477,978	356,599,620	7,608,898	3,919,015	738,621,515	686,821,933
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	334,534,639	326,303,297	396,477,978	356,599,620	7,608,898	3,919,015	738,621,515	686,821,933
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:	334,534,639	326,303,297	396,477,978	356,599,620	7,608,898	3,919,015	738,621,515	686,821,933
LIABILITIES								
Vouchers Payable	4,633	4,633	0	0	0	0	4,633	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:	4,633	4,633	0	0	0	0	4,633	4,633
FUND BALANCE								
Reserve for Encumbrance	178,831	186,404	0	0	0	0	178,831	186,404
Fund Balance	334,351,175	326,112,261	396,477,978	356,599,620	7,608,898	3,919,015	738,438,051	686,630,896
Total Fund Balance:	334,530,006	326,112,261	396,477,978	356,599,620	7,608,898	3,919,015	738,616,882	686,630,896
Total Liabilities and Fund Balance	334,534,639	326,303,297	396,477,978	356,599,620	7,608,898	3,919,015	738,621,515	686,821,933

UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 11 Aug 2025

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 7/31/2025

	CARES Act Covid-19 0345	
	Jun-25	Jul-25
<b>ASSETS</b>		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(88,986)	(83,237)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(88,986)	(83,237)
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>	(88,986)	(83,237)
<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>	0	0
<b>FUND BALANCE</b>		
Reserve for Encumbrance	3,514,039	3,229,688
Fund Balance	(3,603,025)	(3,312,925)
<b>Total Fund Balance:</b>	(88,986)	(83,237)
<b>Total Liabilities and Fund Balance</b>	(88,986)	(83,237)

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 11 Aug 2025  
 % of Time  
 Remaining: 91.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

Fund: 0260 State Highway Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
<b>REVENUES</b>							
<b>Federal Sources</b>							
FHWA - Highway		50,000,000	50,128,291	50,128,291	128,291	0.26 %	442,263,500
FHWA - COVID Relief		50,000	23,838	23,838	(26,162)	-52.32%	2,000,000
Federal Transit Authority		1,500,000	1,397,968	1,397,968	(102,032)	-6.80%	30,556,000
NHTSA - Highway Safety		1,000,000	878,035	878,035	(121,965)	-12.20%	6,430,400
Other Federal Aid		30,000	1,838,305	1,838,305	1,808,305	6027.68 %	4,555,000
<b>Total Federal Sources:</b>		<b>52,580,000</b>	<b>54,266,438</b>	<b>54,266,438</b>	<b>1,686,438</b>	<b>3.21 %</b>	<b>485,804,900</b>
<b>State Sources</b>							
Equipment Buy Back		0	0	0	0	0.00 %	20,839,800
Miscellaneous		3,853,600	4,814,157	4,814,157	960,557	24.93 %	43,359,000
<b>Total State Sources:</b>		<b>3,853,600</b>	<b>4,814,157</b>	<b>4,814,157</b>	<b>960,557</b>	<b>24.93 %</b>	<b>64,198,800</b>
<b>Local Sources</b>							
Match For Local Projects		718,400	927,261	927,261	208,861	29.07 %	10,500,000
Other Local Sources		0	2,500	2,500	2,500	0.00 %	0
<b>Total Local Sources:</b>		<b>718,400</b>	<b>929,761</b>	<b>929,761</b>	<b>211,361</b>	<b>29.42 %</b>	<b>10,500,000</b>
<b>TOTAL REVENUES:</b>		<b>57,152,000</b>	<b>60,010,356</b>	<b>60,010,356</b>	<b>2,858,355</b>	<b>5.00 %</b>	<b>560,503,700</b>
<b>TRANSFERS-IN</b>							
Highway Distribution		21,934,300	24,230,788	24,230,788	2,296,488	10.47 %	261,625,100
Fuel/Registration Direct		6,638,600	7,430,943	7,430,943	792,343	11.94 %	79,860,000
Ethanol Fuels Tax		1,873,500	1,967,218	1,967,218	93,718	5.00 %	20,700,000
<b>TOTAL TRANSFERS-IN:</b>		<b>30,446,400</b>	<b>33,628,950</b>	<b>33,628,950</b>	<b>3,182,549</b>	<b>10.45 %</b>	<b>362,185,100</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>87,598,400</b>	<b>93,639,306</b>	<b>93,639,306</b>	<b>6,040,904</b>	<b>6.90 %</b>	<b>922,688,800</b>

User ID: whaszier  
Report ID: AD-FN-GL-003  
Run Date: 11 Aug 2025  
% of Time  
Remaining: 91.7  
Fund: 0260 State Highway Fund

Idaho Transportation Department  
STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

		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
Fiscal Year: 2026		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026										
EXPENDITURES										
Operations Expense										
Permanent Staff Salaries		8,378,929	8,112,819	8,112,819	0	266,110	3.18 %	112,617,624	104,504,805	92.80 %
Board, Hourly, OT, Shift		184,129	184,064	184,064	0	65	0.04 %	5,312,514	5,128,450	96.54 %
Fringe Benefits		4,042,232	3,767,980	3,767,980	0	274,252	6.78 %	51,667,562	47,899,582	92.71 %
Travel Expense		233,002	176,949	176,949	0	56,053	24.06 %	2,483,781	2,306,832	92.88 %
Operating Expense		7,695,952	2,138,083	2,138,083	10,687,557	(5,129,689)	-66.65%	144,970,824	132,145,183	91.15 %
Capital Equipment Expense		742,600	384,187	384,187	10,773,580	(10,415,167)	-1402.53%	69,680,600	58,522,833	83.99 %
Capital Facilities Expense		23,000,000	1,709,727	1,709,727	20,317,591	972,682	4.23 %	50,746,412	28,719,094	56.59 %
Trustee & Benefit Payments		2,733,755	1,835,920	1,835,920	0	897,835	32.84 %	38,765,600	36,929,680	95.26 %
Total Operations Expense:		47,010,599	18,309,730	18,309,730	41,778,728	(13,077,860)	-27.82%	476,244,916	416,156,459	87.38 %
Contract Construction										
Travel Expense		0	608	608	0	(608)	0.00 %	0	(608)	0.00 %
Operating Expense		1,975,500	585,479	585,479	3,216,198	(1,826,177)	-92.44%	15,095,348	11,293,671	74.82 %
Capital Projects		76,500,000	58,867,179	58,867,179	436,657	17,196,164	22.48 %	652,098,208	592,794,372	90.91 %
Trustee & Benefit Payments		85,500	335,973	335,973	0	(250,473)	-292.95%	2,609,482	2,273,510	87.12 %
Total Contract		78,561,000	59,789,239	59,789,239	3,652,855	15,118,906	19.24 %	669,803,039	606,360,945	90.53 %
TOTAL EXPENDITURES:		125,571,599	78,098,969	78,098,969	45,431,583	2,041,047	1.63 %	1,146,047,955	1,022,517,404	89.22 %
TOTAL EXPD AND TRANSFERS OUT:		125,571,599	78,098,969	78,098,969	45,431,583	2,041,047	1.63 %	1,146,047,955	1,022,517,404	89.22 %

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 11 Aug 2025  
 % of Time  
 Remaining: 91.7

Fund: 0260 State Highway Fund

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

		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
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026										
Budget Fiscal Year: 2026										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	775,000	114,419	114,419	1,093,554	(432,973)	-55.87%	3,234,166	2,026,193	62.65 %
Operating Expenditures	Federal	1,200,000	471,060	471,060	2,122,644	(1,393,704)	-116.14%	11,661,600	9,067,896	77.76 %
Operating Expenditures	Local	500	0	0	0	500	100.00 %	199,583	199,583	100.00 %
<b>Total Operating Expenditures</b>		<b>1,975,500</b>	<b>585,479</b>	<b>585,479</b>	<b>3,216,198</b>	<b>(1,826,177)</b>	<b>-92.44%</b>	<b>15,095,348</b>	<b>11,293,671</b>	<b>74.82 %</b>
<b>In State Travel Expense</b>										
In State Travel Expense	Dedicated	0	61	61	0	(61)	0.00 %	0	(61)	0.00 %
In State Travel Expense	Federal	0	547	547	0	(547)	0.00 %	0	(547)	0.00 %
<b>Total In State Travel Expense</b>		<b>0</b>	<b>608</b>	<b>608</b>	<b>0</b>	<b>(608)</b>	<b>0.00 %</b>	<b>0</b>	<b>(608)</b>	<b>0.00 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	25,000,000	12,704,178	12,704,178	363,765	11,932,057	47.73 %	172,095,541	159,027,597	92.41 %
Capital Outlay	Federal	50,000,000	44,785,442	44,785,442	72,892	5,141,666	10.28 %	466,460,944	421,602,610	90.38 %
Capital Outlay	Local	1,500,000	1,377,559	1,377,559	0	122,441	8.16 %	13,541,724	12,164,164	89.83 %
<b>Total Capital Outlay</b>		<b>76,500,000</b>	<b>58,867,179</b>	<b>58,867,179</b>	<b>436,657</b>	<b>17,196,164</b>	<b>22.48 %</b>	<b>652,098,208</b>	<b>592,794,372</b>	<b>90.91 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	10,000	5,517	5,517	0	4,483	44.83 %	908,178	902,661	99.39 %
Trustee & Benefit Payments	Federal	75,000	330,456	330,456	0	(255,456)	-340.61%	1,501,305	1,170,849	77.99 %
Trustee & Benefit Payments	Local	500	0	0	0	500	100.00 %	200,000	200,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>85,500</b>	<b>335,973</b>	<b>335,973</b>	<b>0</b>	<b>(250,473)</b>	<b>-292.95%</b>	<b>2,609,482</b>	<b>2,273,510</b>	<b>87.12 %</b>
<b>Total Contract Construction:</b>		<b>78,561,000</b>	<b>59,789,239</b>	<b>59,789,239</b>	<b>3,652,855</b>	<b>15,118,906</b>	<b>19.24 %</b>	<b>669,803,039</b>	<b>606,360,945</b>	<b>90.53 %</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 7/31/2025

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
<b>REVENUES</b>							
State Sources - Misc		708,300	699,707	699,707	(8,593)	-1.21%	8,500,000
<b>TOTAL REVENUES:</b>		<b>708,300</b>	<b>699,707</b>	<b>699,707</b>	<b>(8,593)</b>	<b>-1.21%</b>	<b>8,500,000</b>
<b>TRANSFERS-IN</b>							
Sales Tax		12,000,000	12,083,333	12,083,333	83,333	0.69 %	100,000,000
<b>TOTAL TRANSFERS-IN:</b>		<b>12,000,000</b>	<b>12,083,333</b>	<b>12,083,333</b>	<b>83,333</b>	<b>0.69 %</b>	<b>100,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>12,708,300</b>	<b>12,783,040</b>	<b>12,783,040</b>	<b>74,740</b>	<b>0.59 %</b>	<b>108,500,000</b>

Fiscal Year:	2026	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:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		7,000,000	2,986,568	2,986,568	0	4,013,432	57.33 %	180,714,079	177,727,511	98.35 %
<b>TOTAL EXPENDITURES:</b>		<b>7,000,000</b>	<b>2,986,568</b>	<b>2,986,568</b>	<b>0</b>	<b>4,013,432</b>	<b>57.33 %</b>	<b>180,714,079</b>	<b>177,727,511</b>	<b>98.35 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>7,000,000</b>	<b>2,986,568</b>	<b>2,986,568</b>	<b>0</b>	<b>4,013,432</b>	<b>57.33 %</b>	<b>180,714,079</b>	<b>177,727,511</b>	<b>98.35 %</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 7/31/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
<b>REVENUES</b>						
State Sources - Misc	1,026,400	1,119,628	1,119,628	93,228	9.08 %	12,000,000
<b>TOTAL REVENUES:</b>	<b>1,026,400</b>	<b>1,119,628</b>	<b>1,119,628</b>	<b>93,228</b>	<b>9.08 %</b>	<b>12,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>1,026,400</b>	<b>1,119,628</b>	<b>1,119,628</b>	<b>93,228</b>	<b>9.08 %</b>	<b>12,000,000</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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
<b>EXPENDITURES</b>									
Capital Projects	10,000,000	9,345,925	9,345,925	186,404	467,671	4.68 %	110,000,000	100,467,671	91.33 %
<b>TOTAL EXPENDITURES:</b>	<b>10,000,000</b>	<b>9,345,925</b>	<b>9,345,925</b>	<b>186,404</b>	<b>467,671</b>	<b>4.68 %</b>	<b>110,000,000</b>	<b>100,467,671</b>	<b>91.33 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>10,000,000</b>	<b>9,345,925</b>	<b>9,345,925</b>	<b>186,404</b>	<b>467,671</b>	<b>4.68 %</b>	<b>110,000,000</b>	<b>100,467,671</b>	<b>91.33 %</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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

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: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
<b>Budget Fiscal Year: 2026</b>						
<b>REVENUES</b>						
State Sources - Misc	729,900	1,321,642	1,321,642	591,742	81.07 %	9,000,000
<b>TOTAL REVENUES:</b>	<b>729,900</b>	<b>1,321,642</b>	<b>1,321,642</b>	<b>591,742</b>	<b>81.07 %</b>	<b>9,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>729,900</b>	<b>1,321,642</b>	<b>1,321,642</b>	<b>591,742</b>	<b>81.07 %</b>	<b>9,000,000</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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Budget Fiscal Year: 2026</b>									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	40,000,000	41,200,000	41,200,000	0	(1,200,000)	-3.00%	200,000,000	158,800,000	79.40 %
<b>TOTAL EXPENDITURES:</b>	<b>40,000,000</b>	<b>41,200,000</b>	<b>41,200,000</b>	<b>0</b>	<b>(1,200,000)</b>	<b>-3.00%</b>	<b>200,000,000</b>	<b>158,800,000</b>	<b>79.40 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>40,000,000</b>	<b>41,200,000</b>	<b>41,200,000</b>	<b>0</b>	<b>(1,200,000)</b>	<b>-3.00%</b>	<b>200,000,000</b>	<b>158,800,000</b>	<b>79.40 %</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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

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: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
<b>REVENUES</b>						
State Sources - Misc	0	25,364	25,364	25,364	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>25,364</b>	<b>25,364</b>	<b>25,364</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>25,364</b>	<b>25,364</b>	<b>25,364</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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	4,000,000	3,715,247	3,715,247	0	284,753	7.12 %	7,600,000	3,884,753	51.12 %
<b>TOTAL EXPENDITURES:</b>	<b>4,000,000</b>	<b>3,715,247</b>	<b>3,715,247</b>	<b>0</b>	<b>284,753</b>	<b>7.12 %</b>	<b>7,600,000</b>	<b>3,884,753</b>	<b>51.12 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>4,000,000</b>	<b>3,715,247</b>	<b>3,715,247</b>	<b>0</b>	<b>284,753</b>	<b>7.12 %</b>	<b>7,600,000</b>	<b>3,884,753</b>	<b>51.12 %</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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

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: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
<b>REVENUES</b>						
Federal Sources - Federal Transit Authority	300,000	290,100	290,100	(9,900)	-3.30%	4,074,000
<b>TOTAL REVENUES:</b>	<b>300,000</b>	<b>290,100</b>	<b>290,100</b>	<b>(9,900)</b>	<b>-3.30%</b>	<b>4,074,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>300,000</b>	<b>290,100</b>	<b>290,100</b>	<b>(9,900)</b>	<b>-3.30%</b>	<b>4,074,000</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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	47,082	0	0	0	47,082	100.00 %	565,000	565,000	100.00 %
<b>TOTAL EXPENDITURES:</b>	<b>47,082</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47,082</b>	<b>100.00 %</b>	<b>565,000</b>	<b>565,000</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>47,082</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47,082</b>	<b>100.00 %</b>	<b>565,000</b>	<b>565,000</b>	<b>100.00 %</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 7/31/2025

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: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	44,391	44,391	44,391	0.00 %	0
TOTAL REVENUES:	0	44,391	44,391	44,391	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	44,391	44,391	44,391	0.00 %	0

	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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Bond Principal / Interest	6,351,000	6,351,082	6,351,082	0	(82)	0.00%	80,069,000	73,717,918	92.07 %
TOTAL EXPENDITURES:	6,351,000	6,351,082	6,351,082	0	(82)	0.00%	80,069,000	73,717,918	92.07 %
TOTAL EXPD AND TRANSFERS OUT:	6,351,000	6,351,082	6,351,082	0	(82)	0.00%	80,069,000	73,717,918	92.07 %

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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

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: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
<b>REVENUES</b>						
State Sources - Misc	40,000,000	35,579,722	35,579,722	(4,420,278)	-11.05%	425,000,000
<b>TOTAL REVENUES:</b>	<b>40,000,000</b>	<b>35,579,722</b>	<b>35,579,722</b>	<b>(4,420,278)</b>	<b>-11.05%</b>	<b>425,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>40,000,000</b>	<b>35,579,722</b>	<b>35,579,722</b>	<b>(4,420,278)</b>	<b>-11.05%</b>	<b>425,000,000</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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
<b>EXPENDITURES</b>									
Capital Projects	40,000,000	35,603,982	35,603,982	0	4,396,018	10.99 %	425,000,000	389,396,018	91.62 %
<b>TOTAL EXPENDITURES:</b>	<b>40,000,000</b>	<b>35,603,982</b>	<b>35,603,982</b>	<b>0</b>	<b>4,396,018</b>	<b>10.99 %</b>	<b>425,000,000</b>	<b>389,396,018</b>	<b>91.62 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>40,000,000</b>	<b>35,603,982</b>	<b>35,603,982</b>	<b>0</b>	<b>4,396,018</b>	<b>10.99 %</b>	<b>425,000,000</b>	<b>389,396,018</b>	<b>91.62 %</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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	880	880	880	0.00 %	0
TOTAL REVENUES:	0	880	880	880	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	880	880	880	0.00 %	0

	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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
TRANSFERS OUT									
Operating	0	880	880	0	(880)	0.00 %	0	(880)	0.00 %
TOTAL TRANSFERS OUT:	0	880	880	0	(880)	0.00 %	0	(880)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	880	880	0	(880)	0.00 %	0	(880)	0.00 %

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: 91.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

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
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
<b>REVENUES</b>						
State Sources - Misc	0	34,083	34,083	34,083	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>34,083</b>	<b>34,083</b>	<b>34,083</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>						
Operating	0	992,602	992,602	992,602	0.00 %	0
State Sources - Operating	0	880	880	880	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>993,482</b>	<b>993,482</b>	<b>993,482</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>1,027,565</b>	<b>1,027,565</b>	<b>1,027,565</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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
<b>EXPENDITURES</b>									
Bond Principal / Interest	48,335,300	48,335,303	48,335,303	0	(3)	0.00%	62,512,000	14,176,697	22.68 %
<b>TOTAL EXPENDITURES:</b>	<b>48,335,300</b>	<b>48,335,303</b>	<b>48,335,303</b>	<b>0</b>	<b>(3)</b>	<b>0.00%</b>	<b>62,512,000</b>	<b>14,176,697</b>	<b>22.68 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>48,335,300</b>	<b>48,335,303</b>	<b>48,335,303</b>	<b>0</b>	<b>(3)</b>	<b>0.00%</b>	<b>62,512,000</b>	<b>14,176,697</b>	<b>22.68 %</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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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2025

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
<b>REVENUES</b>						
Federal Sources - FAA	25,000	6,468	6,468	(18,532)	-74.13%	668,500
State Sources - Misc	163,900	178,650	178,650	14,750	9.00 %	2,158,500
<b>TOTAL REVENUES:</b>	<b>188,900</b>	<b>185,118</b>	<b>185,118</b>	<b>(3,782)</b>	<b>-2.00%</b>	<b>2,827,000</b>
<b>TRANSFERS-IN</b>						
Operating	312,700	274,239	274,239	(38,461)	-12.30%	3,500,000
<b>TOTAL TRANSFERS-IN:</b>	<b>312,700</b>	<b>274,239</b>	<b>274,239</b>	<b>(38,461)</b>	<b>-12.30%</b>	<b>3,500,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>501,600</b>	<b>459,357</b>	<b>459,357</b>	<b>(42,243)</b>	<b>-8.42%</b>	<b>6,327,000</b>

Fiscal Year: 2026	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: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>									
Permanent Staff Salaries	83,901	83,969	83,969	0	(68)	-0.08%	1,098,772	1,014,803	92.36 %
Board, Hourly, OT, Shift Diff	15,800	17,924	17,924	0	(2,124)	-13.44%	74,000	56,076	75.78 %
Fringe Benefits	39,508	35,869	35,869	0	3,639	9.21 %	479,228	443,359	92.52 %
Travel Expense	31,550	7,961	7,961	0	23,589	74.77 %	110,400	102,439	92.79 %
Operating Expenditures	41,799	37,568	37,568	70	4,161	9.95 %	11,336,700	11,299,062	99.67 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	27,100	27,100	100.00 %
Capital Facilities Expense	50,000	64,264	64,264	38,167	(52,431)	-104.86%	200,000	97,570	48.79 %
Trustee & Benefit Payments	48,900	588,465	588,465	0	(539,565)	-1103.40%	26,483,557	25,895,093	97.78 %
<b>TOTAL EXPENDITURES:</b>	<b>311,458</b>	<b>836,019</b>	<b>836,019</b>	<b>38,237</b>	<b>(562,798)</b>	<b>-180.70%</b>	<b>39,809,757</b>	<b>38,935,502</b>	<b>97.80 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>311,458</b>	<b>836,019</b>	<b>836,019</b>	<b>38,237</b>	<b>(562,798)</b>	<b>-180.70%</b>	<b>39,809,757</b>	<b>38,935,502</b>	<b>97.80 %</b>



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 20 min

Presenter's Name Brenda Williams	Presenter's Title Chief Innovation Experience Officer
Preparer's Name Brenda Williams	Preparer's Title Chief Innovation Experience Officer

### Subject

DHR Employee Engagement Survey ITD Results 2025		
Key Number	District	Route Number

### Background Information

To provide the Board with a summary of the Division of Human Resources (DHR) Employee Engagement Survey, including participation rates, key findings, trends compared to DHR's 2024 Engagement Survey, and areas identified for improvement – along with an action plan.

#### Summary:

- Survey conducted June through July 2025
- 2025 Participation Rate is 79% - 1,234 employee responses (1,561 invited)
- Survey included 30 category areas with 53 questions
- DHR Action Plan is due October 31, 2025

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

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# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date Sept. 18, 2025

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

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

Presenter's Name Megan Jahns	Presenter's Title Senior Public Information Officer
Preparer's Name Noah Ipaye	Preparer's Title Research Analyst, Sr

## Subject

FY2026-2032 Draft Idaho Transportation Investment Program Public Comment Campaign		
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 426 comments.

The full list of comments and responses is attached for the Transportation Board's information. ITD 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	119
4	22
5	26
6	72
9	10
Statewide	17
Local/MPO/NGO	75
Total	426

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

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District 1 ITIP Comments 2025		
KN	Comments	Responses
22770	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The project description for the SH-54 project is incorrect, that project was originally programmed as seal coat, but subsequent roadway materials reports required a pavement restoration project including reconstructing the highway, widening of shoulders, utility relocations, and other improvements along the corridor. ITD will update the project description to reflect the project work.
	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The State of Idaho has selected 75 representative public-owned, public-use airports that support a unique mix of activities, industries, and communities as the 'state system airports'. These airports provide services such as commercial flights, access to remote areas, wildland aerial firefighting, emergency medical transport, and the shipment of goods. As an integral part of Idaho's transportation network, it is important to maintain and develop the airport system to optimally serve the existing and future needs of the diverse users and activities that rely on aviation. The Sandpoint Airport is also home of the Daher Kodiak Aircraft Company (formerly Quest Aircraft Company) who manufacture the Kodiak line of aircraft that are the next generation aircraft for short takeoff and landing aircraft capable of bringing services and heavy supplies to the most remote regions. Investments in the Sandpoint general aviation airport supports the Bonner County economy, manufacturing, and jobs. The Idaho Transportation Department has recently completed a widening and reconstruction of SH-200 in the City of Kootenai from McGhee to Kootenai Bay Rd. ITD recognizes that development in the area is increasing traffic volumes on SH-200 and is currently working on the design of a future signal at SH-200 and Kootenai Bay Rd. This will require ITD to complete a railroad diagnostic with Burlington Northern Sante Fe (BNSF) Railroad company to determine how to integrate a future traffic signal at that location. This future signal will improve safety along the corridor and at Kootenai Bay Rd.
24178	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program (ITIP). The SH-41 Rathdrum to Spirit Lake Mobility Study was advanced based on comments made during last year's ITIP Public Comment period. This year the Department will begin two efforts to include the mapping of the corridor to support future project development and will select a consultant to conduct a traffic analysis to develop and prioritize recommendations on future projects through the corridor. This will include future signal locations, future roadway profiles including passing lanes and intersection improvement projects.
	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program (ITIP). The current Long Bridge was constructed in 1981 and serves US-95 traffic. It was constructed to replace the Lake Pend Oreille bridge constructed in 1956. The 1956 bridge is load restricted and is only rated for pedestrians and unfortunately is unable to be used by emergency vehicles. The Idaho Transportation Department completed a bridge preservation project to continue allowing pedestrian use until future funding will facilitate the replacement of the current pedestrian bridge. ITD is currently in the process of finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. For more information, please visit our project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a> . ITD has also begun planning efforts to replace the current pedestrian bridge with a new US-95 north bound bridge which will increase capacity and provide new pedestrian and bicycle facilities. We are early in this process and the Department will be seeking grant opportunities to complete the planning and design of a future US-95 bridge.
	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. Construction on I-90 is challenging for staging and providing safe work zones for workers and the traveling public. We understand the frustration of traffic in construction zones especially during increase summer traffic volumes. The 4th of July Pass pavement restoration project also includes repairs and replacement of the stormwater drainage system in the median and new guardrail over the 4th of July Pass. This project will continue next year and will replace approximately 16.5 miles of pavement. Expansion of the Blackwell Island Marina and RV Resort, new residential housing development south of CDA and increased traffic volumes on US-95 can make it challenging to make safe turning movements. The Idaho Transportation Department has identified the replacement of the Spokane River Bridge and widening of US-95 to four lanes in its long-range transportation project list. At this time there is not a programmed projects or funding identified but it is on our list for future transportation investments.
	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. State Highway 97 (SH-97) remains one of the Idaho Transportation Department's (ITD) most challenging highways to operate and maintain. As you noted this highway is experiencing increased traffic volumes during the summer tourist season and new housing developments along the corridor. Originally a county road, the expansion of SH-97 is constrained by its designation as a Scenic Byway, very limited right-of-way, geotechnical design challenges due to slope and poor soil conditions, and constructability. Therefore, fixing SH-97 the "right way" is cost prohibited and ITD has been completing pavement restoration efforts in the worst sections of SH-97.
	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.	Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a> . ITD has recently completed two SH-53 widening projects: Hauser Lake Rd to N Bruss Rd, and N Latah St to Milepoint 9.3 (the intersection with SH-41) to widen the highway to a three-lane profile to provide a center turn lane. In addition, ITD is currently developing two projects to widen SH-53 from the Washington state line to Rathdrum to a three-lane profile and will provide a center turn lane on SH-53. These projects are scheduled for construction in 2030 and will allow safe turning movements and improve key intersections along the corridor. For more information on improvements to the SH-53 corridor please visit our project web page at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a> .

	<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>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program (ITIP). The current Long Bridge was constructed in 1981 and serves US-95 traffic. It was constructed to replace the Lake Pend Oreille bridge constructed in 1956. The 1956 bridge is load restricted and is only rated for pedestrians and unfortunately is unable to be used by emergency vehicles. The Idaho Transportation Department completed a bridge preservation project to continue allowing pedestrian use until future funding will facilitate the replacement of the current pedestrian bridge. ITD is currently in the process of finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. For more information, please visit our project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>. ITD has also begun planning efforts to replace the current pedestrian bridge with a new US-95 north bound bridge which will increase capacity and provide new pedestrian and bicycle facilities. We are early in this process and the Department will be seeking grant opportunities to complete the planning and design of a future US-95 bridge. For more information on US-95 Long Bridge Replacement Study please visit: <a href="https://itdprojects.idaho.gov/pages/us95-long-bridge">https://itdprojects.idaho.gov/pages/us95-long-bridge</a></p>
	<p>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 &amp; turn lanes</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. This year the Idaho Transportation Department (ITD) is starting a new SH-41, Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. I noticed that you provided comments during last year’s Public Comment Period, and I wanted to thank you for continuing to provide comments to transportation investments and projects.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department’s (ITD) vision is to enhance quality of life through transportation by providing the safest transportation and work environment, and even one fatality or serious injury is not acceptable. ITD has recently completed the replacement of the McArthur Lake Bridge which also widened US-95 and installed wildlife exclusionary fencing to reduce wildlife crashes. US-95 in the city of Bonners Ferry to provide a center turn lane for safe turning movements. Last year ITD completed the US-95 Brown Creek passing Lane to Comanche Street which replaced substandard guardrail, deteriorated curb, and provided a pavement preservation sealcoat. At your request I pulled the US-95 crash date for 2025 there have been three fatal crashes on US-95 in Bonner and Boundary counties. The first crash occurred in February during icy conditions when the driver drove left of center, lost control, ran off road and hit a tree. The second crash occurred near Samuels where the driver drove left of center and was killed in a head crash with a tractor trailer. The third crash occurred when a vehicle was rear-ended north of McArthur Lake was probably due to inattentive driving. Idaho State Police reports a significant increase in speeding, aggressive and inattentive driving behaviors along the US-95 corridor that have been the major contributors to crashes in the corridor.</p>
	<p>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. 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?</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) takes driver safety very seriously and is part of our core mission. Recent transportation improvements along the I-90 corridor have included the lowering of portion of I-90 to provide increased clearance for commercial trucking and the replacement and widening of the Pennsylvania Ave bridge. During these projects existing guardrail and end treatments were repaired or replaced to meet current Manual Assessing Safety Hardware (MASH) standards. MASH is a uniform set of criteria developed by the National Cooperative Highway Research Program (NCHRP) for crash-testing safety hardware like guardrails. ITD may utilize barrels in certain situations, but they require increased levels of maintenance and replacement. These types of equipment also require specific mixtures of water and anti-freeze which create some environmental concerns.</p>
	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department is making significant investments in the SH-53 corridor to address mobility. ITD completed widening of SH-53 in the city of Rathdrum to include a center turn bay up to the SH-41 intersection. ITD will invest more than \$60 million by 2030 to improve safety on this highly traveled route by adding turn lanes and constructing a new interchange at Pleasant View Road. A project to modify four miles between Bruss Road and Latah Street by adding a center turn lane is expected to start construction in 2030. For more information on the investments in the SH-53 corridor please visit our project website at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. Roundabouts can improve traffic flow on certain types of roadways but are not well suited for state highways that carry high volumes of commercial truck traffic like SH-53. Recent growth across north Idaho has resulted in increased traffic volumes on our state highways and local roads. The widening of SH-53 to a three-lane profile will provide for safer turning movements and allow through traffic to proceed with less delay. I agree with you; pavement markings are an important roadway safety feature and ITD paints the state highway system annually.</p>

	<p>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?</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is currently developing a 2029 pavement restoration project from mile point 55.8 just east of Clark Fork to the Montana state line. This project will extend the life of the roadway by performing a mill and plantmix inlay, and upgrade safety features such as guardrail and will cover the section of SH-200 you noted. ITD is also evaluating how to address some of the issues associated with the rock wall through separate geotechnical investigations. The rock wall and proximity of the Clark Fork River will require subsequent investigations after the pavement restoration project scheduled for construction in 2029.</p>
	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) has finalized the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. For more information on transportation investments for the US-95 corridor from Dufort Road to Lakeshore Drive please visit our project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>. ITD is also begun a US-95 Long Bridge Replacement Study to evaluate options for the Long Bridge. For more information on this effort please visit: <a href="https://itdprojects.idaho.gov/pages/us95-long-bridge">https://itdprojects.idaho.gov/pages/us95-long-bridge</a>.</p>
	<p>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 &amp; 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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. Funding for reconstruction or expansion of the state highway system is an ongoing challenge to meet the transportation need across the entire state of Idaho. Recent significant growth and the associated increase in traffic volumes requires ITD to prioritize limited transportation funds to operate and maintain its facilities, and prioritizes projects on the state highway system where pavements are in the worst condition or are high accident locations. The Idaho Transportation Department (ITD) is currently developing pavement preservation project on US-2 from the Pend Oreille River Bridge to Priest River Bridge that will invest \$5 million dollars in 2027. In 2029, ITD will replace the Priest River Bridge with a new \$24 million dollars and in 2030 ITD will be spending \$5 million dollars for pavement restoration in the city of Priest River. ITD has been in discussions with the city of Oldtown regarding the proposed redevelopment of the Tri-Pro Cedar mill site. It is our understanding that mill site will be continue operations for approximately 5 years and will have a phased development over the next 10-20 years. Future phases of this development will require improvements to US-2 to include turn bays and a signal when warranted.</p>
24162	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is investing funds to improve safety along the State Highway 53 corridor from the Washington state line to Rathdrum which will expand SH-53 to a three-lane profile with a center turn lane and other intersection improvements along the corridor. ITD completed the Hauser Lake Rd to North Bruss Road project in 2024 and has two projects scheduled in 2030 to complete the rest of the corridor from Washington state line to Rathdrum. This year ITD is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for the segments of SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design.</p>
	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design.</p>
23936	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is developing a 2029 project that will extend the life of the roadway by performing a mill and plantmix inlay, and upgrade safety features such as guardrail. As you noted sections of SH-200 have narrow shoulders due to topography, rock outcroppings and the proximity to Clark Fork River. These issues make it difficult to widen portions of SH-200 and ITD is challenged with operating and maintaining the state highway system with increasing traffic volumes and construction costs. ITD appreciates you taking the time to comment on this upcoming project and I will pass on your comments to our design team.</p>

	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is also concerned about the level of serious crashes on US-95 in Boundary County and in June conducted a Road Safety Audit of the US-95 corridor in Naples to identify safety issues and develop a series of short-, mid- and long-term improvements to increase safety. The Road Safety Audit was comprised of representatives from ITD District 1 Traffic, Planning, and Operations Staff, ITD Office of Highway Safety, Idaho State Police, South Boundary Fire District, Boundary County Road and Bridge Department, Boundary County School District and Alta Forest Products Naples Mill. One of the general comments from the Idaho State Police was that there is a significant increase in aggressive and inattentive driving occurring in this section of US-95. These types of driver behaviors have been the primary causes of recent serious injury and fatal crashes and not a result of the highway itself. There are also issues with increase commercial truck traffic and driver behavior. In response ITD has added a US-95 and Schoolhouse Road Intersection Improvement Project into the seven-year Idaho Transportation Improvement Program for construction in 2032. Our Planning Section has selected a consultant to assist ITD in designing this much needed project with the goal of completing design in 2028 and having it ready to advance when funding comes available. There are currently no plans for any wildlife crossing projects in the area.</p>
	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. I agree there needs to be investment in North Idaho infrastructure including development of additional east-west arterials to expand capacity. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90 to the south, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a></p>
	<p>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.!</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. ITD is currently developing two projects to widen SH-53 from the Washington state line to Rathdrum to a three-lane profile and will provide a center turn lane on SH-53. These projects are scheduled for construction in 2030 and will allow safe turning movements and improve key intersections along the corridor. For more information on improvements to the SH-53 corridor please visit our project web page at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. The SH-53 and Pleasant View railroad grade separation project originally identified in the Bridging the Valley was finally funded by a Federal Railroad Administration railroad crossing elimination grant after being under development and seeking funding for over 20 years ago. The Pleasant View Railroad crossing has over 6 hours a day closing for passing trains and BNSF has been expanding it rail operations through north Idaho which will continue to increase vehicular traffic delays. This railroad crossing elimination project was funded by the grant because it closed three at grade crossings and will safely allow traffic to cross the BNSF tracks at the new Pleasant View interchange and railroad grade separation. As development and traffic volumes increase ITD and KMPO will evaluate the location of additional future railroad crossing grade separations or interchanges along the SH-53 corridor.</p>
24162	<p>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.</p>	<p>Thank you for making multiple comments on several projects in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. I will address your three different comment submittals in this email. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. ITD is currently developing two projects to widen SH-53 from the Washington state line to Rathdrum to a three-lane profile and will provide a center turn lane on SH-53. These projects are scheduled for construction in 2030 and will allow safe turning movements and improve key intersections along the corridor. For more information on improvements to the SH-53 corridor please visit our project web page at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. We appreciate your support for the I-90 and US-95 Interchange project. This For more information on this project please visit: <a href="https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee">https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee</a></p>
21939	<p>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.</p>	<p>Thank you for making multiple comments on several projects in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. I will address your three different comment submittals in this email. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. ITD is currently developing two projects to widen SH-53 from the Washington state line to Rathdrum to a three-lane profile and will provide a center turn lane on SH-53. These projects are scheduled for construction in 2030 and will allow safe turning movements and improve key intersections along the corridor. For more information on improvements to the SH-53 corridor please visit our project web page at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. We appreciate your support for the I-90 and US-95 Interchange project. This For more information on this project please visit: <a href="https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee">https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee</a></p>
	<p>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.</p>	<p>Thank you for making comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is currently finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. ITD's District 1 Headquarters Planning and Design &amp; Construction sections are taking the initiative to begin preliminary geotechnical investigations and conceptual designs for Dufort Road improvements to advance a future interchange project. District 1 understands that this intersection has issues with increased traffic volumes on US-95 and Dufort Road which is contributing to driver frustration. This can result in drivers making decisions that can lead to the increase in crashes at this intersection. For more information, please visit the project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a></p>

