



A G E N D A

Regular Meeting of the Idaho Transportation Board

November 13, 2025

Idaho Chinden Campus
11331 Chinden Blvd., Building 8
Boise, Idaho

Listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2633 470 1681
- 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/Safety/Workforce Development

			Page #	Time*
Action Item	1.	CALL MEETING TO ORDER		8:30
Info Item	2.	SAFETY “CLUTCH MOMENT” SHARE: Equipment Trainer Eastwood		
Action Item	3.	BOARD MINUTES – October 15, 2025	3	
Info Item	4.	BOARD MEETING DATES	16	
		Next meeting is December 10 th in Boise, Chinden Campus		
Action Item	5.	CONSENT CALENDAR	17	
ADM	___	FY25 certification of receipts and disbursements	18	
COM	___	ITD FY2025 Annual Report.....	20	
COM	___	2025-2026 ITD pending administrative rules.....	25	
Info Items	6.	INFORMATIONAL CALENDAR		
HWY	___	Contract awards and advertisements	45	
HWY	___	Professional Services Agreements & Term Agreement Work Tasks Report....	51	
HWY	___	Monthly report of federal formula program funding through Oct. 30 th	60	
	7.	DIRECTOR’S MONTHLY REPORT: Director Stokes		8:35
	8.	AGENDA ITEMS		

*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.



November 13, 2025

Boise, Idaho

Page # Time*

Information Items

ADM _____ Quarterly State Fiscal Year 2026 financial statements62 **8:55**
Swajkoski

ADM _____ Fiscal Year 2027 budget revision #1 with Statewide Cost Allocation Plan.....86 **9:05**
Weiskircher adjustments

DIR _____ Dealer Advisory Board annual report..... 88 **9:15**
DAB White

9. BREAK 9:30

Information Item

HWY _____ ITD/AGC Excellence in Construction Partnering Awards 89 **9:45**
Kuisti/Tomlinson

Action Item

HWY _____ Request to approve consultant agreements.....90 **10:05**
Crider (Resolution on page 97)

Information Item

HWY _____ ITD's statewide planning: a look ahead98 **10:10**
Schroeder/Brinkman

Action Item

DIR _____ Idaho Airport Aid Program funding 101 **10:55**
Verdin (Resolution on page 103)

Information Items

HWY _____ Annual update on ITD's research program 104 **11:05**
Laib

INV _____ Annual Employee Safety Program update. 106 **11:25**
Danner

Action Item 10. EXECUTIVE SESSION (Canyon Creek Conference Room) 11:40
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

11. ADJOURNMENT (estimated time) 12:40

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD
October 15, 2025

The Idaho Transportation Board met at 8:30 AM on Wednesday, October 15, 2025, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo – District 3
Bob Hoff, Member – District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Lead Deputy Attorney General

District 1 Member Paul Franz participated remotely. District 4 Member Mitch Watkins and District 5 Member John Bulger were unable to attend.

Safety Share. Financial Manager Gary Genova shared tips on fraud prevention and taking a vigilant mindset to proactively protect oneself from fraud.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of September 17 & 18, 2025, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is November 13, 2025, in Boise. The board set the 2026 April through September district meeting schedule.

Consent Items. No consent calendar items.

Informational Items.

1) Contract awards and advertisements. There were three ITD and zero Local contracts awarded that did not require Board approval from September 1 – 30, 2025. From October 1, 2024, to September 30, 2025, 93 ITD and 20 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From August 25, 2025, to September 21, 2025, 20 new professional services agreements and work tasks were processed, totaling \$3,570,684. Seven supplemental agreements to existing professional services agreements were processed during this period for \$3,128,464.

3) Monthly report of federal formula program funding through September 30. Idaho received FY25 apportionments of \$468.9 million and obligation authority of \$403.8 through

Sept. 30, 2025. On August 8th, an additional \$52.4 million redistribution of OA was received. Total FY25 OA through September 30, 2025, was 97.3% of apportionments. Allotted program funding was \$508.1 million with zero remaining.

4) Sponsorship of Department Programs. Per ITD Board Policy 4041 Sponsorship of Department Programs, ITD reported no sponsorship agreements were executed this year.

5) Non-construction professional services contracts. Per ITD Board Policy 4001, two non-construction professional services agreements were executed the previous month to BoreDM for research boring data, \$38,000 and to Michael Baker International for a work zone safety program update, \$140,000.

6) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of August 31st are behind forecast at -1.7% with revenues in the Highway Distribution Account below forecast at -0.47%. State revenues to the State Aeronautics Fund are below forecast by 14.85%. The Department's expenditures were within planned budgets. Personnel costs savings of \$1.2M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$113.2M, and total construction expenditures from the five different funds sources total \$219.9M.

The balance of the long-term investments is \$191.6M. These funds are obligated against construction projects and encumbrances. The cash balance is \$127.4M. Expenditures in the Strategic Initiatives Program Fund is \$15.4M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$24.2M. Expenditures for the Federal CARES Act fund is \$28K. Expenditures for the TECM bond program during this period are \$82.7M and \$1K for GARVEE.

Board's State Highway System (SHS) Adjustments Subcommittee Report. Member DeLorenzo, who chairs the Adjustments Subcommittee, reported the subcommittee met on September 23rd to discuss the three adjustments that are on today's agenda. All the board members who had adjustments were present at that meeting. The subcommittee recommended passage of the three resolutions brought forth to the Board.

Director's Monthly Report. Director Stokes provided an update on ITD's response to the Governor's Executive Order (EO) and holdbacks, project delivery payout in the last 10 years, plans for growth, preparation for legislative outreach, and operation efficiencies through the employee driven Innovate ITD program. Some highlights included ITD is up to date on all reports requested from the EO and continues to work through the directives. The EO holdback of 3% for General Fund (GF) agencies will impact ITD's Strategic Initiative GF dollars that fund contract construction. Since 2020, ITD implemented strategy reserve and holdback funds, which they intend to adjust their contingency balance up to \$45 million - \$20 million for set-asides and \$25 million from prior year end-of-year balance. That takes into account the \$165 million of ITD's portion of GF – plus interest, and committed project funds. ITD has about 11 staff vacancies of the 1645 legislatively allowed full-time positions (FTPs). Travel costs have

increased 16.2% over the last five years; however, state per diem rates increased by 18.4% for in-state and 23.6% for out-of-state travel. Contract construction payout in FY25 was \$1.04 billion – in comparison to \$300 million in FY15 (and with 137 less employees). Due to growth and the high demand on Idaho’s roads, staff is increasing its planning efforts; however, with inflation and budget insecurity, it makes it challenging to advance long-term planning and projects. That includes adequate funding for operations and to maintain the current system. Staff is preparing for legislative outreach and compiling information on maintenance operations such as tree removal and striping, impacts of fires and floods, and needed equipment in the face of inflation. Director Stokes concluded by highlighting a new online truck permitting system for oversized load permits that resulted in significant cost and time savings.

Innovate ITD! Program. Chief Innovation Experience Officer Brenda Williams presented ITD’s Best of the Best 2024 Innovations winners and provided an update on the Summer Olympics program. Some highlights included in FY25, employees implemented 95 innovations resulting in savings of \$5.16 million and 55,000 hours. Employees voted in five categories and nominees and winners were celebrated at the Annual Leaders Workshop. The following winners by category were Mobility and Economic Opportunity – Nordik Plow Blades; Resource Stewardship – RAP Seal Coat; Safety – Salt Seeing Eye; Ideal Workplace – Right of Way and Parcel Data; and Customer Service – Pop-Up DMV Star Card Assistance. Each of the 51 winners will receive \$200. For the Summer Olympics Program, 183 employees will receive cash awards totaling \$23,000. The top four winners are in DMV.

Temporary Waiver of Special Permit Limitations for Economic Opportunity. Commercial Vehicle Services Supervisor Riley Teutsch reviewed the new economic hardship emergency waiver permit procedures. Some highlights included of the 116 permits issued from January 2022 – September 2025, they were for three main highways – State Highway 55 (35 issued); US-30 and SH-34 (78 issued); and US-20 and SH-33 (3 issued). The latter two highway groups are purple codes routes. For SH-55 the maximum off-track is 7.25 with a maximum length of 75’ 9”. The proposed change to the approval process for these permits streamlines the process going from three-to-four weeks to a same day turnaround.

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

RES. NO. WHEREAS, the Idaho Transportation Department Board may waive existing
ITB25-72 permit policy limitations in the event of an emergency, which is defined in IDAPA
 39.03.01.105; and

WHEREAS, these requests can be time-sensitive in nature due to the emergency conditions; and

WHEREAS, under Idaho Code 40-405, the Idaho Transportation Board may delegate authority to appropriate staff to act on its behalf; and

WHEREAS, the Idaho Transportation Board approved a resolution in March 2020 delegating authority for approval to the Chief Engineer and the Division of Motor Vehicle Administrator; and

WHEREAS, the Idaho Transportation Board will receive yearly reporting of all Economic Emergency Waivers issued via an annual informational board agenda item or report, whichever is determined by the Board as the preferred method of communication.

NOW THEREFORE BE IT RESOLVED, that the Board grants delegated authority to the Freight Office, DMV Administrator, and Chief Engineer to review, approve, or deny requests for the waiver of existing permit policy limitations.