24395	I really appreciate this project to help with congestion. Thank you.	<p>Thank you for making multiple comments on several projects in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. I will address your three different comment submittals in this email. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. ITD is currently developing two projects to widen SH-53 from the Washington state line to Rathdrum to a three-lane profile and will provide a center turn lane on SH-53. These projects are scheduled for construction in 2030 and will allow safe turning movements and improve key intersections along the corridor. For more information on improvements to the SH-53 corridor please visit our project web page at: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. We appreciate your support for the I-90 and US-95 Interchange project. This For more information on this project please visit: <a href="https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee">https://itdprojects.idaho.gov/pages/e603759de5734fb68e88ea751b3b51ee</a></p>
20749	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.	<p>Thank you for making comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Deep Creek to Brown Creek project is a pavement rehabilitation and guardrail replacement project that will improve safety along the US-95 corridor. The Idaho Transportation Department (ITD) District 1 and the Office of Highway Safety, in collaboration with Boundary County Commissioners, Boundary County Road &amp; Bridge, South Boundary Fire District, Boundary County School District, the Idaho State Police and Alta Forest Products completed a Road Safety Audit for the Naples area of US-95. This Audit looked at roadway characteristics, traffic signing, commercial truck traffic, railroad crossings, and upcoming county improvements to Schoolhouse Road to identify short-, mid- and long-term improvements to US-95. The area Idaho State Police Trooper noted that he has seen a rise in speeding and inattentive driving through the corridor. Unfortunately, driver behaviors are the hardest factor to address for safety concerns. In response to the crashes in the Naples area of US-95, ITD has programmed a new Schoolhouse Road Intersection Improvements project which will address the most troublesome intersection in the Naples area. This project has been entered into the seven year transportation improvement program and ITD has selected a consultant to assist us with designing the intersection improvement project which will include replacing two bridges, widening US-95 to include a new turn bay for Schoolhouse Rd and other improvements. This project is programmed for 2032 (the first year to enter the program) however the Departments will be planning on getting the design done by 2027-2028 so we can advance this project when funding comes available.</p>
	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.	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation investment Program. You are correct, Idaho has seen a large influx of new residents which have resulted in increased traffic volumes, congestion, and changes in drivers' behavior. The Idaho Transportation Department (ITD) recently conducted a Road Safety Audit for US-95 corridor for the Naples area to identify short-, mid- and long-term safety improvements. Participants included representatives from ITD District 1 Planning, Traffic, Operations, the Office of Highway Safety, Boundary County Road &amp; Bridge, Idaho State Police, South Boundary Fire District, Boundary County School District and Alta Forest Products. Idaho State Police Trooper for the area noted significant increases in aggressive and inattentive drivers along the corridor, as well as increased commercial truck driver issues contributing to recent serious injury and fatal crashes. To address these issues ITD has programmed a new US-95, Schoolhouse Road Intersection Improvements project into the Idaho Transportation investment Program which will replace two bridges and widen US-95 and install left turn bays. This project is scheduled for construction in 2032, but we have already selected a design consultant and plan to develop plans early to be ready to advance the project if funding is identified. ITD recognizes that additional improvements including additional turn bays, guard rail will increase safety along US-95. Some sections of US-95 will require reconstruction and widening in the future but funding for such projects will remain a significant challenge.</p>
	Also, there are many dips, valleys and hills that create blind spots especially when traffic has come to a standstill due to accidents.	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation investment Program. You are correct, Idaho has seen a large influx of new residents which have resulted in increased traffic volumes, congestion, and changes in drivers' behavior. The Idaho Transportation Department (ITD) recently conducted a Road Safety Audit for US-95 corridor for the Naples area to identify short-, mid- and long-term safety improvements. Participants included representatives from ITD District 1 Planning, Traffic, Operations, the Office of Highway Safety, Boundary County Road &amp; Bridge, Idaho State Police, South Boundary Fire District, Boundary County School District and Alta Forest Products. Idaho State Police Trooper for the area noted significant increases in aggressive and inattentive drivers along the corridor, as well as increased commercial truck driver issues contributing to recent serious injury and fatal crashes. To address these issues ITD has programmed a new US-95, Schoolhouse Road Intersection Improvements project into the Idaho Transportation investment Program which will replace two bridges and widen US-95 and install left turn bays. This project is scheduled for construction in 2032, but we have already selected a design consultant and plan to develop plans early to be ready to advance the project if funding is identified. ITD recognizes that additional improvements including additional turn bays, guard rail will increase safety along US-95. Some sections of US-95 will require reconstruction and widening in the future but funding for such projects will remain a significant challenge.</p>
	I would like to see the intersection of Hwy 41 and Scarcello improved for safety and traffic flow.	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design.</p>
21937	Upon completion, I would like to see the intersection of Hwy 41 and Scarcello at Twin lakes improved for safety and improved traffic flow.	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
23936	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.	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. This project will extend the life of the roadway by performing a mill and plantmix inlay, and upgrade safety features such as guardrail. Rumble strips are some of the most effective crash modification factors for highway pavement features and reduces running off road crashes. I will pass on your comments to our Design Team. Due to length of the project and available budget there are no plans to add any passing lanes currently.</p>



	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Draft Idaho Transportation Investment Program. The Idaho Transportation Department (ITD), in coordination with the Kootenai Metropolitan Planning Organization is conducting a comprehensive, regional transportation study to look at the future transportation needs for the Rathdrum Prairie Area of Kootenai County. This study area starts at the Washington state line from I-90 east to Government Way and north to State Highway 53 and encompasses 68 square miles. This study was initiated in 2022 with the purpose of determining future transportation needs and solutions. A series of public meetings held in the fall of 2023 and summer of 2024 has developed 13 corridor level alternatives. This fall a third series of public meetings will be held to present 4 of those alternatives which have been identified to move forward into the next level of screening. For more information on the Rathdrum Prairie Transportation Study please visit: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. There is also a link to sign up for updates to notify you of upcoming public meetings.</p>
	<p>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</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Draft Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is currently developing two State Highway 53 (SH-53) widening projects from the Washington state line to Rathdrum which will expand SH-53 to a three-lane profile and provide a center turn lane for safe turning movements. This segment of SH-53 has an Average Annual Daily Traffic volume of 14,000 vehicles per day comprised of 13,010 passenger and 990 commercial vehicles. For more information on SH-53 corridor projects scheduled for construction in 2030 please visit: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a>. The segment of SH-53 from Rathdrum to US-95 has an Average Annual Daily Traffic volume of 8,000 vehicles per day comprised of 6,800 passenger and 1,200 commercial vehicles. ITD is in the planning and scoping phasing for a future widening and reconstruction project for SH-53 to continue the same three-lane profile from Rathdrum to US-95. This highway segment is an early phase of planning and ITD will move this forward when future funding levels are identified, and a project can be programmed into the Idaho Transportation Investment Program.</p>
25010	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Draft Idaho Transportation Investment Program. I understand your frustration especially during the summer season since I commute on US-95 to work. The Idaho Transportation Department (ITD), in coordination with the Kootenai Metropolitan Planning Organization is conducting a comprehensive, regional transportation study to look at the future transportation needs for the Rathdrum Prairie Area of Kootenai County. This study area starts at the Washington state line from I-90 east to Government Way and north to State Highway 53 and encompasses 68 square miles. This study was initiated in 2022 with the purpose of determining future transportation needs and solutions. A series of public meetings held in the fall of 2023 and summer of 2024 has developed 13 corridor level alternatives. This fall a third series of public meetings will be held to present 4 of those alternatives which have been identified to move forward into the next level of screening. For more information on the Rathdrum Prairie Transportation Study please visit: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a>. There is also a link to sign up for updates to notify you of upcoming public meetings.</p>
25010	<p>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?</p>	<p>Thank you for your support for our upcoming US-95 pavement preservation project through Coeur d’Alene and Hayden. It will help preserve the pavements on this high traffic volume section of US-95. We have added the US-95 and Northwest Blvd interchange and adjacent Spokane River Bridge replacement in our long-range project list. We recently completed a bridge preservation project on the Spokane River Bridge to repair portions of the bridge to keep it operational until a full bridge replacement project can be programmed. The future bridge replacement project would be to construct a new wider bridge with two lanes in each direction. Funding for this project has not been identified but is in our District Long-Range Project list.</p>
20668	<p>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!</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. State Highway 97 (SH-97) remains one of the Idaho Transportation Department’s (ITD) most challenging highways to operate and maintain. SH-97 is experiencing increased traffic volumes during the summer tourist season and new housing developments along the corridor which are accelerating pavement degradation. SH-97 is one of the lowest Average Annual Daily Traffic volume state highways in north Idaho. The Idaho Transportation Department (ITD) prioritizes projects on traffic volumes, crash locations and most degraded pavement conditions over the five northern Idaho counties. Recent repairs on SH-97 have been completed will available annual maintenance operations funds and state forces. I will note your recommendations for segments of SH-97 that need a more comprehensive pavement restoration effort.</p>
22770	<p>While this project is ongoing, now would be the time to add a traffic light at the corner of HWY54 &amp; 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 &amp; 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. &amp; 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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Draft Idaho Transportation Investment Program. The SH-54, SH-41 to Greystone Lane project was developed to address the rapid deterioration of the SH-54 pavements. As you noted we are experiencing increased traffic volumes on our state highway system and struggle to keep up with the growth and impacts to transportation network. I would like to let you know that the Idaho Transportation Department (ITD) has begun a SH-41, Rathdrum to Spirit Lake Mobility Study to analyze current transportation infrastructure, travel patterns and challenges within the study area. The study objectives include improving mobility, reducing congestion, and identifying and help prioritize short-, mid- and long-term transportation system improvements along the SH-41 corridor from Rathdrum to Spirit Lake which will include the intersection of SH-41 and SH-54. The study will determine the future highway needs to address safety and capacity within the corridor and recommend a phasing of construction plan.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is also concerned about the level of serious crashes on US-95 in Boundary County and in June conducted a Road Safety Audit of the US-95 corridor in Naples to identify safety issues and develop a series of short-, mid- and long-term improvements to increase safety. The Road Safety Audit was comprised of representatives from ITD District 1 Traffic, Planning, and Operations Staff, ITD Office of Highway Safety, Idaho State Police, South Boundary Fire District, Boundary County Road and Bridge Department, Boundary County School District and Alta Forest Products Naples Mill. One of the general comments from the Idaho State Police was that there is a significant increase in aggressive and inattentive driving occurring in this section of US-95. These types of driver behaviors have been the primary causes of recent serious injury and fatal crashes and not a result of the highway itself. There are also issues with increase commercial truck traffic and driver behavior. In response ITD has added a US-95 and Schoolhouse Road Intersection Improvement Project into the seven-year Idaho Transportation Improvement Program for construction in 2032. Our Planning Section has selected a consultant to assist ITD in designing this much needed project with the goal of completing design in 2028 and having it ready to advance when funding comes available.</p>

21939	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The SH-53, Washington State Line to Hauser Lake Rd widening project is scheduled for construction in 2030 due to available funding in the Idaho Transportation Department's (ITD) Safety and Capacity Program. ITD has one other 2030 SH-53 project that will complete the reconstruction and widening of SH-53 from the Washington state line to Rathdrum to complete the three-lane profile for the highway and will provide a center turn lane and intersection improvements. For more information on ITD projects on the SH-53 corridor please visit: <a href="https://itdprojects.idaho.gov/pages/sh53corridor">https://itdprojects.idaho.gov/pages/sh53corridor</a></p>
21937	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. Recent projects on the SH-41 corridor have included corridor safety improvements along Hwy-41 between Hwy-53 (milepost 7.9) and Hwy-2 (milepost 39.1). This project addressed three intersections that have the highest crash ratings and turning traffic volumes consisting of: the intersection of Hwy-41 and Seasons Rd. (milepost 14.2) the intersection of Hwy-41 and Spirit Lake Cutoff Rd. (milepost 20.9) and the intersection of Hwy-41 and Old Priest River Rd. (milepost 37.3). All three intersections will have newly designed traffic turn lanes and will undergo several safety measures to help eliminate collision risks. In 2019, ROBERTS CUTOFF RD TO OLD PRIEST RV RD, BONNER CO, rehabilitated pavements from milepost 29.942 to milepost 37.261 highway by applying a 0.30' Overlay and also replacin sub-standard guardrail and terminals. Future investments along the corridor are based on pavement conditions and safety issues across the state highway system in north Idaho and I will note your comments on this section of SH-41 from Newport to Spirit Lake as part of our efforts to prioritize future transportation projects.</p>
	<p>Hwy 95. Dufort to Sandpoint needs the speed limit to 45mph. And stop light at Dufort and 95.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. Thank you for making comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is currently finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. For more information, please visit the project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>. Speed limits are determined by several factors including highway functional classification, road design standards, access to the highway, and 85 percentile which drivers drive down the highway. US-95 is a principal arterial that runs from Canada to Mexico and is a major freight corridor and is designed to provide a high level of mobility to accommodate the transportation of goods and services. Lowering the speed limits can reduce gaps in traffic to allow turning movements on and off the highway and lead to driver frustration. Lowering of speed limits becomes a law enforcement issue for compliance, as most drivers will travel at speeds they deem as safe. ITD's District 1 Headquarters Planning and Design &amp; Construction sections are taking the initiative to begin preliminary geotechnical investigations and conceptual designs for Dufort Road improvements to advance a future interchange project. District 1 understands that this intersection has issues with increased traffic volumes on US-95 and Dufort Road which is contributing to driver frustration. This can result in drivers making decisions that can lead to the increase in crashes at this intersection.</p>
23622	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The state highway system has seen significant increases in traffic volumes in recent years including the US-95 corridor. The Idaho Transportation Department (ITD) is currently finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. For more information, please visit the project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>. ITD is also concerned about the level of serious crashes on US-95 in Boundary County and in June conducted a Road Safety Audit of the US-95 corridor in Naples to identify safety issues and develop a series of short-, mid- and long-term improvements to increase safety. The Road Safety Audit was comprised of representatives from ITD District 1 Traffic, Planning, and Operations Staff, ITD Office of Highway Safety, Idaho State Police, South Boundary Fire District, Boundary County Road and Bridge Department, Boundary County School District and Alta Forest Products Naples Mill. One of the general comments from the Idaho State Police was that there is a significant increase in aggressive and inattentive driving occurring in this section of US-95. These types of driver behaviors have been the primary causes of recent serious injury and fatal crashes and not a result of the highway itself. There are also issues with increase commercial truck traffic and driver behavior. In response ITD has added a US-95 and Schoolhouse Road Intersection Improvement Project into the seven-year Idaho Transportation Improvement Program for construction in 2032. Our Planning Section has selected a consultant to assist ITD in designing this much needed project with the goal of completing design in 2028 and having it ready to advance when funding comes available.</p>
24552	<p>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</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. I concur, SH-97 like most roads and highways in north Idaho is experiencing increasing traffic volumes which are contributing to highway pavement deterioration and congestion during the summer months. SH-97 is a Scenic Byway with limited right-of-way and is one of the Idaho Transportation Department's (ITD) most challenging highways to operate and maintain. ITD Maintenance Operations personnel have been addressing some of these issues with pavement restoration and preservation efforts in sections of the highway with the worse conditions. In addition, state forces are maintaining ditch lines and removing trees and brush in the right-of-way to improve line of visibility. ITD meets with the Idaho State Police on a regular basis, and we will pass on your concerns for increased law enforcement along the corridor.</p>



	<p>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!!!</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The Idaho Transportation Department (ITD) appreciates your participation and support for investments in transportation infrastructure. For more information on ITD transportation projects please visit: <a href="https://itdprojects.idaho.gov/">https://itdprojects.idaho.gov/</a>. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
25010	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. As a long-time resident of the CDA you can attest to the increase in traffic along the US-95 corridor, especially in recent years. The Idaho Transportation Department (ITD) has recently completed several projects to relocate signals along the corridor at Hanley, Wilbur, and Miles to provide signals at the half mile and increased turn bay capacity. In addition, ITD recently completed a signal cabinet system upgrade project which replaced aging signal equipment and provided an updated signal coordination timing plan. US-95 has three distinct peak congestion times including the AM, Lunch and PM commutes. Priority timing is given to the US-95 mainline traffic, but there are calls at half-mile intersections that need to be served which can back up traffic on the mainline. 90% of traffic on US-95 in the CDA is local traffic and not passing through the corridor, with more drivers using US-95 for local trips. US-95 is reaching is full capacity especially during peak travel times and during the summer tourist and construction season. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO) began a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a></p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. US-95 and Lakeshore Drive turning movements are becoming difficult with increasing traffic volumes especially at peak travel times. That is why the Idaho Transportation Department (ITD) constructed the U-turn north of Bottle Bay Rd to allow northbound traffic a safer turning alternative during peak traffic and we have seen an increased use of this facility. There are many times during the day when a northbound left-hand turn can be safely made but some drivers will sometimes take the risky north bound turns. ITD has discussed making this a mandatory right hand turn with local transportation agencies are opposed to this mandatory movement. ITD will continue to monitor this intersection and some point in the future may make this a right out only. ITD is currently finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. For more information, please visit the project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>.</p>
23468	<p>This will significantly increase noise pollution in Hayden</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. This Aeronautics project will be rehabilitating the existing Taxiway A pavements as part of regular facility maintenance efforts and will not directly increase noise pollution. The Coeur d'Alene Airport serves as a multi-agency fire fighting air base and is experiencing increased business and private air service.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The Idaho Transportation Department (ITD) just completed the reconstruction and widening of SH-200 from McGhee Rd to Kootenai Bay Rd which included the installation of a right hand turn bay at Kootenai Bay Rd. ITD is currently in discussions with the BNSF Railroad for a future signal requirements to assist with traffic signal warrant analysis and design efforts.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The Idaho Transportation Department (ITD) appreciates your support and patience with ongoing investments in transportation infrastructure in Kootenai County. In response to increased traffic volumes in Kootenai County, the Idaho Transportation Department (ITD) in coordination with the Kootenai Metropolitan Planning Organization (KMPO) are conducting a regional transportation study to look at improving transportation facilities covering the Rathdrum Prairie Area from the Washington state line along I-90, east to Government Way, and north to State Highway 53. This study started in 2022 and has been developing different alternatives to take forward into a future Environmental Impact Statement within the study area. For more information, please visit the Rathdrum Prairie Area Transportation Study website at: <a href="https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel">https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel</a></p>

	<p>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.</p>	<p>Thank you for providing comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is currently finalizing the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. ITD's District 1 Headquarters Planning and Design &amp; Construction sections are taking the initiative to begin preliminary geotechnical investigations and conceptual designs for Dufort Road improvements to advance a future interchange project. District 1 understands that this intersection has issues with increased traffic volumes on US-95 and Dufort Road which is contributing to driver frustration. This can result in drivers making decisions that can lead to the increase in crashes at this intersection. For more information, please visit the project website at: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a></p>
23239	<p>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.</p>	<p>Thank you for providing comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) recognizes the importance of rehabilitating this section of SH-3 and has scheduled to begin construction in the summer of 2027. This \$9.5 million dollar project is programmed to be constructed as funding allows with the program year. Projects are programmed in each year based on project scope, engineers estimated cost, and funding target levels in their respective category.</p>
23239	<p>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.</p>	<p>Thank you for providing comments on in the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) recognizes the importance of rehabilitating this section of SH-3 and appreciates your support for this project which is scheduled to begin construction in the summer of 2027. This \$9.5 million dollar project will improve safety along this section of the SH-3.</p>
	<p>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?</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. SH-57 like many roads and highways are seeing increase traffic volumes which contribute to road deterioration. There are currently no programmed projects for SH-57 outside of regular maintenance operations, but I will note your concerns with our Planning and Scoping section team as an area of concern for future projects.</p>
	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. I will check with our web development team to see if we can provide a better way of visualizing projects on the web map for next year's public comment period. Depending on the level the user is zoomed out the web map may not show each individual project but rather show how many projects in the general area are programmed. The Idaho Transportation Department (ITD) was receiving lots of complaints that signal at Alderson was causing backups on US-95 and conducted a traffic signal warrant analysis and it was determined that the signal was not warranted, and the Alderson signal was removed around 2018. ITD will continue to monitor the US-95 corridor in Bonners Ferry and conduct future signal warrant analysis as necessary to address traffic volumes, crash locations or commercial development. ITD has completed major improvements to US-95 in the city of Bonners Ferry to include widening to three lane profile to accommodate a center turn lane to provide safe turning movements.</p>
24395	<p>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</p>	
24162 & 21939	<p>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 &amp; 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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The Idaho Transportation Department (ITD) is challenged to construct new transportation facilities to keep up with the significant increases in traffic volumes occurring across the state of Idaho. SH-53 has seen increase in both passenger and commercial traffic as well as commercial and residential development along the corridor. The new interchange at Pleasant View will provide one safe grade separated railroad crossing for three previous at-grade railroad crossings which experience over 6 hours of closure per day. BNSF Railroad continues to expand its operations through north Idaho making the construction of this new facility a necessity and over 20 years in planning and project development and will complement the future widening of SH-53 to a new three lane profile from the Washington state line to Rathdrum. The delay of the signal at Prairie was due to BNSF train signal pre-emption configuration that could only be accomplished by the railroad and source of delay and frustration.</p>
	<p>Please make highway 95 from CDA to Sandpoint 2 lanes in both directions.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. The Idaho Transportation Department (ITD) appreciates your support for the expansion of US-95 and has an approved Final Environmental Impact Statement to expand US-95 to a two-lane divided highway from CDA to Sandpoint. Over the last 15 years ITD has significantly expanded US-95 from CDA to Granite Hill in Bonner County. ITD has finalized the Preferred Concept for the long-term improvements to US-95 from Dufort Road to Lakeshore Drive. The concept was developed based on early studies, updated engineering and environmental analysis, and community involvement over the last few years. As the project moves into the next phase, the Preferred Concept becomes ITD's Proposed Action. To view the Proposed Action please visit: <a href="https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore">https://itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore</a>.</p>

21937	<p>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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. This year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
	<p>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!!!!</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is also concerned about the level of serious crashes on US-95 in Boundary and Bonner counties and in June conducted a Road Safety Audit of the US-95 corridor in Naples to identify safety issues and develop a series of short-, mid- and long-term improvements to increase safety. The Road Safety Audit was comprised of representatives from ITD District 1 Traffic, Planning, and Operations Staff, ITD Office of Highway Safety, Idaho State Police, South Boundary Fire District, Boundary County Road and Bridge Department, Boundary County School District and Alta Forest Products Naples Mill. One of the general comments from the Idaho State Police was that there is a significant increase in aggressive and inattentive driving occurring in this section of US-95. These types of driver behaviors have been the primary causes of recent serious injury and fatal crashes. There are also issues with increase commercial truck traffic and driver behavior. In response ITD has added a US-95 and Schoolhouse Road Intersection Improvement Project into the seven-year Idaho Transportation Improvement Program for construction in 2032. Our Planning Section has selected a consultant to assist ITD in designing this much needed project with the goal of completing design in 2028 and having it ready to advance when funding comes available. ITD will continue to monitor traffic volumes and crash locations to prioritize future highway expansion and turn bay projects along the US-95 corridor.</p>
24178	<p>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 interaction 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.</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. Across Idaho we have seen a significant increase in traffic volumes associated with growth and development. I am happy to let you know that this year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection. We appreciate your offer to assist ITD with ideas to help improve safety along the SH-41 corridor !</p>
	<p>Please add this intersection to your plan. It grows more dangerous every day, especially with new housing developments coming on Scarcello. Please help!</p>	<p>Thank you for providing comments on the Draft Idaho Transportation Investment Program for Fiscal Years 2026-2032. Across Idaho we have seen a significant increase in traffic volumes associated with growth and development. I am happy to let you know that this year the Idaho Transportation Department (ITD) is starting a new SH-41 Rathdrum to Spirit Lake Mobility Study which will look at corridor improvements for SH-41 noted in your comment. We will analyze traffic and crash data to recommend and prioritize improvements including widening to increase capacity and intersection improvements along the corridor. In addition, we will be mapping the corridor from Rathdrum to Spirit Lake to support future project design. ITD is also coordinating with the Lakes Highway District who operate and maintain Scarcello Road on possible interim improvements to this intersection.</p>
	<p>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!!</p>	<p>Thank you for providing comments on the Draft Fiscal Years 2026-2032 Idaho Transportation Investment Program. The Idaho Transportation Department (ITD) is also concerned about the level of serious crashes on US-95 in Boundary and Bonner counties and in June conducted a Road Safety Audit of the US-95 corridor in Naples to identify safety issues and develop a series of short-, mid- and long-term improvements to increase safety. The Road Safety Audit was comprised of representatives from ITD District 1 Traffic, Planning, and Operations Staff, ITD Office of Highway Safety, Idaho State Police, South Boundary Fire District, Boundary County Road and Bridge Department, Boundary County School District and Alta Forest Products Naples Mill. One of the general comments from the Idaho State Police was that there is a significant increase in aggressive and inattentive driving occurring in this section of US-95. These types of driver behaviors have been the primary causes of recent serious injury and fatal crashes. There are also issues with increase commercial truck traffic and driver behavior. In response ITD has added a US-95 and Schoolhouse Road Intersection Improvement Project into the seven-year Idaho Transportation Improvement Program for construction in 2032. Our Planning Section has selected a consultant to assist ITD in designing this much needed project with the goal of completing design in 2028 and having it ready to advance when funding comes available. ITD will continue to monitor traffic volumes and crash locations to prioritize future highway expansion and turn bay projects along the US-95 corridor.</p>
	<p>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.</p>	<p>Unable to reach over the phone.</p>

	<p>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.</p>	<p>Unable to reach over the phone.</p>
	<p>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.</p>	<p>Unable to reach over the phone.</p>
	<p>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.</p>	<p>Unable to reach over the phone.</p>
	<p>68</p>	

District 2 ITIP Comments 2025		
KN	Comments	Responses
24997	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.	I want to thank-you for your comment on SH-8, End of Concrete Section to Mill Rd. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. ITD is currently performing a traffic study on SH-8 that will look for safe and feasible locations to accommodate pedestrian crossings. ITD is also looking at installing a signal at Mt. View and SH-8 that would provide a crosswalk for Pedestrian crossing to the path. Your comment will be submitted to the Idaho Transportation Board.
20395	When will this project start again? It would be great to finally see it completed!	I want to thank you for your comments on 20395: US 95, CULDESAC CANYON PASSING LN PH 4, NEZ PERCE CO. My name is Bob Schumacher, and I work at the ITD District Two Office in Lewiston in the District Engineering Section. ITD completed US-95 Culdesac Canyon Phases One and Two several years ago. The current project, Phase Three, was put on hold due to environmental concerns. These concerns are being addressed at this time. Phase Three will restart construction in the spring of 2026. Phase Four is currently scheduled for construction in FY 2028 and Phase Five is currently scheduled for construction in FY 2030. Phase Five will be the final phase in the canyon. Your comments will be submitted to the Idaho Transportation Board.
	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 this 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	I want to thank you for your comments on US-95 from MP 208 to MP 286. My name is Bob Schumacher, and I work at the ITD District Two Office in Lewiston in the District Engineering Section. ITD completed US-95 Culdesac Canyon Phases One and Two several years ago. The current project, Phase Three, was put on hold due to environmental concerns. These concerns are being addressed at this time. Phase Three will restart construction in the spring of 2026. Phase Four is currently scheduled for construction in FY 2028 and Phase Five is currently scheduled for construction in FY 2030. Phase Five will be the final phase in the canyon. Your comments will be submitted to the Idaho Transportation Board.
	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.	I want to thank-you for your comment regarding Highway 95 at Viola. My name is Jole Wells and I am a Planning Project Manager at the ITD District 2 Lewiston Office and work in the Planning and Scoping Department. Key Number 23222 US 95, Four Mile Cr Br to McBride Rd will repave from Four Mile Creek Bridge to McBride Rd and will stripe the Northern Viola entrance with a southbound left turn lane. That section of US 95 roadway was widened in the past to accommodate a future left turn lane. Key Number 23222 is currently programmed for construction in FY2029. US 95 is not wide enough to currently accommodate a left turn lane at the Southern Viola entrance, but that intersection is on our project list to be considered for future safety funding. Each year we submit applications for future safety projects and the projects are analyzed and ranked in Boise, and the projects that provide the highest safety benefits statewide are selected for funded. We are currently designing a project to install turn lanes at Foothills Rd, Mix Rd, and Estes Rd between Moscow and Moscow Mountain. Let me know if you would like to discuss this further. Your comment will be submitted to the Idaho Transportation Board.
23213	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.	I want to thank-you for your comment regarding 23213 US 95, RODEO DR TO ESTES RD, MOSCOW. My name is Jole Wells and I am a Planning Project Manager at the ITD District 2 Lewiston Office and work in the Planning and Scoping Department. This project will construct turn lanes at Foothill Rd, Mix Rd, and Estes Rd and widen the shoulders to current design standards. This project is currently in the design phase and is scheduled for construction in FY2029. However, once the design is complete we plan to try and construct the project earlier than 2029 if funding is available. If you would like to discuss this further let me know.

	<p>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.</p>	<p>I want to thank you for your comments on a northbound turning lane on US-95. My name is Bob Schumacher, and I work at the ITD District Two Office in Lewiston in the District Engineering Section. The Virgil Phillips Farm Park is owned by the City of Moscow and maintained by Latah County Parks and Recreation. This road is considered a Private Drive and is not classified as a County Road. Therefore, a north bound, left turn bay it is not eligible for tax supported funding through ITD. Please contact the City of Moscow and Latah County Parks and Recreation. Funding for this turn bay would have to come through one or both of these two entities. Your comments will be submitted to the Idaho Transportation Board.</p>
20029	<p>Why would you put a passing lane in an area that is a major wildlife crossing area?</p>	<p>I want to thank-you for your comment on US-95 Freeze Rd to Beplate Rd SB Passing LN. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. There are many variables that are looked at while selecting where to place passing lanes. ITD has a goal of providing a passing lane every five miles on US-95 and we are limited on locations and funding. Your comment will be submitted to the Idaho Transportation Board.</p>
24186	<p>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 !</p>	<p>I want to thank-you for your comment on SH-3 Arrow Br to M FK Potlatch Cr Br. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. 24186 Arrow Br to M Fk Potlach Cr Br will be repaved in FY2032. What has been placed recently are maintenance repairs to lengthen the life of the road until it can be repaved. Your comment will be submitted to the Idaho Transportation Board.</p>
	<p>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</p>	<p>I want to thank you for your comments on the Spalding Bridge Replacement project on US-95. My name is Bob Schumacher, and I work at the ITD District Two Office in Lewiston in the District Engineering Section. This structure was originally constructed in 1962 and is reaching the end of its useful life. This structure needs to be replaced with a structure that will meet future demands such as a four-lane highway on this section of US-95. This bridge was selected by ITD HQ Bridge and design was completed by the HQ TECM team. In regard to dirt roads, those roadways are owned and maintained by the Local Highway Districts. For the Spalding area, please contact the Nez Perce County Road and Bridge Department. Your comments will be submitted to the Idaho Transportation Board.</p>
23334	<p>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.</p>	<p>I want to thank you for your comments on the Spalding Bridge Replacement project on US-95. My name is Bob Schumacher, and I work at the ITD District Two Office in Lewiston in the District Engineering Section. This structure was originally constructed in 1962 and is reaching the end of its useful life. This structure needs to be replaced with a structure that will meet future demands such as a four-lane highway on this section of US-95. ITD concurs that US-95 is a major transportation north – south corridor for the State of Idaho. While a four-lane section may not be feasible in all areas, ITD looks for opportunities to improve US-95 whenever possible. This Spalding bridge was selected by ITD HQ Bridge and the design was completed by the HQ TECM team. Your comments will be submitted to the Idaho Transportation Board.</p>
	<p>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!</p>	<p>I want to thank-you for your comment on the South end of SH-9. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. This section of SH-9 is on our current list of potential projects and we are looking for funding opportunities in FY2033. Your comment will be submitted to the Idaho Transportation Board.</p>

23657	<p>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.</p>	<p>I want to thank-you for your comment on US-95 Roadway Repairs Moscow. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. ITD is currently completing a planning study on US- 95 from South of Moscow to the Benewah County line. This study is utilizing public comment to drive the concepts and alternative routes in the Palouse region. Currently there are multiple different alternative route concepts being analyzed. Once the analysis is completed there will be a public meeting held. If you would like to meet and discuss the current status of this study and provide input please let me know. I can also have your email added to the list so you will receive an invite to the next public meeting and comment session if you would like. Your comment will be submitted to the Idaho Transportation Board.</p>
	<p>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.</p>	<p>I want to thank-you for your comment regarding West Cove Rd. My name is Jole Wells and I am a Planning Project Manager at the ITD District 2 Lewiston Office and work in the Planning and Scoping Department. West Cove Rd is outside of the 23654 US 95, CROOKS HILL, LATAH CO safety project; however, ITD is currently in the process of completing a muti-year study on US 95 from Moscow to the Benewah Co Line. This study will review all of the intersections in that section, including West Cove Rd. The study will look at the traffic counts, turning vehicles counts, and the number and severity of crashes at that intersection. That data will be used to determine if turn lanes are warranted and whether such a project is eligible to receive Safety Program funding. I will pass along this comment to our District 2 Traffic Section. If you would like to discuss this in more detail let me know and I will put you in contact with our Traffic Section.</p>
	<p>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</p>	<p>I want to thank-you for your comment on SH-11 Greer Grade. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. Greer Grade is on our list of areas we are monitoring for future projects. We have installed additional geotechnical monitoring wells to determine future slide characteristics to aid in development to fix the roadway. We are currently looking for ways to fund a project on this route. Our goal is to program a project to address Greer Grade in FY2033. Your comment will be submitted to the Idaho Transportation Board.</p>
22295	<p>I live at 310 Dike Street. My concern is Eminent Domain concerning my property. From the five draft prosals 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 it's 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,</p>	<p>I want to thank-you for your comment regarding SH 13B, Middle FK Clearwater RV Kooskia Bridge. My name is Jole Wells and I am a Planning Project Manager at the ITD District 2 Lewiston Office and work in the Planning and Scoping Department. This project is currently programmed for FY2029 and FY2030 construction. We have had some delays in the planning study that would determine the bridge type, size, and location and have not selected a preferred bridge alignment. Once the planning study is completed, we will have a better idea of what impacts the project will have outside of the current right of way. Bridge replacement projects are federally funded which requires new bridges and connecting roadways to meet federal design standards. Federal design standards dictate the number of lanes, width of lanes, width of shoulders, radii of the curves, and the minimum size of the design vehicle. District 2 completed a previous bridge study that analyzed constructing a new bridge in the same location as the existing bridge and it was determined that it wouldn't meet federal design standards. Once the preferred bridge type, size, and location is selected the Design team will start working on this project and will be looking at various options to minimize the impacts outside of the right of way. Once the Design team has an idea of the footprint of the project they will reach out to property owners. There hasn't been a lot of progress in the planning study and it will likely be early in 2026 before we know which bridge alignment is selected as the preferred alignment. At that point the project will transition from our Planning Section to our Design Section.</p>



22295	<p>There already is a newer bridge into Kooskia. This bridge is not needed. Money would be much better spent on highway 12 from Iolo 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?</p>	<p>I want to thank-you for your comment regarding SH 13B, Middle FK Clearwater RV Kooskia Bridge. My name is Jole Wells and I am a Planning Project Manager at the ITD District 2 Lewiston Office and work in the Planning and Scoping Department. The decision to replace the bridge was made prior to the project being programmed. If you would like to discuss replacing the bridge versus eliminating the bridge let me know and I will put you in contact with ITD's Bridge Section in Boise. They will be able to better explain the decision to replace the bridge. US-12, Greer to Kamiah (KN20607) is currently scheduled to be constructed in FY2028. This project has been delayed due to environmental clearances and the increased cost due to inflation. The cost of 20607 has nearly doubled since it was originally planned for a 2025 construction season and we typically have to delay projects in order to increase the funds. ITD Operations has been performing pothole patching and thin smoothness overlays to maintain the roadway until this project can be constructed. The Middle Fk Clearwater Rv Br is currently programmed for FY2029 and FY2030 constructure. We are currently performing planning study that will determine the bridge type, size, and location. We have passed on your comment regarding removing the bridge over replacing it to our managers.</p>
	<p>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 hwys going out town. This is limiting effect for the local citizens who aren't drivers for whatever reason.</p>	<p>I want to thank-you for your comment on Orofino Pedestrian Transportation. My name is Ben Fitzsimmons and I am a Transportation Planner at ITD District Two Lewiston Office and work in the Planning and Scoping Department. We have been working with the City of Orofino to help them apply for grants for sidewalks on US-12. We are currently working on widening projects between Kamiah and Kooskia and from Saddle Camp to Post Office Cr. Currently we cannot turn vehicle driving lanes or shoulders into dedicated pedestrian and bicycle facilities within our right of way. Your comment will be submitted to the Idaho Transportation Board.</p>
Total	17	



District 3 ITIP Comments 2025		
KN	Comments	Responses
24378	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.	Thank you for your comment to the Idaho Transportation Department about the State Highway 55 Banks intersection improvements. Your comments have been shared with the team. We are progressing as quickly as possible; however, construction is likely years away as we have not yet completed the environmental process nor final design. We still have a ways to go, but we are moving forward.
24821	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.	Thank you for providing your comment to the Idaho Transportation Department regarding the widening of I-84 between Boise and Elmore County. This study will help identify the needs of the corridor so we can ultimately construct those improvements as funding becomes available.
24576	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.	Thank you for your comment to the Idaho Transportation Department regarding the addition of passing lanes on US-20 before the Pine – Featherville turnoff. This pavement restoration project is currently unfunded and passing lanes fall outside of the scope of the project. Your comment has been shared with our planning group for future consideration.
24309	Isn't this project already competed? Although the way the traffic lights work is horrible.	Thank you for your comment to the Idaho Transportation Department regarding the US20/26 Middleton Road to Franklin project. This project was scheduled for construction in 2029; however, it has been advanced to 2026 in this year's draft ITIP. We are excited that construction will likely start sometime next year to widen this important corridor.
24309	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.	Thank you for your comment to the Idaho Transportation Department regarding the US20/26 Middleton Road to Franklin project. This project was scheduled for construction in 2029; however, it has been advanced to 2026 in this year's draft ITIP. We are excited that construction will likely start sometime next year to widen this important corridor.
25063	Please put in a roundabout as well at Franklin and Ustick. Roundabouts work!!	You also provided comments on a Ustick Road project and requested a roundabout at Cherry and Franklin. These roads are not under our jurisdiction but we have shared your comments.
22715	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.	Thank you for your comment to the Idaho Transportation Department regarding the SH-55 Farmway to Middleton Road Project. Major intersections will be signalized as ITD does not consider roundabouts on State Highways.
24821	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!	Thank you for your comments to the Idaho Transportation Department regarding I-84 Gowen Road to Mountain Home. Speed limits are set according to state and federal policy. At this time, we do not have plans to reduce the speed limit between Boise and Mountain Home but our traffic section has been made aware of your request.
	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	Thank you for your comments to the Idaho Transportation Department regarding the intersection of SH-45 and Lakeshore Drive. Nampa Highway District is leading an effort to make improvements to the SH-45/Lakeshore Drive intersection. They are moving forward in the process to signalize and widen this intersection. Your suggestions have been shared with both our team and the Nampa Highway District.
24118	State Route 44 from Old State Street to Linder cannot wait until 2029 to be repaved. It is absolutely horrible and potholes do not stayed filled very long. This is travels by thousands daily and it cannot wait 4 more years. The patches are not working at all!!	Thank you for commenting on the Idaho Transportation Department ITIP. The good news is that a portion of the project scheduled in 2029 has been advanced. SH-44 will be resurfaced between Linder Road and Eagle this summer. We hope work can begin in August.