BE IT FURTHER RESOLVED, the Board approves the process brought before them as it provides that each request is analyzed utilizing engineering and safety criteria pertaining to appropriate Idaho laws, rules, and regulations in the movement of vehicles that exceed legal size and weight.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for design and construction engineering and inspection services. The projects, as shown in the resolution, are Overland Rd, Orchard St. to Vista Ave by DKS Associates; Vista Ave., Overland Rd. to Rose Hill St. by Parametrix; SH-16, I-84 System IC and Franklin Rd. IC by HMM; and SH-16, SH-44 to Beacon Light Rd. by Horrocks. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-73 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
21896 ¹ / Design	Overland Rd, Orchard St to Vista Ave, Boise	ACHD	\$1,120,352	\$1,120,352	\$326,675	\$1,447,027
22390 ¹ / Design	Vista Ave, Overland Rd to Rose Hill St, Boise	ACHD	\$1,268,530	\$1,268,530	\$97,838	\$1,366,368
23956 ¹ / CE&I	SH-16, I-84 System IC and Franklin Rd IC, Nampa	3	\$970,314	-	\$884,528	\$1,854,842
25077 ¹ / Design	SH-16, SH-44 to Beacon Light Road, Ada County	3	-	-	\$6,990,840	\$6,990,840

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

Annual 80 MPH Interstate Speed Limits Update. Traffic Operations Engineer Kevin Sablan presented the 80 MPH Interstate Speed Limits update for Interstate Highways 15, 84 and 86 for 85th percentile speeds, differential speeds between light and heavy vehicles, specific segment data, and crash rates. Some highlights included in 2014, ITD implemented 80 MPH speed limits on I-15, I-84 and I-86 and 70 MPH for trucks. The 85th percentile along these routes are averaging 85 MPH on I-15; 85 MPH on I-84; and 84 MPH on I-86. The speed differential between light and heavy vehicles is averaging 10 – 12 MPH. The three corridors have been experiencing an increasing crash trend; however, the frequency of fatal and serious injury crashes has remained relatively unchanged. Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better. In the last three years, staff has analyzed crash data from different rural segments on these corridors. The segments are: I-15 – Utah to Pocatello, Pocatello to Idaho Falls, and Idaho Falls to Montana; I-84 – Oregon to Caldwell, Boise to Mountain Home; Mountain Home to Jerome, Jerome to Burley, and Burley to Utah; and I-86 – Jct. I-84/I-86 to American Falls, and American Falls to Pocatello. The poorest performing segment was Jct. I-84/I-86 to American Falls with a crash rate of 75.06 in 2024. The top contributing circumstances for crashes were speeds too fast for conditions and animals in the roadway.

In response to Chairman Moad's inquiry about the potential of raising the speed limits on I-84 westbound between Milepost 25 and 33 from 65 MPH to 80 MPH once all expansion work

on the highway is done, Traffic OE Sablan stated he will verify Idaho code restrictions. Trucks in urban areas are limited to maximum 65 MPH.

US-95 Relinquishment, N. Latah Highway District, Thorn Creek to Moscow Project.

Transportation Planner Brianna Fernandez provided a recap of the urban boundary approval that took place in 2024 that occurs every 10 years and impacts functional classifications. She also reviewed the three functional classifications categories - Arterials, Collectors and Local roads, along with their respective subcategories and definitions. In conjunction with the US-95, Thorncreek to Moscow project, the existing US-95 highway segment will be removed from the National Highway System and be designated as a functional classified major collector route and the new US-95 segment be added to the NHS and designated as a principal arterial.

The Official Minute transferring the existing segment of US-95 to the Latah Highway District will be signed by the Board upon approval, shown as Exhibit 584, which is made a part hereof with like effect.

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

RES. NO. WHEREAS, on January 15, 2021, the Department and North Latah Highway
ITB25-74 District executed a Road Closure and Maintenance Agreement to transfer existing US-95 from Mile Post 338.558 to Mile Post 343.764, here after referred to as Reisenauer Rd; and

WHEREAS, ITD's District 2 held a public hearing on January 23, 2013, regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, North Latah Highway District held a public hearing on May 13, 2020, regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, on May 13, 2020, North Latah Highway District commission approved to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, on December 17, 2020, the Idaho Transportation Board approved, by resolution # ITB20-67, to enter into said Road Closure and Maintenance Agreement with North Latah Highway District; and

WHEREAS, the Idaho Transportation Department transferred \$3,915,000.00 to North Latah Highway District for the purpose of resurfacing Reisenauer Rd with a completion date of October 31, 2025; and

WHEREAS, Department staff met with the Transportation Board's Subcommittee on State Highway System Adjustments on September 23, 2025, and the

subcommittee passed a motion to present the relinquishment of US-95 between Mile Post 338.558 to Mile Post 343.764 to the Idaho Transportation Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Board approves the existing US-95 segment from **Mile Post 335.558** to Mile Post 343.764 as shown in Exhibit A, be and hereby is removed from the State Highway System and relinquished to North Latah Highway District.

BE IT FURTHER RESOLVED, Reisenauer Road be designated as a functional classified major collector route and the new segment of US-95 from MP 335.161 to MP 339.766 be designated as a Principal Arterial – Other Freeways or Expressways; and

BE IT FURTHER RESOLVED, Reisenauer Road be removed from the National Highways System and the new segment of US-95 from MP 335.161 to MP 339.766 be added to the National Highway System.

Note, later in the meeting staff discovered an error in the Mile Post reference, highlighted above. Prior to the conclusion of the meeting, the board made a motion to approve an amended resolution correcting the error to read “Mile Post 338.558.” Reference on page 12.

City of Salmon Functional Classification Change. Transportation Planner Brianna Fernandez reviewed the City of Salmon’s request to reclass Courthouse Drive and South Saint Charles Street from local roads to major collectors. The reclass is based on 75% of the city population using these roads due to population growth and traffic.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB25-75 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application the City of Salmon, ID, to have Courthouse Road and South Saint Charles updated from local roads to major collections on the Federal Functional Classification System; and

WHEREAS, there is stakeholder and public support for these changes in road functional classification, and

WHEREAS, ITD District 6 has studied the regional traffic impacts and feasibility of updating the functional classification of Courthouse Drive and South Saint Charles and concurs with the changes; and

WHEREAS, the Idaho Transportation Board Subcommittee on State Highway System Adjustments held a Functional Classification meeting on September 23, 2025 and supports staff's recommendations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification from local to major collector of Courthouse Drive and South Saint Charles in the City of Salmon, ID.

Bannock Transportation Planning Organization (BTPO) Functional Classification Change. Transportation Planner Brianna Fernandez presented BTPO's application to reclass 16 routes, shown in the resolution below. Three routes are changing from major collector to local roads because of construction of new roads – these no longer functions as major collectors. They are South 2nd Ave., East Quinn Road, and East Alameda Road. Cole Street is extending and will remain as a major collector. The other 12 routes are recommended for upgraded functional classification.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB25-76 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from Bannock Transportation Planning Organization of the following roads; and

<u>Road</u>	<u>Existing FC</u>	<u>Proposed FC</u>
New Day Parkway	Minor Arterial	Principal Arterial
New Day Parkway	Minor Arterial	Principal Arterial
Northgate Parkway	Minor Arterial	Principal Arterial
South 5th Ave	Minor Arterial	Principal Arterial
South 8th Ave	Minor Arterial	Major Collector
South 2nd Ave	Major Collector	Local
East Quinn Road	Major Collector	Local
East Alameda Road	Major Collector	Local
West Tyhee Road	Minor Collector	Major Collector
Cole Street	Major Collector	Major Collector
East Center Street	Local	Major Collector
Angela Street	Local	Major Collector
Angela-Hiram Ave	Local	Major Collector
Olympus Drive	Local	Minor Arterial
Hiline Road	Local	Major Collector
Vista Road	Local	Major Collector

WHEREAS, there is stakeholder and public support for these changes in road functional Classification; and

WHEREAS, ITD District 5 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

WHEREAS, the Idaho Transportation Board Subcommittee on System Adjustments met on September 23, 2025 to review and recommends approval of these adjustments to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the Bannock Transportation Planning Organization's planning area.

Idaho Transportation Department Draft FY2025 Annual Report. Communication Manager John Tomlinson reviewed the draft FY25 Annual Report and welcomed the Board's feedback. Some highlights included the report begins with ITD's investment in transportation delivery that is effective, efficient and innovative showcasing the Innovate ITD Program. It outlines ITD's mission of safety, mobility and economic opportunity, goal performance for pavement, bridges and clearing highways in winter, ongoing needs for aging infrastructure and DMV transactions for Skip the Trip. New this year, is a QR code to access all of the performance metrics. The report also includes FY22 through FY25 revenues and expenditures by type, project payout of \$1.04 billion, planning for growth, highway project funding from FY21 to FY32, and ITD's investment strategy of operate, preserve, restore and expand (OPRE).

In response to Chairman Moad's question regarding the ongoing infrastructure needs for the 986 aging bridges and an action plan to address those needs, CM Tomlinson stated ITD's plan is the investment strategy of OPRE to preserve and restore the bridges.

Member Franz suggested clarifying the references for "2025: 986 bridges" and "2029: 1,060 bridges" so it is clear those are the number of bridges that will be over 50 years old.

ITD Annual Administrative Rules Proposed Language. Transportation Policy Specialist Brendan Floyd reviewed the proposed administrative rules for the 2026 legislative session. He noted the rules are still in the 21-day comment period; however, they did not anticipate additional comments. The two rules are 39.02.60, Rules Governing License Plate Provisions, which was part of the Zero-Base (ZB) review process, and 39.03.49 Rules Governing Ignition Interlock Devices. This is the last year of the ZB review that requires all agencies to review their rules within five years. Per the legislature, that process will return to an eight-year cycle. Minor changes were made to each rule. The main revision for the license plate rule was to remove the reference to ethanol.