25077	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?	Thank you for commenting on the Idaho Transportation Department ITIP. The State Highway 16 project between SH-44 and Beacon Light is just one of many future projects to improve the SH-16 corridor. We are close to finalizing our re-evaluation of the corridor and subsequent projects that address Freezeout Hill will be programmed in the future as funding becomes available. Valnova is currently improving the highway through the Beacon Light intersection and will be completing some additional work at Aerie Way in the near future.
23095, 22103	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 Smile, 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.	Thank you for commenting on the Idaho Transportation Department ITIP. Your comment regarding the Five Mile overpass has been shared. Unfortunately, an interchange cannot be constructed at Five Mile due to the proximity of the Flying Wye. A minimum of two miles separating the interchanges would be required for safe operations. You also commented on a City of Nampa Franklin Blvd project, that comment has been shared with them.
20574	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.	Thank you for your comments on the Idaho Transportation Department draft ITIP. ITD tries to design projects with features drivers are familiar with and will accomplish the goal of improving safety and congestion. Your request to consider non-traditional designs has been shared with our design staff.
25077	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!	Thank you for your comments on the Idaho Transportation Department draft ITIP. ITD tries to design projects with features drivers are familiar with and will accomplish the goal of improving safety and congestion. Your request to consider non-traditional designs has been shared with our design staff.
24118	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	Thank you for your comment supporting the signalization of Palmer Lane and State Highway 44. Design is progressing and we hope to deliver this project on time.
23175	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!	Thank you for commenting on the Idaho Transportation Department ITIP. Your comment about State Highway 16 has been shared. We are excited to build this corridor out starting with the SH-16/44 interchange that is now under construction. We will then widen from State Highway 44 to Beacon Light which is currently programmed in 2027. We expect to add additional projects between Beacon Light and Emmett in the coming years.
	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.	Thank you for commenting on the Idaho Transportation Department draft ITIP. Your comment regarding congestion at the Flying Wye has been shared. We are currently studying I-84 from the Flying Wye to the Garrity Interchange in Nampa to identify improvements that may ease congestion. This study is expected to wrap up in 2026. After it is complete, we will have the ability to potentially fund some elements of the study results.

25077	<p>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?!</p>	<p>Thank you for commenting on the Idaho Transportation Department Draft ITIP. Your comment about State Highway 16 has been shared. State Highway 16 widening from SH-44 to Beacon Light is the first phase of widening that will occur between SH-44 and Emmett. We expect to add additional widening projects to the corridor in the future. Highway fatalities are always tragic, fortunately SH-16 experienced zero fatalities in 2024 based on our records.</p>
20574	<p>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.</p>	<p>Thank you for commenting on the Idaho Transportation Department draft ITIP. Your comment regarding the widening of SHH-44 between Star Road and SH-16 has been shared. Thankfully, the draft ITIP has this project programmed for 2027, before this adjustment it was programmed in 2029. We are aware it is needed, and we are excited we likely won't have to wait until 2029 to start construction.</p>
23630	<p>The citizens of Star are tired of being punished because Middleton can't get their shit together. Please divide this into 2 projects at Kingsbury and get the section from Kingsbury east on the fast track.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Your comment regarding the I-84 to Star Road corridor study has been shared. We anticipate that this study will be completed in the next few months. Ultimately, before any construction can commence, we still need to get environmental approval which could take up to two years. Once environmentally approved, due to funding, this project could be split into two as it is approximately 10 miles long.</p>
	<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. 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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. SH-44 between Linder Road and Eagle Road will be repaved later this summer. Our maintenance crews have also smoothed the bump on the SH-16 bridge near Chaparral.</p>
	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand congestion can be frustrating. ITD has committed to assisting our partners to determine the feasibility of a river crossing from SH-55 at SH-44 to a location along US20/26. I unfortunately don't have a timeline for this study, but the City of Eagle is eager to begin.</p>
	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Your comment regarding the passing lane on Fort Hall Hill was shared with our traffic staff for review. During their review they found that there were 5 crashes in the last 14 years at this location, unfortunately 1 fatality did occur. We determined that additional signage could be installed to alert drivers that the lane is coming to an end, and we will work on installing it as soon as we can. At this time, we don't have any projects programmed that would either lengthen or remove the passing lane. Your comment has been shared with our planners for consideration in any future reconstruction projects on that section of highway.</p>

23565	<p>Passing lane between mp142&amp;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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Your comment regarding the passing lane on Fort Hall Hill was shared with our traffic staff for review. During their review they found that there were 5 crashes in the last 14 years at this location, unfortunately 1 fatality did occur. We determined that additional signage could be installed to alert drivers that the lane is coming to an end, and we will work on installing it as soon as we can. At this time, we don't have any projects programmed that would either lengthen or remove the passing lane. Your comment has been shared with our planners for consideration in any future reconstruction projects on that section of highway.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are about the complete a corridor study of State Highway 44 between I-84 and Star Road. Once this is complete, we will move into the phase where we hopefully will gain environmental approval, this could take an additional 2 years. Upon approval, and available funding, construction could then be programmed. In the interim, we have worked with the City of Middleton to install traffic signals at their priority intersections. We are currently working with the city and associated developers to install a signal at Duff Lane in the near future.</p>
23565	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Your comment regarding the passing lane on Fort Hall Hill was shared with our traffic staff for review. During their review they found that there were 5 crashes in the last 14 years at this location, unfortunately 1 fatality did occur. We determined that additional signage could be installed to alert drivers that the lane is coming to an end, and we will work on installing it as soon as we can. At this time, we don't have any projects programmed that would either lengthen or remove the passing lane. Your comment has been shared with our planners for consideration in any future reconstruction projects on that section of highway.</p>
23565	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Your comment regarding the passing lane on Fort Hall Hill was shared with our traffic staff for review. During their review they found that there were 5 crashes in the last 14 years at this location, unfortunately 1 fatality did occur. We determined that additional signage could be installed to alert drivers that the lane is coming to an end, and we will work on installing it as soon as we can. At this time, we don't have any projects programmed that would either lengthen or remove the passing lane. Your comment has been shared with our planners for consideration in any future reconstruction projects on that section of highway.</p>
	<p>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!</p>	<p>No email address submitted, unable to contact via phone.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand congestion can be frustrating. ITD has committed to assisting our partners to determine the feasibility of a river crossing from SH-55 at SH-44 to a location along US20/26. I unfortunately don't have a timeline for this study, but the City of Eagle is eager to begin.</p>
24093	<p>Passing lanes are critical in Valley County. This is the most deadly highway in the state for a reason</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We look forward to continuing working with you as we move towards construction of the Round Valley passing lanes.</p>

24117	Isn't this section scheduled to be rebuilt? Why spend >\$1million dollars chip sealing it?	Thank you for your comment on the Idaho Transportation Department draft ITIP. A chip sealing project is still programmed for SH-44 between I-84 and Star Road as future widening is not yet programmed. We want to be sure that the roadway that is out there today is sufficiently maintained as we cannot predict what year the widening will start.
24093	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.	Thank you for your comments on the Idaho Transportation Department draft ITIP. We too wish we were able to construct the Round Valley passing lanes sooner, we are happy to have them in the program for 2032.
23187	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.	Regarding your request to move SH-55 to the west south of Rainbow Bridge, we ultimately received federal approval to improve the existing corridor on the current alignment which did not allow us to move the highway to the east or west. We understand your stability concerns and do not expect those to arise in future projects.
24570	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.	Thank you for your comments on the Idaho Transportation Department draft ITIP. The Ada County Highway District is under contract to manage the timing of all signals in Ada County. We will pass the message on. We expect Chinden and Eagle will need future improvements, as of today, those have not been formally identified and funded.
24769	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.	We are expecting that we will begin a feasibility study with our partners to look at a river crossing from SH-55 to the south side of the river near the cement plant. I unfortunately do not know when our partners will be ready to execute this study, but we hope it will be soon.
	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?	Thank you for commenting on the Idaho Transportation Department draft ITIP. Our maintenance crews just completed a paving project in areas between Grandjean and Banner Summit. They were able to improve the roadway surface in the poorer areas along that stretch. We are hopeful that we can return next year as well.
	Can the resurfacing of hwy 21 near Avalanche Alley and Grandjean be done? At least smooth it out somewhat.	Thank you for commenting on the Idaho Transportation Department draft ITIP. Our maintenance crews just completed a paving project in areas between Grandjean and Banner Summit. They were able to improve the roadway surface in the poorer areas along that stretch. We are hopeful that we can return next year as well.
24573	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?	Thank you for your comment on the Idaho Transportation Department draft ITIP. The SH-55 Donnelly to New Meadows project you commented on is a seal coat project for the highway surface. ITD does not have a proposed \$1 million pedestrian project planned for McCall although we are completing a study to determine future improvements to the highway or a potential swap of roadways with the City of McCall. The pedestrian project could be a city effort with funding from the Local Highway Technical Assistance Council.

	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. I have shared your comment requesting interchange auxiliary lanes in construction zones.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. I have shared your comment requesting interchange auxiliary lanes in construction zones.</p>
23630	<p>Leave it alone!!! Please do not turn Star into Eagle. Widening State/44 we'll just bring more big box businesses and traffic.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Unfortunately, traffic demands necessitate the improvement of State Highway 44 between I-84 and Star Road, we must continue the process to bring better mobility and safety to the corridor. As ITD is not a land use authority, we encourage you to reach out to your county or city as they have the authority to approve of any future commercial development.</p>
	<p>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!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD replaces bridges when they have reached the end of their lifespan, some also can be widened or replaced as part of highway widening projects. Your example of Linder Road is good. The Ada County Highway District has a plan for Linder Road although I am not certain if they are going to replace or widen the bridge. We will update our bridges as widening projects come through the area or they reach the end of their lifespan. Thank you for your input.</p>
24093	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are happy that you are happy about the programmed project to add passing lanes on SH-55 in Round Valley. We are excited to work towards this project.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. The SH-16/SH-44 interchange is not yet complete, we just began construction a few weeks ago. Once construction is complete there will not be a traffic signal for through traffic on State Highway 16. Ramps and any necessary merge lanes will be built to current standards. I would encourage you to visit the project website to view the future interchange here: <a href="https://itdprojects.idaho.gov/pages/sh-16construction#SH44">https://itdprojects.idaho.gov/pages/sh-16construction#SH44</a></p>

	<p>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 roundabouts that they could safely merge into. I am referring to the stretch of road between Greenleaf and Caldwell. Sincerely, Kathryn Ralstin</p>	<p>Thank you for commenting on the Idaho Transportation Department draft ITIP. At this time, we are not exploring options for roundabouts on State Highway 19. Future unfunded improvements would likely employ the use of traffic signals at major intersections.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand the desire for a new interstate south of Boise. Currently, ITD is studying the southerly expansion of State Highway 69 south of Kuna. As part of this study, we will also look at an easterly connection with I-84 near Blacks Creek. Ultimately, it is possible that a westerly connection could be made from SH-69 to a location in Canyon County. An interesting piece of information is that there are not many vehicles on I-84 that pass through Ada and Canyon Counties to reach other destinations. Even with a southern bypass, or beltway, it is expected that the interstate will still experience significant volumes of traffic during am and pm commute times. While it might take some pressure off the interstate it likely won't remove the majority of vehicles from the interstate. Please keep an eye out for future information on the SH-69 extension study.</p>
	<p>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 &amp; snake near the Owyaaes...all the way to Middleton exit on Westbound I84. This could serve East &amp; 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 &amp; 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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD is studying a SH-69 extension south of Kuna that will also investigate an easterly connection with Blacks Creek at I-84. Potentially there would also be future options for a westerly connection into Canyon County. The primary objective behind this initial step is to identify what type of roadway would be needed, i.e. a 2 lane highway, divided interstate, or other design types. Stay tuned for future updates.</p>
	<p>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?</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD would be willing to look at another North/South route if funding were allocated to this effort. Currently, we don't have funding for the required studies that are needed prior to construction. I would encourage you to reach out to your legislator and ask them to provide additional funding that is allocated to this effort. Driver's who would like to avoid congestion can use US-95, while this may add some travel time for drivers it is less congested.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. While Idaho's population has boomed recently it is still a very rural state and poses many challenges to widening highways, especially in the mountains. Traffic volumes on US-95 in much of Southwest Idaho don't necessitate four lanes and in some areas it may even be impossible. Having connections between US-95 and SH-55 every 10 miles would likely not be feasible and may not garner much support from the public as it would severely impact some of Idaho's best natural resources and beauty. We understand natural occurrences can impact travel, we have shown in those situations we work quickly to restore mobility to the highway in a timely fashion. Those impacts are an unfortunate byproduct of living in such a geographically diverse and wonderful state.</p>

	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD is not a land use authority and does not possess any jurisdiction over the development of lands, that power lies with your local planning and zoning commission. Yes, there are plans to widen State Highway 44 from SH-16 to the west into Star. That project is currently programmed for 2027.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are expecting that we will begin a feasibility study with our partners to look at a river crossing from SH-55 near the cement plant on SH-44 to the south side of the river. I unfortunately do not know when our partners will be ready to execute this study, but we hope it will be soon.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. While we are aware of congestion and backups through Banks, the signal has not been the primary cause of traffic disruptions based on our review of data and live observations. Disruptions through the intersection have been caused by crashes south of Banks, disabled vehicles, and increased traffic volumes on the highway that must slow to 25mph in Horseshoe Bend which has been causing backups through Banks this summer. We are in the process of preliminary design for a future project at this intersection. It will likely include replacing and widening both bridges and adding turn lanes.</p>
	<p>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!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We have a repaving project programmed for US-95 between Payette and Fruitland in 2027. Our hope is that we can accelerate this project if funding becomes available sooner. Rest assured we will get that highway repaired.</p>



	<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>	<p>Thank you for your comment on the draft ITIP. COMPASS, our metropolitan planning association may be looking at a new interchange location for I-84 that is north of SH-44. Goodson, Galloway, and Purple Sage might be options that are evaluated. We don't have a timeframe for this evaluation, but once complete, it will inform us of the traffic demand for such an interchange. We anticipate widening State Highway 44 from I-84 to Star Road in the future. We are just finishing our study and will move into the environmental phase. I have shared your comments regarding curb and sidewalk with the project team.</p>
	<p>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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are expecting that we will begin a feasibility study with our partners to look at a river crossing from SH-55 near the cement plant on SH-44 that would travel to the south side of the river. I unfortunately do not know when our partners will be ready to execute this study, but we hope it will be soon.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We appreciate your concerns with State Highway 55 and your desire for a new highway. A new highway brings many challenges; the first is funding, we currently do not have funding available for a study, nor project of this magnitude. We would certainly be happy to begin if additional funding became available specifically for this new route. The magnitude of this project would likely span billions of dollars and possibly require decades to complete, and we cannot guarantee it would lead to traffic improvements on SH-55. We understand State Highway 55 is busy. We encourage drivers who prefer a less congested route to take US-95, while it may add additional trip time for some drivers, it can be more enjoyable.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Lane markings on the state highway are painted at least once per year. The paint contains reflective glass beads to help reflectivity at night. Unfortunately, snow, snowplows, tires, dust, and many factors can weather the paint. Our District 3 paint crew will be finished painting in the next month and will resume in the spring when temperatures are appropriate.</p>

	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are expecting that we will begin a feasibility study with our partners to look at a river crossing from SH-55 near the cement plant on SH-44 that would travel to the south side of the river. I unfortunately do not know when our partners will be ready to execute this study, but we hope it will be soon.</p>
24535	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are just beginning a study that will guide the future widening of I-84 between Boise and Mountain Home. We currently do not have funding for construction, but this study will help move us toward that direction.</p>
24570	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. The intersection of SH-55 and US20/26 currently has 3 right turn lanes. We expect a future project will likely add a southbound turn lane from SH-55 onto US20/26 in addition to other improvements that have not been identified. Currently, we do not have a project programmed for this intersection although we believe the need will arise in the future.</p>
24117	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. I hope you are aware of the current study we are about to complete for SH-44 from I-84 to Star Road. Once this study is complete we will likely begin working towards environmental clearance which brings us one step closer to construction. While this is ongoing, we are also working with our partners to install a signal at Duff Lane. This signal would be funded through local agencies and developers. While I cannot tell you when a signal will be constructed, we are actively assisting our partners to make it happen. Please feel free to attend one of two public meetings next week regarding the recommendations of our SH-44 study. There will be a meeting in Middleton at the middle school on Tuesday the 26th from 5pm to 7pm. You can also stop by the Star Fire Department on Wednesday the 27th during the same hours.</p>

24584	<p>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.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. I have made our planners know about your request to consider adding shoulder width to State Highway 21 as it is something that could be investigated with a roadway reconstruction project. We currently do not have a project programmed but I will make them aware.</p>
	<p>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.</p>	<p>I appreciate your suggestion to remove access to Eagle Road to transform that corridor into a limited access highway. Many accesses are legally held by property owners. The fiscal commitment that would be required of us to purchase access would require funding that we do not have. Much of the Eagle Road corridor is built out which would make alternative access to businesses very cumbersome and likely impossible to provide.</p>
	<p>We need a belt system that wraps around he Treasure Valley. From Micron &gt; Kuna&gt; Nampa&gt; Caldwell and then from Micron &gt; N. Boise &gt; Eagle &gt; Star &gt; Middleton &gt; 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!!!!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP regarding a belt system south of I-84. We are beginning a study to extend State Highway 69 (Meridian Road) to the south. As part of this study, we will collect some preliminary data that will help us concept a connection to the east, a likely connection to I-84 at Blacks Creek. From the SH-69 extension we could very likely work to identify a connection to the west into Canyon County. While we are likely years away from any sort of construction, we are beginning to collect data and identify needs for future processes that will be required prior to any type of construction.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand the desire for a new interstate south of Boise. Currently, ITD is studying the southerly expansion of State Highway 69 south of Kuna. As part of this study, we will also look at an easterly connection with I-84 near Blacks Creek. Ultimately, it is possible that a westerly connection could be made from SH-69 to a location in Canyon County. An interesting piece of information is that there are not many vehicles on I-84 that pass through Ada and Canyon Counties to reach other destinations. Even with a southern bypass, or beltway, it is expected that the interstate will still experience significant volumes of traffic during am and pm commute times. While it might take some pressure off the interstate it likely won't remove the majority of vehicles from the interstate. Please keep an eye out for future information on the SH-69 extension study.</p>
	<p>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?</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Local jurisdictions typically lead efforts for new interchanges when it will connect to their local road network. The City of Caldwell is in the process of identifying and taking steps to potentially study a new interchange between Karcher in Nampa and Franklin in Caldwell. If you would like more information, they will be better suited to answer your questions.</p>
24378	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Unfortunately the signal at Banks cannot accommodate separate turn signals at this time due to the lack of a dedicated turn lane. We are in the process of preliminary design to widen this intersection and replace both bridges to accommodate turn lanes. Construction is not funded now but could come in future years. Your other suggestions sound reasonable but fall outside of ITD's scope. Stay tuned for public meetings regarding this intersection's design. We don't have dates yet but we will make sure to publicize them.</p>

	<p>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!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. The new signal at Banks is helping traffic when there is not an incident on the highway. The Forest Service would be responsible for any future parking in the area, and I hope you are able to share that message with them. We unfortunately cannot open the shoulder parking at the intersection that was closed as it would interfere with the operation of the signal and pose safety issues for the public. There have been discussions of moving the ITD shed at Banks to a new location, while we don't have plans to do this now, we and the forest service can see that it is a move that will likely need to be made at some point, this will allow the forest service to decide the next best use for that property.</p>
24378	<p>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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD's mission ensures that we get people from point a to point b as safely as possible, parking lots are usually out of scope for many of our projects. However, there have been discussions of moving the ITD shed at Banks to a new location, while we don't have plans to do this now, we and the forest service can see that it is a move that will likely need to be made at some point, this will allow the forest service to decide the next best use for that property. I imagine expanding the available parking would make their short list should the ITD shed relocate as part of a future project.</p>
24093	<p>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.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We feel that passing lanes in Round Valley will be beneficial to mobility and safety in the corridor. We are also beginning a study to identify other possible improvements from Round Valley to McCall and expect study results a little over a year from now. Unfortunately, ITD does not have funding to study an alternative route, should we be given the directive and funding to study an additional route we will pursue that. We encourage drivers who may not enjoy taking SH-55 to use the other North-South route, US-95. While this might be a few more miles for some it likely isn't that much more time if driving SH-55 during congested times.</p>
23638	<p>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.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We feel that passing lanes in Round Valley will be beneficial to mobility and safety in the corridor. We are also beginning a study to identify other possible improvements from Round Valley to McCall and expect study results a little over a year from now. Unfortunately, ITD does not have funding to study an alternative route, should we be given the directive and funding to study an additional route we will pursue that. We encourage drivers who may not enjoy taking SH-55 to use the other North-South route, US-95. While this might be a few more miles for some it likely isn't that much more time if driving SH-55 during congested times.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. I would like to put your mind at ease and let you know we are working on a study to extend SH-69 to the south, it would span over Indian Creek and the UPRR mainline. This study will update traffic counts, analyze safety performance, survey the area, and generate conceptual project scopes. This study will also look at an easterly connection between I-84 and the extension of SH-69. Results of this study will determine our next steps.</p>
24378	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD's mission ensures that we get people from point a to point b as safely as possible, parking lots are usually out of scope for many of our projects. However, there have been discussions of moving the ITD shed at Banks to a new location, while we don't have plans to do this now, we and the forest service can see that it is a move that will likely need to be made at some point, this will allow the forest service to decide the next best use for that property. I imagine expanding the available parking would make their short list should the ITD shed relocate as part of a future project.</p>

23958	This intersection would be better if it had no light, longer merge lanes	Thank you for your comment on the Idaho Transportation Department draft ITIP. The SH-16/SH-44 interchange is not yet complete, we just began construction a few weeks ago. Once construction is complete there will not be a traffic signal for through traffic on State Highway 16. Ramps and any necessary merge lanes will be built to current standards. I would encourage you to visit the project website to view the future interchange here: <a href="https://itdprojects.idaho.gov/pages/sh-16construction#SH44">https://itdprojects.idaho.gov/pages/sh-16construction#SH44</a>
	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	Thank you for your support of passing lanes on SH-55 in Round Valley. We look forward to delivering that future project to help mobility and safety in the area.
24568	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!	Thank you for your comment on the Idaho Transportation Department draft ITIP. We do not have a widening project planned for SH-44 from Chinden to State Street. We do agree that traffic can become congested during peak times like many roads in the valley as we all drive them daily. It is our duty to Idaho's residents to manage our available budget in a reasonable manner, because of this, we work on widening areas that are experiencing poorer levels of service and safety concerns first. A feasibility study regarding a new river crossing will occur in conjunction with our partners when they tell us they are ready, we expect that this could be as early as next year. A project of this magnitude will require not only ITD, but cities and ACHD to participate in.
	Planning needs to begin on a new Boise River crossing between HWY 20/26 to Hwy 44, between Strar Rd. and Missleton Rd.	Thank you for your comment on the Idaho Transportation Department draft ITIP. Highway District 4 in Canyon County is investigating a new river crossing in the area you described. Please reach out to them for more information.
24576	Prairie turn off turning and safety lane on a blind curve westbound and a hill eastbound and on a guard railed embankment.	Thank you for your comment on the Idaho Transportation Department draft ITIP. Unfortunately, additional lanes are not within the scope of the project on US20 in Elmore County. Your request has been shared with our planners who may investigate them upon a future road reconstruction project.
	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	Thank you for your comment on the Idaho Transportation Department draft ITIP. ITD does not have a project programmed to lengthen the WB Garrity on ramp. I have provided your request to our planners for future consideration.
	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	Thank you for your comment on the Idaho Transportation Department draft ITIP. Thank you for the compliment on the new pavement on Chinden. Many roads in Ada County are not under our jurisdiction, a majority of our highways in Ada County have been repaved recently and are in great condition. A portion of SH-44 from Linder to Eagle Road will be repaved in September. We are not misleading the public in regard to chip seals. Chip seals are a necessary road treatment to extend the life of the underlying asphalt. They save money as we don't have to repave highways as frequently as we would if we didn't chip seal. ITD also does do what you describe when we perform mill and inlays. We remove the top few inches of the highway and then lay new asphalt. We try to come back one to three years later and put a chip seal on the new surface to protect it. When we do mill and inlays we always raise the level of manholes so it is even with surface of the road. We understand most people don't like chip seals but we have no plans to discontinue this treatment as it helps get the maximum life from the pavement.

	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Our maintenance crews try their best to remove any obstructions that are blocking signs on the state highway system. If you observe any you can always report them to our website: <a href="https://apps.itd.idaho.gov/Apps/WebCommentsV2/">https://apps.itd.idaho.gov/Apps/WebCommentsV2/</a>. We also are conducting an I-84 mobility study from the Flying Wye to the Garrity Interchange in Nampa. This study is looking for potential improvements to ease congestion on I-84. Once this study is complete, we will prioritize improvements and move to the next phase pending funding availability.</p>
	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are sorry your trip back from Cascade was ridiculous. I believe you might be referencing the chip seal project that was occurring to extend the life of the pavement on SH-55. Our contractors work hard to keep wait times to a minimum, this is very tough to do on SH-55 due to the volume of traffic the highway receives. The good news is that the project is complete, and we will always try to minimize wait times at best as possible.</p>
25008	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Yes, more construction is underway in Star. We certainly hope it is not "commute hell" for those traveling to the east. We always try to keep delay at a minimum, and fully recognize that the public will be unfortunately impacted, even us at ITD too. Delays and congestion are a factor in why we must do these large construction projects, in the end traffic flows better, safety is improved, delay times are reduced, and the highway is in superior shape. We always ask drivers to plan for additional time when their commute takes them through a construction zone, this allows them to arrive on time or a bit early. Rest assured we will do everything possible to keep traffic moving as efficiently as possible. We appreciate your patience and can promise the wait will be worth it.</p>
13484	<p>This project keeps being pushed back but I greatly needed. Why does this deadly intersection keep getting delayed.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. The Centennial Way intersection is programmed for construction in 2028 in the draft ITIP. You mention that this intersection is deadly, this piqued my curiosity as I grew up not far from this intersection and still travel through it often. I ran a crash report for the last ten years, there is an average of about 35 crashes a year in this unique intersection, but there were not any reports of fatalities and 8 reports of a possible serious injury. We definitely hope the future project can reduce the crash rate at this intersection and we look forward to its completion. If you have details regarding fatalities at this location, would you please let me know so I can have our highway safety staff investigate as to why they weren't reported.</p>

	<p>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 &amp; Ten Mile...reducing traffic on I-84 thru the city &amp; trucks will be reduced if going west to Oregon.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We appreciate your suggestions and are working on two of the three. The outlier is the Indian Valley highway. We currently do not have funding nor direction to study this new highway. Past studies determined that existing corridors should be improved, we would be more than willing to take another look, but we will require direction and additional funding allocated to this effort. We are beginning a study to investigate a SH-69 to the south, it would span over Indian Creek and the UPRR mainline. This study will update traffic counts, analyze safety performance, survey the area, and generate conceptual project scopes. This study will also look at an easterly connection between I-84 and the extension of SH-69. It is likely that a westerly connection into Canyon County could be made in the future. Results of this study will determine our next steps. We are also beginning a study that will ultimately help guide us on future widening of I-84 between Boise and Mtn. Home. This study ultimately will develop cost estimates and other associated needs to move forward towards construction in the future.</p>
	<p>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.</p>	<p>Thank you for your comment. ITD allocates federal and state funds to various programs, as seen in the draft ITIP, and maintains a fiscally constrained investment program. Programmed projects are focused on safety, bridges and roadways as well as other programs. As a general practice, ITD is focusing on maintaining and operating the existing system before expansion of routes or new routes. Planning for new corridors takes many years, and is a collaborative effort with local jurisdictions, agencies, and Tribes...?</p>
	<p>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.</p>	<p>Thank you for your comment. Traffic has increased significantly since the interstate was widened through the GARVEE program between 2006 and 2015. The ITIP includes a mobility study on I-84 between the 84/184 junction in Boise and Garrity Interchange in Nampa, and also a traffic study of a southern route to determine what utilization it would have.</p>
	<p>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!</p>	<p>Thank you for your comment. ITD has made significant investments in the interstate in the Treasure Valley over the past 20 years and is currently performing a mobility study in cooperation with the region's MPO to assess what the next highest priorities are on I-84 in Ada and Canyon Counties.</p>
	<p>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.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will be sharing our recommended alternative for SH-44 between I-84 and Star Road during public meetings this week. The first meeting will be Tuesday at Middleton Middle School, I believe it start around 5pm. Then Wednesday, we will be at the Star Fire Department. We are awaiting the ability to move into the environmental phase of the project shortly. Thank you for your interest. You also mention SH-55 needs to be widened from Horseshoe Bend to McCall. We are currently starting a study of SH-55 between Round Valley and McCall. This study will look for improvements we can make to increase mobility and safety such as turn lanes, passing lanes and intersection improvements. Unfortunately, widening the highway from Horseshoe Bend to McCall will likely not happen in many areas of the corridor due to geographical constraints. We are committed to continue to identify improvement in the corridor that will improve safety and potentially help ease, but not totally remove, congestion in some areas.</p>
23805	<p>I Commute HWY 21 most days and have experienced and witnessed 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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. SH-21 is a low commerce, low volume route. A route of this type generally is more difficult to improve with pathways or additional lanes as additional funding opportunities are limited that would allow us to complete such projects that you see on higher commerce, high volume routes. An additional lane or widened shoulder could be investigated upon a future reconstruction project through the area. We encourage all road users to remain attentive and share the road responsibly so all users can reach their destination safely. I have shared your comment with our planners for any future consideration.</p>

23630	The widening project absolutely needs to move forward for the benefit of the region.	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will be sharing our recommended alternative for SH-44 between I-84 and Star Road during public meetings this week. The first meeting will be Tuesday at Middleton Middle School, I believe it start around 5pm. Then Wednesday, we will be at the Star Fire Department. We are awaiting the ability to move into the environmental phase of the project shortly. Thank you for your interest. You also mention SH-55 needs to be widened from Horseshoe Bend to McCall. We are currently starting a study of SH-55 between Round Valley and McCall. This study will look for improvements we can make to increase mobility and safety such as turn lanes, passing lanes and intersection improvements. Unfortunately, widening the highway from Horseshoe Bend to McCall will likely not happen in many areas of the corridor due to geographical constraints. We are committed to continue to identify improvement in the corridor that will improve safety and potentially help ease, but not totally remove, congestion in some areas.</p>
	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!	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will be sharing our recommended alternative for SH-44 between I-84 and Star Road during public meetings this week. The first meeting will be Tuesday at Middleton Middle School, I believe it start around 5pm. Then Wednesday, we will be at the Star Fire Department. We are awaiting the ability to move into the environmental phase of the project shortly. Thank you for your interest. You also mention SH-55 needs to be widened from Horseshoe Bend to McCall. We are currently starting a study of SH-55 between Round Valley and McCall. This study will look for improvements we can make to increase mobility and safety such as turn lanes, passing lanes and intersection improvements. Unfortunately, widening the highway from Horseshoe Bend to McCall will likely not happen in many areas of the corridor due to geographical constraints. We are committed to continue to identify improvement in the corridor that will improve safety and potentially help ease, but not totally remove, congestion in some areas.</p>
	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!	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are very happy construction is underway on SH-55 through Canyon County as well. We appreciate your enthusiasm. We predict it will be sufficient when it is complete, as traffic volumes should remain below the design thresholds. At this time, we do not have much planned for the intersection of Karcher and Cleveland Boulevard except for the southbound to westbound right turn lane onto the boulevard which is being constructed at this moment. Your comment has been shared with our planners for future consideration.</p>



25077	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.	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will work hard to keep processes moving in regard to State Highway 16 widening. We are excited to begin design on the stretch from SH-44 to Beacon Light. Additional projects between Beacon Light and Emmett will come later. We will not extend State Highway 16 to Payette and Lewiston as SH-52 and US-95 take drivers along that route from Emmett. A few of your comments called for realignments to SH-55. Studies for future construction consideration have shown that we are best served to keep State Highway 55 on its current alignment. The current alignment serves the needs of the highway and its users. A need to create a new 55 highway has not been established, therefore, we remain committed to improving the highway on the current alignment. Widening US-95 to four lanes is not programmed and likely does not meet the traffic volumes that would require a widening project. Our priorities for future projects on US-95 lie within the Payette County area as congestion is increasing in this area. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. Thank you for your input, it has been shared with our planners.</p>
25084	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.	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will work hard to keep processes moving in regard to State Highway 16 widening. We are excited to begin design on the stretch from SH-44 to Beacon Light. Additional projects between Beacon Light and Emmett will come later. We will not extend State Highway 16 to Payette and Lewiston as SH-52 and US-95 take drivers along that route from Emmett. A few of your comments called for realignments to SH-55. Studies for future construction consideration have shown that we are best served to keep State Highway 55 on its current alignment. The current alignment serves the needs of the highway and its users. A need to create a new 55 highway has not been established, therefore, we remain committed to improving the highway on the current alignment. Widening US-95 to four lanes is not programmed and likely does not meet the traffic volumes that would require a widening project. Our priorities for future projects on US-95 lie within the Payette County area as congestion is increasing in this area. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. Thank you for your input, it has been shared with our planners.</p>

23926	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.	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will work hard to keep processes moving in regard to State Highway 16 widening. We are excited to begin design on the stretch from SH-44 to Beacon Light. Additional projects between Beacon Light and Emmett will come later. We will not extend State Highway 16 to Payette and Lewiston as SH-52 and US-95 take drivers along that route from Emmett. A few of your comments called for realignments to SH-55. Studies for future construction consideration have shown that we are best served to keep State Highway 55 on its current alignment. The current alignment serves the needs of the highway and its users. A need to create a new 55 highway has not been established, therefore, we remain committed to improving the highway on the current alignment. Widening US-95 to four lanes is not programmed and likely does not meet the traffic volumes that would require a widening project. Our priorities for future projects on US-95 lie within the Payette County area as congestion is increasing in this area. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. Thank you for your input, it has been shared with our planners.</p>
24578	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.	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will work hard to keep processes moving in regard to State Highway 16 widening. We are excited to begin design on the stretch from SH-44 to Beacon Light. Additional projects between Beacon Light and Emmett will come later. We will not extend State Highway 16 to Payette and Lewiston as SH-52 and US-95 take drivers along that route from Emmett. A few of your comments called for realignments to SH-55. Studies for future construction consideration have shown that we are best served to keep State Highway 55 on its current alignment. The current alignment serves the needs of the highway and its users. A need to create a new 55 highway has not been established, therefore, we remain committed to improving the highway on the current alignment. Widening US-95 to four lanes is not programmed and likely does not meet the traffic volumes that would require a widening project. Our priorities for future projects on US-95 lie within the Payette County area as congestion is increasing in this area. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. Thank you for your input, it has been shared with our planners.</p>

22715	<p>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.</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. We will work hard to keep processes moving in regard to State Highway 16 widening. We are excited to begin design on the stretch from SH-44 to Beacon Light. Additional projects between Beacon Light and Emmett will come later. We will not extend State Highway 16 to Payette and Lewiston as SH-52 and US-95 take drivers along that route from Emmett. A few of your comments called for realignments to SH-55. Studies for future construction consideration have shown that we are best served to keep State Highway 55 on its current alignment. The current alignment serves the needs of the highway and its users. A need to create a new 55 highway has not been established, therefore, we remain committed to improving the highway on the current alignment. Widening US-95 to four lanes is not programmed and likely does not meet the traffic volumes that would require a widening project. Our priorities for future projects on US-95 lie within the Payette County area as congestion is increasing in this area. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. You also mention new interchanges in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify a new interchange location between Nampa and Caldwell. We are committed to being a good partner with them, and helping throughout the process. A timeframe does not exist for a potential new interchange, but it is being investigated. Thank you for your input, it has been shared with our planners.</p>
	<p>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 &amp; 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!!!!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. You comment mentions a new interchange at Ustick in Canyon County. The process to add interchanges to the federal interstate system are usually led by local municipalities who request access to the interstate via their local roads. The City of Caldwell has been working on a study to potentially identify the need and location for a new interchange between Nampa and Caldwell. We are committed to being a good partner with them and helping throughout the process. A timeframe does not exist for a potential new interchange, but the effort is being led by the city.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. As you know Idaho is a rural state with extremely varying landscapes found throughout. These landscapes can pose challenges that even the best road cannot overcome. Unfortunately, Idaho's mountains, forests, and deserts can experience environmental conditions that render the roadway blocked. While these are out of our control, and are rare, we feel we do an excellent job in mitigating all of the events that could happen if our hard-working crews were not maintaining the highways in the capacity that they do. State Highway 55 from Horseshoe Bend to McCall does experience congestion on busy travel days. Unfortunately, widening the entire corridor between those points is likely not possible due to the geographical features that are found along the route. We are currently studying potential improvements between Round Valley and McCall. We also have passing lanes programmed for construction in Round Valley in 2032. We remain committed to investigating the corridor and trying to help ease congestion at locations where it is feasible. The Indian Valley study you reference was completed in the 1980's, the decision was to dedicate any available future funding to the existing north/south corridors of SH-55 and US-95. We are not opposed to evaluating this route again, unfortunately, we do not have the required additional funding a project of this magnitude will require.</p>