Government Affairs Manager Colby Cameron gave the Board an update on ITD's repeal legislation. GAM Cameron stated that ITD started the executive agency legislative process to repeal 15 subsection chapters of Idaho Code; however, the legislature's Doge Committee has decided to lead that process. The proposed repeals will still go through both legislative transportation committees who will then find sponsors.

Board Unallocated Fund Request for SH-55, Horseshoe Bend Drainage Improvements Project District 3 Engineer Jason Brinkman presented the request for drainage improvements on SH-55 in Horseshoe Bend. Some highlights included runoff from rain or snow melt accumulates in people's yards and garages and the speed limit through that main part of town is only 25 MPH. Last year, ITD partnered with the City of Horseshoe Bend (using some pedestrian TAP and ITD funds) to improve drainage and sidewalks on the west side of the highway. In order to put in enhanced pedestrian crossings on the east side, sidewalks need to be constructed. ITD would design drainage, curb and gutter, and sidewalks, install an overhead pedestrian hybrid beacon crossing, and raise the speed limit to 35 MPH when school is not in session. DE-3 Brinkman noted that there is an opportunity to receive federal TAP program funds to off set some of ITD's construction costs.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-77 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for roadway drainage and mobility improvements in Horseshoe Bend on State Highway 55; and

WHEREAS, the Idaho Transportation Department has completed a concept of the improvements identified for State Highway 55 in Horseshoe Bend; and
WHEREAS, having a project in the Idaho Transportation Investment Program (ITIP) provides maximum flexibility to work with other agencies, private partners, and the local communities in the area.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$1,100,000 for construction and \$150,000 for design of FY26 Board Unallocated Funds for the SH-55 Horseshoe Bend drainage improvement project.

BE IT FUTHER RESOLVED, that the Board approves staff to add the project to the FY26-FY32 ITIP accordingly.

Board Unallocated Fund Request for Intersection Improvement Projects on SH-16, SH-52 and SH-21. District 3 Engineer Jason Brinkman provided an overview of the proposed intersection projects on SH-16, SH-52, and SH-21. Some highlights included the SH-16

intersection improvement is in response to providing egress for buses leaving the Payette River Regional Technical Academy (PRRTA). It is in partnership with the PRRTA administrator, City of Emmett, Gem County, and the Emmett School District. The project will add widening to stripe in a center turn lane, which will aid buses in turning out and merging into traffic. The request will cover materials costs. The second request is the intersection of Mill Road and SH-52 (two miles west of PRRTA). Mill Rd. is a major road for large vehicle gravel trucks within Gem County. The project is to install a signal at Mill Rd. and SH-52 to improve access for buses and widen SH-52 to build a westbound right turn lane for the signalized intersection. Funding will pay for the gravel and pavement needed and ITD would split the cost 50-50 with the County to pay for the signalization. The last project is for a right turn bay at the intersection of SH-21 and Warm Springs Ave. ACHD and the City of Boise are supportive of the project. Three light poles need to be moved and grading and roadbuilding to construct the lane.

In response to Chairman Moad's question on what the speed limit is for the SH-55 stretch in Horseshoe Bend, DE-3 Brinkman stated there about five different speed transitions through and out of town. Chairman Moad suggested reviewing the speed limits to potentially raise speeds for the northbound transition out of town.

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
ITB25-78 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for intersection improvements on State Highway 52 in Emmett, State Highway 16 in Emmett, and State Highway 21 in East Boise; and

WHEREAS, the Idaho Transportation Department has completed concepts and estimates for the improvements identified; and

WHEREAS, having a project in the Idaho Transportation Investment Program (ITIP) provides maximum flexibility to work with other agencies, private partners, and the local communities in the area.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$1.4 million of FY26 Board Unallocated Funds for State Highway 52 in Emmett, State Highway 16 in Emmett, and State Highway 21 in East Boise intersection improvement projects.

BE IT FUTHER RESOLVED, that the Board approves staff to add the project to the FY26-FY32 ITIP accordingly.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock reported on the new TAC members, truck parking, Uninsured/Underinsured Motorist and Drive Insured (UMDI) Program, towing issues, and nationwide trucking topics. Some highlights included the Truck Parking Information Maintenance System is providing real-time parking data via 511 maps to assist truck drivers in finding parking spaces – especially at night where parking is at high demand. The TAC received a presentation from Farm Bureau on the UMDI Program discussing fines and minimum limits. No insurance traffic citations in Idaho is the second most common. The challenge is aligning insurance coverage with actual vehicle replacement costs and addressing drivers who do not have any insurance. The passage of HB174 abandoned vehicle bill streamlines the process and includes electronic notifications. There are still major concerns regarding unregulated towing companies and inconsistency with service fees. Regarding national issues, the Federal Motor Carrier Safety Administration ordered immediate pause on all non-domiciled CDL issuance and there are new rules issued that restrict eligibility requirements.

In response to Chairman Moad's question on employing truck drivers, TAC Chairman Pocock stated that although the shortage of drivers is not as tight, it is still hard to find qualified drivers. The TAC has been involved in taking truck driving simulators around the state into schools and for trades to promote careers in truck driving.

Chairman Moad inquired about the status of electric vehicle truck requirements in California, TAC Chairman Pocock shared it was his understanding that the current administration put a hold on it.

Chairman Moad also inquired about off-tracking and if there were any 129,000 pound routes that needed to be added. TAC Chairman Pocock stated it would more than likely take legislation to change, but off-tracking for 129K pound trucks is no worse than for 105,500 pounds trucks. The numerous required permits to travel 129K pound routes are cumbersome and would prefer 129K pound truck requirement be disbanded.

US-95 Relinquishment, N. Latah Highway District, Thorn Creek to Moscow Project (Amended Resolution). Transportation Planner Brianna Fernandez reported due to an error in the mile post reference for the existing US-95 segment for the US-95 relinquishment to the North Latah Highway District, a corrected amended resolution is being presented.

Vice Chair Osborn made a motion, seconded by Member DeLorenzo, and it passed unopposed to approve the following amended resolution: (The amended paragraph with revised text is highlighted below. The resolution and its entirety is as shown in *ITB25-74*.)

NOW THEREFORE BE IT RESOLVED, that the Board approves the existing US-95 segment from **Mile Post 338.558** to Mile Post 343.764 as shown in Exhibit A, be and hereby is removed from the State Highway System and relinquished to North Latah Highway District.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:27 AM.

Read and Approved

_____, 2025

_____, Idaho

WILLIAM H. MOAD, CHAIRMAN

Idaho Transportation Board

BOARD MEETING DATES

2025

DATE	CITY	LOCATION	DISTRICT
January 15	Boise	11331 W. Chinden Blvd.	HQ
February 19	Boise	11331 W. Chinden Blvd.	HQ
March 20	Boise	11331 W. Chinden Blvd.	HQ
April 17 & 18	Pocatello	5255 S 5 th 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

DATE	CITY	LOCATION	DISTRICT
January 21	Boise	11331 W. Chinden Blvd.	HQ
February 19	Boise	11331 W. Chinden Blvd.	HQ
March 18	Boise	11331 W. Chinden Blvd.	HQ
April 15 & 16	Shoshone	216 South Date St.	D4
May 13 & 14	Pocatello	5255 S 5 th Ave.	D5
June 16 & 17	Boise	8150 W. Chinden Blvd.	D3
July 15 & 16	Coeur d'Alene	600 W. Prairie Ave.	D1
August 19 & 20	Rigby	206 N. Yellowstone Hwy.	D6
September 16 & 17	Lewiston	2600 Frontage Road	D2



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 18 - 44

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 FY25 certification of receipts and disbursements, FY25 Annual Report, and 2025 – 2026 pending administrative rules.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☒ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Robert Swajkoski	Presenter's Title Controller
Preparer's Name Wyatt Haszier	Preparer's Title Financial Specialist, Sr.

Subject

FY25 Certification of Receipts and Disbursements		
Key Number	District	Route Number

Background Information

The attached certification is submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code. This section states:

I.C. 40-708 (2) "All moneys apportioned to the board, counties or highway districts, and cities from the proceeds from the imposition of tax on fuels and from any tax or fee for the registration or operation of motor vehicles for general highway construction and maintenance, bridge and culvert moneys, shall be accounted for as to the actual expenditure to the state controller, as dedicated funds by a certification of the governing unit receiving, budgeting and expending those dedicated funds."

Recommendations *(Action items require a resolution)*

Approve and sign for certification.

STATE OF IDAHO
IDAHO TRANSPORTATION DEPARTMENT
STATE HIGHWAY FUND
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS
JULY 1, 2024 - JUNE 30, 2025
FISCAL YEAR 2025

Cash Balance (Beg) - July 1, 2024		\$134,922,500
Receipts		
Transfer From Highway Distribution Account	\$ 257,486,500	
Fuels/Registrations	\$ 79,322,200	
Miscellaneous Receipts	\$ 64,356,400	
Total State Receipts	\$ 401,165,100	
Federal Aid - Formula	\$ 492,291,500	
Transfers In - Ethanol Exemption Elimination	\$ 20,844,200	
Transfers In - Direct Investment Pool	\$ -	
City & County Contributions	\$ 23,476,000	
Total Receipts		\$ 937,776,800
Disbursements		
Expenditures - Fund 0260 State Highway Account	\$ 880,827,900	
Transfers Out - To Long Term Investment Fund	\$ 6,560,700	
Transfers Out - Garvee Debt Service Fund - Federal	\$ 56,434,000	
Transfers Out - Garvee Debt Service Fund - State	\$ -	
Total Disbursements		\$ 943,822,600
Net Change in Cash Balance		\$ (5,648,300)
Cash Balance (End) - June 30, 2025		<u>\$ 129,274,200</u>

Prepared By:

Certified:

Robert Swajkoski, Controller
Idaho Transportation Department

Bill Moad, Chairman
Idaho Transportation Board



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☒ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name John Tomlinson	Presenter's Title Communication Manager
Preparer's Name Mackenzie Stone	Preparer's Title Content Specialist

Subject

Idaho Transportation Department FY2025 Annual Report		
Key Number	District	Route Number

Background Information

Section 40-316, Idaho Code, requires the Idaho Transportation Board to submit, in writing to the Governor, an annual report on the financial condition and management of the Idaho Transportation Department.