	<p>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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We have a project programmed in 2032 to rebuild the State Highway 44 interchange. At this time, the ramps will be redesigned and constructed. Traditionally ramps can be redesigned when an interchange is slated for replacement or extensive rehabilitation. As we continue to replace interchanges, we will definitely update the on and off ramps.</p>
	<p>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 min?</p>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. As you noted, Idaho has had an influx of new residents who rely on our infrastructure, unfortunately, ITD does not have the authority to slow development. Slowing or stopping development would be up to the land use authority. We are trying hard to keep up with growth and have been fortunate to receive additional funds and authority from the Idaho Legislature to construct many mobility and safety improvements throughout Southwest Idaho. There are changes coming to SH-44 soon. Widening is planned from Star Road to State Highway 16 in 2027, the signal at Palmer is also planned for installation in 2027. We will continue to work hard to deliver much needed transportation projects throughout our district.</p>
24578	<p>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!</p>	<p>We received your comment on the Idaho Transportation Department draft ITIP. We understand your concern about the amount of money spent on replacing signs. These sign projects are necessary as adjoining roads throughout a corridor change, such as the addition of State Highway 16 interchange that will happen soon. Materials that live in the outdoors have a life span and require replacement; I am sure you have noticed signs that are not nearly as reflective as they once were. We appreciate your concern and guarantee these funds are not going to waste.</p>
	<p>I would like a copy of the construction drawings of the highway 55 project between pride lane and apricot lane.</p>	<p>We received your request on the Idaho Transportation Department draft ITIP. You can request a copy of the SH-55 as built plans between Pride and Apricot lanes through this website:  <a href="https://itdidaho.govqa.us/WEBAPP/_rs/(S(lvqrc4c3xtiw5mdpzwcjfqox))/support/home.aspx">https://itdidaho.govqa.us/WEBAPP/_rs/(S(lvqrc4c3xtiw5mdpzwcjfqox))/support/home.aspx</a></p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand the concerns regarding parking in Banks. For safety and signal operation reasons we had to block off parking at the SE corner of the intersection. It was not feasible to allow vehicles access to the highway and/or the Banks Lowman Road at that location. ITD does not have jurisdiction over Banks Grade Road. Allowing parking alongside the entire road would be a decision for Boise County to make. We are currently in preliminary design for the SH-55 Banks intersection. This design will potentially widen the intersection, add turn lanes, and replace both bridges. While we don't have set plans to move our maintenance facility at this location, we have had discussions with the Forest Service about vacating that land in the future. If this occurs, it will give the Forest Service an opportunity to decide what might be best for that property. As a frequent user of the Banks recreation site, I would certainly hope for some expanded parking.</p>

24981	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. Turn lanes are constructed on highways when they are designed into a widening project and through our development mitigation process. Our Development Services team works with developers to study traffic impacts to determine appropriate needs to the State Highway System. There are many variables that are a part of turn lane recommendations. A significant challenge along SH-44 between Glenwood and SH-55 is our right-of-way width. Much of our right-of-way in this area doesn't extend much past the edge of pavement which leaves no room to construct a turn lane. This fact makes turn lane construction challenging for whomever may want to construct such a lane as ITD cannot purchase right-of-way without completing an expensive environmental study. The developer, if they don't front the highway, can be denied a purchase from the frontage owner. There are times when turn lane construction must wait until highway widening can occur. Valley Regional Transit is interested in making improvements in this corridor, it is possible that they may investigate turn lanes at select locations. If you have further questions, please reach out to our Development Services team at 208-334-8300.</p>
	<p>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!</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand how frustrating road construction can be. What we are experiencing is a time when multiple jurisdictions that maintain roadways have received funding to complete many projects throughout the valley. Unfortunately, money cannot just sit there unused to wait for another project to be finished. The good news is that jurisdictions do coordinate and try to make adjustments for the public, second, once construction is complete in your area of Canyon County there should be less impacts in the future. We all appreciate your patience and are excited to provide you and the public with improved roads.</p>
24093	<p>This project is much needed and appreciated.</p>	<p>Thank you for your support of the SH-55 Round Valley passing lane project programmed for 2032. We appreciate the note.</p>
	<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>	<p>Thank you for your comment about the striping in Idaho City. When our crew was striping SH-21 they encountered a lot of dirt and gravel on the highway in town. They did request a broom to clean it up. I was told that once the highway was cleaned they would stripe through town.</p>
	<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>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP in regard to signaling the intersection of State Highway 52 and SH-55 in Horseshoe Bend. We do not have a project programmed to add a signal at this intersection; however, we are in very preliminary discussions about the idea. A signal would likely need to be partnered with intersection widening and other improvements we hope to begin investigating soon.</p>

23187	<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>	<p>Thank you for your comment regarding the Rainbow Bridge. We appreciate your suggestions, and more details will follow should we be allowed to proceed with the bridge's removal.</p>
24378	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. The Banks signal is working relatively well. We monitor the signal periodically, especially Sundays as traffic becomes heavy. We are conducting some preliminary design and environmental work to expand this intersection and replace the two bridges. This would allow turn lanes on the highway and minimize the time a through vehicle is waiting behind a turning vehicle. There have been discussions about moving our maintenance facility away from this location. We don't have a plan right now, but we imagine the Forest Service may increase parking with a potential move.</p>
	<p>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</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are aware of the congestion at Eagle Road and I-84. We are conducting a mobility study between the Garrity Interchange in Nampa and the Flying Wye. This study will look for opportunities to improve mobility on the interstate system. We look forward to the results of this study and future opportunities for improvements. We do not have plans to add a no right turn on red light at Eagle and Franklin. The light you reference at Ustick was used as a trial to see if drivers would comply, thus reducing crashes. Unfortunately, there was not a drastic change in compliance and our partners have previously asked us to not install any additional no right turn lights at this time.</p>
	<p>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.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We understand the public's desire for a new north/south highway connecting the Treasure Valley to either Adams or Valley County. The process to begin re-evaluating this section would require millions of dollars. At this time, we do not have the additional budget nor direction to start looking at a new route. If additional funding was allocated to this effort we would likely begin the process to determine if a new route was feasible, as many years have passed since it was last looked at.</p>
24054	<p>We desperately need a sound wall From Floating Feather to Snowcreek on 55 on the west side of freeway in Eagle.</p>	<p>Thank you for your comment on the Idaho Transportation Department draft ITIP. We are aware of your sound wall request for State Highway 55. We still lack a highway expansion project that would allow us to evaluate noise in this section. Unfortunately, we still do not have the capability to construct a sound wall in this area without significant highway widening.</p>

25077	<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>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. Regarding State Highway 16 from SH-44 to Beacon Light; we will march forward to the best of our ability to keep this project on time. The City of Nampa has interest in a southern extension of SH-16 from I-84. We have had discussions with the city and are open to working with them to investigate a southern extension. Of course we don't yet know where this extension may terminate but that would be identified later should funding become available for a preliminary study. State Highway 44 from Star Road to SH-16 is another project we are continuing to work on so it remains on schedule for construction in 2027 and will improve mobility once complete. State Highway 55 from Farmway to Middleton has been scheduled for completion in 2027. We worked hard in design to minimize and/or combine approaches on the highway and will continue to work with developers to encourage access from local roads when possible. The SH-44 I-84 to Star Road study is nearing completion and our recommendations will be made public this week. For now, it will remain in the state system as there is not another road nearby that could be swapped. COMPASS has been asked to investigate a potential East/West route that lies north of State Highway 44 that likely could include a new interchange with I-84 as well. I imagine they will also look at a connection with SH-16 as well. This currently is on their to-do list and will potentially move forward as funding and time allows. I have shared your comments with our planners; we appreciate your interest in transportation.</p>
20574	<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>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. Regarding State Highway 16 from SH-44 to Beacon Light; we will march forward to the best of our ability to keep this project on time. The City of Nampa has interest in a southern extension of SH-16 from I-84. We have had discussions with the city and are open to working with them to investigate a southern extension. Of course we don't yet know where this extension may terminate but that would be identified later should funding become available for a preliminary study. State Highway 44 from Star Road to SH-16 is another project we are continuing to work on so it remains on schedule for construction in 2027 and will improve mobility once complete. State Highway 55 from Farmway to Middleton has been scheduled for completion in 2027. We worked hard in design to minimize and/or combine approaches on the highway and will continue to work with developers to encourage access from local roads when possible. The SH-44 I-84 to Star Road study is nearing completion and our recommendations will be made public this week. For now, it will remain in the state system as there is not another road nearby that could be swapped. COMPASS has been asked to investigate a potential East/West route that lies north of State Highway 44 that likely could include a new interchange with I-84 as well. I imagine they will also look at a connection with SH-16 as well. This currently is on their to-do list and will potentially move forward as funding and time allows. I have shared your comments with our planners; we appreciate your interest in transportation.</p>

22715	<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>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. Regarding State Highway 16 from SH-44 to Beacon Light; we will march forward to the best of our ability to keep this project on time. The City of Nampa has interest in a southern extension of SH-16 from I-84. We have had discussions with the city and are open to working with them to investigate a southern extension. Of course we don't yet know where this extension may terminate but that would be identified later should funding become available for a preliminary study. State Highway 44 from Star Road to SH-16 is another project we are continuing to work on so it remains on schedule for construction in 2027 and will improve mobility once complete. State Highway 55 from Farmway to Middleton has been scheduled for completion in 2027. We worked hard in design to minimize and/or combine approaches on the highway and will continue to work with developers to encourage access from local roads when possible. The SH-44 I-84 to Star Road study is nearing completion and our recommendations will be made public this week. For now, it will remain in the state system as there is not another road nearby that could be swapped. COMPASS has been asked to investigate a potential East/West route that lies north of State Highway 44 that likely could include a new interchange with I-84 as well. I imagine they will also look at a connection with SH-16 as well. This currently is on their to-do list and will potentially move forward as funding and time allows. I have shared your comments with our planners; we appreciate your interest in transportation.</p>
23630	<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>	<p>Thank you for your comments on the Idaho Transportation Department draft ITIP. Regarding State Highway 16 from SH-44 to Beacon Light; we will march forward to the best of our ability to keep this project on time. The City of Nampa has interest in a southern extension of SH-16 from I-84. We have had discussions with the city and are open to working with them to investigate a southern extension. Of course we don't yet know where this extension may terminate but that would be identified later should funding become available for a preliminary study. State Highway 44 from Star Road to SH-16 is another project we are continuing to work on so it remains on schedule for construction in 2027 and will improve mobility once complete. State Highway 55 from Farmway to Middleton has been scheduled for completion in 2027. We worked hard in design to minimize and/or combine approaches on the highway and will continue to work with developers to encourage access from local roads when possible. The SH-44 I-84 to Star Road study is nearing completion and our recommendations will be made public this week. For now, it will remain in the state system as there is not another road nearby that could be swapped. COMPASS has been asked to investigate a potential East/West route that lies north of State Highway 44 that likely could include a new interchange with I-84 as well. I imagine they will also look at a connection with SH-16 as well. This currently is on their to-do list and will potentially move forward as funding and time allows. I have shared your comments with our planners; we appreciate your interest in transportation.</p>
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District 4 ITIP Comments 2025		
KN	Comments	Responses
24100	Please consider a roundabout rather than a traffic signal.	Thank you for your comment on the FY26-FY32 ITIP in regards to Key number 24100, SH-50 & Rock Creek Rd. I am not sure if a Round-a-Bout was considered for the intersection of SH-50 and 3800 E in the original safety study, but I will pass your comment on to the project manager. I do know that a safety analysis was done by an engineering firm that recommended this project add a traffic signal along with realigning the intersection to make it much safer. ITD is also doing a study to look at the entire corridor from the US-30/SH-50 Interchange to I-84, this will be evaluated under Key number 24719, Red Cap Corner to I-84 Eval/Design. In regards to your comment on Key 24348 Gergen Bridge Replacement. This project is being handled by the Local Highway Technical Advisory Council (LHTAC) I do not have any information about it, but these comments will be forwarded to them to look at. If you have any additional comments or questions, please let me know.
21900	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!!!	Thank you for your comment on the FY26-FY32 ITIP about Key 21900, Yankee Fork of Salmon R, and Key 23605, Torrey's Hole RV Access to Slate Cr. I have personally been working on the Yankee Fork Bridge replacement project for several years. It has experienced several complications due to environmental considerations, as well as several issues with how the existing bridge was originally constructed, that make replacement much more difficult. We are waiting for some additional reports on the stability of the rock that was used to fill in the depression to see if the bridge type that was selected will work. The original bridge type didn't look to be constructable without significant changes, so we looked at other options. When that is complete we will finalize the size of the bridge and type of foundation, then we can finally work on the biological assessment. That is the next step in the environmental process. We have had to delay the project a couple times because of these roadblocks, but hope that it will be able to stay in FY29 where it is now. There are significant sections of the roadside that are being eroded by the Salmon River down river from Stanley. This project will help correct that and stabilize the shoulder in this section. Because of the Wild and Scenic river designation and the endangered fish, there are lots of assessments that we have to do to get clearance to repair the banks. It is also very expensive to repair them properly. I plan to continue working at is a little bit at a time, as funding allows. If you have any further comments please let me know.
23605	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!!	Thank you for your comment on the FY26-FY32 ITIP about Key 21900, Yankee Fork of Salmon R, and Key 23605, Torrey's Hole RV Access to Slate Cr. I have personally been working on the Yankee Fork Bridge replacement project for several years. It has experienced several complications due to environmental considerations, as well as several issues with how the existing bridge was originally constructed, that make replacement much more difficult. We are waiting for some additional reports on the stability of the rock that was used to fill in the depression to see if the bridge type that was selected will work. The original bridge type didn't look to be constructable without significant changes, so we looked at other options. When that is complete we will finalize the size of the bridge and type of foundation, then we can finally work on the biological assessment. That is the next step in the environmental process. We have had to delay the project a couple times because of these roadblocks, but hope that it will be able to stay in FY29 where it is now. There are significant sections of the roadside that are being eroded by the Salmon River down river from Stanley. This project will help correct that and stabilize the shoulder in this section. Because of the Wild and Scenic river designation and the endangered fish, there are lots of assessments that we have to do to get clearance to repair the banks. It is also very expensive to repair them properly. I plan to continue working at is a little bit at a time, as funding allows. If you have any further comments please let me know.
23196	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	Thank you for your questions about the FY26-FY32 ITIP. Hotsprings to Fish Creek Rd, this project was scheduled for 2028, however I had to move it back a year to 2029. We know this road is very rough and has lots of cracking. The section from Carey to Hotsprings should be getting rehabilitated right now. We would love to have more surplus funds to help with our rehabilitation, in fact we have had some for the last several years. It is divided up and distributed to the districts. Without this money we would not be able to do what we are doing now. Construction costs have doubled over the last few years, and the funding has not increased significantly. These costs have started to come down, but not significantly. I had to delay over \$45 million this year in district 4 to fit a project that was delayed as well as make up for lower projections in FY29-FY32. We are trying to make the best use of the tax dollars we are provided with. Unfortunately we are getting further behind every year. Thank you for your comments, if you have any further question please feel free to contact me.

24113	<p>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</p>	<p>Thank you for your questions about the FY26-FY32 ITIP. SH-75 to Gannett Road, Was also moved back from 2029 to 2030. This project will be a pavement preservation project. We do not have the budget to expand this project to cover from Carey to Fairfield. We don't have the budget to do a more extensive repair even in the section we have selected. The Willow Creek to Moonstone project will do a significant rehab on a portion of this section. We would love to have more surplus funds to help with our rehabilitation, in fact we have had some for the last several years. It is divided up and distributed to the districts. Without this money we would not be able to do what we are doing now. Construction costs have doubled over the last few years, and the funding has not increased significantly. These costs have started to come down, but not significantly. I had to delay over \$45 million this year in district 4 to fit a project that was delayed as well as make up for lower projections in FY29-FY32. We are trying to make the best use of the tax dollars we are provided with. Unfortunately we are getting further behind every year. Thank you for your comments, if you have any further question please feel free to contact me.</p>
24520	<p>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</p>	<p>Thank you for your questions about the FY26-FY32 ITIP. Guardrail upgrades between Ketchum and Clayton is a very minor project with very little money to start replacing the guardrail that is substandard. This project is in a program that does not allow pavement rehabilitation so we will be unable to expand the project. There are two projects scheduled from Ketchum to Prairie Creek to rehab the roadway in 2028, and 2032 as well as a very minor rehab in 2026 from King Creek to South Cherry Creek. This year there will also be a chip seal done near Stanley on SH-75 and SH-21. I don't recall the exact limits but it starts south of Stanley and goes to the boarder with District 6. We would love to have more surplus funds to help with our rehabilitation, in fact we have had some for the last several years. It is divided up and distributed to the districts. Without this money we would not be able to do what we are doing now. Construction costs have doubled over the last few years, and the funding has not increased significantly. These costs have started to come down, but not significantly. I had to delay over \$45 million this year in district 4 to fit a project that was delayed as well as make up for lower projections in FY29-FY32. We are trying to make the best use of the tax dollars we are provided with. Unfortunately we are getting further behind every year. Thank you for your comments, if you have any further question please feel free to contact me.</p>
24481	<p>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 accomodate increased contractor and tourist traffic and to allow Bellevue residents a chance to turn onto Main street. Tom</p>	<p>Thank you for your questions about the FY26-FY32 ITIP. Bellevue Cnl to Kirtley St is scheduled in 2031. The minor repair that was done this year will allow us to get to 2031 for a mor major repair. This also gives ITD some time to evaluate if the Bellevue to Fox Acres which is a reconstruction and expansion project to complete a minimum of 2 lanes in each direction from Bellevue to Hailey as well as realigning the Gannett Rd intersection. This project at this point is still unfunded. If it gets funded the Bellevue Cnl to Kirtley street project will do the sections that the other project doesn't get, if not it will rehab the whole section. We would love to have more surplus funds to help with our rehabilitation, in fact we have had some for the last several years. It is divided up and distributed to the districts. Without this money we would not be able to do what we are doing now. Construction costs have doubled over the last few years, and the funding has not increased significantly. These costs have started to come down, but not significantly. I had to delay over \$45 million this year in district 4 to fit a project that was delayed as well as make up for lower projections in FY29-FY32. We are trying to make the best use of the tax dollars we are provided with. Unfortunately we are getting further behind every year. Thank you for your comments, if you have any further question please feel free to contact me.</p>
	<p>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.</p>	<p>Thank you for you comment on the ITIP, about the Snake River Crossing. We currently have a project to continue a previous study and work into the environmental process. Here is a link to the Website <a href="https://itdprojects.idaho.gov/pages/snakerivercrossing">https://itdprojects.idaho.gov/pages/snakerivercrossing</a>. There is an ongoing online public meeting that will go through July 30 at the following link <a href="https://www.snakerivercrossing.com/">https://www.snakerivercrossing.com/</a>. I would encourage you to look at these websites and make any comments you feel are appropriate. The process to create a new route is very long and involved. There are federal rules that have to be followed if we want to use federal money to construct the project. This requires several studies, and a process for selecting an alignment for the new road and bridge that looks at many factors. This is unfortunately a very time consuming process. The next large hurdle is trying to secure the funding to complete the project. The estimates that I have seen are over \$500 million, and could possibly be up to \$1 Billion by the time we could actually start construction. We are diligently working on this project, as well as some other studies that could help with the congestion. They are Key 24717, Blue Lakes and Pole line Intersection Improvements. This project will look at any short and long term changes that could be made to the Pole line and Blue Lakes intersection to help traffic flow better, and not back up. We also have Key Key 24719, Red Cap Corner to 184 Evaluation and design that will look at expanding SH-50 to 2 lanes in each direction to also help pull some traffic from the Perrine Bridge. If you have any further questions please let me know.</p>

	<p>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 spread out. I understand we need vacationers and traffic flow to maintain 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.</p>	<p>Thank you for your comment on the ITIP, about needing a bridge west of Twin Falls over the Snake River. We currently have a project to continue a previous study and work into the environmental process. Here is a link to the Website <a href="https://itdprojects.idaho.gov/pages/snakerivercrossing">https://itdprojects.idaho.gov/pages/snakerivercrossing</a>. There is an ongoing online public meeting that will go through July 30 at the following link <a href="https://www.snakerivercrossing.com/">https://www.snakerivercrossing.com/</a>. I would encourage you to look at these websites and make any comments you feel are appropriate. The process to create a new route is very long and involved. There are federal rules that have to be followed if we want to use federal money to construct the project. This requires several studies, and a process for selecting an alignment for the new road and bridge that looks at many factors. This is unfortunately a very time consuming process. The next large hurdle is trying to secure the funding to complete the project. The estimates that I have seen are over \$500 million, and could possibly be up to \$1 Billion by the time we could actually start construction. We are diligently working on this project, as well as some other studies that could help with the congestion. They are Key 24717, Blue Lakes and Pole line Intersection Improvements. This project will look at any short and long term changes that could be made to the Pole line and Blue Lakes intersection to help traffic flow better, and not back up. We also have Key Key 24719, Red Cap Corner to I84 Evaluation and design that will look at expanding SH-50 to two lanes in each direction to also help pull some traffic from the Perrine Bridge. If you have any further questions please let me know.</p>
	<p>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.</p>	<p>Thank you for your comment about the Business loop having pot holes and rough. ITD is actively working on several projects in the area. Key 21813, FY25, SH-81 to I-84 Crack Repairs will work on the area from the Railroad Tracks to the Snake river Bridge. The name does not explain what the project really is. It will replace the pavement, some curb gutter, and sidewalk as well as upgrade the Signal with SH-81. There is also a project scheduled for 2029 that should cover from Park Ave to the Railroad tracks in Burley. I am not aware of any projects north of the Snake River, other than some pavement may be replaced near the interchange with I-84. I have included Travis Hitchcock in this reply, he is over the maintenance workers in the area and can have them take a look if there are pot holes that need to be addressed in the short term. If you have any further questions please feel free to contact me.</p>
	<p>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.</p>	<p>Thank you for your comment on the ITIP about the General Highway Maintenance in Blaine County. ITD has invested a significant amount of money in the Wood River valley over the last several years, and it will continue. Key 20033, Elk Horn to River St is ongoing with. Ketchum City is continuing the main street project. We have McKercher to Broadway run that we hope to have funding secured for and should start construction in the next few years if the bonding sales go well. Bellevue to Fox Acres is still not funded, but the design plans are almost complete. Ketchum to North fork campground on SH-75 is scheduled for 2028. North Fork Campground to Prairie Creek on SH-75 is scheduled for 2031. King Creek to South Cherry Creek On SH-75 is scheduled in 2026. Bellevue City just had a temporary repair done and has a more substantial repair scheduled for 2031. Carey to Hotsprings on US-93 is going now. Hot Springs to Fish Creek on US-93 is scheduled for 2028. Willow Cr to Moonstone on US-20 should be going, if not it will start soon. SH-75 to Gannett Road on US-20 is scheduled for 2030. Silver Creek bridge to Carey on US-20 is scheduled for 2031. I am also looking at some rehabilitation project in some area's that are deteriorating that are not included on the list. Construction costs have nearly double in the last few years. This makes it hard to keep up with the ongoing needs of all of the roads that we manage in District 4. We will continue to prioritize the work on the roads that need it most. If you have any further question please let me know</p>
	<p>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!</p>	<p>Thank you for your comment on the needed turn lights at Blue Lakes and Bridgeview. I have included our traffic engineer in the response. This signal was evaluated, and upgraded with the project from the Perrine Bridge to Pole line a few years ago. At that time they found that in the near future the function would likely drop below acceptable standards and noted that dual left turn lanes would be needed at some point. It was however not in the scope of that project so it was left for a future project to consider. We are aware this intersection does not function well on the West side of US-93. We have several studies in the Twin falls area that will provide more information about where vehicles are going and the likely increase in traffic. These current studies will drive the projects in the future to try to make Blue Lakes function better. If you have any further question, please let me know.</p>
	<p>This highway surface is dangerous and embarrassing!</p>	<p>Thank you for your comment on US-93/20/26 from Carey to Arco. ITD District 4 has several projects in the works for this section. I do not know what District 6 has, other than a project on the boarder of the districts. •Key 22195, Carey to Hot Springs should be under construction now. This will fix the road from south of Carey Mile Post 203 to Mile post 208. Key 23196, Hot Springs to Fish Creek Milepost 208 to 212 scheduled for 2028. District 6 has a project that will rehabilitate a section that is on the boarder between District 4 and District 6 called Tomcat Hill Curves scheduled in 2031 that will rehab from 220 to 223. I also have the last section in my district scoped from Mile post 212 to 220. I have not been able to fit this section into the program yet as our costs for construction have gone up significantly and I have not had the \$10+ million needed to finish the section available, but I hope to be able to get it programed in the next update cycle.</p>

	<p>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.</p>	<p>ITD has invested a significant amount of money in the Wood River valley over the last several years, and it will continue. Key 20033, Elk Horn to River St is ongoing. Ketchum City is continuing the main street project, funded largely by ITD. We have McKercher to Broadway run that we hope to have funding secured and should start construction in the next few years if the bonding sales go well. Bellevue to Fox Acres is still not funded, but the design plans are almost complete. Ketchum to North fork campground on SH-75 is scheduled for 2028. North Fork Campground to Prairie Creek on SH-75 is scheduled for 2031. King Creek to South Cherry Creek On SH-75 is scheduled in 2026. Bellevue City just had a temporary repair done and has a more substantial repair scheduled for 2031. Carey to Hotsprings on US-93 is going now. Hot Springs to Fish Creek on US-93 is scheduled for 2028. Willow Cr to Moonstone on US-20 should be going, if not it will start soon. SH-75 to Gannett Road on US-20 is scheduled for 2030. Silver Creek bridge to Carey on US-20 is scheduled for 2031. I am also looking at some rehabilitation project in some area's that are deteriorating that are not included on the list. Construction costs have nearly double in the last few years. This makes it hard to keep up with the ongoing needs of all of the roads that we manage in District 4. We will continue to prioritize the work on the roads that need it most. If you have any further question please let me know.</p>
	<p>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.</p>	<p>1. I am told the project to repair the railroad crossing in Wendell is scheduled to start in the next week or so. If I remember correctly it was not in the general ITIP, but more of an urgent repair and was programed with left over money from other crossing projects. Cory is our Railroad expert and can possible give you more information. I have included him in my response. As far as a signal at Avenue F in Wendell, generally when a new development is coming it is required that the engineering firm doing the design, do a Traffic Impact Study that will show their impact to the road network if they meet a certain size. If they do not directly connect to an ITD roadway, it is the city, or county to assess if their impact will change anything, and require the study. If the study shows they impact then they may be required to participate in costs for a signal. If not, the city or county would be responsible for their share of the signal costs based on how many legs of the intersection they oversee. This would be after the signal has engineering warrant that it is needed. I have checked with our permit coordinator and we have not had any contact about the development attaching to SH-46. Cory is also working on a study of SH-46 that we expanded from North Wendell to Gooding and will catch the City of Wendell as well. This may give us an idea if there are any traffic related issues expected within Wendell. 2. Sorry for the confusion, I misspoke when talking with Andrew. The Wendell railroad crossing is scheduled to be constructed the summer of 2026. This was in our program, originally scheduled for 2028, but was advanced to 2026 due to the rapid deterioration of the crossing. This project will consist of removing and replacing the railroad crossing surface, and the roadway 50-100 feet from the crossing. Planning and coordination with the city and stakeholders typically starts 4-6 months prior to construction.</p>
	<p>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.</p>	<p>Thank you for your comment. We know there has been a lot of construction in the Wood river Valley. Once Elk Horn to River Street, and Ketchum are done we would be out of the city area and just have a few projects that may come up north of Ketchum, and from Hailey to Broadway Run.</p>
	<p>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.</p>	<p>Are you referring to Vineyard road overpass? You mention this as the project, but I thought this was 1000 E, not 16600 E. I just want to make sure we are talking about the same overpass. Vineyard road overpass bid July 29th and is in the process of being awarded to Cold Water Group for the repairs. It will be a few weeks until we get a schedule from them on when they intend to start work. We were trying to get the bridge repaired and open prior to harvest, but it ran into some snags in the design and bidding process that delayed it. Seth Helms will be the Engineer over the repair, I have included him in the email and he may be able to give you a better time frame when he gets the schedule from the Contractor. If you have any further questions please feel free to contact me.</p>

	<p>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!</p>	<p>Thank you for your comment on the ITIP about the Snake River Bridge. ITD is working diligently on this process. To be able to use federal funds for construction there are many of federal regulations that have to be followed. The biggest being the National Environmental Policy Act (NEPA). NEPA requires a substantial amount of data be gathered and evaluated based on many factors. The last one done in District 4 took over 10 years. I know the hope is to push this one through faster, but we are at the mercy of many federal agencies for review, and that is after all the investigations and data are gathered. If we use state funding some of the items are not required, however if we do not follow the full federal process, no federal funds can be used in the design, or construction. The last estimates I have heard are \$750 million to \$1 Billion to complete the new corridor. That is very close to the entire transportation budget in Idaho, including monies distributed to cities and counties. Because of this, there would have to be either a substantial earmark from the federal government, or a very large grant. We do have executives in ITD involved in keeping this project moving. They have also been working with state and federal legislators to try start the process of finding ways to fund this project. I know many want to see this done quickly, but that is not how the process works. We are farther then we ever have been in the process, and have many people pushing for it to continue. It never hurts to let your legislators know that you want them to push for this project. We hope you will be patient as we work through the required processes and hope for the availability to find some funding for the project. If you have any further questions, please let me know.</p>
24881	<p>This is a much needed project. Thank you.</p>	<p>Thank you for your comment on Bellevue Canal to Kirtley St. We hope that the temporary paving project will make the trips safer and smoother until this more substantial project is complete. I would also like to let you know that we have two other projects that are almost completely designed. They are both under Key number 24303, Bellevue to Fox Acres. This project is designed to realign the intersection of Gannett Road, it is also to complete at least two lanes in each direction from Birch Street in Bellevue to Fox Acres in Hailey. This project does not yet have funding for construction, but we hope that we will be able to either add it to the bonding list of projects, or get it funded in another way. If you have any questions, please feel free to contact me.</p>
	<p>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.</p>	<p>Thank you for your comment about passing lanes on SH-46 between Wendell and Gooding. We are aware of traffic issues in this area. We are in the process of completing a safety and capacity report for SH-46 from Wendell to Gooding. We have just recently added the city of Wendell to this study and will be gathering a little more information before the final report is out. The draft report shows that the corridor is functioning within the level of service. This basically means that the corridor meets the standards set out for how it should function before we can get extra funding to add lanes. I do have several roads that I would like to start getting passing lanes programed, and SH-46 is on the list. Money has been diverted from ITD's safety program to the paving program to cover the large increases in construction costs over the last few years. Because of this it is a little harder to get passing lane projects in the ITIP. We will keep this section of roadway in mind and keep monitoring it so we can add lanes when we are able. If you have any further questions, please let me know.</p>
24005	<p>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 afore mentioned portion of Hwy 93? Is it really that critical to move semi-trucks through Hollister faster? Thank you</p>	<p>Thank you for your comments about the Hollister Port of Entry improvements. I don't know much about the Hollister Port of Entry improvement project, but I can give a little information. The project is scheduled as Port of Entry, and Rest area improvements. It appears to be not only adding a Weigh in Motion (WIM), but possibly reestablishing the Rest area that was there at one time. I can't find a lot of information on this since it is handled out of our facilities group in Boise. This project uses Carbon Reduction and Freight funds that are designated for specific tasks, and can not be used for general road maintenance. The Carbon Reduction funds are supposed to be used for things that can reduce carbon emissions. A WIM allows us to monitor weights and not have as many trucks have to stop and idle to be weighed. The carbon funds can also be used to provide more truck parking, and other things to give them area's for the mandatory breaks. So I suspect it is more than just a WIM install. I have also heard of talk about turning this Port of Entry into parking a rest area and moving the Port closer to Rogerson where we have a little more right of way so trucks don't have to turn into one port. I am not sure if this has gained any traction, but I wanted to mention it.</p>

20583	<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>	<p>Thank you for your comments about the Hollister North City Limits to 3250 N. With the Hollister North City Limits to 3250 N, and 3250 N to 3800 N projects they were originally programmed by a previous planner as safety project to widen shoulders and add rumble stripes. This is programed using a cost benefit ratio on the cost of the project vs the crash reductions that could be expected with these upgrades. This section is in very bad shape so we were able to convert the projects to add a base and pavement rehabilitation. Because of this change it had to have some additional design and materials investigation done to determine the best rehabilitation for the road. This slowed the process a little. We had it programed earlier, but when we went to State wide balancing of the budgets last year it was moved back to where it is now. While inflation over the last few years has been high, construction costs have been raised higher. They have almost doubled over the last 3 or 4 years. So this project is closer to \$13 million from Hollister to 3250 N and the 3250 N to 3800 is about the same. I know these numbers seem high, and they are, but they are the realities of roadway construction. The federal tax on fuel has not been raised in many, years, and the State tax on fuel has not raised since 2016 while costs have gone up significantly. We at ITD do the best we can to make sure you and your long-haul family members tax dollars are spent as efficiently as we are able. As far as a third lane through this section, it does not meet the safety criteria to spend the money to do that, and doesn't meet the criteria for using capacity money. These funds are very limited anyway. I have been looking at trying to program passing lanes in this area, along with several other roads that really need it. Funds are short, and money was moved to the pavement program, from the safety program to try to keep up with the poor pavement in the state. This just makes it a little harder to get the funds in the right category to do this.</p>
Total	22	

District 5 ITIP Comments 2025		
KN	Comments	Responses
24944	Please add bicycle lanes and traffic lights	This is a planning study that will consider alternative designs for future projects. This will include the consideration of signals, if appropriate warrants are met. We will also work with the local jurisdictions to evaluate bike and Pedestrian connectivity.
22687	Please add bicycle lanes	Thank you for your comment. Pedestrian and bicycle facilities are being evaluated during the design of this project.
23876	Please add bicycle lanes	Thank you for your comment. This project is a Bridge Rehabilitation and will not include pavement work such as the addition of new bicycle lanes.
21860	Please add bicycle lanes	Thank you for your comment. Unfortunately, there are no plans to add bike lanes to this project at this time. There will be a shared use path installed on US 91 and Siphon Rd with this project.
22687	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.	This project will re-design the aforementioned intersection. Pedestrian facilities such as sidewalks, crosswalks, and bike lane will be evaluated as will the free running right structures and associated merge lanes.
24944	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.	This is a planning study that will consider alternative designs for future projects. This will include the consideration of signals, if appropriate warrants are met.
22648	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.	Speed studies are conducted to determine appropriate Speed Limits in designated areas. We will continue to properly evaluate speeds throughout corridors such as US-89 and we sincerely appreciate your comment.

	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?	The Idaho Transportation Department evaluates all state and federal highways for potential improvements on an ongoing basis. While it is competitive, due to a finite amount of money, we do recognize that needs exist all throughout. There is a project scheduled to address rutting and roughness on SH-36 between First Creek and Caribou National Forest.
	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.	Thank you for your comment. The Idaho Transportation Department evaluates all state and federal highways for improvement on an ongoing basis. We appreciate your concerns related to US-89, unfortunately there are no projects currently programmed between Ovid and Paris.
23547	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.	There is currently a project programmed on I-86 from Interchange #44 to Rainbow Road Interchange #49. This project is a CRABS and it will address the rutting and roughness. It is being designed at this time.
	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.	Thank you for your comment. ITD currently has a project programmed on US-30 in the Yellowstone to Garrett Corridor within the Pocatello City Limits. A number of different countermeasures are being considered, with the goals of enhancing both safety and capacity. ITD remains committed to improving the conditions of all other parts of US-30 as well as other highways and your comment is sincerely appreciated.
22687	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.	Thank you for your comment. ITD will continue to evaluate the intersection of 4th Avenue/Carter and the overall safety and mobility for both pedestrians and the traveling public.
	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	Thank you for your comment. There are multiple project programmed along US-91 (Yellowstone Avenue) at this time. One is to repair concrete slabs on Yellowstone Avenue. Another one will improve conditions between Park Lawn and Siphon by widening the highway and adding a traffic signal. There will also be a minor widening between Siphon and Tyhee that will add a two way left turn lane and right turn lanes.



24944	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.	Thank you for your comment. A study is in place to consider changes to the 5th Avenue Interchange on I-15 to determine the best possible alternatives going forward.
24396	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	Thank you for your comment. A third Lane is currently planned for I-15 between the South Blackfoot Interchange and the West Blackfoot Interchange.
22657	This section of McCammon would really benefit from improved storm drainage and curb/gutter replacement.	Thank you for your comment, Councilman Hunsaker. Materials Reports are currently being conducted to better define the scope of work at this time. ITD is committed to working with and communicating with the City of McCammon as this project moves forward.
24478	If possible, this should be accelerated. The concrete will never last and constant maintenance will be expensive.	Thank you for your comment, Sherm. ITD recognizes the need to address I-15 between the Downey Interchange and the Virginia Interchange at the earliest possible date. While it has not been advanced at this time, the hope is that it will be in time.
	<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>	Thank you for your comment. ITD will continue to evaluate opportunities for improving conditions on SH-36 while enhancing safety and mobility.

	<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 healthier. I hope you will give my recommendation serious consideration.</p>	<p>Thank you for your comment. Interstate speeds are set at 65 MPH within designated urban boundaries within the state of Idaho.</p>
	<p>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.</p>	<p>There are currently three projects that are programmed and are being designed at this time along SH-38. They are as follows: SH-38: Smith Road to N. Holbrook Road; SH-38: Sand Ridge Road to Holbrook Summit; SH-38: Holbrook Summit to Arbon Valley Road</p>
	<p>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 officers on scene as well as the wrecker drivers.</p>	<p>ITD is committed to safety and your comments are greatly appreciated. Sometimes it is necessary to put up barriers such as guardrail or cable rail and some of these concerns are likely to be addressed with upcoming construction projects by adding an inside lane.</p>
	<p>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,</p>	<p>Zak Johnson placed a call to respond to this inquiry.</p>
22687	<p>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.</p>	<p>Thank you for your comments. ITD is always looking for ways to improve conditions for all users of the highway system and this project is currently being designed to accommodate multi modal users.</p>

23299	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 perdppendicular crossing.	Please refer to the City of Blackfoot
24944	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.	This project will study the potential for a new Interchange design as wellas the associated interserction. Thank you for your comment.
24683	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.	Please refer to the City of Pocatello
<b>Total</b>	<b>26</b>	

District 6 ITIP Comments 2025		
KN	Comments	Responses
24691	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.	#24691 (SH 31, PATHWAY CONNECTION TO SOCCER FIELDS, VICTOR). This project will provide multimodal transportation alternatives that will also improve connectivity to sections of Victor and enhance transportation safety. Thank you for your interest in ITD and helping to keep transportation safe and accessible-
24089	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.	#24089 (SH 33, 6000 S TWO WAY LEFT TURN LN, TETON CO). The roadway plans are in design phase, and the project is scheduled to be constructed in FY29, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible-
23244	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.	#23244 (US 20, MP 291 TO IDAHO FALLS ). Thank you for sharing your concerns. Sections of US-20 West near INL is currently being reviewed for transportation improvements. Your feedback is important, and we encourage you to continue engaging in the process with your comments. Thank you for your interest in ITD and helping to keep transportation safe and accessible-
24089	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.	Thank you for sharing your comments regarding project # 24089: SH 33, 6000 S TWO WAY LEFT TURN LN, TETON CO.; The roadway plans are in design phase, and the project is scheduled to be constructed in FY29. I will share your comment with the design engineer. Thank you for your interest in ITD and helping to keep transportation safe and accessible
20053	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.	We received your comments regarding project #20053: SHS US 20, CHESTER TO ASHTON PH 1, FREMONT CO; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24952	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	We received your comments regarding project #24952: US 20, CRATERS OF THE MOON TO ARCO MILL/OVERLAY, BUTTE CO; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20053	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.	We received your comments regarding project # 20053: US 20, CHESTER TO ASHTON PH 1, FREMONT CO.; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding project ideas for Hwy 20, 26 and I 15 connectors in Idaho Falls and all streets in Idaho Falls; your feedback is important, and we encourage you to continue engaging in the process with comments. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding HWY 33 from the WY state line to Tetonia. There is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

23246	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.	We received your comments regarding project #23246: US 20, AUXILIARY LANES LEWISVILLE IC TO S RIGBY IC; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20053	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	We received your comments regarding project #20053: US 20, CHESTER TO ASHTON PH 1, FREMONT CO.; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding a project suggestion on State Highway 26; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24394	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	We received your comments regarding project #24394: US 20, ARCO TO IDAHO FALLS, DESIGN ; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 32; ITD has a project scheduled in 2028 to do pavement preservation work on SH 32 from Mile Post 0.00 (Tetonia) to MP 28 (Ashton). Your feedback is important and will also be forwarded to ITD Operations/Traffic Division. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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 Tetonia.	We received your comments regarding State Highway-33 in Teton County. There is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding I-15; thank you for sharing your concerns. Your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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	We received your comments regarding State Highway-33 from Victor to Tetonia; there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	A four lane, limited access, high spend, 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.	We received your comments regarding project #23229: US 20 Ashton to SH 87. Thank you for sharing your concerns. Your feedback is important, and we encourage you to continue engaging in the process with comments. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

	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.	We received your comments regarding State Highway-21. Thank you for sharing your concerns; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding an improved transportation system; your feedback is important, and we encourage you to continue engaging in the process with comments. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24394	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.	We received your comments regarding project #24394: US 20, ARCO TO IDAHO FALLS, DESIGN; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
23247	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.	We received your comments regarding project # 23247: US 20B, CITY OF IDAHO FALLS LIGHTING UPGRADE; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
23246	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.	We received your comments regarding project # 23246: US 20, AUXILIARY LANES LEWISVILLE IC TO S RIGBY IC; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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	We received your Draft ITIP comments regarding State Highway 21; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20053	Do not widen this road. Make it one lane forever	We received your comments regarding project # 20053: US 20, CHESTER TO ASHTON PH 1, FREMONT CO; your feedback is important and will be forwarded to the Project Manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding the US 20/26 Connector; your feedback is important and will be forwarded to the Project Manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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 S500 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	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

	<p>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.</p>	<p>We received your comments regarding US 20 to State Highway 87. Your feedback is important, and we encourage you to continue engaging in the process with comments. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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.</p>	<p>We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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</p>	<p>We received your comments regarding US-20 and US-26. Your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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.</p>	<p>We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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.</p>	<p>We received your comments regarding Interstate 15 (I-15) and Fort Hall; this section of I-15 is in Bingham County, which is handled by ITD-District 5 in Pocatello. I will share your concerns with the appropriate staff in Pocatello. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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.</p>	<p>We received your comments regarding US-20 and Sawtelle Peak Road. Your feedback is important and will be forwarded to the project manager for consideration. helping</p>
	<p>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.</p>	<p>We received your comments regarding US-20; your feedback is important and will be forwarded to the project manager that is overseeing the I-15/US-20 Connector project for consideration. The need for sound barriers is usually part of the review and planning effort. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>
	<p>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</p>	<p>We received your comments regarding the Salmon River bridge; this project will replace the current bridge that has reached the end of its design life, and it will be brought up to current standards. Your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -</p>

	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	Thank you for contacting Idaho Transportation Department (ITD). We are currently working a multiple projects to help improve the quality of the roadway in this section. The timing of these projects is based on funding and balancing the other needs within the district. Also a large portion of this roadway is in District 4. Our understanding is they are also working on a project that will address the roadway quality issues. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	We would like to see the signal lights go up on Highway 26 at 55th and 45th.	We received your comments regarding State Highway 26; intersection improvements are in the ITIP program for both of these locations on State Highway 26. The roadway plans are in design phase, and the project is scheduled to be constructed in FY30, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24515	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!!!	We received your comments regarding State Highway 32; the roadway plans are in design phase, and the project is scheduled to be constructed in FY28, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
23605	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?	We received your comments regarding State Highway 75; this section of highway is handled by ITD-District 4 in Shoshone. I will share your concerns with the appropriate staff in Shoshone. The project is scheduled to be constructed in FY28, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments about US-20; there is a project programmed to install cable barriers in the roadway median to prevent vehicles departing one roadway from crossing over the other direction on US-20. The project is scheduled to be constructed in FY32, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding the intersection of 105th and Yellowstone in Ucon. Your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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 inforced for the shape that the road is in.	Thank you for contacting Idaho Transportation Department (ITD). We are currently working on multiple projects to help improve the quality of the roadway in this section. The timing of these projects is based on funding and balancing the other needs within the district. Also, a portion of this roadway is in District 4. Our understanding is they are also working on a project that will address the roadway quality issues. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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..	Thank you for contacting Idaho Transportation Department (ITD). We are currently working on multiple projects to help improve the quality of the roadway in this section. The timing of these projects is based on funding and balancing the other needs within the district. Also, a portion of this roadway is in District 4. Our understanding is they are also working on a project that will address the roadway quality issues. Thank you for your interest in ITD and helping to keep transportation safe and accessible -



	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24089	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!	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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!	We received your comments regarding US 20 from Ashton to Henry's Lake; your feedback is important and will be forwarded to the Project Manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	We desperately need turn lanes on Highway 33 through Teton County. Victor to just past Tetonia. There are incidents daily. Too many people and lack of adequate infrastructure. And the 45mph limit north of Tetonia 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 Tetonia and it's easier to drive to Rexburg than Victor because of the traffic, etc.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 48 (SH-48); a traffic study is planned in FY2026 for South Jefferson County that includes SH-48, US-20 (between Exits 318 and 322) and County Line Road. Your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding the Idaho Falls Home Ranch subdivision; these roads are under the jurisdiction of the City of Idaho Falls and not ITD. For more information about repair requests on these roads, please contact the Idaho Falls Public Works Department. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20053	This project needs to be extended to West Yellowstone.	We received your comments regarding project #20053: US 20, CHESTER TO ASHTON PH 1, FREMONT CO; your feedback is important and will be forwarded to the project manager for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24089	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	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	Rexburg, Main Street on hwy 33 by valley wide needs widening	We received your comments regarding Main Street on State Highway 33, in the City of Rexburg; your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24089	The road between victory and and Tetonia is in bad needs of turn lanes to make the whole section safe	We received your comments regarding State Highway 33 (SH-33); there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20053	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.	Your feedback is important and will be forwarded to the appropriate project managers for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
14054	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.	Your feedback is important and will be forwarded to the appropriate project managers for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding the US-20 railroad crossings in Ucon and the roads crossing Yellowstone Highway; your feedback is important and will be forwarded to the Rail Operations and Safety Team and Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

20539	I would like to see either a traffic light or a round about at these intersections	We received your comments regarding project # 20539: US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS. Intersection improvements are in the ITIP program for both of these locations on State Highway 26. The roadway plans are in design phase, and the project is scheduled to be constructed in FY28, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	Thank you for sharing your concerns about 49th and Yellowstone HWY and 49th and Hitt Road. Your feedback is important and will be forwarded to ITD Operations/Traffic Division for consideration. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33) and Teton Valley. There is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
20539	I really think these intersections should be a priority. With the growth in this area, these intersections are going to become increasingly dangerous.	We received your comments regarding project # 20539: US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS. Intersection improvements are in the ITIP program for both of these locations on State Highway 26. The roadway plans are in design phase, and the project is scheduled to be constructed in FY28, however, this project may be advanced into earlier years if funding becomes available. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
24089	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 Tetonia needs to be a 4 Lane Rd. or at least a median and turning lanes the whole road! Please!	We received your comments regarding project #24089: SH 33, 6000 S TWO WAY LEFT TURN LN, TETON CO; there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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	We received your comments regarding Highway 33 from Teton, Idaho to the Jackson Pass; there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	Hwy 20/26 over Craters of the moon is filthy horrible rough "especially" 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!!!	Thank you for contacting Idaho Transportation Department (ITD) regarding Hwy 20/26 over Craters. We are currently working on multiple projects to help improve the quality of the roadway in this section. The timing of these projects is based on funding and balancing the other needs within the district. Also, a large portion of this roadway is in District 4. Our understanding is they are also working on a project that will address the roadway quality issues. Thank you for your interest in ITD and helping to keep transportation safe and accessible -
	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.	We received your comments regarding State Highway 33 (SH-33) Victor-Driggs; there is currently a "Safety Action Plan" planning effort going on for SH-33; there will be opportunities for public engagement throughout the planning process. Contact Dan Reyes, Teton County Manager for more information. Thank you for your interest in ITD and helping to keep transportation safe and accessible -

22222	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.	Your feedback is important and will be forwarded to the appropriate Project Managers for consideration. ITD understands the importance of these projects in Idaho Falls and will continue to move forward on them as funding and resources allow. Thank you for your interest in ITD and helping to keep transportation safe and accessible through the work you do in Idaho Falls-
22689	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.	Your feedback is important and will be forwarded to the appropriate Project Managers for consideration. ITD understands the importance of these projects in Idaho Falls and will continue to move forward on them as funding and resources allow. Thank you for your interest in ITD and helping to keep transportation safe and accessible through the work you do in Idaho Falls-
	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.	Unable to reach over the phone.
Total	72	

Statewide Project ITIP Comments 2025		
KN	Comments	Responses
	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!	Thank you for your comment. Trash is not only a detractor from our great state but can also present a safety problem when it obstructs line of sight or is in the clear zone. Our maintenance teams remove safety hazards as soon as they see them, but for litter that is not an immediate safety threat, we rely on our wonderful volunteers through the Adopt-A-Highway program to do one to two annual pickups. ITD funds safety gear and garbage bags for nearly 1,000 groups and collects the bags from the roadside after each pickup. Last year AAH groups picked up 339,745 pounds of trash. Depending on the area, maintenance teams may also spend additional time as available to clean sections that are heavily trashed and not adopted. In North Idaho for FY25, ITD crews spent more than 4,843 hours picking up more than 10,000 pounds of litter, about one-fifth of what our volunteer groups were able to accomplish in that same area and timeframe.
	I hope to see rail transportation from Boise to Salt Lake City, Kansas City etc in the future.	Thank you for your comments. ITD is working with the Federal Rail Administration and other regional partners to explore the feasibility of local and long distance passenger rail services. This partnership is important as there is no dedicated funding for passenger rail. We encourage people like you to engage with your local legislators and elected officials to express your thoughts.
	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	Thank you for your comments. ITD is working with the Federal Rail Administration and other regional partners to explore the feasibility of local and long distance passenger rail services. This partnership is important as there is no dedicated funding for passenger rail. We encourage people like you to engage with your local legislators and elected officials to express your thoughts.
	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.	Thank you for your comment. Public transportation in Idaho is only federally funded; there are no state revenue sources. ITD essentially passes the federal funding through to private providers who offer bus service. If you'd like to see more routes or more frequent service, you'd be best served to direct this comment to your bus providers; you can also share your location with us and we can send you a list of the providers in your area.
	Looks good to me.	Thank you for your comment! We appreciate your support and encourage you to follow us on our social media pages (@IdahoITD) or check out our website (itd.idaho.gov) for updates on specific projects throughout the year.
	Web site is crap-it doesn't work	Thank you for your comment. It is a challenge to present this information effectively given we're talking about \$5.8 billion in projects over the next seven years. Every year we have a focus group that tries to make this website easier to engage with; if you'd like to offer specific feedback on what we can do to improve this website, please give Megan Jahns a call at (208) 772-1295.
	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.	Thank you for your comment. Transportation in Idaho is funded at both the federal and state level, primarily through gas taxes and vehicle registrations. This funding is split between ITD and locals following a formula subject to the revenue stream. Depending on the funding source, there are limitations to how money can be spent. Since the legislature started setting aside more state funding for transportation, they have put into state law that it must be spent primarily on cars and not other modes. Many of these major expansion projects include improvements like new multi-use paths and sidewalks. Your local planning or roadway entities (local jurisdictions, metropolitan planning organizations, city or county, Local Highway Technical Assistance Council, etc.) may have other funding options to better address the type of improvements you'd like to see.
	get going and quit screwing around taking comments and doing useless studies.	Thank you for your comment. ITD follows this annual process to hear feedback about the projects being programmed and we appreciate you responding to our draft program.

	<p>Reflective lines/stripes on highways. Nighttime and inclement weather driving is difficult already and is compounded with reflection of street lamps and headlights.</p>	<p>Thank you for your comment. ITD maintenance forces refresh lane lines every year and even twice per year on more heavily traveled routes. ITD has piloted several locations with a black block under the stripe to enhance the appearance of the lane lines. ITD is coordinating with other states and transportation agency officials to provide the best paint product possible to meet industry standards, but inclement weather like rain can refract light differently and make lane lines more difficult to see, even with all the reflective beading we apply with our paint.</p>
	<p>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.</p>	<p>Thank you for your comment. The website application is our way of simplifying \$5.8 billion worth of local and state projects over the next seven years; every year the project team revisits how to make it easier to process this kind of information like adding different filters, such as sorting by region. ITD and the local jurisdictions included in the ITIP have many projects to present for public comment. This process is a requirement to continue to receive federal aid through the Federal Highway Administration. All of the communication products you see are developed internally and reused year-to-year as feasible to reduce costs while still allowing people like you to comment on how we spend your taxpayer dollars.</p>
	<p>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.</p>	<p>Thank you for your comment on salt usage. The department began using more salt products many years ago to meet public expectation of highways that are bare and wet the majority of time during storms, rather than driving on snow floors. Salt is highly effective at preventing ice from forming, reducing crashes during adverse conditions and saving lives every year. Since salt can corrode vehicles and, although not widely observed in Idaho, attract wildlife to our cleared highways, we only use as much salt as necessary to do the job. We follow industry standards in salt application, and our operators train on how to use this expensive resource wisely. We highly recommend that drivers routinely wash their vehicles in the winter to remove salt and be engaged while traveling and follow posted speed limits to reduce the risk of striking wildlife.</p>
	<p>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.</p>	<p>Thank you for your comment. The website application is our way of simplifying \$5.8 billion worth of local and state projects over the next seven years; every year the project team revisits how to make it easier to process this kind of information like adding different filters, such as sorting by region. ITD and the local jurisdictions included in the ITIP have many projects to present for public comment. This process is a requirement to continue to receive federal aid through the Federal Highway Administration. All of the communication products you see are developed internally, and we'd love any specific feedback you have as we do want to get input on the projects themselves. You are welcome to give Megan Jahns a call at (208) 772-1295.</p>
	<p>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.</p>	<p>Thank you for your comment. Local jurisdictions, unlike ITD, are able to assess impact fees to have growth pay for growth, so this comment may be best directed toward your local city or county staff. ITD can require developers fund and build certain improvements, like turn lanes or signals, when they are requesting access state highways and freeways as part of a traffic impact analysis and permitting.</p>
	<p>Get rid of California's</p>	<p>Thank you for your comment. ITD does not control borders or who moves here.</p>
	<p>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.</p>	<p>Thank you for your comment. ITD maintenance forces refresh lane lines every year and even twice per year on more heavily traveled routes. ITD has piloted several locations with a black block under the stripe to enhance the appearance of the lane lines. ITD is coordinating with other states and transportation agency officials to provide the best paint product possible to meet industry standards, but inclement weather like rain can refract light differently and make lane lines more difficult to see, even with all the reflective beading we apply with our paint.</p>
	<p>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.</p>	<p>Thank you for your comments. ITD is working with the Federal Rail Administration and other regional partners to explore the feasibility of local and long distance passenger rail services. This partnership is important as there is no dedicated funding for passenger rail. We encourage people like you to engage with your local legislators and elected officials to express your thoughts.</p>

	<p>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!</p>	<p>Thanks for your comment. This is the right place to share your thoughts on public infrastructure. When ITD designs projects, we do consider the context of the roadway and the people using it. Highways and freeways are largely meant to allow for the efficient movement of people, goods and services over long distances. However, many of our highways also serve as the main street of smaller communities where some features, like traffic calming measures, are desired and some features may be incorporated through coordination with the locals. While these needs are routinely considered on projects, public transportation in Idaho is only federally funded; there are no state revenue sources. ITD essentially passes the federal funding through to private providers who offer bus service. If you'd like to see more opportunities for public transportation, you'd be best served to direct this comment to your local elected officials.</p>
	17	

LHTAC Project ITIP Comments 2025		
KN	Comments	Responses
24099	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.	Thank you for your comment to the Idaho Transportation Department regarding the Linder Road project. When the overpass is being constructed impacts to I-84 will include lane closures and full overnight closures when girders are placed. The impacts will be like what you may have experienced on I-84 at the new State Highway 16 interchange.
22017	Please make Cherry and Franklin a roundabout at the same time -- roundabouts work great!	Thank you for expressing support for roundabouts as a safety and traffic flow solution. Your suggestion to consider constructing a roundabout at the Cherry Lane and Franklin Road intersection is appreciated. Although a roundabout at this location is not in the scope, the project team will share your comment with the planning and traffic engineering local partners, which has jurisdiction over many local roads. Public feedback is essential in helping identify potential improvements and prioritize funding for future project development. The project is programmed for construction in 2027.
23731	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.	Thank you for highlighting an important operational concern at the westbound I-84 off-ramp to Northside Boulevard. Your support for the upcoming project and your insight into how current traffic patterns affect safety and efficiency is appreciated. Congestion and queuing that can occur at this location, particularly due to the lane choices for drivers turning left onto Karcher Road versus continuing north on Northside Boulevard. As part of ongoing and future project planning, the project team will be evaluating ways to improve traffic flow and reduce backup onto the off-ramp. This includes reviewing potential design options, signage improvements, and lane configurations to better accommodate turning movements and through traffic. Your input is valuable and will be shared with our design and traffic engineering teams as they refine solutions for this interchange area. The project is programmed for construction in 2026.
24348	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.	Thank you for your suggestion regarding the construction of the new bridge. The importance of maintaining traffic flow and minimizing disruption to the traveling public during construction is recognized. The project team will carefully evaluate construction staging options during project development, and building a new structure adjacent to the existing bridge is often considered when feasible. This approach can allow the City to keep the roadway open and maintain local and regional access while the new bridge is being constructed. However, the final design and construction method may be limited by site constraints, safety requirements, environmental factors, and available funding. The project is programmed for construction in 2028.



24683	Please add bicycle lanes	<p>Thank you for your support for improved bicycle infrastructure along South 5th Avenue. The current scope of Project Key No. 24683 includes constructing approximately 3,000 feet of new sidewalk along the east side of South 5th Avenue from Jason Avenue to the Pocatello city limits, along with a 1,050-foot multi-use path through Constitution Park. The project also includes 13 ADA-compliant curb ramps with cast iron truncated domes. Sidewalks will be a minimum of 6 feet wide, and the multi-use path will be at least 10 feet wide to accommodate both pedestrians and cyclists within the park segment. While dedicated bike lanes are not included along the entire corridor in this phase, your suggestion is appreciated and the City of Pocatello and their project partners will consider this in future planning. Your feedback is valuable in guiding long-term multimodal improvements, and the project team thanks you for helping support a safer and more accessible transportation network. The project is programmed for design funding beginning in 2027, with construction scheduled for 2028.</p>
23024	Please add bicycle lanes	<p>Thank you for your support for improved bicycle infrastructure along South 5th Avenue. The current scope of Project Key No. 24683 includes constructing approximately 3,000 feet of new sidewalk along the east side of South 5th Avenue from Jason Avenue to the Pocatello city limits, along with a 1,050-foot multi-use path through Constitution Park. The project also includes 13 ADA-compliant curb ramps with cast iron truncated domes. Sidewalks will be a minimum of 6 feet wide, and the multi-use path will be at least 10 feet wide to accommodate both pedestrians and cyclists within the park segment. While dedicated bike lanes are not included along the entire corridor in this phase, your suggestion is appreciated and the City of Pocatello and their project partners will consider this in future planning. Your feedback is valuable in guiding long-term multimodal improvements, and the project team thanks you for helping support a safer and more accessible transportation network. The project is programmed for design funding beginning in 2027, with construction scheduled for 2028.</p>

24704	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.	Thank you for your support of the Idaho Canal Path project. The project team appreciates your recognition of the importance of this project for students and community members traveling between neighborhoods south of Idaho Falls, the new practice facility, and the existing pathway network. The project will improve non-motorized connectivity, provide a safe, accessible route for pedestrians and cyclists. Although the project will improve access south towards the practice facility, due to the current lack of property available along the canal where the path can be constructed, the project will not complete the connection to the planned practice facility. The final connection to the facility will require property that is unavailable to the local sponsor to acquire at this time, however the intent is to support the connection in the future when the ability to complete the connection become available. The project is programmed for construction in 2026.
24679	This path will provide greater connectivity for this part of the community. We need to keep pushing it up the canal!	Thank you for your support of the Idaho Canal Path extension from Lovejoy to Lincoln. The project team agrees that this project will provide much-needed connectivity for residents in this area and help link neighborhoods to the broader active transportation network in Idaho Falls. The project is programmed for design funding beginning in 2027, with construction scheduled for 2028.
24673	Pathways are important for connecting our community!	Thank you for your support for the Little Sand Path project. The project team agrees that pathways like this are essential for strengthening community connections by providing safe, accessible routes for walking, biking, and other non-motorized travel. The project is programmed for design funding beginning in 2027, with construction scheduled for 2028.
24704	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.	Thank you for taking the time to engage with the Idaho Transportation Investment Program (ITIP) process. The Idaho Canal Path project was submitted by the City of Idaho Falls as part of a locally driven effort to expand safe, multimodal infrastructure. While the new District 91 practice facility may generate some additional use, the purpose of this path is to improve broader community connectivity for pedestrians and cyclists along a key corridor that serves multiple neighborhoods and public facilities south of town. The route in question is on the area Connecting Our Community Plan that included public outreach to improve pedestrian and bicycle connectivity in the area. Funding for this project includes a combination of federal and local sources through ITD's Local Federal-Aid Program, with ITD oversight for compliance and project development. Project applications are evaluated and prioritized based on technical merit, safety benefits, community support, and planning consistency—not based on the location of any single facility. The project is programmed for construction in 2026.

24298	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.	Thank you for your support of the Myrtle Creek Bridge project on Westside Road in Boundary County. The project team agrees that this project is critical for maintaining safe and reliable access, particularly as Westside Road serves as an important secondary route to U.S. Highway 95 and a potential alternate corridor toward the Canadian border and Montana. The deteriorating condition of the bridge, along with the ongoing hillside stability issues, present real safety and access concerns that this project is intended to address. The project is programmed for design funding beginning in 2026, with construction scheduled for 2028.
24681	Please help McCall remain safe for pedestrians walking into town by funding the Wooley avenue improvements.	Thank you for your support of the Wooley Avenue Path project in McCall. The project team appreciates your emphasis on pedestrian safety and the importance of providing secure, accessible routes for residents and visitors walking into town. The project is programmed for design funding beginning in 2026, with construction scheduled for 2028.
24681	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.	Thank you for sharing your personal experience and for your strong support of the Wooley Avenue Path project. The project team is very sorry to hear about the close call you experienced and appreciate your thoughtful comments highlighting the real safety challenges faced by pedestrians and cyclists along this corridor. Your concerns are precisely why this project is a priority. Multimodal safety is the key goal and appropriate pathway separation, and other safety devices, striping and signage will be implemented as to accomplish this goal". The City of McCall, is committed to advancing infrastructure that reduces conflict between vehicles, pedestrians, and bicyclists, especially in areas where children and families travel frequently. Your input helps reinforce the urgency and importance of building safer, more accessible transportation options for all. The project is programmed for design funding beginning in 2026, with construction scheduled for 2028.
24760	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?	Thank you for bringing the map location concern to our attention. ITD will review the interactive map to ensure the project marker accurately reflects the location of the Naples Bridge on Old Highway 95 over Deep Creek. This project is a feasibility and planning-only effort intended to evaluate the existing bridge's condition and determine options for future replacement or rehabilitation. The planning phase includes structural assessments, preliminary design alternatives, environmental and right-of-way considerations, and cost estimating to support future funding and programming decisions. This work is an important step in ensuring long-term safety and reliability for residents and travelers in the Naples area. The planning study is programmed to begin in 2026.

24681	<p>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.</p>	<p>Thank you for highlighting the daily realities faced by residents, visitors, and young pedestrians along Wooley Avenue. The project team appreciates your support for the path improvement project and your firsthand perspective as a local commuter. Your feedback reinforces the urgency and value of moving this project forward. The team is grateful for your engagement in helping make McCall's streets safer and more accessible. The project is programmed for construction in 2028.</p>
23024	<p>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.</p>	<p>Thank you for your support of the Pole Line Road improvement project. The project team appreciates your comments and agrees that this corridor plays an important role in local mobility and safety. Your concerns about pedestrian safety and traffic delays—particularly at locations with high turning movement volumes—are well noted and align with the objectives of this project. The planned improvements are aimed at addressing these very issues by enhancing traffic flow, improving pedestrian infrastructure, and increasing safety for all users. The project is programmed for construction in 2029.</p>
25060	<p>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</p>	<p>Blaine County leaders know Gannett Road is one of the busiest roads in the area and have been working diligently to find a way to make it safer and more reliable. With new grant funding available, the County applied for improvements to the entire 12-mile stretch, focusing first on the section from Highway 20 toward Gannett due to its narrow lanes, steep drop-offs, and rough spots. While the road is still in fair condition thanks to regular maintenance, it needs major upgrades that can't be done with local funds alone. Other agencies, like ITD and the City of Bellevue, will handle improvements at the north end. Some residents have raised concerns about timing and maintenance, but this grant offers a chance to finally tackle long-standing issues. Design work will start in 2027, and the public will be invited to give input on features such as wider shoulders for bikes and gentler slopes. The goal is to create a safer, smoother road that better serves the community.</p>

20100	<p>Have a Daily Traffic Counter ever been installed on High Valley road ? Living on &amp; 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 &amp; 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.</p>	<p>Thank you for providing insight as a local resident familiar with both the Ola Highway and High Valley Road corridors. The project team appreciates your observations regarding traffic patterns, growth in full-time residency, and increased recreational and commercial use in the area. Traffic volumes and usage are key considerations in project selection and prioritization. Your concerns about the accuracy of current traffic count data on High Valley Road have been noted, and the team will coordinate with the planning partners to assess the need for updated counts or traffic studies in that corridor. While the Ola Highway segment currently under design was prioritized based on safety, pavement condition, and available data at the time of programming, the project team understands the importance of ensuring that investment decisions reflect current conditions and emerging demands. The project is programmed for construction in 2027.</p>
23911	<p>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.</p>	<p>Thank you for expressing your concerns about roadway safety along State Highway 200 (SH-200) between Sandpoint and the Montana border. To clarify, the McNearney Road Paths project is a local road transportation project sponsored by the City of Ponderay and funded through the Local Federal-Aid Program. These types of projects are locally prioritized based on community needs such as safe pedestrian access, school routes, and non-motorized connectivity. In contrast, SH-200 is part of Idaho's state highway system and falls under the direct jurisdiction of the Idaho Transportation Department (ITD). Your concern about guardrails along SH-200 has been noted and will be shared with ITD's District 1 maintenance and engineering teams for further review as part of our ongoing roadway safety assessments and prioritization. The project is programmed for construction in 2026.</p>
24681	<p>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.</p>	<p>Thank you for your interest in the Wooley Avenue Path extension project. Your support as a local homeowner and frequent user of McCall's pedestrian and biking network is appreciated. This project, sponsored in coordination with the City of McCall, is designed to improve non-motorized access and safety by extending a pedestrian and bicycle pathway along Wooley Avenue from Davis Avenue to Divot Lane. The corridor serves as a key link between neighborhoods like Hearthstone and the downtown core, and the planned improvements aim to enhance walkability, bike access, and safety for all users—including families and pet owners. As the project progresses, additional design details and timelines will be shared through the City's public outreach platforms. The project team encourages you to stay involved, and thank you for supporting a more connected and accessible McCall. The project is programmed for construction in 2028.</p>

24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. Hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure is appreciated. The project is programmed for construction in 2028.</p>
24681	<p>Great idea. I'm all for the idea.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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 🙌!</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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!</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>

24681	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.	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	Great idea! Will make walking to town safer and save gas.	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24647	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.	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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.	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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!	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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!!	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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!	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.

24681	<p>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</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>Thank you for taking on this much needed safety project!!</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>Please build the pathway. We have been asking for this for years. Strongly support.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>I support a pedestrian walkway on Wooley from the boardwalk to Davis</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>



24681	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!	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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.	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
24681	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	Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.
23023	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.	Thank you for sharing your experience as a daily user of Elm Street. The project team appreciates your detailed suggestions to improve safety and enhance the character of this corridor. The concerns you've raised, particularly around speeding, pedestrian safety near the school, and the need for traffic calming measures are important considerations as the project advances. While the current scope focuses on roadway and pedestrian improvements, your input regarding features such as curb extensions, landscaped buffer strips, upgraded lighting, and a signalized school crosswalk will be shared with the design team. The project is currently in the design stages and construction is scheduled to begin in 2026
24681	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.	Thank you for sharing your experience using the existing Wooley Avenue path and boardwalk. The project team is glad to hear it's a valued part of your daily routine, and understand your concern about the section that currently lacks safe pedestrian access. The planned extension of the shared-use path is designed specifically to address these safety concerns by providing a continuous, separated route for people walking dogs, biking, or simply traveling on foot. The project is programmed for construction in 2028.
24985	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.	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.

24647	<p>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.</p>	<p>Thank you for your interest in improving mobility in the Coeur d'Alene and Post Falls area. Project Key No. 24647 is a locally sponsored project led by the City of Coeur d'Alene and focuses on improvements to Atlas Road between Seltice Way and Hanley Avenue. This project does not include the construction of a new bridge or the addition of on/off ramps to I-90 at Atlas Road. The team understand your concern regarding limited interstate access between Coeur d'Alene and Post Falls, especially given the area's continued growth. Interstate interchange improvements and new access points fall under the jurisdiction of the Idaho Transportation Department and require significant planning, funding, and coordination with regional partners and federal highway authorities. Your comment and suggestion will be shared with ITD's District 1 long-range planning team as they assess future capacity needs and possible solutions for improving traffic flow along I-90, US-95, and SH-41. The project is programmed for design funding beginning in 2029; however, construction is unfunded at this time.</p>
	<p>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.</p>	<p>Thank you for your support of the planned improvements along SH-33. The project team is glad to hear your enthusiasm for the upcoming shoulder work and recognizes the value of enhancing regional access—particularly with the planned river crossing improvements in the Rexburg area. Your suggestion to add left-turn lanes at 3000 W and 4000 W is appreciated and will be shared with the planning and traffic engineering teams. These types of intersection enhancements are important for improving safety and traffic flow, especially as the area continues to grow. The project is currently in the design stages and construction is scheduled to begin in 2026</p>
24681	<p>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.</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>
24681	<p>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!</p>	<p>Thank you for your support of the Wooley Avenue Path project. The project team appreciates hearing from community members like you who regularly use this corridor and understand the day-to-day benefits of improved pedestrian and bicycle infrastructure. The project is programmed for construction in 2028.</p>

24692	Strongly support this, currently this is a narrow road with steep embankments that is heavily used by bikes, walkers and others.	Thank you for your strong support for the Lakeshore Drive Shared Path project. The project team appreciates your recognition of the current challenges along this corridor, particularly the narrow roadway and steep embankments that create safety concerns for pedestrians, bicyclists, and other non-motorized users. This project is designed to provide a separated shared-use path that enhances safety and accessibility along a well-used stretch of roadway. The project is programmed to begin Design in 2026 and construction will begin in 2028
22435	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!	Thank you for sharing your experience with traffic conditions at the Hayden Avenue and Meyer Road intersection. The project team understands the growing concerns regarding congestion, driver impatience, and the potential for crashes—particularly during peak hours. Your observations are appreciated. The intersection improvement project is currently programmed for development and construction in 2028 through the Idaho Transportation Investment Program (ITIP), based on available funding and project prioritization across the state. Your feedback will be shared with the project team. The project team understands that the area is experiencing rapid growth, and your input helps reinforce the urgency and potential safety benefits of accelerating the timeline, if feasible.
23028	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.	Thank you for supporting improvements along Prairie Avenue. The project team understands your concerns. Both projects have been identified as priorities by the Post Falls Highway District due to regional growth and increased traffic volumes. While Prairie Avenue is currently programmed for improvements, the Meyer & Hayden intersection is also included in the Idaho Transportation Investment Program (ITIP) as Project Key No. 22435, with the project currently in the design stages and construction scheduled for 2028. Your comment reinforces the importance of that intersection and will be shared with the Post Falls Highway District as they continue to evaluate project sequencing and opportunities for acceleration if resources become available.
23736	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.	Thank you for your support for the 100 West Road improvement project. Your recognition of the importance of this corridor, especially for accommodating large trucks serving dairies and agricultural operations in the Golden Valley area is appreciated. The project team agrees that this project is long overdue and are pleased to see it moving forward. Improving the safety and capacity of this route will support local industry, enhance freight movement, and benefit the overall transportation network in the region. The project is currently in the design stages and construction will begin this year in 2025

22922	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.	Thank you for taking the time to review the Idaho Transportation Investment Program (ITIP). The project team understands your concern regarding the limited detail provided in the program description. Project Key No. 22922 funds a Safe Routes to School (SRTS) Coordinator position and related education and outreach activities within Canyon County. The coordinator works with local schools, cities, and law enforcement agencies to promote safe walking and biking routes for students through planning, safety education, events like Walk to School Day, and community engagement. While this specific project does not fund infrastructure improvements, it supports countywide non-infrastructure activities aimed at improving student safety and encouraging active transportation to and from school.
23421	Interesting. The title says Canyon County. Lake Lowell is in Canyon County. But the information in your "box" says Ada County.	Thank you for reviewing the project details. Your attention to the listed location and confusion is recognized. While Lake Lowell and the main portion of the Deer Flat National Wildlife Refuge are located in Canyon County, this specific project is located at the Deer Flat Parking Area in Ada County, which is a separate access point associated with the refuge. The project is correctly coded to Ada County, and the project title will be reviewed to ensure it more clearly reflects the specific location in future updates.
23731	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.	Thank you for highlighting the unique traffic demands at the Northside Boulevard and Karcher Road intersection. The project team recognizes that this location serves a high volume of truck traffic, including oversized agricultural and industrial vehicles such as sugar beet haulers. The proposed roundabout is being designed with those vehicle types in mind. Accommodating larger commercial vehicles is a key part of the design criteria to ensure safe and efficient movement through the intersection for all users. The design will include appropriate lane widths, truck aprons, and turning radii to support large freight and agricultural vehicles commonly using this corridor.
20777	This stretch of road is Clearwater Highway District jurisdiction. I believe this is an error.	Thank you for pointing out the jurisdictional details of Dent Bridge Road. You are correct that this segment of roadway is under the jurisdiction of the Clearwater Highway District. However, this project is being sponsored by Clearwater County through the Federal Lands Access Program (FLAP) to address improvements along Dent Bridge Road that support access to federal lands in the area.
23880	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.	Thank you for sharing your concerns about the condition and safety of a State Highway 41 (SH-41) in Bonner County. To clarify, SH-41 is under the jurisdiction of the Idaho Transportation Department (ITD), and while Project 23880 addresses safety improvements to the Spirit Lake Cutoff Road (a locally managed roadway), your concerns will be shared with ITD's District 1 Staff.

24615	The City listed in the project listing is the City of Burley not the City of Heyburn	Thank you for reviewing the project details in the Idaho Transportation Investment Program (ITIP). The project team appreciates your attention to the jurisdictional boundaries involved in this project. While a small portion—approximately 1%—of the project does extend into the City of Heyburn, the vast majority—about 99%—is located within the City of Burley. For that reason, Burley is listed as the lead jurisdiction for this project in the ITIP.
24675	Please include ADA compliant truncated domes at pedestrian crossings and include continental crosswalks with inlay or thermoplastic tape if available. There are low vision residents/students who will access this area.	Thank you for emphasizing the importance of accessibility and visibility in pedestrian infrastructure in your comment. Your advocacy for inclusive design that supports low-vision residents and students in the Firth community is appreciated. Your recommendations regarding the installation of ADA-compliant truncated domes at pedestrian crossings and the use of continental crosswalks with inlay or thermoplastic tape have been noted. The project team will be utilizing truncated domes at all ADA accessible ramps as well as thermoplastic markings at all associated pedestrian crossings. Enhancing pedestrian safety and accessibility is a key priority, and your feedback plays an important role in ensuring these features are prioritized where feasible. The project is programmed to begin Design in 2027 and construction will begin in 2028
24681	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!	Thank you for your comment and for sharing your experience as a frequent visitor to McCall. We're glad to hear that you enjoy walking into town and that the existing boardwalk along Wooley Avenue has been a positive part of your visits. The project team recognizes that the section beyond the boardwalk currently lacks pedestrian-friendly features, and this project is specifically aimed at improving that gap. The planned path extension will create a continuous, safer, and more enjoyable walking route between Davis Avenue and Divot Lane. Your support reinforces the importance of this improvement for both residents and visitors.
23731	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.	Thank you for highlighting the unique traffic demands at the Northside Boulevard and Karcher Road intersection. The project team recognizes that this location serves a high volume of truck traffic, including oversized agricultural and industrial vehicles such as sugar beet haulers. The proposed roundabout is being designed with those vehicle types in mind. Accommodating larger commercial vehicles is a key part of the design criteria to ensure safe and efficient movement through the intersection for all users. The design will include appropriate lane widths, truck aprons, and turning radii to support large freight and agricultural vehicles commonly using this corridor.
63		

COMPASS Project ITIP Comments 2025		
KN	Comments	Response
24985	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.	COMPASS: Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.
24985	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.	COMPASS: Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.
23095	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 providing an opportunity for feedback. Many thanks Kathy Corless	COMPASS: Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.
24702	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.	COMPASS: Thank you for your comments; they will be shared with the City of Garden City and the COMPASS Board of Directors.