Attached you will find this year's final Fiscal Year 2025 Annual Report. This is a consent item seeking approval from the Board at the November 13, 2025 meeting.

The attached report is simplified into four pages:

Page 1: Investment in Transportation Delivery that is Effective, Efficient and Innovative

Page 2: ITD Mission in Action, Metric Accountability, Ongoing Needs for Aging Infrastructure and DMV: Skip the Trip

Page 3: Financial Information from FY25

Page 4: Planning for Continued Growth using Operate-Preserve-Restore-Expand (OPRE)

Edits were made based on board comments last month.

Recommendations *(Action items require a resolution)*

Approve ITD FY25 Annual Report.



IDAHO TRANSPORTATION DEPARTMENT

FISCAL YEAR 2025 ANNUAL REPORT

Over the last five fiscal years, ITD has delivered 358 statewide projects to enhance Idaho's safety, mobility and economic opportunity. Projects are delivered on time and within budget thanks to ITD's effective and efficient services. Let's take a road trip through Idaho's major projects:

- 📍 Start in North Idaho with the I-90 corridor projects that are increasing safety and capacity with critical infrastructure improvements like widening and improved interchanges.
- 🛣️ There's a safer journey from Moscow to Lewiston with the completed six-mile expansion to four lanes on US-95's new Thorn Creek alignment.
- 🎯 Head south to the Treasure Valley for an entire network of improved roads designed to handle the hot spot of Idaho's growth. Many are complete and SH-16 is near completion.
- ➡️ Proceed east through the I-84 transformation that connects southern Idaho communities with improved roadway, new interchanges and bridges that will serve for generations.
- 🏗️ Pocatello's new I-86/I-15 system interchange is built to increase safety for today's travelers and handle the anticipated ongoing growth of the future.
- 💎 Safety, mobility and economic opportunity shine with ITD's reconstruction of two new diverging diamond interchanges on US-20 in Rexburg.

Idaho's investment in transportation infrastructure connects people and communities to what matters most and serves Idahoans for generations. ITD is proud to deliver a transportation network that keeps people and goods safely moving. These investments deliver a transportation system that enhances quality of life in Idaho.

EFFECTIVE • EFFICIENT • INNOVATIVE

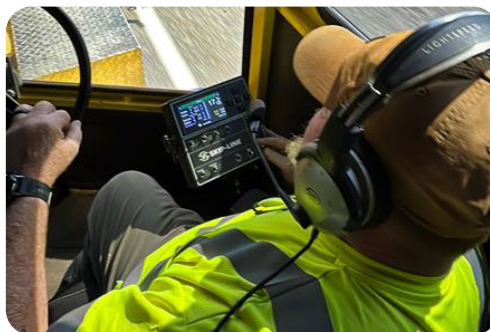
Effective and efficient public service is at the core of ITD's work culture. ITD has a nationally recognized, award-winning program - known as Innovate ITD! - that has been a part of everyday life at ITD since 2014. Employee-driven innovation harnesses the creative thinking of employees at every level to find solutions that save time and money and streamline processes.



Looking north at reconstruction of the I-86/I-15 system interchange



Truckers have a faster, cheaper and easier way to obtain oversize load permits thanks to ITD's online system. Most permits are issued within minutes rather than weeks. It's available 24/7 and cost savings have been passed along to truckers by lowering fees.



ITD is leveraging military experience to address a CDL shortfall by simplifying the civilian licensure process and hiring veterans. This is a strategic investment to recruit and retain a strong workforce that will keep Idaho's people and goods safely moving.



ITD staff repurposed a camera to monitor salt levels in the truck bed. This innovation requires fewer stops – meaning plows are on the road working longer – and reduces the need for risky climbs onto heavy equipment. ITD looks to expand this innovation statewide.

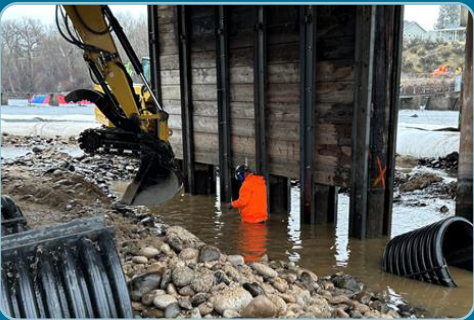


Since 2014,
ITD employees
have delivered

EMPLOYEE-DRIVEN INNOVATION

💡 1,633 innovations 💡 \$67 million saved

ITD MISSION IN ACTION



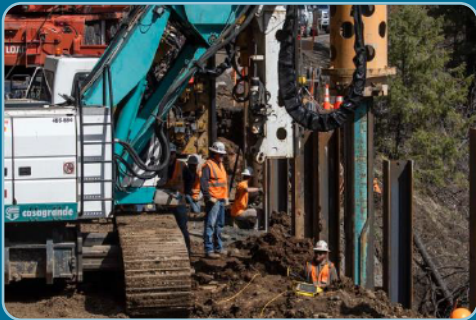
SAFETY

The Eckert Road Bridge is a key Boise River crossing serving more than 7,000 vehicles daily. A routine bridge inspection found decayed bridge support piles, prompting an emergency closure in January. The job required skilled labor and heavy equipment. ITD employees from every district traveled to Boise to aid ACHD with the project. Crews worked in phases, diverting one half of the river at a time. Steel channels reinforced the bridge's piles, which are then supported by a concrete base. It was an incredible joint effort of maintenance, engineering and bridge teams to work with local partners to expedite the safe re-opening of this critical link in less than a month.



MOBILITY

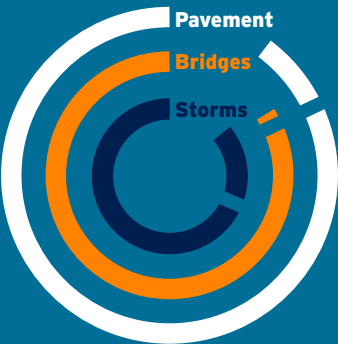
The Star Card is Idaho's federally accepted form of identification to meet REAL ID requirements. As the May deadline approached, the DMV saw a major spike in customer demand for this at county offices. ITD quickly stood up a right-sized solution to solve a timely – yet temporary – problem. ITD staff coordinated with county offices to assist with the increased customer traffic. Additionally, ITD created a pop-up service to help hundreds of residents get a Star Card – no appointment required. ITD staff from other departments volunteered to cross-train in the service so that Idahoans could quickly and easily obtain their credentials ahead of the deadline.



ECONOMIC OPPORTUNITY

Heavy rains in March triggered a section of US-95 to slide hundreds of feet down to the Weiser River – halting truck traffic and daily commuters. ITD led a swift effort to repair the road by working with contractors to expedite a retaining wall and re-open in 40 days. The community came together: Law enforcement worked across county lines; the Friends of the Weiser River Trail allowed a shuttle to transport workers to either end of the slide and new city bus routes kept the local economy moving. ITD coordinated with the truck industry to divert freight to continue the flow of goods and services. ITD re-prioritized area projects to avoid adding delays to North-South travel.

METRIC ACCOUNTABILITY



87% Pavement in Good/Fair Condition
GOAL: 80%

82% Bridges in Good/Fair Condition
GOAL: 80%

84% Clear Hwys in Winter Storms
GOAL: 73%



Five-Year Fatality Rate
GOAL: <1.33



Employee Turnover Rate
GOAL: <10.8%

INCREASING DEMANDS ON AN AGING INFRASTRUCTURE

Aging infrastructure and population growth have increased impacts to our transportation system. ITD must balance available resources between seasonal maintenance and repair, bridge and pavement restoration, and projects that respond to the capacity needs of a growing Idaho.



2025: 986 Bridges

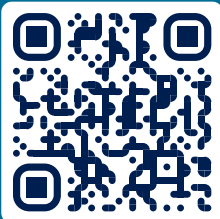
1,850 TOTAL Bridges
53.3% are over 50 years old



2029: 1,060 Bridges Over 50 Years Old



12,276
Lane miles to maintain



For more ITD metrics, scan the QR code.