24653	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.	COMPASS: Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.
24222	This project is much needed to improve the Greenbelt and encourage access, especially with the new improvements going in at the Fairgrounds.	COMPASS: Thank you for your comments; they will be shared with the City of Garden City and the COMPASS Board of Directors.
	6	

ACHD Project ITIP Comments 2025		
KN	Comments	Response
24985	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.	Thank you for your comments; they will be shared with the Ada County Highway District
24222	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.	Thank you for your comments; they will be shared with the Ada County Highway District
24099	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.	Thank you for your comments; they will be shared with the Ada County Highway District
	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.	Thank you for your comments; they will be shared with the Ada County Highway District
	Cherry lane needs to be regraded and repaved between star rd and Franklin. That's the roughest stretch of Road in Canyon County.	Thank you for your comments; they will be shared with the Ada County Highway District
	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.	Thank you for your comments; they will be shared with the Ada County Highway District
	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.	Thank you for your comments; they will be shared with the Ada County Highway District



	<p>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.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District</p>
24099	<p>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?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District</p>
	6	

Aero Project ITIP Comments 2025		
KN	Comments	Response
23452	This is a key acquisition for maintaining access to an increasingly busy airport and gateway to the Wilderness area	Thank you for the recent inquiries about the cascade airport concerning land acquisition and expansion of the airport grounds for a variety of reasons. The state Aeronautics division has no authority to govern what the local owner/operator of an airport would like to expend their time and resources on. Pending what funding revenue, the airport garners which in case Cascade is a federally funded airport they must abide by FAA regulations on what must come first as to funding. Runways always are priority, then taxiways and aprons then down the list it goes. With Cascades 5-year short-term planning they have determined that rehabilitation of the taxiway and acquiring snow removal equipment takes top priority over the next two years (FY26-27). Then it is various equipment and planning for upgrading the safety standards at the airport (FY 28-31). In FY 32 is it slated to acquire easements for approaches. This planning tool is updated every year and could change year to year. Please work with the local authorities who operate the airport to voice your concerns. If you have any follow up questions, please contact me.
23452	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.	Thank you for the recent inquiries about the cascade airport concerning land acquisition and expansion of the airport grounds for a variety of reasons. The state Aeronautics division has no authority to govern what the local owner/operator of an airport would like to expend their time and resources on. Pending what funding revenue, the airport garners which in case Cascade is a federally funded airport they must abide by FAA regulations on what must come first as to funding. Runways always are priority, then taxiways and aprons then down the list it goes. With Cascades 5-year short-term planning they have determined that rehabilitation of the taxiway and acquiring snow removal equipment takes top priority over the next two years (FY26-27). Then it is various equipment and planning for upgrading the safety standards at the airport (FY 28-31). In FY 32 is it slated to acquire easements for approaches. This planning tool is updated every year and could change year to year. Please work with the local authorities who operate the airport to voice your concerns. If you have any follow up questions, please contact me.
	2	

Environmental Project ITIP Comments 2025		
KN	Comments	Response
	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?	There is no opportunity to suggest state investment towards wildlife crossings in the ITIP, but ITD is aware that surrounding states have invested in state funding opportunities for wildlife crossings. ITD is currently exploring options for state funding opportunities.
	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.	ITD collaborates at all levels with partners to improve project permitting, efficiency, and baseline knowledge. Key partners supporting environmental aspects of ITD projects and programs include Idaho Department of Fish and Game (IDFG), Governor's Office of Species Conservation (OSC), Federally Recognized Idaho Tribes, US Fish and Wildlife Service (USFWS), US Army Corps of Engineers (USACE), Bureau of Land Management (BLM), and others. Additionally, ITD's and IDFG's new transportation liaison is further enhancing project and program collaboration between partners. ITD routinely considers and incorporates wildlife-friendly design details into transportation projects and planning processes where feasible. These details can include temporary or permanent wildlife signage, wildlife crossing structures, advanced wildlife detection systems, and barrier fencing or wildlife-friendly fencing. As dedicated wildlife passage federally funded programs end, ITD will explore new broad-based partnership and innovative funding sources to address wildlife-vehicle collisions, habitat connectivity, and resiliency including focusing on other low-cost solutions. For example, ITD aims to retrofit existing infrastructure for wildlife and fish passage while minimizing costs and avoiding impacts to the schedule and scope of the project. Thank you again for your input on our FY26 ITIP. Please follow future iterations of the ITIP to track project-level funding and identification of specific projects.
	2	

OGA Project ITIP Comments 2025		
KN	Comments	Response
	<p>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</p>	<p>Good morning, Mr. Prouty. This email is in response to your comments you sent to the Idaho Transportation Department concerning e-bikes and transportation planning. The decision whether to regulate qualifications for operating e-bikes (and comparable modes of transportation) would be up to the legislature. The department would not independently establish any provisions related to this. The majority of Idaho bicycle laws can be found in Title 49, Chapter 7. These are primarily related to rules of the road, not rider qualifications. Cities may have ordinances concerning e-bikes. For example, Boise has a several sections covering e-bikes and similar modes of transportation - CHAPTER 13 BICYCLES, E-BIKES, AND E-SCOOTERS. Again, however, these ordinances appear to cover operational allowances, not rider qualifications. Please let me know if you have any further questions or comments. We appreciate your feedback.</p>
	1	



August 28, 2025

Idaho Conservation League  
Attn: Jeff Abrams  
710 N. 6th Street  
Boise, ID 83702

Re: Response to Comments on Idaho Transportation Department 2025-2032 Idaho  
Transportation Investment Program

Dear Idaho Conservation League:

Thank you for taking the time to provide feedback on the Idaho Transportation Department's (ITD) FY26 Idaho Transportation Investment Program (ITIP). Idaho Conservation League's comments are valued and will be considered in ITD's future project planning processes. We encourage your continued involvement in project planning to support the future construction of wildlife crossing projects within Idaho.

The ITIP is a state document that guides ITD investments through various funding programs (including state and federal funds). The ITIP does not identify program level improvements but rather identifies priority projects within the state and specifies the funding currently allocated to them.

ITD is happy to provide the following responses to your comments.

**Inter- and Intra-Agency Collaboration**

ITD collaborates at all levels with partners to improve project permitting, efficiency, and baseline knowledge. Key partners supporting environmental aspects of ITD projects and programs include Idaho Department of Fish and Game (IDFG), Governor's Office of Species Conservation (OSC), Federally Recognized Idaho Tribes, US Fish and Wildlife Service (USFWS), US Army Corps of Engineers (USACE), Bureau of Land Management (BLM), and others.

ITD additionally participates in a state interagency work group, WildPath, with IDFG, OSC, Idaho Department of Lands (IDL), and Local Highway Technical Assistance Council (LHTAC), which facilitates communication between interested agencies, coordinates efforts in wildlife and fish passage within the transportation system, identifies priority areas for coordination, and prepares grant applications to bring the greatest benefit to the state.

Furthermore, IDFG provides technical assistance to ITD to aid in their decision-making processes about transportation projects and their potential effects on fish, wildlife, and botanical resources, including opportunities to avoid, minimize, and mitigate adverse effects. ITD District Environmental Planners additionally encourage avoiding or minimizing adverse environmental impacts including on Species of Greatest Conservation Need (SGCN) identified in IDFG's State



Wildlife Action Plan (SWAP). ITD's and IDFG's new transportation liaison is further enhancing project and program collaboration between partners.

### **Funding**

ITD continuously evaluates funding opportunities to address wildlife-vehicle collisions, habitat connectivity, and resiliency of infrastructure including through federal grant programs like the Wildlife Crossing Pilot Program; Highway Safety Improvement Program; Bridge Investment Program; National Culvert Removal, Replacement and Restoration Program; National Fish Passage Program; Surface Transportation Block Grant Program; Federal Lands Access Program; Federal Lands Transportation Program; and the Transportation Alternatives Program, among others. As these federal programs end, ITD will explore new broad-based partnership and innovative funding sources to address wildlife-vehicle collisions, habitat connectivity, and resiliency in the future.

With many surrounding states establishing state funds for wildlife crossings, ITD is open to exploring options for specific state funding for wildlife crossings. However, state agencies cannot lobby or encourage legislative bodies or elected officials to pass legislation on funding or support for wildlife crossings. We encourage supporters of these improvements to engage with their local elected officials.

### **Collecting and Applying Best Available Data**

Although the ITIP does not direct program-level data collection, ITD uses the best available data and information to address potential adverse effects, including wildlife-vehicle collisions, of Idaho's transportation system on fish, wildlife, and botanical resources, and is currently participating in research studies to that effect.

For example, ITD and IDFG developed a wildlife-vehicle collision application to record roadside carcasses. ITD is continually improving methods on how to encourage increased usage of the application and other means of consistent collection of carcass data within the state.

Additionally, ITD just completed a survey effort as a monitoring requirement under the Monarch CCAA and intends to share all data collected during that effort with IDFG.

Finally, ITD is updating a study with Dr. Patricia Cramer with current data to inform wildlife-vehicle mitigation projects now and in the future. ITD currently applies Dr. Patricia Cramer's 2014 Report, *Methodology for Prioritizing Appropriate Mitigation Actions to Reduce Wildlife-Vehicle Collisions on Idaho Highways*, when considering wildlife-vehicle collision mitigation projects. The updated report should be finalized in fall 2025 and will include big game migration and movement information, and produce interactive maps which will be made available to the public.



**Improving Safety & Connectivity through Structures and Mitigation Practices**

To improve motorist safety and provide increased habitat connectivity, ITD routinely considers and incorporates wildlife-friendly design details into transportation projects and planning processes where feasible. These details can include temporary or permanent wildlife signage, wildlife crossing structures, advanced wildlife detection systems, and barrier fencing or wildlife-friendly fencing.

ITD's internal work group, which consists of bridge/culvert engineers, hydrologists, environmental planners, and biologists, strategically apply project design details to improve wildlife and aquatic organism passage through our road system. Without dedicated state funding for larger "flagship" structures, ITD is focusing on other low-cost solutions. For example, ITD aims to retrofit existing infrastructure for wildlife and fish passage while minimizing costs and avoiding impacts to the schedule and scope of the project. Drafts of design details for retrofitting existing bridges with wildlife benches for wildlife passage have already been finalized. Future design details may include funnel/barrier wildlife fencing, culvert shelving for small mammal passage, and aquatic organism passage.

Thank you again for your input on our FY26 ITIP. Please follow future iterations of the ITIP to track project-level funding and identification of specific projects. While the department welcomes your comments on the draft ITIP, I encourage your organization to continue to engage at the project level as well, including through participation at local public meetings and reviewing project documentation. Additional information about specific projects and their public engagement opportunities can be found at <https://itdprojects.idaho.gov/>.

Best regards,

Julie Hausknecht  
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Idaho Transportation Department  
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August 28, 2025

Idaho Wildlife Federation  
Attn: Garret Visser  
1020 W Main St Suite 450  
Boise, Idaho 83702

Re: Response to Comments on Idaho Transportation Department's Idaho Transportation Investment Program

Dear Idaho Wildlife Federation:

Thank you for taking the time to provide feedback on the Idaho Transportation Department's (ITD) FY26 Idaho Transportation Investment Program (ITIP). Idaho Wildlife Federation's comments are valued and will be considered in ITD's future project planning processes. We encourage your continued involvement in project planning to support the future construction of wildlife crossing projects within Idaho.

The ITIP is a state document that guides ITD investments through various funding programs (including state and federal funds). The ITIP does not identify program level improvements but rather identifies priority projects within the state and specifies the funding currently allocated to them.

ITD is happy to provide the following responses to your comments.

**Inter- and Intra-Agency Collaboration**

ITD collaborates at all levels with partners to improve project permitting, efficiency, and baseline knowledge. Key partners supporting environmental aspects of ITD projects and programs include Idaho Department of Fish and Game (IDFG), Governor's Office of Species Conservation (OSC), Federally Recognized Idaho Tribes, US Fish and Wildlife Service (USFWS), US Army Corps of Engineers (USACE), Bureau of Land Management (BLM), and others.

ITD additionally participates in a state interagency work group, WildPath, with IDFG, OSC, Idaho Department of Lands (IDL), and Local Highway Technical Assistance Council (LHTAC), which facilitates communication between interested agencies, coordinates efforts in wildlife and fish passage within the transportation system, identifies priority areas for coordination, and prepares grant applications to bring the greatest benefit to the state.

Furthermore, IDFG provides technical assistance to ITD to aid in their decision-making processes about transportation projects and their potential effects on fish, wildlife, and botanical resources, including opportunities to avoid, minimize, and mitigate adverse effects. ITD District Environmental Planners additionally encourage avoiding or minimizing adverse environmental impacts including on Species of Greatest Conservation Need (SGCN) identified in IDFG's State





Wildlife Action Plan (SWAP). ITD's and IDFG's new transportation liaison is further enhancing project and program collaboration between partners.

### **Funding**

ITD continuously evaluates funding opportunities to address wildlife-vehicle collisions, habitat connectivity, and resiliency of infrastructure including through federal grant programs like the Wildlife Crossing Pilot Program; Highway Safety Improvement Program; Bridge Investment Program; National Culvert Removal, Replacement and Restoration Program; National Fish Passage Program; Surface Transportation Block Grant Program; Federal Lands Access Program; Federal Lands Transportation Program; and the Transportation Alternatives Program, among others. As these federal programs end, ITD will explore new broad-based partnership and innovative funding sources to address wildlife-vehicle collisions, habitat connectivity, and resiliency in the future.

With many surrounding states establishing state funds for wildlife crossings, ITD is open to exploring options for specific state funding for wildlife crossings. However, state agencies cannot lobby or encourage legislative bodies or elected officials to pass legislation on funding or support for wildlife crossings. We encourage supporters of these improvements to engage with their local elected officials.

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Although the ITIP does not direct program-level data collection, ITD uses the best available data and information to address potential adverse effects, including wildlife-vehicle collisions, of Idaho's transportation system on fish, wildlife, and botanical resources, and is currently participating in research studies to that effect.

For example, ITD and IDFG developed a wildlife-vehicle collision application to record roadside carcasses. ITD is continually improving methods on how to encourage increased usage of the application and other means of consistent collection of carcass data within the state.

Finally, ITD is updating a study with Dr. Patricia Cramer with current data to inform wildlife-vehicle mitigation projects now and in the future. ITD currently applies Dr. Patricia Cramer's 2014 Report, *Methodology for Prioritizing Appropriate Mitigation Actions to Reduce Wildlife-Vehicle Collisions on Idaho Highways*, when considering wildlife-vehicle collision mitigation projects. The updated report should be finalized in fall 2025 and will include big game migration and movement information, and produce interactive maps which will be made available to the public.

### **Improving Safety & Connectivity through Structures and Mitigation Practices**

To improve motorist safety and provide increased habitat connectivity, ITD routinely considers and incorporates wildlife-friendly design details into transportation projects and planning processes where feasible. These details can include temporary or permanent wildlife signage,



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**IDAHO TRANSPORTATION DEPARTMENT**

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wildlife crossing structures, advanced wildlife detection systems, and barrier fencing or wildlife-friendly fencing.

ITD's internal work group, which consists of bridge/culvert engineers, hydrologists, environmental planners, and biologists, strategically apply project design details to improve wildlife and aquatic organism passage through our road system. Without dedicated state funding for larger "flagship" structures, ITD is focusing on other low-cost solutions. For example, ITD aims to retrofit existing infrastructure for wildlife and fish passage while minimizing costs and avoiding impacts to the schedule and scope of the project. Drafts of design details for retrofitting existing bridges with wildlife benches for wildlife passage have already been finalized. Future design details may include funnel/barrier wildlife fencing, culvert shelving for small mammal passage, and aquatic organism passage.

Thank you again for your input on our FY26 ITIP. Please follow future iterations of the ITIP to track project-level funding and identification of specific projects. While the department welcomes your comments on the draft ITIP, I encourage your organization to continue to engage at the project level as well, including through participation at local public meetings and reviewing project documentation. Additional information about specific projects and their public engagement opportunities can be found at <https://itdprojects.idaho.gov/>.

Best regards,

*Julie Hausknecht*

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August 28, 2025

Greater Yellowstone Coalition  
Attn: Tom Hallberg  
60 E. Little Ave.  
P.O. Box 1072  
Driggs, ID 83422

Re: Response to Comments on Idaho Transportation Department 2025-2032 Idaho  
Transportation Investment Program

Dear Greater Yellowstone Coalition:

Thank you for taking the time to provide feedback on the Idaho Transportation Department's (ITD) FY26 Idaho Transportation Investment Program (ITIP). Greater Yellowstone Coalition's comments are valued and will be considered in ITD's future project planning processes. We encourage your continued involvement in project planning to support the future construction of wildlife crossing projects within Idaho.

The ITIP is a state document that guides ITD investments through various funding programs (including state and federal funds). The ITIP does not identify program level improvements but rather identifies priority projects within the state and specifies the funding currently allocated to them.

ITD is happy to provide the following responses to your comments.

**Inter- and Intra-Agency Collaboration**

ITD collaborates at all levels with partners to improve project permitting, efficiency, and baseline knowledge. Key partners supporting environmental aspects of ITD projects and programs include Idaho Department of Fish and Game (IDFG), Governor's Office of Species Conservation (OSC), Federally Recognized Idaho Tribes, US Fish and Wildlife Service (USFWS), US Army Corps of Engineers (USACE), Bureau of Land Management (BLM), and others.

ITD additionally participates in a state interagency work group, WildPath, with IDFG, OSC, Idaho Department of Lands (IDL), and Local Highway Technical Assistance Council (LHTAC), which facilitates communication between interested agencies, coordinates efforts in wildlife and fish passage within the transportation system, identifies priority areas for coordination, and prepares grant applications to bring the greatest benefit to the state.

Furthermore, IDFG provides technical assistance to ITD to aid in their decision-making processes about transportation projects and their potential effects on fish, wildlife, and botanical resources, including opportunities to avoid, minimize, and mitigate adverse effects. ITD District Environmental Planners additionally encourage avoiding or minimizing adverse environmental



impacts including on Species of Greatest Conservation Need (SGCN) identified in IDFG's State Wildlife Action Plan (SWAP). ITD's and IDFG's new transportation liaison is further enhancing project and program collaboration between partners.

### **Funding**

ITD continuously evaluates funding opportunities to address wildlife-vehicle collisions, habitat connectivity, and resiliency of infrastructure including through federal grant programs like the Wildlife Crossing Pilot Program; Highway Safety Improvement Program; Bridge Investment Program; National Culvert Removal, Replacement and Restoration Program; National Fish Passage Program; Surface Transportation Block Grant Program; Federal Lands Access Program; Federal Lands Transportation Program; and the Transportation Alternatives Program, among others. As these federal programs end, ITD will explore new broad-based partnership and innovative funding sources to address wildlife-vehicle collisions, habitat connectivity, and resiliency in the future.

With many surrounding states establishing state funds for wildlife crossings, ITD is open to exploring options for specific state funding for wildlife crossings. However, state agencies cannot lobby or encourage legislative bodies or elected officials to pass legislation on funding or support for wildlife crossings. We encourage supporters of these improvements to engage with their local elected officials.

### **Collecting and Applying Best Available Data**

Although the ITIP does not direct program-level data collection, ITD uses the best available data and information to address potential adverse effects, including wildlife-vehicle collisions, of Idaho's transportation system on fish, wildlife, and botanical resources, and is currently participating in research studies to that effect.

For example, ITD and IDFG developed a wildlife-vehicle collision application to record roadside carcasses. ITD is continually improving methods on how to encourage increased usage of the application and other means of consistent collection of carcass data within the state.

Finally, ITD is updating a study with Dr. Patricia Cramer with current data to inform wildlife-vehicle mitigation projects now and in the future. ITD currently applies Dr. Patricia Cramer's 2014 Report, *Methodology for Prioritizing Appropriate Mitigation Actions to Reduce Wildlife-Vehicle Collisions on Idaho Highways*, when considering wildlife-vehicle collision mitigation projects. The updated report should be finalized in fall 2025 and will include big game migration and movement information, and produce interactive maps which will be made available to the public.

### **Improving Safety & Connectivity through Structures and Mitigation Practices**

To improve motorist safety and provide increased habitat connectivity, ITD routinely considers and incorporates wildlife-friendly design details into transportation projects and planning processes where feasible. These details can include temporary or permanent wildlife signage,



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wildlife crossing structures, advanced wildlife detection systems, and barrier fencing or wildlife-friendly fencing.

ITD's internal work group, which consists of bridge/culvert engineers, hydrologists, environmental planners, and biologists, strategically apply project design details to improve wildlife and aquatic organism passage through our road system. Without dedicated state funding for larger "flagship" structures, ITD is focusing on other low-cost solutions. For example, ITD aims to retrofit existing infrastructure for wildlife and fish passage while minimizing costs and avoiding impacts to the schedule and scope of the project. Drafts of design details for retrofitting existing bridges with wildlife benches for wildlife passage have already been finalized. Future design details may include funnel/barrier wildlife fencing, culvert shelving for small mammal passage, and aquatic organism passage.

Thank you again for your input on our FY26 ITIP. Please follow future iterations of the ITIP to track project-level funding and identification of specific projects. While the department welcomes your comments on the draft ITIP, I encourage your organization to continue to engage at the project level as well, including through participation at local public meetings and reviewing project documentation. Additional information about specific projects and their public engagement opportunities can be found at <https://itdprojects.idaho.gov/>.

Best regards,

Julie Hausknecht  
Associate Wildlife Biologist®  
Idaho Transportation Department  
P.O. Box 7129  
Boise, ID 83707-1129  
(208) 334-8472  
[Julie.Hausknecht@itd.idaho.gov](mailto:Julie.Hausknecht@itd.idaho.gov)



August 28, 2025

Theodore Roosevelt Conservation Partnership  
Attn: Rob Thornberry  
725 W. Alder St., Suite 1  
Missoula, MT 59802

Re: Response to Comments on Idaho Transportation Department's Idaho Transportation Investment Program

Dear Theodore Roosevelt Conservation Partnership:

Thank you for taking the time to provide feedback on the Idaho Transportation Department's (ITD) FY26 Idaho Transportation Investment Program (ITIP). Theodore Roosevelt Conservation Partnership's comments are valued and will be considered in ITD's future project planning processes. We encourage your continued involvement in project planning to support the future construction of wildlife crossing projects within Idaho.

The ITIP is a state document that guides ITD investments through various funding programs (including state and federal funds). The ITIP does not identify program level improvements but rather identifies priority projects within the state and specifies the funding currently allocated to them.

ITD is happy to provide the following responses to your comments.

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Best regards,

Julie Hausknecht  
Associate Wildlife Biologist®  
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[Julie.Hausknecht@itd.idaho.gov](mailto:Julie.Hausknecht@itd.idaho.gov)





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

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

## Subject

FFY 2025 ITD Redistribution and Local Public Agency End of Year Closeout.		
Key Number N/A	District N/A	Route Number N/A

## Background Information

The purpose of this item is to inform the Board of the final Federal Fiscal Year 2025 Federal Formula Obligation Authority (OA) received from the Federal Highway Administration (FHWA) through redistribution, and how it was distributed. This item also provides information to the Board on how the redistribution funds were used and information on the End Of Year (EOY) closeout actions by ITD and Local Public Agencies (LPAs).

ITD received FY 2025 redistribution funds on August 29, 2025 and it was distributed as shown on **Exhibit #1**.

ITD received a total of \$52,382,517 Federal Formula Funds. The \$52,382,517 redistribution brought total FY25 OA to 97.3% of apportionments

- Unprogrammed apportionments in the Local Bridge, Transportation Alternatives, Local TMA, Local Large Urban, Local Small Urban and Local Rural programs allowed those programs to exceed 100% of their programmed levels.

The “FFY 2025 Redistribution Table” shown on **Exhibit #1** is based on Board Policy 4028 and federal regulations. All programs were increased to 100% of their FY25 programmed amount.

The “FFY 2025 Additional Funding Distribution” table shown on **Exhibit #1** is based on remaining un-programmed apportionments and the August 2025 Board resolution distributing “one time” apportionments to Local programs consistent with Board Policy 4028.

**Exhibit #2** shows the FY25 Local Public Agencies End of Year Plan and Prioritized Project List for Redistribution Obligation Authority. Based on priority, projects were obligated using the local share of OA to close out the year.

**Exhibits #3-7** show ITD’s year-end actions to close out FY25:

- Exhibit #3** shows the status of FY25 Advertisement Holdback projects,
- Exhibit #4** shows projects that were added or advanced to FY25,
- Exhibit #5** shows projects that were removed or rescheduled to FY26 in the Draft ITIP
- Exhibit #6** lists state fiscal year closeout actions, and
- Exhibit #7** shows ITD’s federal fiscal year closeout actions.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

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

Approval of the attached resolution on page 165.

September 2025 Board Item: FFY 2025 ITD Redistribution and End of Year Closeout and Local Public Agency End Of Year Plan

Exhibit #1

FFY 2025 REDISTRIBUTION TABLE

Program	ALL PROGRAMS INCREASED TO 100% OA		
	FEDERAL FORMULA	MATCH	TOTAL FUNDING
1 All Other SHS Programs	25,273,249	1,855,056	27,128,306
2 GARVEE Formula Debt Service			
3 State Planning & Research			
4 Metropolitan Planning			
5 Freight	3,499,689	277,225	3,776,914
6 Railroad Crossings	642,147		642,147
7 Recreational Trails	577,865		577,865
8 Local Transportation Mgt Area	4,185,935	331,586	4,517,521
9 TAP - TMA			
10 Carbon - TMA	368,745	29,210	397,955
11 Local Large Urban	3,565,212	282,416	3,847,628
12 Carbon Reduction Program	2,688,357	212,956	2,901,313
13 Local Small Urban	1,663,766	131,794	1,795,560
14 Local Rural	6,233,583	493,789	6,727,372
15 Transportation Alternatives			
16 Local Bridge	14,868	1,178	16,046
17 Off System Bridge			
18 Local Safety	3,669,102	290,645	3,959,747
<b>Total</b>	<b>52,382,517</b>	<b>3,905,857</b>	<b>56,288,374</b>

FFY 2025 ADDITIONAL FUNDING DISTRIBUTION

Program	UN-PROGRAMMED APPORTIONMENT DISTRIBUTION			
	FEDERAL FORMULA	MATCH	TOTAL FUNDING	
All Other SHS Programs	10,303,671	756,289	12,158,727	"One-Time" additional apportionments allocated per policy 4028 / July 2025 IT Board
GARVEE Formula Debt Service				
State Planning & Research				
Metropolitan Planning				
Freight				
Railroad Crossings				
Recreational Trails				
Local Transportation Mgt Area	252,522	18,535	271,057	
TAP - TMA	167,636	12,304	179,940	
Carbon - TMA				
Local Large Urban	334,221	24,532	358,753	
Carbon Reduction Program				
Local Small Urban	155,970	11,448	167,418	
Local Rural	742,713	54,515	797,228	
Transportation Alternatives	1,038,663	76,238	1,114,901	
Local Bridge	2,565,511	188,309	2,753,820	Un-programmed Off-System Bridge apportionment
Off System Bridge				
Local Safety				
<b>Total</b>	<b>15,560,907</b>	<b>1,142,171</b>	<b>17,801,845</b>	

notes:

\$52,382,517 Redistribution of Obligation Authority notice was received from FHWA on August 29, 2025

Un-Programmed Apportionments: 2,565,511 FY25 Pre-IIJA Off-System Bridge apportionments (new general fund IIJA Off-System Bridge apportionments are programmed)  
12,995,396 FY25 "one-time" redistributed apportionments (July Board resolution distributed to local programs)  
15,560,907

**September 2025 Board Item: FFY 2025 ITD Redistribution and End of Year Closeout and Local Public Agency End Of Year Plan**

**Exhibit #2**

**FFY 2025 LOCAL PUBLIC AGENCY REDISTRIBUTION & END OF YEAR CLOSEOUT**

District	KN	Name	\$	Change
<b>Local Transportation Management Area</b>				
3	23314	ACHD COMMUTERIDE SAFETY AND SECURITY CAMERAS	\$ 25,081	increase
3	20006	FY22 PAVEMENT PRESERVATION AND ADA, BOISE AREA	\$ 305,334	increase
3	20259	FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	\$ 307,013	increase
3	23311	CHINDEN DRAINAGE AND DESIGN PLAN, GARDEN CITY	\$ 10,000	increase
3	23307	FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	\$ 160,152	increase
3	24382	FAIRVIEW AVE, GARDEN ST TO WHITEWATER BLVD BR REPL	\$ 360,000	increase
3	22387	FY25/FY26 COMPASS PLANNING	\$ 380,000	advance
<b>Transportation Alternatives - TMA</b>				
3	13918	RAIL WITH TRAIL PATHWAY, MERIDIAN	\$ 100,000	increase
3	22390	VISTA AVE, OVERLAND RD to ROSE HILL ST, BOISE	\$ 50,000	increase
3	23307	FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	\$ 54,848	increase
<b>Local Large Urban</b>				
6	22008	SCIENCE CENTER; N BLVD TO HOLMES, IDAHO FALLS	\$ 300,000	increase
1	12310	RAMSEY RD; WYOMING AVE TO LANCASTER RD	\$ 200,000	increase
5	12098	CENTER ST RR BR UPASS, POCATELLO	\$ 1,000,000	increase
1	19955	CHASE RD BNSF RRX 095918N, CITY OF POST FALLS	\$ 200,000	increase
4	23329	INT WASHINGTON ST AND FILER AVE, TWIN FALLS	\$ 185,000	increase
3	24230	WEST PARK PED IMPROVEMENTS, NAMPA	\$ 10,000	increase
<b>Small Urban</b>				
4	23789	21ST ST, O ST TO US 30, PH 2, HEYBURN	\$ 200,000	increase
4	24616	SUN VALLEY/DOLLAR RD INT IMPRV, SUN VALLEY	\$ 125,000	increase
6	24258	ANNIS HWY IMPRV, 2ND N TO 400 N, RIGBY	\$ 75,000	increase
6	23330	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	\$ 339,000	increase
<b>Transportation Alternatives</b>				
9	23873	FY25 TAP TECHNICAL ASSISTANCE	\$ 220,000	increase
6	23893	RAILROAD PATH; RIVERSIDE PARK TO YELLOWSTONE HWY	\$ 175,000	increase
3	23908	HORSESHOE PARK PATHWAY, PH 3	\$ 53,000	increase
6	23919	SUGAR CITY ALTERNATIVE TRANSP SYSTEM	\$ 25,000	increase
6	23921	MAIN ST SIDEWALK SAFETY IMPR, ASHTON	\$ 30,000	increase

District	KN	Name	\$	Change
<b>Local Rural</b>				
5	19622	BANNOCK ST, MALAD CITY	\$ 2,000	increase
4	19637	YALE RD STG 4; MP 12.4 TO 13.5, CASSIA CO	\$ 500,000	increase
5	19838	DINGLE E SHORE; BEACH TO CEMETERY, BEAR LAKE CO	\$ 15,000	increase
6	20599	W SIDE FRONTAGE RD, MADISON CO	\$ 550,000	increase
1	22435	HAYDEN AVE & MEYER RD INT, POST FALLS HD	\$ 10,000	increase
3	22889	PINE-FEATHERVILLE RD REHAB, MT HOME HD	\$ 20,000	increase
9	22932	FY25 LHTAC PLANNING & SCOPING	\$ 205,000	increase
6	24351	GARDEN CREEK RD, PH 2, CUSTER CO	\$ 55,000	increase
5	24354	BANNOCK ST RECONSTRUCTION, PH 2, MALAD CITY	\$ 290,000	increase
3	24669	PINE-FEATHERVILLE RD REHAB PH 2, MOUNTAIN HOME HD	\$ 100,000	increase
6	24670	MONTEVIEW HWY REHABILITATION, CLARK CO	\$ 100,000	increase
6	24671	S 5000 W; W 2500 S TO W 1000 S RECONST, TETON CO	\$ 100,000	increase
<b>Local and Off-System Bridge</b>				
5	22104	W BRIDGE ST BRIDGE, BLACKFOOT	\$ 161,000	increase
1	20039	W FK PINE CR RD BR, SHOSHONE CO	\$ 200,000	increase
1	24620	MERRITT BRIDGE REPAIRS, BONNER COUNTY	\$ 1,000,000	increase
9	23148	FY26 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	\$ 3,500,000	advanced from FY26
9	25109	CRITICAL FINDINGS LOCAL BRIDGE REPAIRS	\$ 1,845,000	increase
3	19129	COVE RD BRIDGE, WASHINGTON CO	\$ 330,000	increase
5	24339	FERRY BUTTE BRIDGE REHAB, BINGHAM CO	\$ 500,000	increase
2	21986	SAND RD BR NR MOSCOW, N LATAH HD	\$ 1,065,000	increase
<b>Local Safety</b>				
5	22883	PEDESTRIAN CROSSINGS, POCATELLO	\$ 4,257	increase
1	23282	CURVE & RDWY SAFETY IMPRV, BENEWAH CO	\$ 10,000	increase
1	23285	S GREENSFERRY RD GUARDRAIL, WORLEY HD	\$ 16,750	increase
6	24346	INT 7TH SOUTH & CENTER ST SIGNAL, REXBURG	\$ 18,285	increase
6	23889	5TH E (HOLMES AVE) & 49TH S SIGNAL	\$ 406,000	increase
9	22932	FY25 LHTAC PLANNING & SCOPING	\$ 100,000	increase
4	23886	3200 N SAFETY IMPROVEMENTS, TWIN FALLS CO	\$ 46,000	increase
2	22402	PUBLIC AVE CORRIDOR SAFETY IMPROVEMENTS, MOSCOW	\$ 464,676	increase

### Exhibit 3

FY2025 \$20 Million Dollar Advertisement Holdback Project List						
District	Key #	Project Name	Program	Programmed CC/CN	Bid Date	Bid % of EE
4	20505	D4 #3 SEALCOATS, BLAINE/CUSTER CO.	Pavement Preservation	4,221,801	5/20/2025	94
5	23612	US 30, GEORGETOWN SUMMIT TO NOUNAN RD	Pavement Preservation	988,380	4/29/2025	67
5	21815	FY25 ONEIDA COUNTY PAVEMENT PRESERVATION	Pavement Preservation	3,953,520	3/19/2024	92
6	21923	*JCT HITT ROAD (25 <sup>TH</sup> EAST), BONNEVILLE CO	Safety	11,612,000	N/A	N/A
Programmed Total				20,775,701		

\*21923 went through redesign during FY25 and was rescheduled to FY26 in August 2025 as part of EOY re-balancing.

### Exhibit 4

FY2025 Projects Advanced or Added to the Program					
District	Key #	Project Name	Program	Programmed CE/CC/CN	Reason
3	24526	LINDER TO SH 55 (EAGLE RD), CITY OF EAGLE	Pavement Restoration	3,673,500	FY28 Project – Portion Advanced
3	24756	LANDSLIDE SLOPE & ROADWAY REPAIR, ADAMS CO	Emergency Response	2,174,000	FY26 Project Advanced Due to ER Event
3	24106	ELIJAH CULVERT REPAIR, NAMPA	State Board Unallocated	1,432,106	FY23 STBU Project Delivered/Advertised
6	24745	YALE-KILGORE INTERSECTION SIGNAL IMPROVEMENTS	State Board Unallocated	1,225,255	FY25 Board Unallocated Project Added
2	24768	MP 23 TO MP 33 ROADWAY RESTORATION, IDAHO CO	State Board Unallocated	2,200,000	FY25 Board Unallocated Project Added
Programmed Total				10,704,861	

## Exhibit 5

FY2025 Projects Not Delivered or Advertised, Removed from Program, or Rescheduled to FY2026					
District	Key #	Project Name	Program	Programmed CE/CC/CN	Reason
4	21914	JCT US 20 RURAL CONFLICT WARNING SYSTEM	Safety	243,350	Bid High 3/25 – Rebid Fall 2025
4	24005	FY26 HOLLISTER POE IMPROVEMENTS	Freight	1,785,000	Moved to FY26, Funded w/Carbon \$\$
6	21923	JCT HITT ROAD (25 <sup>TH</sup> EAST), BONNEVILLE CO	Safety	11,612,000	Redesign during FY25, Moved to FY26
2	23211	CASTLE CREEK FISH PASSAGE, IDAHO CO	AOP Grant	2,159,500	Grant Funding Hold, Moved to FY26
4	24304	MCKERCHER TO BROADWAY RUN, BLAINE CO	TECM	67,000,000	Moved to FY26
4	23645	STATE, FY25 D4 MATERIAL SOURCES	SIA	500,000	Scope Change, Now A Statewide Project
1	23613	OLDTOWN HILL DRAINAGE SYSTEM, BONNER CO	SIA	218,000	Removed to Fund SIA Key #23614
3	24075	BRIDGE RAIL REPAIR, BOISE CO	SIA	499,000	Removed to Fund SIA Key #23399
5	23571	FY25 D5 INTERSECTION SIGNAL EQUIPMENT	SIA	156,000	Removed, Project Unnecessary per D5
Programmed Total				84,172,850	

AOP = Aquatic Organism Passage

SIA = Supporting Infrastructure Assets

### Exhibit #6

2025 STATE FISCAL YEAR CLOSEOUT ACTIONS JUNE 2025							
District	KN	Name	Program	Fiscal Year	\$\$	Phase	Description of Change
5	20083	FORT HALL IC# 80, BANNOCK CO	Bridge Restoration	2022	\$29,000	CN	Increase - Non-Participating
3	24106	ELIJAH CULVERT REPAIR, NAMPA	Board Unallocated	2023	\$675,147	CN	PS&E Increase to Advertise
6	24745	YALE-KILGORE INTERSECTION SIGNAL IMPROVEMENTS	Board Unallocated	2025	\$95,454	CN	Award Increase
					\$799,601	Subtotal CN Increases	
3	24336	TREE REMOVAL, BOISE & VALLEY COUNTIES	Supporting Infrastructure Assets	2023	\$150,000	CN	Increase - Change Order
3	22677	FY24 SURFACE TREATMENTS; US 20/26 & SH 44	Pavement Preservation	2024	\$1,700,000	CN	Increase - Change Order
1	20487	FY24 D1 BRIDGE REPAIR	Bridge Preservation	2024	\$1,616,912	CN	Increase - Change Order
1	20487	FY24 D1 BRIDGE REPAIR	Bridge Preservation	2024	\$175,000	CN	Increase - Local Project Work
3	20506	SH 44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	Pavement Restoration	2025	\$20,000	CN	Increase - Change Order
					\$3,661,912	Subtotal Construction Change Orders	
9	23719	STATEWIDE DAMAGE SUPPORT	Supporting Infrastructure Assets	2026	\$3,000,000	CN	Advance Funding
2	23657	US 95, D2 MOSCOW SOFT SPOT REPAIRS	Supporting Infrastructure Assets	2026	\$823,161	CN	Advance Funding
2	22229	FY26 D2 SEAL COATS (Comp FY25 24508)	Pavement Preservation	2026	\$282,674	CN	Advance Funding
3	23544	FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	Pavement Restoration	2026	\$4,665,945	CN	Advance Funding
3	23544	FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	Pavement Restoration	2026	\$819,914	CN	**Advance Funding
					\$9,591,694	Subtotal Advanced Funding	
					<b>\$14,053,207</b>	<b>Total End of Year State Fund Obligations</b>	

\*\* End of Year Balancer



## Exhibit #7

2025 FEDERAL FISCAL YEAR CLOSEOUT ACTIONS AUGUST & SEPTEMBER 2025						
District	KN	Name	Program	\$\$	Phase	Description of Change
5	20547	MAIN ST GS NBL & SBL, INKOM	Bridge Restoration	\$1,500,000	CC	Increase - Consultant Inspection
				\$1,500,000	Subtotal PC & CE Increases	
2	9294	THORN CR RD TO MOSCOW, PH 1	Various	\$6,000,000	CN	Increase - Change Order
				\$6,000,000	Subtotal Construction Change Orders	
4	21845	FY25 BLISS RA PARKING EXPANSION	Carbon Reduction	\$1,055,000	CN	Increase - To Cover CN at PS&E
4	23597	A CANAL BRIDGES EBL & WBL, MINIDOKA CO	Bridge Restoration	\$600,000	PC	Advance Funding - FY26 AC Convert
3	24526	LINDER TO SH 55 (EAGLE RD), CITY OF EAGLE	Pavement Restoration	\$994,000	CN	Advance Funding - FY26 AC Convert
1	22770	SH 41 TO GREYSTONE LANE, KOOTENAI CO	Pavement Preservation	\$9,199,000	CN	Advance Funding - FY26 AC Convert
5	20547	MAIN ST GS NBL & SBL, INKOM	Bridge Restoration	\$8,802,000	CN	Advance Funding - FY26 AC Convert
5	21872	W INKOM IC NBL & SBL, BANNOCK CO	Bridge Restoration	\$7,846,000	CN	Advance Funding - FY26 AC Convert
1	23243	WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	Pavement Restoration	\$6,907,000	CN	Advance Funding - FY26 AC Convert
1	23243	WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	Pavement Restoration	\$13,443,000	CN	Advance Funding - FY27 AC Convert
5	20186	UPRR INKOM OPASS, BANNOCK CO	Bridge Restoration	\$11,700,000	CN	**Advance Funding - FY26 AC Convert
				\$59,491,000	Subtotal Advanced Funding - AC Conversions	
				<b>\$66,991,000</b>	<b>Total End of Year Federal Fund Obligations</b>	

PC Preliminary Engineering by Consultant  
 CC Construction Inspection by ITD/Consultant  
 CN Construction Funding  
 AC Advance Construction Obligation  
 \*\* EOY Balancer. Will Change to Zero Out FY25  
 \*\* 8,315 Remaining AC in FY26 on 20186

## RESOLUTION

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 29, 2025 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FY2025 Federal Formula Funds have to be obligated and approved by FHWA by September 25, 2025; and

WHEREAS, the attached Exhibits were executed to meet the required obligation dates; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize available federal, state, local, and private capital investment funding;

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the allocation of obligation authority received through Redistribution of Federal Formula Funds, and the lists of projects presented for advancement, cost changes or advance construction conversion to FY2025 as shown in Exhibits #1-7.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

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

Recommended FY 2026 - 2032 Idaho Transportation Investment Program.		
Key Number N/A	District N/A	Route Number N/A

### Background Information

The Recommended FY 2026 - 2032 Idaho Transportation Investment Program (ITIP) is provided for the Board's review and approval. The ITIP includes Highways, Public Transportation, and Aeronautics Programs as of September 2025 and displays summarized preliminary engineering, right-of-way acquisition, and construction costs for each project.