DMV: SKIP THE TRIP

Online services save money and time instead of visiting a physical office



1.8M Transactions Skipped the Trip

FINANCIAL INFORMATION

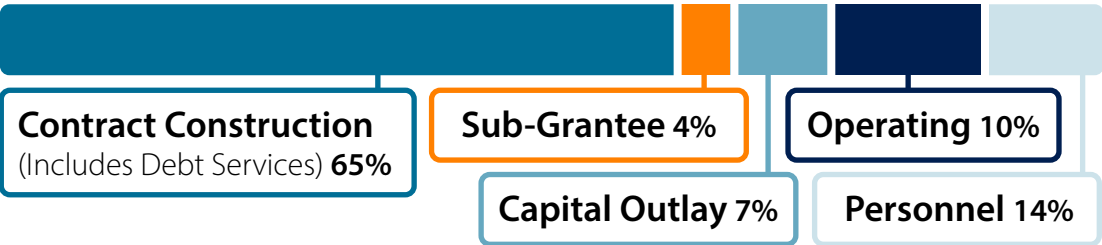
FUNDS RECEIVED (millions)	FY22	FY23	FY24	FY25
Federal (Reimbursements)	\$ 370.0	\$ 386.7	\$ 508.6 ¹	\$ 493.0
State (Highways & Aero Funds)	\$ 388.4	\$ 427.3	\$ 415.3	\$ 432.5
Local	\$ 8.8	\$ 7.5	\$ 12.3	\$ 15.3
SIPF ² (Strategic Initiatives Program Fund, excludes local share)	\$ 18.3	\$ 123.9	\$ 191.4	\$ 196.4
TECM ³ (Transportation Expansion & Congestion Mitigation)	\$ 180.6	\$ 90.2	\$ 92.3	\$ 104.0
Total	\$ 966.1	\$ 1,035.6	\$ 1,219.9	\$ 1,241.2

1. Increased federal reimbursements based on increased payouts on federally funded projects.
2. ITD's share of Leading Idaho initiative (FY23 through FY25).
3. Ongoing \$80M (HB 772) and one-time \$100M (HB 787) in FY22 was a General Fund cash transfer to reduce the amount of the 1st TECM Bond sale.

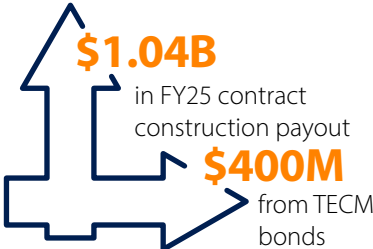
EXPENDITURES (millions)		FY22	FY23	FY24	FY25
Operations	Highways	\$ 209.1	\$ 227.5	\$ 270.9 ⁴	\$ 263.8 ⁴
	DMV	\$ 29.7	\$ 30.7	\$ 29.5	\$ 32.0
	Admin	\$ 29.1	\$ 28.1	\$ 30.0	\$ 29.8
	Facilities	\$ 5.3	\$ 7.8	\$ 25.9 ⁵	\$ 11.3
	Aero ⁶	\$ 2.7	\$ 10.0	\$ 7.6	\$ 15.0
	Total	\$ 275.9	\$ 304.1	\$ 363.9	\$ 351.9
Construction	State	\$ 369.9	\$ 429.8	\$ 543.8	\$ 531.0
	TECM	\$ 25.7	\$ 57.4	\$ 31.5	\$ 27.4
	SIPF	\$ 8.1	\$ 58.8	\$ 109.9	\$ 84.8
	Total	\$ 403.7	\$ 546.0	\$ 685.2	\$ 643.2
Ops and Const Total		\$ 679.6	\$ 850.1	\$ 1,049.1	\$ 995.1
Debt Service	GARVEE ⁷ Fed	\$ 60.5	\$ 105.7	\$ 11.5	\$ 57.5
	GARVEE ⁷ State	\$ 22.7	\$ 5.3	\$ 4.5	\$ 4.9
	TECM	\$ 1.6	\$ 20.0	\$ 35.1	\$ 62.9
Total Expenditures		\$ 764.4	\$ 981.1	\$ 1,100.2	\$ 1,120.4

4. Increased payouts: sub-grantee payments, road equipment purchases, personnel costs due to lower vacancies, road materials and fuel costs.
5. Increased payouts on new and remodel projects as program stewards 600+ facilities.
6. Leading Idaho grant funds dispersed based on local project timelines.
7. FY23 GARVEE debt service of \$111M includes the FY24 July debt service payment. FY24 GARVEE debt service of \$16M is lower because of the pre-payment in FY23.

EXPENDITURES BY TYPE




PROJECT PAYOUT




PLANNING FOR CONTINUED GROWTH


Population growth is an ongoing challenge for Idaho. While others hit the brakes, ITD hits the gas. We've accelerated statewide safety and capacity expansion projects made possible by a recent increase in transportation investment levels. This work saves lives and increases mobility of goods, services and people. ITD is initiating increased planning efforts in high-growth areas to find solutions that support communities.



Idaho Population
↑ 9.8%



Licensed Drivers
↑ 7.5%

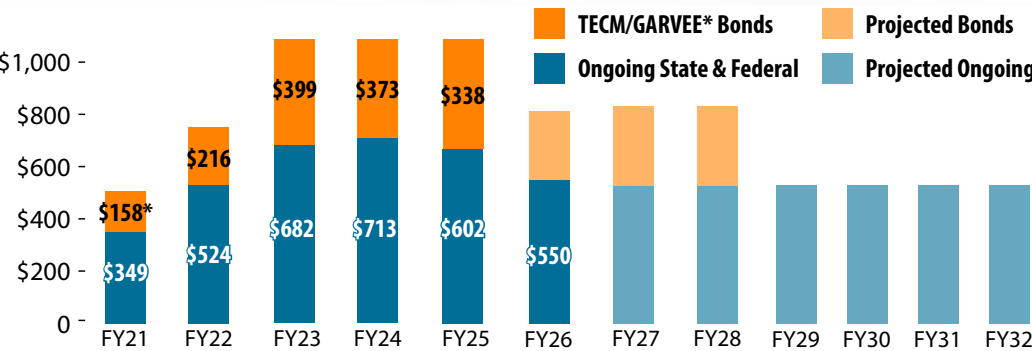


Annual Miles Driven¹
↑ 3.6%

2025	2.02 Million	1.4 Million	20 Billion
2021	1.84 Million	1.3 Million	19.3 Billion

1) Traffic reflects prior year traffic volumes on entire system, local and state.

HIGHWAY PROJECT FUNDING



FY21 to FY25 are actual funds, including Leading Idaho general fund transfers that were invested in highway infrastructure. FY26 estimates are based on ITD's original appropriation, SB1218, and subject to change. FY27 to FY32 are projected estimates of highway infrastructure projects in the department's seven year project plan, including the additional TECM investment dollars made possible by HB25 in the last legislative session.

ITD stands ready to continue the level of delivery as funds allow. Budget insecurity threatens ITD's ability to advance long-term planning and multi-year projects. Reliability makes ITD more effective and efficient in our work: The retention of an experienced workforce and budget confidence are critical to ITD. We stand ready to deliver a connected transportation network that serves all Idahoans now and for the long term, consistent with growth and demand.

OPERATE » PRESERVE » RESTORE » EXPAND

With limited resources, prioritization is crucial. ITD uses a proven investment strategy that ensures proper management of the state's transportation assets. This helps us invest with purpose when revenues vary. First, we prioritize funding to **operate** when there are potholes, snowfall, damaged guardrail and faded lane striping. Our maintenance crews do an amazing job – it's a year-round job in all weather conditions and requires experience with heavy equipment. Our buying power has been impacted by inflation; one example is the price of a snowplow truck has increased 77% since 2022. Still, a properly maintained transportation system is less expensive and more functional in the long run.

Next, we **preserve** and **restore** our existing transportation system to enhance safety and extend the useful life of roads and bridges. Every aspect of roads – bridge repair, pavement overlays and sealing cracks – need work. ITD staff sealed more than 2 million feet of cracks last year. That's the equivalent of driving across the widest part of Idaho – from Payette to Victor. By sealing roadway cracks, ITD prevents water infiltration and slows pavement deterioration, extending the service life of the highway system. Strategically – and when funding allows – we **expand** capacity of the transportation system. And, of course, system expansion subsequently increases demand for operation, maintenance and repair of a larger, more complex network. With continued investment in transportation, ITD will work to address Idaho's growing population and transportation needs.





Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 11/13/25

No Presentation: Consent Item ☒ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

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

Subject

2025-26 ITD Zero-Based Regulation Pending Administrative Rulemakings		
Key Number	District	Route Number

Background Information

This consent item approves the department's administrative rules review under Governor Little's Zero-Based Regulation (Executive Order 2020-01) as pending rules to be presented during the 2026 legislative session, with the publication in the December Edition of the Idaho Administrative Bulletin.

Rules scheduled for review this year and presentation to the 2026 Legislature -

- 39.02.60 - Rules Governing License Plate Provisions
- 39.03.49 - Rules Governing Ignition Interlock Devices

The department held two separate negotiated rulemaking meetings covering modifications to these rules. No comments or suggested modifications were given.

The rules were published as "Proposed" in the October Administrative Bulletin and were open for a second round of public comments, running October 1st through October 22nd, 2025. No comments were received. The pending rule text is the same as the proposed rule text.

The changes reflected in the rule drafts are supported by the Division of Financial Management (DFM) within the Governor's Office. Modifications are predominantly focused on non-substantive changes, consolidations, and removing restrictions and redundancies with Idaho Code.

Recommendations *(Action items require a resolution)*

Recommend the Board's approval of the department's proposed administrative rules as pending rules.

39.02.60 – RULES GOVERNING LICENSE PLATE PROVISIONS

000. LEGAL AUTHORITY.

~~This rule, establishing the policies used to administer Idaho's standard and specialized license plate programs, is adopted under the authority of Sections 49-201, 49-402D, and 49-443, Idaho Code.~~ (7-1-24)

001. ~~PURPOSE~~ SCOPE.

~~01. Scope.~~ This ~~chapter rule governs provisions implements Sections 49-201, 49-402D, and 49-443, Idaho Code, relating to~~ for standard, specialty program, personalized plates, and special eligibility license plates. ~~(7-1-24)~~

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. **Authorized Employees.** Authorized employee as used in this ~~chapter rule~~ means any non-salesperson or employee who is paid compensation for a minimum of thirty (30) hours each week, and appears on the records of the employer as an employee for which social security, income tax, and all deductions required by law have been made. (7-1-24)

~~02. Exempt License Plate.~~ Standard license plate issued to the entities described in Section 49-426(1), Idaho Code, which are exempt from payment of vehicle operating fees. ~~(7-1-24)~~

~~03. Exempt Personalized License Plate.~~ An exempt plate which identifies the agency by a unique identifier specified by the agency that does not conform to the standard exempt identifier listed in Section 400; a plate wherein the serial number portion represents inventory control numbers, badge numbers, radio call signs, or other unique lettering or numbering schemes developed by the requesting agency; plates that are lettered and/or numbered to indicate a person's position in the hierarchy of an agency. ~~(7-1-24)~~

04. **Furtherance or Pursuance of Business.** Furtherance or pursuance of business as used in this ~~chapter rule~~ or in Section 49-1627, Idaho Code, means any lawful use of a dealer or loaner plate by an authorized employee of a dealership for the movement of a vehicle to be sold, repaired or transferred from one (1) location to another. (7-1-24)

~~05. Leased or Rented Vehicles.~~ Leased or rented vehicles owned by the licensed dealer as used in Section 49-1627, Idaho Code, means vehicles titled in the name of the dealership which are leased or rented on a contractual basis to the public. ~~(7-1-24)~~

06. **Undercover License Plate.** A standard license plate issued upon application to the Department from an exempt agency with law enforcement authority. Undercover license plates will be randomly issued by the Department, and appear as a standard county plate. (7-1-24)

07. **Vehicles Not Held in Stock.** Vehicles not held in stock for sale as used in Section 49-1627, Idaho Code, means vehicles titled in the name of the dealership or vehicles which cannot be titled or for which the dealership does not hold title. (7-1-24)

08. **Vehicles Sold.** Vehicles which have been sold as used in Section 49-1627, Idaho Code, means vehicles for which a dealer has a signed contract of sale or other vehicles not belonging to the dealership. (7-1-24)

011. LICENSE PLATE PROVISIONS FOR ALL LICENSE PLATES.

01. **Plate Numbering and Lettering.** The ~~Idaho Transportation~~ Department is authorized to assign unique plate letter/number spacing schemes ~~and to use specific letter/number combination schemes as needed for the~~

~~purpose of ensuring~~ to ensure unique numbering systems for all license plate programs and to administer the provisions of this chapter rule.
(7-1-24)

02. Plate Life Expiration Date. License plates will be valid for the period described in 49-443 (2) and will expire on the last day of the month, consistent with the month of the registration expiration. (7-1-24)

012. PROOF OF REGISTRATION FOR NEW, REPLACEMENT, OR REISSUED LICENSE PLATES.

01. ~~Proof of Registration~~ Plate on Order Document. Upon receipt of payment for required registration and program fees, a ~~proof of registration~~ plate on order document will be issued. ~~This option will be used whenever license plates are manufactured after the registration transaction has been completed. The proof of registration receipt~~ plate on order document will provide proof that the vehicle has been registered and fees have been paid, and the vehicle may be operated until new plates have been received by the registrant. (7-1-24)

02. Placement of ~~Proof of Registration~~ Plate on Order Document. The ~~proof of registration receipt~~ plate on order document will be displayed in the rear window or on the rear of the vehicle for which it is issued in a manner that is readily legible for a distance of twenty five (25) feet and will be legible throughout the duration of the permit. When issued to a convertible, motorcycle, or other vehicle in which it is not possible to display in the rear window, the ~~proof of registration~~ plate on order document must be conspicuously displayed where the expiration date of the newly issued plate may be easily read at a distance of twenty five (25) feet, and where it is protected from exposure to weather conditions, which would render it illegible.
(7-1-24)

~~03. Issuance of Manually Completed Temporary Registrations When Automated System is Unavailable.~~ Upon receipt of payment for required registration and program fees, the department or its agent may issue a manual proof of registration on a department form in the event the automated system is unavailable. When the system resumes normal operation, the registration information will be entered in the system, and the registration form will be mailed to the registered applicant. The manual proof of registration form will be displayed in accordance with IDAPA 39.02.60.12.02. (7-1-24)

013. -- 099. (RESERVED)

100. LICENSE PLATE PROVISIONS FOR STANDARD PLATES.

01. County Designations. The county in which a vehicle is registered will be designated by a number and letter on license plates for motor vehicles registered under Section 49-402, Idaho Code, noncommercial vehicles up to sixty thousand (60,000) pounds gross weight, for passenger cars, pick-up trucks eight thousand (8,000) pounds and under gross weight, hearses, ambulances, wreckers, farm vehicles between eight thousand one (8,001) and sixty thousand (60,000) pounds gross weight, and recreational trailers. The county designators are as follows:

County Designations				
1A	- Ada	2A	- Adams	1B - Bannock
2B	- Bear Lake	3B	- Benewah	4B - Bingham
5B	- Blaine	6B	- Boise	7B - Bonner
8B	- Bonneville	9B	- Boundary	10B - Butte
1C	- Camas	2C	- Canyon	3C - Caribou
4C	- Cassia	5C	- Clark	6C - Clearwater
7C	- Custer	E	- Elmore	1F - Franklin
2F	- Fremont	1G	- Gem	2G - Gooding

I	- Idaho	1J	- Jefferson	2J	- Jerome	K	- Kootenai
1L	- Latah	2L	- Lemhi	3L	- Lewis	4L	- Lincoln
1M	- Madison	2M	- Minidoka	N	- Nez Perce	1O	- Oneida
2O	- Owyhee	1P	- Payette	2P	- Power	S	- Shoshone
1T	- Teton	2T	- Twin Falls	V	- Valley	W	- Washington

(7-1-24)

101. LICENSE PLATE PROVISIONS FOR RESTRICTED VEHICLE PLATES.

The Department will produce these plates on demand. Idaho Department of Parks and Recreation has the authority to issue, manage and maintain records of these plates. ~~The plate will not be valid without the registration sticker, issued pursuant to Section 67-7122, Idaho Code, affixed to the lower corner of the plate.~~ Idaho restricted vehicle plates may not be personalized. (7-1-24)

102. -- 149. (RESERVED)

150. VEHICLE DEALER AND MANUFACTURER LICENSE PLATES FORMATS.

01. Designation for Plates. Plates issued to dealers will bear the designation “DLR” and plates issued to manufacturers will bear the designation “MFR”. The sequential license plate numbering scheme will be determined by the department. ~~as a number will be a maximum of two (2) digits.~~ (7-1-24)

a. ~~If a dealer or manufacturer is issued more than ninety-nine (99) plates, an alpha character will be placed in the first position, followed by a number.~~ (7-1-24)

b. ~~The dealer or manufacturer number will be a maximum of four (4) digits. No dealer or manufacturer number may be preceded by a zero (0): Dealer number one (1), plate number one (1): 1-01; Dealer number one thousand one (1001), plate number one hundred (100): 1001 A1.~~ (7-1-24)

c. ~~Dealer restricted vehicle plates will display the abbreviation “DLR” within the lower left hand box labeled “Restricted Vehicle”. The dealer validation sticker will be displayed within the box labeled “Dealer Validation Sticker”.~~ (7-1-24)

151. VEHICLE DEALER LICENSE PLATES RESTRICTIONS.

01. Restrictions. Restrictions on the use of manufacturer or dealer plates are provided for by Section 49-1627, Idaho Code. In addition, the following restrictions apply: (7-1-24)

a. The authorized employee must carry an identification card issued by the dealer. ~~The identification card will~~ that contains the employee’s name, dealership, date of issue, dealer number and signature of an authorized representative of the dealership and the signature of the employee. This use will be limited to normal business hours unless the operator is in possession of a letter from the dealer listing the specific reason for the after-hour use. (7-1-24)

b. Vehicles displaying a dealer restricted vehicle plate are not required to display the Idaho Department of Parks and Recreation Off-highway registration to be valid, but are required to be validated in the same manner as are standard dealer plates and display the required annual validation sticker on the restricted plate. Use will be permitted pursuant to Section 49-426 (3) and (4), Idaho Code. (7-1-24)

c. A prospective purchaser will not have in his possession a vehicle belonging to a dealership after normal business hours without a letter of authority from the dealership. (7-1-24)

152. VEHICLE DEALER LOANER PLATES.

01. Numbering. Plates will be numbered from LAA001 to LZZ999. (7-1-24)

02. Surrender of Plates. If the dealership license becomes invalid, the dealer must surrender the registration and loaner plates that have been issued. There will be no refund of fees. (7-1-24)

03. Vehicle Log. Dealerships will maintain a vehicle log of each vehicle on which a loaner plate is displayed. The log will be available for inspection by any peace officer or agent of the Department and contain the information provided for by section 49-1628, Idaho Code. (7-1-24)

04. Registration Card. The authorized issuing entity will provide a registration card for each dealer loaner plate as provided for by ~~Section 49-421~~, Idaho Code. (7-1-24)

05. Letter of Authorization. Persons using the plate on loaner vehicles while waiting for their own vehicle to be repaired will have in their possession a letter of authorization or a document showing both the user and dealership name. The document or letter will be signed and dated by an authorized employee of the dealership. (7-1-24)