Public comments and requests were considered and incorporated into the Recommended ITIP by the Districts when appropriate. Additional changes to the program are expected due to *Redistribution of Obligation Authority* received at the end of August along with resulting end-of-year actions.

Changes made to the ITIP since the June Workshop are attached, and include fiscally constrained changes requested by stakeholders and technical corrections.

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

Approval of the attached resolution on page 168.

**September 2025 Board Item: Recommended FY 2026-2032 Idaho Transportation Investment Program (ITIP)**

**CHANGES MADE TO THE FY26 - FY32 ITIP SINCE THE JUNE 2025 BOARD MEETING**

Program					
Year	District	Key #	Name	\$	Change
<b>Projects Removed</b>					
2500	3	20542	PED IMPROVEMENTS, EAGLE RD, MERIDIAN	636	City of Meridian has not been able to obtain pedestrian easements
2500	3	24383	EMERALD ST, CAMELOT DR TO RAYMOND ST & BR REPL	9,050	ACHD removed local funding - they will be seeking a federal grant
2025	5	24710	POLE LINE RD, GARRETT (US30) TO YELLOWSTONE (US91)	288	City of Pocatello no longer prioritizing this corridor for signal upgrades
2025	9	23039	FY25 URBAN TRANSPORTATION PLANS	255	Local Small Urban removed by LHTAC
<b>Projects Removed due to Federal Changes</b>					
2025	2	24712	LEWISTON ELECTRIC VEHICLE INFRASTRUCTURE PH I	3,000	NEVI program suspended by FHWA
2025	2	24765	NEVI SITE INSTALLATION, LEWISTON	2,000	NEVI program suspended by FHWA
2025	4	24713	BLISS ELECTRIC VEHICLE INFRASTRUCTURE PH I	3,000	NEVI program suspended by FHWA
2025	4	24766	NEVI SITE INSTALLATION, BLISS	2,000	NEVI program suspended by FHWA
2025	5	24714	POCATELLO ELECTRIC VEHICLE INFRASTRUCTURE PH I	3,000	NEVI program suspended by FHWA
2025	5	24767	NEVI SITE INSTALLATION, POCATELLO	2,000	NEVI program suspended by FHWA
2026	5	24733	TERRY FIRST CONNECTION, POCATELLO	8,500	Grant rescinded under the "One Big Beautiful Bill" Act 7/4/25
2025	6	24770	US 20, NEIGHBORHOOD ACCESS & EQUITY PLANNING, REXBURG	2,500	Grant rescinded under the "One Big Beautiful Bill" Act 7/4/25
<b>Projects Added</b>					
2026	2	25108	FY26 EMBANKMENT RECONSTRUCTION, CLEARWATER CO	1,600	Western Federal Lands project
2027	3	25104	SH 45, DEER FLAT RD LAKESHORE DR INTRST IMPRV, CANYON CO	680	Local funding for design only
2029	5	25107	BIG SPRINGS, ISLAND PARK, CARIBOU CO	0	Western Federal Lands project
<b>Projects Changed</b>					
2026	1	23239	SH 3, FOSSIL BOWL TO EMERALD CR, SHOSHONE CO	7,000	EOY - increase CN
2026	1	24305	I 90, SH 41 TO US 95 - WEST, KOOTENAI CO	(3,200)	Reduced to match award
2026	2	22229	FY26 D2 SEAL COATS	(283)	covered with FY25 state year-end
2026	2	23657	US 95, ROADWAY REPAIRS, MOSCOW	(746)	covered with FY25 state year-end
2028	2	24195	US 95, D2 TRAFFIC SIGNAL UPGRADES, LATAH CO	2,700	Added additional signal scope & budget
2026	3	20212	I 84, GARRITY IC TO TEN MILE IC, NAMPA	1,094	award increase
2026	3	21972	SH 78, BROWNS CREEK BRIDGE, OWYHEE CO	140	RW/LP rescheduled to FY26
2026	3	23544	I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	(5,486)	covered with FY25 state year-end
2026	3	24741	SH 21, WILDLIFE FENCE EXTENSION, BOISE CO	1,965	moved Grant-funded construction to FY26
2026	3	25077	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	150	added additional PC
2026	4	20033	SH 75, ELKHORN RD TO RIVER ST, KETCHUM	5,000	EOY - change order increase
2026	4	21899	US 30, BICKELL RR OPASS, TWIN FALLS CO	1,050	RW/LP rescheduled to FY26
2026	4	22245	US 30, DRY CREEK BR, TWIN FALLS CO	950	RW/LP rescheduled to FY26
2026	6	21923	US 26, JCT HITT ROAD (25TH E), BONNEVILLE CO	11,612	CN re-scheduled to FY26
2026	6	22222	US 20, I15 / US20 CONNECTOR, IDAHO FALLS	(12,000)	Reduced CN estimate
2026	9	15050	STATEWIDE DAMAGE SUPPORT	(3,000)	covered with FY25 state year-end
2026	9	22822	STRATEGIC MGT AGREEMENT, TWICE DAMAGED ASSETS	278	moved FY25 funds to FY26
2026	9	23514	CLEAR ROADS WINTER HWY OPERATIONS PHS III	(25,000)	Pooled Fund Advanced to FY25
2026	9	24387	WESTERN TRANSPORTATION RESEARCH CONSORTIUM	(15,000)	Pooled Fund Advanced to FY25
2026	9	24761	TRAFFIC SAFETY CULTURE PH 3	(15,000)	Pooled Fund Advanced to FY25
2026	9	24779	TECHNOLOGY TRANSFER CONCRETE CONSORTIUM	(12,000)	Pooled Fund Advanced to FY25

## **RESOLUTION**

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the Infrastructure Investments and Jobs Act (IIJA) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2026 - 2032 ITIP; and

WHEREAS, the Recommended FY 2026 – 2032 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2026 - 2032 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2026 - 2032 Idaho Transportation Investment Program (ITIP).

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of the ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of IIJA.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

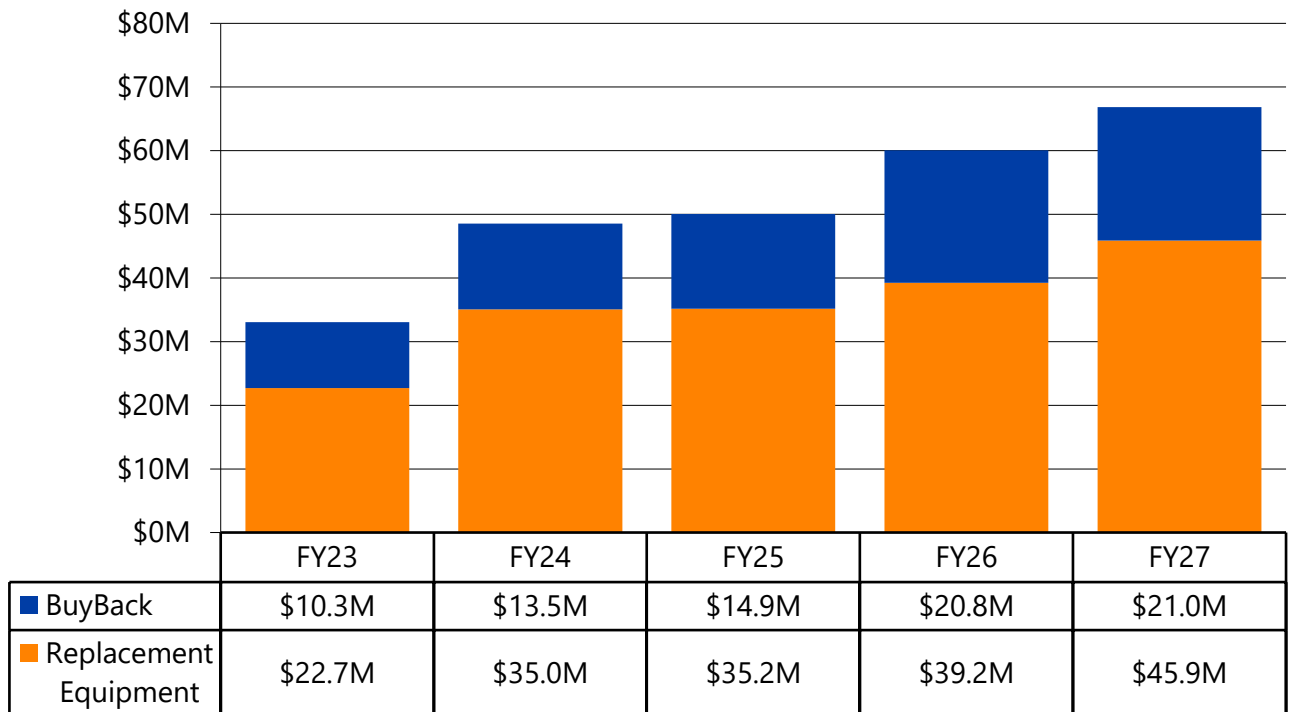
Presenter's Name Kelley Dick / Kirk Weiskircher	Presenter's Title State Fleet Manager / Financial Manager
Preparer's Name Kelley Dick / Kirk Weiskircher	Preparer's Title State Fleet Manager / Financial Manager

## Subject

Fleet Replacement and Inflation		
Key Number	District	Route Number

## Background Information

Follow up to the August board meeting regarding the FY2027 budget request and the five year review of the cost of motorized replacement equipment. A Powerpoint presentation of the details behind the chart below and what impact inflation has played in the cost of equipment for ITD will be presented.



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

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## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

Presenter's Name Dan McElhinney & Dave Kuisti	Presenter's Title Chief Deputy/Chief Operations Officer & Chief Engineer
Preparer's Name Angie Heuring	Preparer's Title Highways Program Project Manager

### Subject

Inflation and Construction Cost Trends Update		
Key Number	District	Route Number

### Background Information

This item is a follow up to previous presentations with an update on possible inflation impacts on project construction estimates. This presentation will inform the Board on what national transportation economists are currently advising, a review of ITD project bidding trends in 2022-2025, highlights of major projects and major construction items, and what steps the ITD team is taking to consider these trends in project estimates and programming for 2026.

ITD and AGC of Idaho are monitoring projects monthly for price indexing or specification changes.

The Program Management Office is working directly with district estimators and project managers to assist in their estimating efforts by reviewing statewide bid details, cost recommendations, funding recommendations, training, best practices, estimating tools, and up-to-date cost data and trends for consideration monthly.

Design teams are coached to update each project budget at least annually based on the most current market trends and project scope. Project budgets are reviewed more frequently as they approach Planning, Specifications & Estimates (PS&E) submittal. Two percent escalation is being held per project budget per year to allow for inflation and programming is being done with a reserve for the next few years to account for price fluctuations.

Attached (and included in the presentation) are lists of recent State infrastructure projects with bid openings since October 2023 and bid opening dates planned for projects through January 2026, being monitored. ITD is currently averaging three bidders per project, with bids remaining competitive and 16% below Engineer's Estimates in FFY 2025.

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

For information only.



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## Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2023

-- October 2022 to September 2023

1 of 3

KN/Location	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>2023</b>		<b>63</b>	<b>3</b>	<b>\$595,730,634</b>	<b>\$667,585,029</b>	<b>89%</b>
<b>October</b>	10/18/2022	<b>4</b>	<b>3</b>	<b>\$8,600,336</b>	<b>\$10,890,190</b>	<b>79%</b>
20423: FY23 D4 SEAL COATS	10/18/2022	1	4	\$3,584,437	\$5,640,119	64%
22349: SH-33, S FK TETON RV BRIDGE REPAIR, MADISON CO	10/18/2022	1	2	\$522,987	\$479,805	109%
20458: FY23 D6 BRIDGE REPAIR	10/25/2022	1	4	\$3,244,441	\$3,178,500	102%
22254: FY23b D4 BRIDGE REPAIR	10/25/2022	1	2	\$1,248,471	\$1,591,766	78%
<b>November</b>		<b>7</b>	<b>3</b>	<b>\$15,740,468</b>	<b>\$21,833,753</b>	<b>72%</b>
20415: I-15, FY23 E BINGHAM CO PAVEMENT PRESERVATION	11/1/2022	1	5	\$3,697,775	\$5,841,712	63%
23270_23455_23457: Various Bridge Repairs (Rebid)	11/1/2022	3	1	\$993,418	\$635,291	156%
23556: SH 1 TO CANADIAN BORDER SEALCOAT	11/8/2022	1	2	\$1,472,000	\$1,988,322	74%
20486_20435: US-20, Pinehaven Drive to Buffalo River Bridge	11/15/2022	2	4	\$9,577,275	\$13,368,429	72%
<b>December</b>	12/13/2022	<b>9</b>	<b>4</b>	<b>\$50,236,009</b>	<b>\$59,625,133</b>	<b>84%</b>
20641: SH-53, INT N RAMSEY RD, KOOTENAI CO	12/13/2022	1	5	\$3,016,193	\$3,741,266	81%
20662: US-95, MCARTHUR LAKE, BOUNDARY CO	12/13/2022	1	6	\$10,939,130	\$13,953,493	78%
23331: SH-21, MORES CREEK SUMMIT TO BEAVER CR SUMMIT, BOISE CO	12/13/2022	1	4	\$6,985,964	\$5,883,944	119%
19452: US-95, IC# 430 TO LACROSSE AVE, CDA	12/20/2022	1	5	\$2,997,778	\$4,016,479	75%
20171: I-84, KASOTA IC TO BURLEY IC WBL, MINIDOKA CO	12/20/2022	1	4	\$19,583,344	\$24,563,141	80%
20478: SH-75, BELLEVUE TO HAILEY, BLAINE CO	12/20/2022	1	3	\$656,078	\$1,001,216	66%
20637: FY23 D4 BRIDGE REPAIR	12/20/2022	1	4	\$969,969	\$1,538,874	63%
22684: I-15, FY23 D5 FORT HALL PAVEMENT PRESERVATION	12/20/2022	1	5	\$906,754	\$1,382,727	66%
23041: US-95, SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO	12/20/2022	1	4	\$4,180,800	\$3,543,995	118%
<b>January</b>	1/10/2023	<b>9</b>	<b>3</b>	<b>\$82,178,064</b>	<b>\$83,142,400</b>	<b>99%</b>
22734: SADDLE CAMP TO WARM SPRINGS, IDAHO CO	1/10/2023	1	2	\$6,997,929	\$7,509,785	93%
23047_23046: US-89, BEAR RV BR REPAIR, BEAR LAKE CO & BEAR LAKE OUTLET CANAL BR, BEAR LAKE CO	1/10/2023	2	2	\$1,359,444	\$1,447,050	94%
23090: US-95, AHT'WY Plaza Interchange	1/10/2023	1	5	\$24,770,000	\$30,559,296	81%
20513: CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	1/24/2023	1	2	\$38,321,515	\$34,366,209	112%
21967: I-84, FY23 D3 W BRIDGE REPAIRS	1/24/2023	1	2	\$1,798,748	\$2,080,807	86%
20420: Asphalt Intersections, Idaho Falls	1/31/2023	1	3	\$3,738,278	\$3,069,147	122%
20658: US-2, MOYIE SPRINGS TURN BAYS, BOUNDARY CO	1/31/2023	1	4	\$1,219,505	\$1,413,730	86%
23044: US-93, PERRINE BR REPAIR, TWIN FALLS CO	1/31/2023	1	2	\$3,972,645	\$2,696,377	147%





**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2023**

-- October 2022 to September 2023

KN/Location	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>February</b>		<b>6</b>	<b>3</b>	<b>\$29,574,998</b>	<b>\$41,420,794</b>	<b>71%</b>
20636: FY23 D5 BRIDGE REPAIR	2/7/2023	1	2	\$1,123,484	\$1,667,583	67%
23535: SH-21, Technology Way to Surprise Way (Hot Seal)	2/7/2023	1	1	\$626,635	\$610,135	103%
20684_22772: I-90, OSBURN TO W WALLACE, SHOSHONE CO & I-90, BIG CREEK TO MP 58.5, SHOSHONE CO	2/14/2023	2	5	\$17,791,462	\$22,764,567	78%
20372: FY23 D3 BRIDGE REPAIR	2/28/2023	1	2	\$2,233,418	\$2,580,384	87%
20536: US-20, US 20/26 & SH 44 MILL & INLAY	2/28/2023	1	4	\$7,799,999	\$13,798,125	57%
<b>March</b>		<b>10</b>	<b>3</b>	<b>\$144,358,607</b>	<b>\$153,844,131</b>	<b>94%</b>
20121: US-2, BNSF RR UNDERPASS, SANDPOINT	3/7/2023	1	5	\$4,243,311	\$3,978,777	107%
20525: MP 515.5 TO JCT SH 1, BOUNDARY CO	3/7/2023	1	2	\$5,055,000	\$4,599,912	110%
20695: SH-53, N LATAH ST TO MP 9.3, RATHDRUM	3/7/2023	1	4	\$5,951,706	\$6,045,502	98%
20735: US-20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS	3/7/2023	1	3	\$2,020,120	\$2,487,184	81%
20237: FY24, D1 SEALCOATS	3/14/2023	1	2	\$3,394,000	\$4,188,870	81%
20566: D4 #2 NON COM SEAL COATS	3/14/2023	1	6	\$2,217,507	\$2,640,840	84%
20678: FY23 D1 BRIDGE REPAIR	3/14/2023	1	1	\$3,642,117	\$3,098,755	118%
20688: I-15, ROSE IC TO N LAVA ROCKS, BINGHAM CO	3/14/2023	1	3	\$14,634,769	\$19,817,634	74%
22228: US-95, OREGON STATE LINE TO WEIGH STATION, OWYHEE CO	3/14/2023	1	3	\$10,228,228	\$15,259,996	67%
23343: I-84, SOUTH JEROME IC TO TWIN FALLS IC, JEROME CO	3/14/2023	1	1	\$92,971,850	\$91,726,660	101%
<b>April</b>	<b>4/4/2023</b>	<b>3</b>	<b>3</b>	<b>\$20,014,914</b>	<b>\$21,218,747</b>	<b>94%</b>
20595: FY23 BLACKFOOT SIGNAL UPGRADE	4/4/2023	1	2	\$1,377,150	\$1,948,000	71%
19377: US-12, LOCHSA RANGR STATION TO HOLLY CR TURNOUT, IDAHO CO	4/11/2023	1	3	\$12,888,764	\$13,475,215	96%
23934: SH-5, PEEDEE CR RD TO BENEWAH CR RD, BENEWAH CO	4/18/2023	1	3	\$5,749,000	\$5,795,532	99%
<b>May</b>	<b>5/2/2023</b>	<b>5</b>	<b>2</b>	<b>\$21,648,243</b>	<b>\$24,852,022</b>	<b>87%</b>
23202: I-84, US 93 INTERCHANGE 173 RAMPS, JEROME CO	5/2/2023	1	2	\$4,471,733	\$5,574,977	80%
23935: SH-53, N BRUSS TO LATAH ST, KOOTENAI CO	5/2/2023	1	2	\$1,608,260	\$2,440,770	66%
19860: I-84, SIMCO RD IC, ELMORE CO	5/23/2023	1	3	\$11,393,000	\$12,583,511	91%
22774: I-15/US-26 Sunnyside to Lomax Mill and Inlay	5/23/2023	1	2	\$2,399,290	\$2,414,891	99%
23631: US-20, Saturn to Science Center	5/23/2023	1	3	\$1,775,960	\$1,837,872	97%



**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2023**

-- October 2022 to September 2023

KN/Location	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>June</b>	6/6/2023	<b>4</b>	<b>2</b>	<b>\$30,554,882</b>	<b>\$39,732,001</b>	<b>77%</b>
24192: SH-75, Ohio Gulch Road Intersection	6/6/2023	1	1	\$724,532	\$626,748	116%
20487: FY24 D1 BRIDGE REPAIR	6/13/2023	1	2	\$2,262,983	\$1,881,946	120%
23474: EXIT 344 INTERCHANGE, FREMONT CO	6/13/2023	1	4	\$26,237,367	\$35,893,308	73%
24249: SH-11, PIERCE TO GRANGEMONT ROADWAY REPAIR	6/27/2023	1	1	\$1,330,000	\$1,330,000	100%
<b>July</b>		<b>1</b>	<b>2</b>	<b>\$3,710,862</b>	<b>\$4,070,203</b>	<b>91%</b>
23204: SH-27, I 84 TO SH 25, MINIDOKA CO	7/11/2023	1	2	\$3,710,862	\$4,070,203	91%
<b>August</b>		<b>1</b>	<b>3</b>	<b>\$57,797,611</b>	<b>\$72,776,606</b>	<b>79%</b>
23409: SH-16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	8/29/2023	1	3	\$57,797,611	\$72,776,606	79%
<b>September</b>		<b>4</b>	<b>3</b>	<b>\$131,315,640</b>	<b>\$134,179,049</b>	<b>98%</b>
21798_21799: SH-33, JCT US 20 (IC 333) & NHS-7726, JCT UNIVERSITY BLVD (IC 332), REXBURG	9/19/2023	2	3	\$22,154,769	\$23,179,414	96%
23437: I-84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	9/19/2023	1	1	\$92,563,233	\$91,993,079	101%
20506: SH-55C, STATE ST TO PAYETTE RV BR, BOISE CO	9/26/2023	1	4	\$16,597,638	\$19,006,556	87%
<b>Total</b>		<b>63</b>	<b>3</b>	<b>\$595,730,634</b>	<b>\$667,585,029</b>	<b>89%</b>



**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2024**

-- October 2023 to September 2024

Month	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>October</b>		<b>6</b>	<b>2</b>	<b>\$161,040,077</b>	<b>\$146,557,385</b>	<b>110%</b>
19338: I-84, SOUTH JEROME IC, JEROME CO	10/3/2023	1	2	\$54,397,271	\$39,713,017	137%
19943: US-93, 300 SOUTH RD, JEROME COUNTY	10/3/2023	1	2	\$11,953,365	\$15,583,146	77%
20384: Fleming Creek Bridge	10/3/2023	1	1	\$6,511,315	\$5,628,068	116%
20462: FY24 D2 BRIDGE REPAIR	10/17/2023	1	3	\$1,253,384	\$1,033,138	121%
20447: US-91, Blackfoot Canal	10/24/2023	1	2	\$1,854,424	\$2,957,246	63%
23344: BURLEY IC, MINIDOKA CO	10/31/2023	1	3	\$85,070,317	\$81,642,772	104%
<b>November</b>	<b>11/21/2023</b>	<b>3</b>	<b>3</b>	<b>\$25,230,295</b>	<b>\$24,593,459</b>	<b>103%</b>
20434: FY24b D2 BRIDGE REPAIR	11/21/2023	1	4	\$1,925,374	\$2,084,948	92%
22217: SH-77, NIBBS CR TO RICE CR, CASSIA CO	11/21/2023	1	2	\$3,314,921	\$3,942,876	84%
23336: I-84, KARCHER IC, CANYON CO	11/21/2023	1	2	\$19,990,000	\$18,565,636	108%
<b>December</b>	<b>12/5/2023</b>	<b>9</b>	<b>4</b>	<b>\$101,324,365</b>	<b>\$108,579,438</b>	<b>93%</b>
20592_20482: SH-3, CDA RV BR TO I90, KOOTENAI CO; SH-97, HARRISON BR TO WHISTLE RD, KOOTENAI CO	12/5/2023	2	3	\$1,825,000	\$2,369,899	77%
22703: SH-19, OREGON STATE LINE TO JCT US 95, OWHYEE CO	12/5/2023	1	4	\$590,621	\$612,694	96%
20726: I-15, FY24 D6 BRIDGE REPAIR	12/12/2023	1	2	\$872,498	\$734,200	119%
23345: I-84, HEYBURN IC, MINIDOKA CO	12/12/2023	1	4	\$90,698,194	\$96,090,670	94%
20664: I-84, MP 222.3 TO COTTEREL POE, CASSIA CO	12/19/2023	1	6	\$2,703,369	\$3,308,974	82%
22200_22691: I-84, WB, Hill City Rd. to Lateral X-18	12/19/2023	2	5	\$1,906,906	\$2,214,631	86%
23203: I-84B, BLISS BUSINESS LOOP	12/19/2023	1	4	\$2,727,777	\$3,248,371	84%
<b>January</b>	<b>1/9/2024</b>	<b>8</b>	<b>4</b>	<b>\$58,500,645</b>	<b>\$61,352,391</b>	<b>95%</b>
20481: US-26, Moreland Rd to MP 303.5	1/9/2024	1	4	\$4,759,416	\$6,964,112	68%
20647: FY24 Bridge Repair	1/9/2024	1	6	\$1,729,824	\$2,375,588	73%
20620: D4 Bridge Repairs	1/23/2024	1	1	\$1,380,712	\$1,540,849	90%
21824: SH-77, FY25 D4 #5 SEAL COATS	1/23/2024	1	5	\$2,293,650	\$2,601,671	88%
21935: I-90, CD'A RV BR EBL & WBL, KOOTENAI CO	1/23/2024	1	4	\$31,567,715	\$26,995,503	117%
22677: US-20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	1/23/2024	1	1	\$9,459,000	\$7,790,633	121%
22702_20579: US-95, NEW MEADOWS TO SMOKEY BOULDER; US-95, SMOKEY BOULDER RD TO HAZARD CR RD, IDAHO CO	1/30/2024	2	4	\$7,310,329	\$13,084,034	56%



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## Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2024

-- October 2023 to September 2024

Month	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>February</b>	2/6/2024	<b>8</b>	<b>3</b>	<b>\$45,588,504</b>	<b>\$56,159,409</b>	<b>81%</b>
20484: US-2, JCT US 95 TO MONTANA ST LN, BOUNDARY CO	2/6/2024	1	3	\$11,900,000	\$15,216,926	78%
20570: US-95, MP 210 SLIDE TO WHITEBIRD BR, IDAHO CO	2/6/2024	1	2	\$17,370,000	\$20,496,247	85%
20229: I-15, INKOM SOUTH IC TO PORTNEUF IC, BANNOCK CO	2/13/2024	1	2	\$13,245,000	\$16,676,779	79%
23625_22227_22701_23164_23629: SH-55, DONNELLY TO DEINHARD SEALCOAT, VALLEY CO; Zachary to Goose Creek Grade, Adams & Valley County; Goose Creek to New Meadows; SH-55, USFS TO ROUND VALLEY, VALLEY CO; SH-55, ROUND VALLEY TO CLEAR CR SEALCOAT, VALLEY CO	2/27/2024	5	3	\$3,073,504	\$3,769,457	82%
<b>March</b>		<b>9</b>	<b>2</b>	<b>\$23,363,827</b>	<b>\$25,060,081</b>	<b>93%</b>
21912: US-12, Syringa to Montana Seal Coat	3/5/2024	1	1	\$3,422,789	\$3,422,789	100%
20710: SH-33, TETON CO INTERSECTION IMPROVEMENTS	3/12/2024	1	1	\$5,345,054	\$5,199,433	103%
20453_22946: SH-200, MCGHEE TO KOOTENAI, SH-200 to Railroad Ave Path	3/19/2024	2	5	\$2,373,724	\$4,241,703	56%
20705_20609: FY24 D5 BRIDGE REPAIR, WASTEWAY CANAL, POWER CO	3/19/2024	2	3	\$2,078,963	\$1,553,427	134%
20745: SH-55, LITTLE GOOSE CR BR, ADAMS CO	3/19/2024	1	5	\$3,961,959	\$4,326,766	92%
22673: SH-36, ONEIDA CO LN TO 2200 S, FRANKLIN CO	3/19/2024	1	1	\$2,324,669	\$2,143,788	108%
23198: I-15, CHERRY CREEK BR TO DOWNEY ROAD IC	3/19/2024	1	1	\$3,856,669	\$4,172,175	92%
<b>April</b>		<b>13</b>	<b>2</b>	<b>\$51,146,678</b>	<b>\$58,910,860</b>	<b>87%</b>
22760_22679_23214: I-15, EXIT 119 TO ROBERTS, BONNEVILLE/JEFFERSON COS, I-15, BINGHAM CO LN TO MP 119, BONNEVILLE CO, I-15, ROBERTS TO SAGE JCT, JEFFERSON CO	4/2/2024	3	2	\$19,199,969	\$22,547,830	85%
24390_24389: SH-55 Demolition Package, US-20/26 Demolition	4/2/2024	2	1	\$2,797,205	\$3,620,775	77%
20090: US-95, GRANGEVILLE TRUCK ROUTE BYPASS RD TURNBAY	4/9/2024	1	2	\$1,050,758	\$1,592,378	66%
20660: US-2, BROWN CR PASSING LN TO COMANCHE ST, BOUNDARY CO	4/9/2024	1	3	\$2,027,969	\$2,553,749	79%
22686_23215: SH-28, LEMHI RV BR TO TENDOY, LEMHI CO & SH-28, TENDOY TO BAKER, LEMHI CO	4/9/2024	2	2	\$7,955,000	\$8,435,220	94%
24400: SH-14, Harpster to Elk City Pavement Repair, D2	4/9/2024	1	2	\$2,330,000	\$2,330,000	100%
23242_22765: US-93, MACKAY TO MACKAY RESERVOIR, CUSTER CO	4/23/2024	2	2	\$8,696,969	\$9,596,197	91%
22656: I-15, W BLACKFOOT IC TO RIVERSIDE CANAL NBL, BINGHAM CO	4/30/2024	1	3	\$7,088,808	\$8,234,711	86%
<b>May</b>	5/14/2024	<b>3</b>	<b>1</b>	<b>\$10,607,078</b>	<b>\$7,761,038</b>	<b>137%</b>
22715A: SH-55, FARMWAY RD TO MIDDLETON RD (Irrigation Work)	5/14/2024	1	1	\$6,557,492	\$4,461,842	147%
21897: SMILEY CR AIRPORT BR, BLAINE CO	5/21/2024	1	1	\$1,099,617	\$1,031,133	107%
24399: US-20, MP 264 TO MP 301 PAVEMENT REPAIR, D6	5/21/2024	1	2	\$2,949,969	\$2,268,063	130%



**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2024**

-- October 2023 to September 2024

Month	Bid Date	# Projects Bid	# Bids	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
☐ <b>June</b>	6/18/2024	<b>1</b>	<b>1</b>	<b>\$96,427,157</b>	<b>\$98,383,979</b>	<b>98%</b>
24307: I-15, NORTHGATE TO FORT HALL - SOUTH, BANNOCK CO	6/18/2024	1	1	\$96,427,157	\$98,383,979	98%
☐ <b>July</b>	7/2/2024	<b>5</b>	<b>3</b>	<b>\$172,915,962</b>	<b>\$195,416,483</b>	<b>88%</b>
10005: SH 53, PLEASANT VIEW IC, KOOTENAI CO	7/2/2024	1	7	\$28,077,498	\$42,349,151	66%
24243: D4 SIGNAL UPGRADES	7/2/2024	1	1	\$2,077,400	\$1,793,376	116%
24308: I-15, NORTHGATE TO FORT HALL - NORTH, BANNOCK CO	7/2/2024	1	3	\$109,555,555	\$113,676,710	96%
23243: I-90, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	7/9/2024	1	4	\$31,525,000	\$35,717,061	88%
23567: US-95, ROCK FALL MITIGATION, IDAHO COUNTY	7/30/2024	1	1	\$1,680,509	\$1,880,186	89%
☐ <b>August</b>	8/13/2024	<b>3</b>	<b>4</b>	<b>\$70,545,557</b>	<b>\$71,099,129</b>	<b>99%</b>
20547_21872_20186: I-15, MAIN ST GS NBL & SBL, INKOM	8/13/2024	3	4	\$70,545,557	\$71,099,129	99%
<b>Total</b>		<b>68</b>	<b>3</b>	<b>\$816,690,146</b>	<b>\$853,873,653</b>	<b>96%</b>



### Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2025

-- October 2024 to August 2025

Month	Bid Date	# Projects Bid	# Bid	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
☐ 2025						
☐ October						
22715: SH-55, FARMWAY RD TO MIDDLETON RD, CANYON CO	10/01/24	1	3	\$96,143,241.00	\$119,260,071.03	81%
22770: SH-54, SH 41 TO QUAIL RUN COURT, KOOTENAI CO	10/22/24	1	6	\$14,381,138.38	\$20,885,193.41	69%
21969: SH-55, RAINBOW BR REPAIRS, VALLEY CO	10/29/24	1	3	\$2,498,622.00	\$2,881,917.39	87%
<b>Total</b>		<b>3</b>	<b>4</b>	<b>\$113,023,001.38</b>	<b>\$143,027,181.83</b>	<b>79%</b>
☐ November						
19822: US-95, FERDINAND NB PASSING LN, IDAHO CO	11/05/24	1	5	\$4,683,640.00	\$5,976,938.70	78%
<b>Total</b>		<b>1</b>	<b>5</b>	<b>\$4,683,640.00</b>	<b>\$5,976,938.70</b>	<b>78%</b>
☐ December						
20404: SH-11, QUARTZ CR (JAYPE) BR, CLEARWATER CO	12/03/24	1	2	\$2,943,000.00	\$3,514,656.00	84%
19605: I-86B, INT POCA TELLO AVE, POWER CO	12/10/24	1	4	\$2,975,567.60	\$3,296,152.04	90%
23578: US-20B, FY25 IDAHO FALLS SIGNAL UPGRADES	12/10/24	1	4	\$1,598,400.00	\$1,965,040.00	81%
23956: SH-16, I 84 SYSTEM IC AND FRANKLIN RD IC, I-84, GARRITY IC TO TEN MILE IC, NAMPA	12/17/24	2	1	\$85,674,165.80	\$92,753,651.75	92%
<b>Total</b>		<b>5</b>	<b>3</b>	<b>\$93,191,133.40</b>	<b>\$101,529,499.79</b>	<b>92%</b>
☐ January						
20033: SH-75, Elkhorn to River St, Ketchum	01/28/25	1	3	\$28,502,334.00	\$24,161,035.06	118%
20416: SHOEPEG RD TO CAMBRIDGE NCL, WASHINGTON CO	01/28/25	1	4	\$2,927,224.00	\$3,618,359.63	81%
20681: SH-21, S FK PAYETTE BR (LOWMAN), BOISE CO	01/28/25	1	3	\$11,972,661.00	\$11,175,565.90	107%
21911: US-91, YELLOWSTONE AVE; BRENNEMAN TO KNUDSEN, CHUBBUCK	01/28/25	1	1	\$294,569.00	\$223,342.00	132%
21970: FY25 D3 Bridge Repairs	01/28/25	1	1	\$3,302,685.50	\$2,965,052.32	111%
<b>Total</b>		<b>5</b>	<b>2</b>	<b>\$46,999,473.50</b>	<b>\$42,143,354.91</b>	<b>112%</b>