06. Vehicle Use Donation for Civic and Charitable Events. Licensed dealers may authorize the use of their loaner plates when donating the use of vehicles held in their inventory for civic or charitable events. Such time period will not exceed thirty (30) days. The dealer will provide a letter of authorization to be carried in the vehicle and proof of current liability insurance, as required by Chapter 12, Title 49, Idaho Code. (7-1-24)

07. Fees. The fees charged for dealer loaner plates will be the same as the fees required by Section 49-402, Idaho Code, for new vehicles, and will be in addition to the current Emergency Medical Service (EMS) and plate fees. Applicants for new loaner plates received after January 1 will be charged one-twelfth (1/12) the annual fee charged for a new vehicle for each month remaining in the licensing year, including the month of application. The annual EMS and plate fees are not prorated. (7-1-24)

153. ~~VEHICLE DEALER PROVISIONS FOR TRANSPORTER REGISTRATION AND PLATES.~~

01. Purpose. Utility and boat trailers that weigh under two thousand (2,000) pounds unladen may be moved by a manufacturer, dealer, or an employee of either, or by a transporter service contracted by the vehicle's manufacturer or dealer upon registration and payment of an annual fifteen dollar (\$15) transporter plate fee to the department, or by purchase of a single trip permit. These plates may be used only on boat trailers and utility trailers for demonstration purposes, and may be used while laden for demonstration purposes. (7-1-24)

02. Numbering of Plates. Transporter plates will be numbered from PA1 TO PZ9999. ~~Transporter plates are to be displayed on the rear of the trailer.~~ (7-1-24)

03. Renewal of Plates. The transporter registration and plate are valid for one (1) year from January 1 through December 31 and may be renewed by use of a registration sticker showing the year of validation. (7-1-24)

04. Use of Plates. Transporter plates may be moved by registrants from one (1) utility or boat trailer weighing under two thousand (2,000) pounds unladen to another trailer meeting this criteria during the current registration period. Vehicles towing a laden trailer displaying a transporter plate are to be registered within the appropriate gross vehicle weight category for the combined load. ~~Transporter plates are to be displayed on the rear of the trailer.~~ (7-1-24)

05. Possession of Registration. When transporting a vehicle displaying a transporter plate, the operator of a towing vehicle will carry the transporter registration in the towing vehicle at all times. (7-1-24)

06. Violations. Violations of this section include: (7-1-24)

a. Display of a transporter plate on any vehicle not required to be registered under this Section; and

(7-1-24)

- b. Display of a transporter plate on a vehicle not lawfully under the control of the registration holder. (7-1-24)

07. Penalties: (7-1-24)

- a. Violation of this section will be a misdemeanor as provided for by Section 49-236, Idaho Code; and (7-1-24)
- b. The plate and registration of anyone who displays a transporter plate other than provided for by this section may be canceled. (7-1-24)

154. PROVISIONS FOR WRECKER PLATES.

01. Purpose. Wrecker plates are for the exclusive use of businesses engaged in the towing of a wrecked, abandoned, salvaged, or disabled motorized vehicle. Plates will not be used on vehicles being repossessed. (7-1-24)

02. Numbering of Plates. Plates will be numbered as determined by the department and will display the abbreviation "WRKR" vertically on the left hand side of the plate. (7-1-24)

03. Renewal of Plates. The wrecker registration and plate are valid for one (1) year from January 1 through December 31 and may be renewed by use of a registration sticker showing the year of validation. (7-1-24)

04. Use of Plates. Plates are not to be displayed on the towing power unit vehicle nor are they to be used on a vehicle not being towed. Plates are to be displayed on the rear of the towed vehicle in such a manner as to be visible to vehicles approaching from the rear. Wrecker plates may be moved from one (1) towed motorized vehicle to another vehicle under the direct lawful control of the registration holder. (7-1-24)

05. Possession of Registration. When towing a motorized vehicle displaying a wrecker plate, the operator of the towing vehicle will carry the wrecker plate registration in the towing vehicle. (7-1-24)

06. Acquisition/Renewal of Wrecker Plates. Wrecker plates will be issued and renewed through the department by physical or electronic mail ~~or by fax~~ using an application and renewal process determined by the department. (7-1-24)

155. PROVISIONS FOR SPECIAL LICENSE PLATE PROGRAM PREQUALIFICATION AND APPLICATION PROCEDURES.

01. Special License Plate Prequalification. A Special Plate Program Application will be provided to each applicant, detailing the procedures for the prequalification and providing information regarding the steps required to successfully accomplish a special plate program. (7-1-24)

~~**02. Special License Plate Approved by the Legislature.** If a special license plate program is approved by the Idaho legislature, prior to production and sale of the special license plates, the sponsor will meet the requirements outlined in sections 49-402C & 49-402D, Idaho Code. (7-1-24)~~

03. Submission to the Legislature. For those Special License Plate Programs with enacting legislation that fail to meet the requirements of this Section, the Department will report such finding to the chairman of the Senate Transportation Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature, and will not proceed with production and sale of the special plates. (7-1-24)

~~**04. Annual Report.** An annual report form, designed and provided by the Department, will be made available to special license plate sponsors for all special license plate programs receiving revenue in existence or passed by the legislature on or prior to July 1, 2020. The report will require an accounting of revenues and expenditures associated with the funds collected for the special license plate program. (7-1-24)~~

05. Appeals. The appeals process will allow the applicant for a special license plate program to appeal the Department's decision to deny the application (See Section 003-~~of this rule~~). The notice of the appeal will be sent in writing via mail, electronic mail or facsimile within twenty (20) days of the denial. (7-1-24)

06. Cancellation of Plate Programs. The Department will notify the plate program sponsor of the intent to cancel the program due to failure to provide an annual report or low active plate count ~~sales volume~~. Active plate count is ~~calculated by determining~~ determined by the number of current active plates, on actively registered vehicles, for the plate program on file with the Department. (7-1-24)

i. The Department will notify current registrants of the special plate program of the cancellation, and advise the registrant may retain and renew the registration with the additional program fees, and retain the plates until the physical plates are required to be replaced, however replacement plates will not be available, due to loss or damage. (7-1-24)

ii. The portion of canceled special plate program fees no longer deposited with the nonprofit agency (who has filed a 501 (c) (3) federal income tax status) program sponsor will be deposited in the state highway account. (7-1-24)

iii. Upon mandatory replacement of physical plates as required by statute, the customer may choose another specialty plate ~~plate~~ program or standard county plates at the customer's preference. (7-1-24)

iv. The Department will include in its annual report to the chairman of the Senate Transportation Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature any special plate programs that have been canceled during the preceding year. (7-1-24)

156. -- 198. (RESERVED)

199. LICENSE PLATE PROVISIONS FOR SPECIAL PROGRAM AND PERSONALIZED PLATES FOR TRAILERS.

Special program and personalized plates may be issued to trailers manufactured primarily for recreational vehicle uses. Such trailers will include camper, tent or fifth-wheel recreational trailers. Trailers with multiple uses such as utility, horse, or boat, with or without recreational vehicle facilities, will be excluded. (7-1-24)

200. LICENSE PLATE PROVISIONS FOR SPECIAL PLATES.

01. Year of Manufacture Plates. (7-1-24)

a. Vehicles manufactured up through 1974, excluding model years 1969, 1971, 1972, and 1973, but including and ending with model year 1974 are eligible for this program. (7-1-24)

b. The license plate must be in serviceable condition as originally manufactured, i.e., cannot be marred, bent, faded, or otherwise damaged to the point it is illegible. If the plate is repainted to bring it to a serviceable condition, the colors will match the original colors as closely as possible and will equal or exceed the original quality. The plate number cannot be a duplicate of a previously manufactured "year of manufacture" plate still in use. (7-1-24)

c. The application for use of the plate will include a statement signed by the applicant attesting that the applicant understands, if the plate use is approved, the plate does not have reflectorized material which meets the requirements of Section 49-443, Idaho Code. The responsibility for any accident or injury arising out of the possible consequence of not having this reflectorized safety feature on the license plate will be borne by the registrant. (7-1-24)

d. "Classic" or "Old Timer" plates may be used in conjunction with this revived plate at the option of the registrant. (7-1-24)

~~02. Centennial License Plates. Personalized and regular number plates are available in the centennial format.~~ (7-1-24)

03. Disabled Veteran License Plates. Disabled veteran license plates may, upon the registrant's request, display the international disability symbol to ensure reciprocal parking privileges in all states and provinces. (7-1-24)

04. Custom Vehicle License Plates. The applicant ~~shall~~will pay the initial program fee of \$25 and the annual program fee of \$15. (7-1-24)

201. PROVISIONS FOR LEGISLATIVE LICENSE PLATES.

01. Option to Apply. Members of the Idaho Legislature have the option of applying to the Department for one (1) set of specially numbered license plates bearing the designation "HOUSE" or "SENATE." (7-1-24)

02. Numbering Assignment List. Each year, the Department will request from the Speaker and Pro Tem a current list of license numbers assigned to all legislators. (7-1-24)

202. PROVISIONS FOR PERSONALIZED LICENSE PLATES.

01. Character Limitations. No special characters, or punctuation marks, may be used for personalized messages on license plates. (7-1-24)

a. The Department will determine how many characters are allowed on any given plate. (7-1-24)