**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2025**

Month	Bid Date	# Projects Bid	# Bid	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<b>February</b>						
20456: SH-27, G CANAL BR, CASSIA CO	02/04/25	1	5	\$2,869,902.65	\$3,106,348.04	92%
21851: SH-55, Horseshoe Bend SCL to Boise NF Boundary	02/04/25	1	5	\$2,694,074.50	\$3,461,220.00	78%
21933: FY25 D1 BRIDGE REPAIRS	02/04/25	1	4	\$2,394,969.90	\$2,452,170.05	98%
22685: US-95, Payette NCL to N of Weiser	02/04/25	1	5	\$1,845,670.04	\$2,380,586.56	78%
22717: SH-45, LOCUST LANE INTERSECTION, NAMPA	02/04/25	1	4	\$1,615,576.20	\$2,092,873.97	77%
20503: ELMORE COUNTY SEALCOATS	02/11/25	1	5	\$2,645,083.60	\$3,498,410.50	76%
22229: FY26/FY25 D2 Seal Coats	02/11/25	2	2	\$2,658,000.00	\$2,658,000.00	100%
23163: SH-55, ION JCT TO HOSKINS ROAD, CANYON CO	02/11/25	1	5	\$849,849.00	\$1,260,110.95	67%
21980: I-90, FY25 D1 BRIDGE REPAIRS ON I 90	02/25/25	1	5	\$2,197,625.69	\$3,260,535.90	67%
24768: SH-14, MP 23 to MP 33 ROADWAY RESTORATION	02/25/25	1	3	\$2,173,600.00	\$2,173,600.00	100%
<b>Total</b>		<b>11</b>	<b>4</b>	<b>\$21,944,351.58</b>	<b>\$26,343,855.97</b>	<b>83%</b>
<b>March</b>						
21979: FY25 D4 BRIDGE REPAIR	03/11/25	1	5	\$1,460,734.98	\$2,722,855.76	54%
22699: SH-69, KUNA TO MERIDIAN, ADA CO	03/11/25	1	1	\$3,178,178.00	\$2,523,550.58	126%
21874: FY25 D5 BRIDGE REPAIR	03/18/25	1	2	\$1,545,419.30	\$1,787,612.14	86%
23626: JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	03/18/25	1	4	\$1,023,297.12	\$1,640,462.70	62%
22195: CAREY TO HOTSPRINGS, BLAINE CO	03/25/25	1	3	\$8,657,438.18	\$10,449,273.90	83%
23542: SH-55, EAGLE RD; I 84 TO SH 44, ADA CO	03/25/25	1	3	\$3,120,120.00	\$3,071,909.67	102%
<b>Total</b>		<b>6</b>	<b>3</b>	<b>\$18,985,187.58</b>	<b>\$22,195,664.75</b>	<b>86%</b>
<b>April</b>						
24697: US-95, MOSCOW PAVEMENT REPAIRS	04/01/25	2	2	\$2,991,000.00	\$2,760,679.54	108%
21815: I-15, FY25 ONEIDA CO PAVEMENT PRESERVATION	04/08/25	1	2	\$2,784,485.06	\$3,615,739.58	77%
21934: SH-3, SOLDIER CREEK BRIDGE	04/08/25	1	4	\$1,343,000.00	\$2,058,890.40	65%
23640: US-20, WILLOW CR TO MOONSTONE	04/08/25	1	4	\$6,472,891.00	\$7,894,211.74	82%
23122: I-15, W BLACKFOOT IC TO RIVERSIDE CANAL SBL, BINGHAM CO	04/29/25	1	4	\$5,147,973.00	\$9,037,920.63	57%
23612: US-30, GEORGETOWN SUMMIT TO NOUNAN RD	04/29/25	1	1	\$574,153.00	\$854,459.56	67%
<b>Total</b>		<b>7</b>	<b>3</b>	<b>\$19,313,502.06</b>	<b>\$26,221,901.45</b>	<b>74%</b>



**Awarded State Infrastructure Projects Bid vs EE Federal Fiscal Year 2025**

Month	Bid Date	# Projects Bid	# Bid	Bid Amount	Engineer's Estimate (EE)	Bid vs EE
<input type="checkbox"/> <b>May</b>						
21813: I-84B, SH 81 TO I 84, BURLEY	05/06/25	1	2	\$3,373,709.00	\$2,846,597.60	119%
20505: SH-75, D4 #3 Seal Coats	05/20/25	1	2	\$3,241,520.00	\$3,457,776.96	94%
20751: I-84, MP 255 TO CO LN, CASSIA CO	05/20/25	1	4	\$1,928,468.55	\$3,091,820.60	62%
<b>Total</b>		<b>3</b>	<b>3</b>	<b>\$8,543,697.55</b>	<b>\$9,396,195.16</b>	<b>91%</b>
<input type="checkbox"/> <b>June</b>						
21875: FY25 D6 BRIDGE REPAIR	06/03/25	1	2	\$2,399,981.88	\$3,086,998.11	78%
23958: SH 44 INTERCHANGE	06/03/25	1	5	\$54,610,592.00	\$67,942,112.06	80%
24745: US 20 YALE-KILGORE INTERSECTION SIGNAL IMPROVEMENTS	06/03/25	1	2	\$1,069,090.47	\$966,896.00	111%
24306: I-90, SH 41 TO US 95 - EAST, KOOTENAI CO	06/17/25	1	5	\$60,478,960.16	\$71,519,951.80	85%
<b>Total</b>		<b>4</b>	<b>4</b>	<b>\$118,558,624.51</b>	<b>\$143,515,957.97</b>	<b>83%</b>
<input type="checkbox"/> <b>July</b>						
24305: I-90, SH 41 TO US 95 - WEST, KOOTENAI CO	07/01/25	1	4	\$66,809,809.09	\$89,342,279.30	75%
24106: Culvert Repair	07/22/25	1	7	\$975,876.00	\$1,302,667.02	75%
24526: SH-44, LINDER TO SH 55 (EAGLE RD), CITY OF EAGLE	07/29/25	1	3	\$2,423,237.00	\$3,133,779.25	77%
<b>Total</b>		<b>3</b>	<b>5</b>	<b>\$70,208,922.09</b>	<b>\$93,778,725.57</b>	<b>75%</b>
<b>Total</b>		<b>48</b>	<b>3</b>	<b>\$515,451,533.65</b>	<b>\$614,129,276.10</b>	<b>84%</b>





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## FY26 State Highway System Projects Planned for Advertisement: September-January

STATE HIGHWAY SYSTEM PROJECTS LIKELY TO BE ADVERTISED SEPTEMBER 2025 - JANUARY 2026								
District	Key #	Route #	Beg MP	End MP	Project Location*	Work Type	CN Budget (\$1000s)**	Approx Bid Date
1	22291	SH 3	59.7	70.4	MP 59.7 TO MP 70.4, BENEWAH CO	PM	1,830	Sept-Oct
1	22292	STATE	0	0	FY26 D1 BRIDGE REPAIR	BR/APPRS	3,730	Oct-Dec
1	23239	SH 3	50.84	59.47	FOSSIL BOWL TO EMERALD CR, SHOSHONE CO	RESRF/RESTO&REHAB	10,500	Oct-Dec
1	23875/23874	SH 41	0.137	0.137	BNRR, BRIDGE REPAIR, KOOTENAI CO & GREENSFERRY RD GS REPAIR, POST FALLS	BR/APPRS	2,215	Sept-Oct
2	20450	US 95	186.55	186.75	HAT CR BRIDGE, IDAHO COUNTY	BR/APPRS	4,810	Sept
2	22289	STATE	0	0	FY26 D2 BRIDGE REPAIR	BR/APPRS	1,101	Oct-Dec
2	24509	US 95	319.86	334.15	LEWISTON HILL TO THORN CR RD, NEZ PERCE & LATAH CO	RESRF/RESTO&REHAB	22,232	Sept-Oct
3	22232	US 95	64.96	70.28	FRUITLAND TO PAYETTE NCL, PAYETTE CO	RECONST/REALIGN	18,731	Oct-Nov
3	22269	STATE	0	0	FY26 D3 BRIDGE REPAIR	BR/APPRS	1,819	Sept-Oct
3	23162	US 95	38.432	47.58	WILDER TO PARMA NCL, CANYON CO	PM	1,826	Oct-Dec
3	23544	I 84	0	0	FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	RESRF/RESTO&REHAB	5,000	Oct-Dec
3	23166	I 84	0	12.612	OREGON ST LN TO BLACK CANYON IC, PAYETTE CO	PM	5,076	Oct-Dec
4	21812	SH 46	110.31	112.47	CITY OF GOODING	RESRF/RESTO&REHAB	5,259	Oct-Dec
4	21845	I 84	133	133	FY25 BLISS RA PARKING EXPANSION	ENV PRESV	3,865	Oct-Dec
4	21914	SH 75	101.98	102.24	SH 75, JCT US 20 RURAL CONFLICT WARNING SYSTEM (Rebid)	SAFTY/TRAF OPER	206	Sept-Oct
4	21951	US 93	24.99	40	3250 N TO 3800 N, TWIN FALLS CO	SAFTY/TRAF OPER	10,222	Nov-Jan
4	22201	SH 27	21.807	23.042	MAIN ST TO OVERLAND BR, BURLEY	RESRF/RESTO&REHAB	3,556	Oct-Dec
4	22215	US 30	218.638	219.579	BLUE LAKES BLVD TO EASTLAND DR, TWIN FALLS	RESRF/RESTO&REHAB	4,600	Nov-Jan
4	22220	STATE	0	0	D4 #6 SEAL COATS	PM	3,500	Oct-Dec
4	22247	STATE	0	0	FY26 D4 BRIDGE REPAIR	BR/APPRS	2,900	Oct-Dec
4	24005	US 93	26.05	26.18	FY26 HOLLISTER POE IMPROVEMENTS	SAFTY/TRAF OPER	3,709	Nov-Jan
4	25082	I 84	201	207.7	KASOTA TO BURLEY EBL REPAIRS	RESRF/RESTO&REHAB	3,000	Nov-Jan
5	21832	I 15B	3.6	4.1	MCCAMMON IC TO OLD US 91, BANNOCK CO	RESRF/RESTO&REHAB	7,938	Oct-Nov
5	22162	US 30	442	448	ROCKY POINT WILDLIFE XING, BEAR LAKE CO	ENV PRESV	27,720	Oct-Dec
5	23604	STATE	0	0	D5 CONCRETE SLAB REPLACEMENT	PM	6,285	Oct-Dec
5	23931	US 30	404.51	406.89	SODA SPRINGS WCL TO ECL, CARIBOU CO	RECONST/REALIGN	13,000	Oct-Dec
5	24007	US 30	359.68	365.23	JCT OLD US 91 TO TOPAZ BRIDGE, BANNOCK CO	PM	7,368	Oct-Nov
6	21923	US 26	336.52	336.98	JCT HITT ROAD (25TH E), BONNEVILLE CO	SAFTY/TRAF OPER	10,951	Nov-Jan
6	24137	STATE	0	0	FY26 D6 PAVEMENT PRESERVATION	RESRF/RESTO&REHAB	7,686	Oct-Nov
6	24507	US 20	309.9	320.5	IDAHO FALLS TO RIGBY MILL AND OVERLAY	RESRF/RESTO&REHAB	15,065	Oct-Nov
6	24514	SH 33	77.7	335.4	REXBURG MILL AND INLAY	RESRF/RESTO&REHAB	3,755	Nov-Jan
Approximate Budget:							\$219,455	

- Monitoring 30 project estimates and unit prices of projects planned to open bids
- Approximate budget: \$219.5M



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## TECM Projects Planned for Advertisement in 2025-2026

TECM PROJECTS LIKELY TO BE ADVERTISED SEPTEMBER 2025-OCTOBER 2026								
District	Key #	Route #	Beg MP	End MP	Project Location*	Work Type	Budget**	Approx Bid Date
3	24309	US 20/26	27.25	30.4	MIDDLETON RD TO FRANKLIN BLVD, ADA/CANYON COS	MAJRWDN	55,000-65,000	Nov 2025 - March 2026
3	24310	US 20/26	30.4	33.1	FRANKLIN BLVD TO STAR RD, ADA/CANYON COS	MAJRWDN	35,000-45,000	Nov 2025 - March 2026
3	20574	SH 44	10.523	16.15	STAR RD TO SH 16, ADA CO	MAJRWDN	10,000-20,000	
4	24304	SH 75	117.22	122.75	MCKERCHER TO BROADWAY RUN, BLAINE CO	MAJRWDN	62,000-72,000	
5	22692	I 15	92.52	92.52	US 26 IC NBL & SBL, BLACKFOOT	BR/APPRS	41,000-51,000	Nov 2025 - March 2026
5	22693	I 15	92.3	92.3	UPRR BRIDGE ST NBL & SBL, BLACKFOOT	BR/APPRS	41,000-51,000	Nov 2025 - March 2026
6	23244	US 20	291	301.4	MP 291 TO IDAHO FALLS	RESRF/RESTO&REHAB	45,000-55,000	
					Approximate Budget:		289,000-359,000	

- TECM advertisement plan: Monitoring 7 projects planned for bid openings
- Approximate budget: \$289M - \$359M



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## Out Year State Highway System Infrastructure Projects Delivered

<u>DIST</u>	<u>KEY NO</u>	<u>PROJECT NAME</u>	<u>PS&amp;E DATE</u>	<u>WORK</u>	<u>CN AMT \$</u>	<u>Year Programmed in FY26 Draft</u>
1	20667	BENEWAH LN TO RAMSKULL CR, BENEWAH CO (Comp 20668)	3/22/2024	P Pres	499	FY27
1	20668	S WHISTLE RD TO ECHO PT RD, KOOTENAI CO (Comp 20667)	3/22/2024	P Pres	638	FY27
1	23939	I 90, MULLAN TO MONTANA RAIL UPGRADE PH 2, SHOSHONE CO	7/23/2025	P Rest	4,750	FY29
2	22208	MIDDLE FK POTLATCH CR BR TO BOTTOM OF BEAR RIDGE	8/28/2024	P Rest	6,175	FY27
3	20612	ADA & BOISE COUNTY SEALCOATS	9/29/2022	P Pres	5,257	FY30
3	23561	SH 45, DEER FLAT RD TO I84B, CANYON COUNTY	8/20/2025	P Rest	13,807	FY27
3	23562	EMMETT TO SWEET/OLA HWY, GEM CO	2/20/2025	P Rest	6,827	FY27
3	23167	PARMA NCL TO JCT I 84 & NYSSA BRIDGE TO JCT US 95	3/27/2025	P Rest	8,323	FY28
3	24117	I 84 TO STAR RD, ADA/CANYON CO	3/27/2025	P Pres	1,512	FY27
3	23541	CLEAR CR TO CASCADE NCL, VALLEY CO	3/31/2025	P Rest	7,803	FY28
4	20583	HOLLISTER NCL TO 3250 N, TWIN FALLS CO	7/31/2024	P Pres/S&C	16,800	FY27
4	23209	BLISS REST AREA REHABILITATION	6/13/2025	Rest area	694	FY28
4	23207	JUNIPER REST AREA REHABILITATION	6/13/2025	Rest area	669	FY28
5	22186	FY26 PAVEMENT PRESERVATION, CARIBOU CO	3/11/2024	P Pres	6,149	FY27
5	22278	FY27b D5 BRIDGE REPAIR	2/3/2025	P Pres	1,761	FY27
5	22671	BENNINGTON TO MONTPELIER, BEAR LAKE CO	8/28/2024	P Pres	3,850	FY27
5	23045	SNAKE RV BR REPAIR, BLACKFOOT	12/3/2024	B Pres	1,446	FY27
5	22279	I 15B, RAPID CREEK BR, BANNOCK CO	7/21/2025	Br Rest	1,657	FY27
6	20539	INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS	10/30/2024	Safety	4,162	FY30
6	24515	OVERLAY MP 0 TO MP 28.4, DRUMMOND	2/6/2025	P Pres	10,664	FY27
6	23212	US 20, ARCO TO JCT SH 33, BUTTE COUNTY	7/1/2025	P Pres	6,864	FY31
6	23238	US 20, JCT SH 33 TO INL PUZZLE, BUTTE CO	7/1/2025	P Pres	15,808	FY30
6	24516	SH 48, ROBERTS TO RIGBY OVERLAY, JEFFERSON CO	1/22/2025	P Pres	8,017	FY28
					<b>134,132</b>	

- Early delivery: 23 out year projects already delivered
- Approximate budget: \$134M



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

Presenter's Name David Tolman	Presenter's Title Chief Administrative Officer
Preparer's Name David Tolman	Preparer's Title Chief Administrative Officer

### Subject

ITD State Street Headquarters Building Design Plan		
Key Number	District	Route Number

### Background Information

This presentation will provide to the Board the staff recommendation for remodel of the headquarters building on State Street. The architect has been working with the Idaho Transportation Department team on various layout options of which they have a recommended design that will accommodate the staff expected to occupy space at the headquarters building. In addition, the presentation will include the results of the hazardous materials testing and recommendation. This and other information will be presented.

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

Approve Resolution on page 172.

## Resolution

WHEREAS, the ITD Campus on State Street located at 3311 W State Street, Boise, Idaho consists of over 44 acres of property, one large building, and other improvements (collectively the “State Street Campus”) and was previously the site of ITD’s administrative headquarters; and

WHEREAS, the January 2, 2022 flood event displaced all employees working in the largest building on that campus; and

WHEREAS, the Idaho Legislature appropriated \$32.5 million during the legislative session in 2024 and an additional \$9.6 million during legislative session 2025 to rehabilitate the administrative facility on the State Street Campus; and

WHEREAS, a Property Condition Assessment Report for the ITD Headquarters was completed by industry professionals on December 18, 2024 that provided initial scope recommendations as presented at the January 2025 Board meeting.

WHEREAS, the Idaho Transportation Board directed staff to work with the Division of Public Works to engage a qualified design professional for design estimates and for professional hazardous materials testing.

*NOW, THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs staff to work with the Division of Public Works to award a contract for the hazardous materials abatement. Current estimated cost for this work based on the property condition report completed December 2024 was \$8.2 million; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board directs staff to proceed with the design of the Headquarters Building remodel and directs staff to include the following features:

- Fire suppression sprinkler and alarm system
- Replacement of the existing elevators
- Rehabilitation and/or replacement of the building envelope to include windows, doors, etc.
- Replacement of all electrical, plumbing, HVAC, and other major components
- Any structural modifications or reinforcements needed
- Landscaping, drainage, parking lot rehabilitation including increased exterior lighting for employee safety

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board directs staff to report back to the Board with cost estimates as soon as possible.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

Presenter's Name Shauna Miller	Presenter's Title Senior Transportation Planner
Preparer's Name Shauna Miller	Preparer's Title Senior Transportation Planner

### Subject

Public Transportation Advisory Council (PTAC) District 6 Reappointment		
Key Number N/A	District 6	Route Number N/A

### Background Information

The Public Transportation Advisory Council (PTAC) created per Idaho Code 40-514 to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies, and providers regarding rural public transportation issues.

The District 6 PTAC member's term ended June 30, 2025. As required per statute, the Public Transportation (PT) Office solicited applications in early 2025. Only one application, by the current incumbent, was submitted to the PT Office. The application was reviewed by the PT Office and the remaining PTAC members.

At the September 5, 2025 meeting, the PTAC moved by unanimous consensus that the current incumbent remains qualified to serve on the PTAC.

If reappointed, the term is effective July 1, 2025 through June 30, 2028.

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

The Board review the application for the District 6 PTAC position. Resolution on page 177.

**Michelle Ziel-Dingman**

951 Limestone Drive

Idaho Falls, ID 83404

(208) 206-4735

[michelleziel@gmail.com](mailto:michelleziel@gmail.com)

**August 1, 2025**

Shauna Miller

Senior Transportation Officer

Idaho Transportation Department – Public Transportation Office

Dear Ms. Miller,

I am writing to formally express my interest in serving a second term on the Public Transportation Advisory Council (PTAC) representing District 6. It has been a privilege to serve alongside my fellow public transit enthusiasts and professionals who support efforts that help connect Idahoans through reliable, safe, and equitable public transportation.

During my first term, I've gained a deeper appreciation for the impact public transit has on communities—especially in rural and underserved areas. I have enjoyed being a part of meaningful discussions and collaborative planning that aim to expand access and improve infrastructure across our state. I remain committed to PTAC's mission of identifying transportation needs, supporting coordinated systems, and ensuring that transit solutions are both sustainable and inclusive.

I look forward to the opportunity to continue contributing to this work and representing the needs and priorities of District 6. Thank you for your consideration, and please don't hesitate to reach out if additional information is needed to support my application.

Sincerely,

**Michelle Ziel-Dingman**



## Conflict of Interest

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement (Attachment A)* and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

*Michelle Z Dingman*

Michelle Ziel-Dingman

Print Name

Signature

July 31, 2025

Date





## **Public Transportation Advisory Committee (PTAC) Application Form**

### **Required for Submission**

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

### **Contact Information**

Full Name: Michelle Ziel-Dingman

Street Address: 951 Limestone Drive City/State/Zip: Idaho Falls, ID 83404

Phone: 208-206-4735 Email: mdingman@idahofalls.gov

### **Organization Affiliation (if any):**

Name: City of Idaho Falls

Street Address: 308 Constitution Way City/State/Zip: Idaho Falls, ID 83402

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### **District you are applying for:**

District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☐ District 5 ☐ District 6 ☒

WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 6 with one submitted application by the current incumbent; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from August 1, 2025 to August 30, 2025; and

WHEREAS, the submitted application was reviewed by the PTAC at their September 5, 2025, meeting where the council determined the applicant remains qualified for the District 6 position.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board reappoints Michelle Ziel-Dingman for the District 6 Public Transportation Advisory Council position for the term of July 1, 2025 through June 30, 2028.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

Presenter's Name Mike Stowell - Asali Crisp	Presenter's Title Workforce Development & Civil Rights Program Managers
Preparer's Name Mike Stowell- Asali Crisp	Preparer's Title Workforce Development & Civil Rights Program Managers

### Subject

FY25 Workforce Development Program Update and FY26 Workforce Development Plan		
Key Number	District	Route Number

### Background Information

Report on the FY25 workforce development efforts and request approval for the proposed FY26 Workforce Development Plan funding.

Funding has been instrumental in the development of ITD employees and significantly enhancing their skills and expertise. Moreover, these funds have equipped external students with the necessary skills to excel in the heavy equipment highway construction industry. This investment has enhanced our workforce and fostered a growing interest in STEM careers among Idaho students.

In FY25, \$632,991 was spent in federal funds on workforce training.

- \$253,119 Internal
- \$379,872 External

Internal ITD training included:

- 14 National Highway Institute courses
- 9,858 technical training classes delivered through LUMA
- Asbestos training
- 4 Crane and Digger Derik classes
- 4 Mechanic training classes
- 4 Specialty bridge equipment safety classes

External outreach programs included:

- 1 ICONIC\* adult program
- 1 STEM youth program
- 1 Idaho Department of Corrections program

Proposed FY26 Workforce Development Programs (all program funds have been identified in the Idaho Transportation Investment Program):

- \$700,000 Federal Program Funds:
  - o \$400,000 for external workforce development efforts
  - o \$300,000 for development of ITD employees



## Board Agenda Item

ITD 2210 (Rev. 12-23)

This is a single-year approval to be assessed annually for Board's consideration each fiscal year.

\*ICONIC – Idaho Career Opportunities – Next in Construction

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

Resolution on page 180.

## **RESOLUTION**

WHEREAS, Department staff presented the details of the FY26 Workforce Development Plan to the Idaho Transportation Board at its September 18, 2025, meeting.

WHEREAS, the FY26 Workforce Development Program funding has been identified in ITD's Idaho Transportation Investment Program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the recommended FY26 Workforce Development Plan totaling \$700,000 in Federal Program Funds - \$300,000 to internal and \$400,000 to external workforce development.

*BE IT FURTHER RESOLVED*, that staff is authorized to submit for federal funding.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 9/18/2025

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

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

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

### Subject

District 2 Highway Safety Update		
Key Number	District	Route Number

### Background Information

The Office of Highway Safety (OHS) will recognize Deputy Darren Duke from the Latah County Sheriff's Office for his contribution to community safety. His agency has been proactive in conducting traffic safety education and outreach and is an OHS grant recipient. While participating in one of our traffic grants, Deputy Duke's body camera footage was instrumental in helping identify the culprit in a high-profile murder investigation.

OHS will also share information about the recently completed 2024 Annual Crash Report, the Child Passenger Safety campaign taking place September 21-27, and the October Teen Traffic Safety Week campaign that we worked in coordination with the Department of Fish and Game.

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

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# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 9/18/25

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

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

Presenter's Name Jesse Webb	Presenter's Title Resident Engineer
Preparer's Name Jesse Webb	Preparer's Title Resident Engineer

## Subject

Consultant Services Extension for US-12 Saddle Camp to Warm Springs Project		
Key Number 22734	District 2	Route Number US-12

## Background Information

In November 2021, through a Request for Proposals (RFP), the Consultant (HMH, LLC) was selected to provide materials sampling and testing for multiple projects. The original agreement was executed on April 15, 2022. There have been four supplemental agreements for continued materials sampling and testing. The current agreement amount, including all approved supplemental agreements to-date, is \$1,246,299. In June 2024, the Board authorized this agreement amount.

Supplemental agreement No. 2 authorized \$135,500 in services for construction project Key Number 22734; US-12, Saddle Camp to Warm Springs, Idaho County.

The reason for this agenda item is the construction project number A022(734); US-12, Saddle Camp to Warm Springs, Idaho Co. had the work completed in fall 2023, and there is an outstanding invoice from HMH, LLC for \$46,749.23 for the field materials sampling and testing that occurred during the asphalt paving operation in July 2023. The invoiced cost of services of \$46,749.23 exceeds beyond the \$135,500 authorized agreement amount and further exceeds the \$1.0 million threshold criteria requiring Board approval. HMH, LLC acted in good faith during the performance of their services to ensure this Federal-Aid project was tested in accordance with the contract requirements during the asphalt paving operation. ITD acknowledges there was a lack of communication that led to this situation of the needed services exceeding the authorized amount. The efforts of ITD and HMH, LLC were in the best interest of the project but there was an oversight in requesting approval for the increased agreement amount prior to performing the services. Realizing our oversight, we are coming now with this correction.

The invoiced cost of services of \$46,749.23 brings the total agreement amount to \$1,293,048.23.

District 2 requests Board approval to authorize the agreement amount to \$1,293,048.23 to cover these outstanding costs. Project No. A022(734) has obligated funding available to cover these construction service costs.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

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

Resolution on page 181C.



## Resolution

WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance and improvement of state highways; and

WHEREAS, the Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

*NOW THEREFORE BE IT RESOLVED*, that Board approves the consultant services extension for US-12 Saddle Camp to Warm Springs project, under the District 2 Laboratory Staff Augmentation 2022 Agreement No. 96200, to further exceed the \$1 million threshold and pay the outstanding consultant invoice.

*BE IT FURTHER RESOLVED*, that the Board authorizes staff to further exceed the \$1 million threshold from \$1,246,299 to \$1,293,048.23.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 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
13494 <sup>1</sup> / Design	Old Hwy 30, W Plymouth St Br, Canyon County	LHTAC 3	\$3,017,468	\$3,017,468	\$211,757	\$3,229,225
22104 <sup>1</sup> / Design	W Bridge St Bridge, Blackfoot	LHTAC 5	\$874,030	-	\$787,593	\$1,661,623
23335 <sup>1</sup> / Design	SH-55, Pear Lane to Farmway, Caldwell	3	\$7,510,949	\$7,510,949	\$36,196	\$7,547,145
24299 <sup>1</sup> / Design	Moon Pass Rd Tunnels and Bridges, Shoshone County	LHTAC 1	\$482,388	-	\$690,873	\$1,173,261
24341 <sup>1</sup> / Design	South Teton River Bridge, Fremont County	LHTAC 6	\$622,331	-	\$630,000	\$1,252,331

1 Professional Agreements &gt; \$1M

2 Work Task Agreements &gt; \$500K

3 Cumulative Work Task Agreement for project &gt; \$1.5M/

4 Consultant Two-year Work Task total &gt; \$1.5M

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

Approval of resolution on page 190.



**DATE:** August 29, 2025

**Program Number(s)** A013(494)

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

**Key Number(s)** 13494

**FROM:** Laila Kral, PE *LK*  
LHTAC Administrator

**Program ID, County, Etc.** OLD HWY 30, W  
PLYMOUTH ST BR, CANYON CO

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Forsgren Associates, Inc. professional services agreement for the Old Hwy 30, W Plymouth St Br, Canyon County

The purpose of the project, administered by LHTAC, is to construct a new Boise River crossing near the existing Plymouth Street Bridge, Bridge Key 26725, in Canyon County, Idaho. The project proposes to construct a two-lane bridge in another location and rehabilitate the existing bridge to be a shared-use path for pedestrian and bicycle use. The relocation of the Boise River Bridge Crossing will improve connectivity of local roads, provide a redundant Boise River crossing, and provide roadway curvature that meets current standards.

In February 2015, through Request for Proposal (RFP), Forsgren Associates, Inc. was selected to provide design services through PS&E.

The initial agreement was to develop the project concept and Environmental and Right of Way (ROW) services to assist in identifying preferred location and alignment of the new bridge structure. The agreement was completed in September 2017 for the total of \$509,300.

A supplemental was negotiated at \$1,427,600 to complete Preliminary and Final Design services of the roadway, bridge, and canal bridge. In November 2017, the Board authorized the agreement up to \$1,936,900.

Supplemental #2 was negotiated at \$85,978 for additional environmental study including Ethnographic Study per the request of the Shoshone-Bannock Tribes. In July 2019, the Board authorized agreement amount up to \$2,100,000.

In November 2021, the Board authorized the agreement up to \$2,900,000 to cover supplemental #3 services to design two additional canal bridges and two structural retaining walls. Supplemental agreement #3 was written for \$743,590, bringing the total design services to \$2,766,468.

In February 2025, the Board authorized agreement up to \$3,017,468. Supplemental agreement #4 was written for \$251,000 to revise the Hydraulics Report as well as the Situation and Layout and bridge design based on new scour requirements. That brought the total cost of design services to \$3,017,468.

Supplemental agreement #5 is needed to revise several elements of the environmental document including:

- 1) incorporating additional endangered species – the Monarch Butterfly and the Suckley's Cuckoo Bumble Bee;
- 2) updates are needed for the previously completed Noise Report due to changes in FHWA requirements and barrier cost estimates; and
- 3) development of interpretive signage as required in the executed MOA for adverse effects to two cultural or historic resources.

Negotiated cost of services for Supplemental Agreement #5 is \$211,757, bringing the total cost of services to \$3,229,225. This is approximately 20% of the estimated construction costs.

Currently, there is \$3,163,000 obligated for design services by consultants. LHTAC is in the process of adding \$200,000 of Bridge-Local funds to the project. No agreements will be written without enough obligated funding.



**DATE:** August 19, 2025

**Program Number(s)** A022(104)

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

**Key Number(s)** 22104

**FROM:** Laila Kral, PE  
LHTAC Administrator *LK*

**Program ID, County, Etc.** W BRIDGE ST  
BRIDGE, BLACKFOOT

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the JUB Engineers, Inc. professional services agreement for the W Bridge St Bridge, Blackfoot

This project involves the removal and replacement of the existing West Bridge Street Bridge over the Snake River (Bridge Key Number: 23120, Structure Name: 97611A) in the City of Blackfoot. The bridge provides a vital connection between downtown Blackfoot (south) and State Highway 39 (north), serving a significant volume of commercial and passenger vehicle traffic. Due to its age, dimensional limitations, ongoing maintenance needs, and concerns regarding public safety, it has been determined that the bridge should be replaced.

In March 2020, through a Request for Proposals (RFP), JUB Engineers, Inc. (JUB) was selected to provide design services for the bridge replacement.

The Phase 1 agreement was issued in January 2021, covering the concept design, for the amount of \$180,528. Phase 2 agreement was issued in June 2023 for preliminary design services, with an agreement amount of \$693,502.

Phase 3 agreement includes final bridge design through Plans, Specifications, and Estimates (PS&E). The agreement has been negotiated at \$787,593, which brings the total agreement amount to \$1,661,623. This is approximately 13% of the programmed construction funding.

Currently, there is \$2,107,000 scheduled for design services by consultants.



**DATE:** September 18, 2025

**Program Number(s)** A023(335)

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

**Key Number(s)** 23335

**FROM:** Eric Staats, PE *ES*  
TECM Program Engineer Manager

**Program ID, County, Etc.**  
SH-55, PEAR LANE TO FARMWAY,  
CALDWELL

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks, LLC professional services agreement for the SH-55, Pear Lane to Farmway, Caldwell

The purpose of this project is to improve safety and mobility on SH-55 (Karcher Rd) from Pear Lane to Farmway Road by widening the existing two-lane road to a five-lane section, providing dedicated turn lanes at major intersections and including wide shoulders for pedestrian/bicyclist usage. The scope includes multiple bridge replacements, culvert extensions, significant utility/irrigation relocations and right-of-way acquisition for over 50 parcels.

In September 2021, through Request for Proposals (RFP), Horrocks, LLC was selected to provide design services for the entire corridor from Pear Lane to Middleton Road.

The initial agreement focused on design services for the eastern half of the corridor from Farmway Road to Middleton Road (KN 22715). In June 2024, the Board authorized an agreement amount for negotiated final design services on the western half of the corridor from Pear Lane to Farmway Road up to \$6,548,000 (KN 23335). The agreement amount was for \$6,547,892.

In June 2025, the Board authorized a supplemental agreement for up to \$7,510,949 to encompass highway alignment adjustments, an expanded environmental re-evaluation, and a Value Engineering study. The supplemental agreement was \$963,057, bringing the total agreement amount to \$7,510,949.

City of Caldwell has requested that ITD include design to cover water main sleeves for future development at several locations. Negotiated cost of these design services is approximately \$36,196, to be reimbursed by the City of Caldwell through an executed Cooperative Agreement between ITD and the City on September 2, 2025. This will bring the total agreement amount to \$7,547,145. This is approximately 10.5% of the programmed construction funding.

Currently, there is \$8,000,000 obligated for design services by consultants.



**DATE:** August 14, 2025

**Program Number(s)** A024(299)

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

**Key Number(s)** 24299

**FROM:** Laila Kral, PE *LK*  
LHTAC Administrator

**Program ID, County, Etc.** MOON PASS RD  
TUNNELS AND BRIDGES, SHOSHONE CO

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the GeoEngineers, Inc. professional services agreement for the Moon Pass Rd Tunnels and Bridges, Shoshone County

The purpose of this project is to improve the stability of eight tunnels by reducing concrete spall and rockfall hazards inside the tunnels and along the slopes leading to the tunnel portals. In addition, this project will include repairing the substructure of one bridge along Moon Pass Road.

In December 2024, through Request for Proposals (RFP), GeoEngineers, Inc. was selected to provide design services.

The Phase 1 agreement was written in July 2024, covering the concept design. The agreement amount was \$482,388.

Phase 2 agreement has been negotiated for \$690,873 to take design from Concept through Plans, Specifications, and Estimate (PS&E). This will bring the total agreement amount to \$1,173,261. This is approximately 18% of the programmed construction funding.

Currently, there is \$1,173,365 obligated for design services by consultants.





**DATE:** August 21, 2025

**Program Number(s)** A024(341)

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

**Key Number(s)** 24341

**FROM:** Laila Kral, PE  
LHTAC Administrator *LK*

**Program ID, County, Etc.** SOUTH  
TETON RIVER BRIDGE, FREEMONT CO

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Forsgren Associates, Inc. professional services agreement for the South Teton River Bridge, Fremont County

This project involves the removal and replacement of the existing South Teton River Bridge over the south fork of the Teton River in Fremont County. It is structurally in poor condition according to the latest bridge inspection report. The proposed bridge replacement addresses important community needs by providing for a safe bridge and maintaining an important transportation corridor between the cities of Teton and St. Anthony.

In July 2024, through a Request for Proposals (RFP), Forsgren Associates, Inc. was selected to provide design services for the bridge replacement.

The Phase 1 agreement was written for \$622,331 covering preliminary design to determine roadway alignment and bridge type and configuration through completion of design study report.

Phase 2 agreement has been negotiated for \$630,000, which will complete design through Plans, Specifications, and Estimates (PS&E). This will bring the total agreement amount to \$1,252,331, which is approximately 20% of the estimated construction costs.

Currently, there is \$1,621,000 scheduled for design services by consultants.



## 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
13494 <sup>1</sup> / Design	Old Hwy 30, W Plymouth St Br, Canyon County	LHTAC 3	\$3,017,468	\$3,017,468	\$211,757	\$3,229,225
22104 <sup>1</sup> / Design	W Bridge St Bridge, Blackfoot	LHTAC 5	\$874,030	-	\$787,593	\$1,661,623
23335 <sup>1</sup> / Design	SH-55, Pear Lane to Farmway, Caldwell	3	\$7,510,949	\$7,510,949	\$36,196	\$7,547,145
24299 <sup>1</sup> / Design	Moon Pass Rd Tunnels and Bridges, Shoshone County	LHTAC 1	\$482,388	-	\$690,873	\$1,173,261
24341 <sup>1</sup> / Design	South Teton River Bridge, Fremont County	LHTAC 6	\$622,331	-	\$630,000	\$1,252,331

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 September 18, 2025

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

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

Presenter's Name Justin Pond	Presenter's Title Right of Way Manager
Preparer's Name Justin Pond	Preparer's Title Right of Way Manager

### Subject

Administrative Settlement over \$200,000.00		
Key Number 23337	District 3	Route Number US-20/26

### Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval. An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings.

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

Approve: KN 23337, Project No. A023(337), US-20/26, Middleton Rd. to Star Rd., Ada and Canyon Counties Parcel 58, an administrative settlement over \$200,000.00. Resolution page 192.

WHEREAS, the Idaho Transportation Department is acquiring right-of-way along 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 58.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 58.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date September 18, 2025

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

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

Presenter's Name Justin Pond	Presenter's Title Right of Way Manager
Preparer's Name Justin Pond	Preparer's Title Right of Way Manager

### Subject

Administrative Settlement over \$200,000.00		
Key Number 23337	District 3	Route Number US-20/26

### Background Information

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

Approve: KN 23337, Project No. A023(337), US-20/26, Middleton Rd. to Star Rd., Ada and Canyon Counties Parcel 98, an administrative settlement over \$200,000.00. Resolution page 194.

WHEREAS, the Idaho Transportation Department is acquiring right-of-way along 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 98.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 98.