02. Issue of Personalized Plates. Personalized plates may be issued to vehicles if no specific wording is required on the plate to identify the purpose for which the vehicle is registered. Personalized plates will not be issued if such plates would jeopardize the integrity of unique plate identification requirements. Examples include but are not limited to: (7-1-24)

a. Commercial vehicles registered under the International Registration Plan (IRP), because the designators PRP are required to be printed on the plate; (7-1-24)

b. Vehicles for which the designators "PRP" are required to be printed on the plate to identify the use; and (7-1-24)

c. Utility, horse, or enclosed car hauling trailers with RV facilities or boat trailers. (7-1-24)

03. Specific Requests. Requests for specific plate letters and/or numbers will be issued on a first come, first served basis. In the event of a request for the same plate by more than one (1) individual, the request with the earliest postmark, e-mail transmission time, fax transmission time, or data entry time will prevail. If the postmarks are the same, the date stamped upon arrival will prevail. Applications processed at county assessors' offices will be considered valid when entered in the system. Telephone requests will not be accepted. (7-1-24)

04. Lack of Current Plates. When an applicant for personalized plates does not have current regular number plates: (7-1-24)

a. The Department may, upon payment of all required fees, issue a proof of registration document consistent with Section 012 ~~of this rule~~. (7-1-24)

05. Credits. When personalized plates are issued before an applicant's current registration is expired, credit will be given for unexpired registration fees only. (7-1-24)

06. Renewing Plates. The applicant will have the choice of renewing existing personalized plates with validation stickers or ordering a new set of plates at the time of renewal. If new plates are requested, a plate and

mailing fee will be charged in addition to all other fees that are due. Personalized plates will be reissued in accordance with Section 49-443, Idaho Code. (7-1-24)

07. Transfer of Plates. When personalized plates are issued, the vehicle's regular number plates may be transferred to another vehicle belonging to the owner. If registration credit is given from the regular number plates to the personalized, the regular number plate registration is canceled. (7-1-24)

08. Acceptability of Plates Message. Acceptability of the personalized license plate message and issuance, denial or cancellation will be determined by the Department based on the following criteria: (7-1-24)

a. The characters requested may not duplicate an existing combination in use on the same size plate or replicate an existing law enforcement plate combination. (7-1-24)

b. The message, in any language, may not carry a sexual connotation nor consist of a term that is considered to be one of obscenity, contempt, prejudice, hostility, insult, racial or ethnic degradation, or profanity, as defined by common internet and dictionary resources. (7-1-24)

i. The message may not refer to any of the following: bodily functions, bodily fluids, or intimate body parts; sexual preference or orientation; acts of violence; illegal substances or the use thereof. (7-1-24)

ii. The message may not represent a group that is commonly known to promote violence, illegal substances or illegal acts. (7-1-24)

c. The criteria in Paragraph 202.08.b. ~~of this rule~~ is not to be considered an exhaustive list. A compilation of words, terms or letter/number combinations gathered from the experience of Idaho and other states may also be used as a guide. The Department may also rely on information obtained from law enforcement agencies within or outside of Idaho. (7-1-24)

d. When a complaint is received from the public concerning an issued plate, the name of the complainant will not be recorded nor, if known, revealed. (7-1-24)

e. Final determination regarding applications for questionable messages or cancellation of issued plates will be made by the Division of Motor Vehicles. ~~The determination process will include a first review by technical staff, followed by a second review by supervisory and management staff.~~ An applicant does, however, have a right to a hearing on the decision. (7-1-24)

09. Message Preferences. Applicants may submit three (3) message preferences including the specific meaning of each. The first choice that is available and acceptable will be issued. If none of the preferences are available or acceptable, the applicant will be notified by return mail or email. (7-1-24)

10. Recalled Plates. Personalized plates may be recalled by the Department for the following reasons: (7-1-24)

a. Error in manufacturing; or (7-1-24)

b. Clerical error. (7-1-24)

c. Unacceptable personalized messages as outlined in Paragraph 202.08.b. ~~of these rules.~~ (7-1-24)

11. Unexpired Fees. If a set of personalized plates is recalled ~~or rejected~~, the personalized plate program fee, will not be refunded but may be transferred to a new issue of personalized plates. (7-1-24)

12. Expired Plates. Personalized plates that have their registration expire will become immediately available for reissue to another applicant. There is no grace period. (7-1-24)

203. PROVISIONS FOR FORMER PRISONER OF WAR (POW) LICENSE PLATES.

01. Eligible Person. Any veteran who was a prisoner of war (POW) of an armed enemy of the United States during active service in the armed forces of the United States during the following recognized war periods may be eligible:

WORLD WAR II	December 7, 1941 to December 31, 1946
KOREAN WAR	June 27, 1950 to January 31, 1955
VIETNAM WAR	August 5, 1964 to May 7, 1975
USS PUEBLO	January 23, 1968 to December 23, 1968
PERSIAN GULF	August 2, 1990 (Congress has not assigned an ending date.)

(7-1-24)

02. Certified Documentation. Eligibility will be documented by a copy of the applicant's 53.55 or DD-214 Separation from Active Duty papers, or other specific documentation received from the Veterans Administration that certifies that the applicant was a prisoner of war during the recognized war periods stated above. (7-1-24)

204. SURRENDER OF PLATES.

Registered owners desiring to surrender their license plate numbers may do so at any time. Upon surrender, license plate numbers ~~shall~~ **will** immediately become available to be issued by the system or, if personalized, applied for by another, upon application and payment of applicable plate, registration, and program fees. (7-1-24)

205. -- 299. (RESERVED)

300. PROVISIONS FOR SAMPLE PLATES.

Sample plates are issued at on the "Scenic Idaho/Famous Potatoes" red, white, and blue plate or Special Program License plates as follows: (7-1-24)

01. Plate Size. Plates **must adhere to license plate manufacturing standards in size and** ~~early display~~ the abbreviation SAMP in the ~~lower right~~ sticker box on both passenger car and motorcycle license plates. (7-1-24)

02. Personalized Sample Plates. Personalized Sample plates are issued on both plate sizes. (7-1-24)

a. The acceptability screening process **in Paragraph 202.08 applies.** ~~used is the same as that used for regular personalized plate application.~~ (7-1-24)

b. The Department will adopt written policy for the issuance of duplicate and replacement sample plates with personalized character combinations. (7-1-24)

c. The department may include other special license plate programs for sample plate sale, when not prohibited by code, or that would not cause a compromise of a special eligibility plate program. (7-1-24)

~~**03. Penalties.** There is a penalty for fictitious display of sample plates (Section 49-456, Idaho Code).~~ (7-1-24)

301. -- 399. (RESERVED)

SUBCHAPTER A – RULES GOVERNING LICENSE PLATES

FOR GOVERNMENTAL AGENCIES AND TAXING DISTRICTS

400. ~~STANDARD EXEMPT PLATE DESIGNATORS, PROVISIONS FOR EXEMPT LICENSE PLATES.~~
~~The standard exempt license plate designators used to identify the agency, entity, or office will be assigned pursuant to Section 49-443B (2), Idaho Code.~~ (7-1-24)

01. Standard Exempt License Plates. Includes the standard exempt plate designator assigned to the requesting agency and a unique letter/number system as determined by the department or specified by the applicant.

02. Personalized Exempt License Plates. Exempt agencies that do not include the standard exempt plate designator will be subject to personalization fees pursuant to Section 49-402 (9), Idaho Code.

401. ISSUING AGENCY.

All exempt and undercover license plates will be issued by the ~~Idaho Transportation~~ Department upon receipt of a request from an authorized agency. (7-1-24)

402. INFORMATION TO BE PROVIDED BY AN AUTHORIZED AGENCY.

A request for exempt or undercover plates will contain: (7-1-24)

01. Actual Name and Address. The name and address of the requesting agency. (7-1-24)

02. Vehicle Description. The description of the vehicle(s) to be registered, including the year, the make, model, type, vehicle identification (VIN), color and title number, and truck weight if eight thousand one pounds (8,001 lbs.) or more. (7-1-24)

03. Fictitious Name and Address. The name and address of the registrant to appear on the undercover plate registration, and title records of the Department. (7-1-24)

04. Authorized Official. The request must be signed by an authorized official of the authorized agency. (7-1-24)

403. VEHICLE TITLING.

01. For Exempt Registration and License Plates. If the vehicle is not titled, the title transaction will be initiated before requesting exempt plates. Exempt registration must match the associated title. The control number from the title application may be used in lieu of the title number on the exempt plate request letter. (7-1-24)

02. Undercover Vehicle Titling. The actual name and address of the requesting agency, along with the fictitious name and address of the registrant will be provided directly to the Department on a completed application approved by the authorized official. (7-1-24)

404. EXEMPT AND UNDERCOVER PLATE FEES.

01. Department Reimbursement. State and federal agencies and taxing districts will reimburse the Department the cost of providing license plates. These costs will be determined by the cost of manufacture and the cost to the Department of processing the transaction. (7-1-24)

02. Adjusted Fees. Periodically, fees may be adjusted in accordance with changes in manufacturing costs, postage, employee costs and legislative mandate. (7-1-24)

03. Elective Fees. Exempt agencies that choose to participate in a special program and/or opt for personalized plate are subject to the initial fee(s) on the original application and each subsequent reissuance of the license plates. Undercover vehicles are not eligible for special program and/or personalized plates.

405. EXEMPT PLATE DISPLAY.

Exempt license plates will be displayed in accordance with Section 49-428, Idaho Code. The designator “EXMP” will be provided with each exempt plate and be attached to the plate(s) in the space provided for this purpose. The

department may have the EX~~MP~~ designator printed in the appropriate space on the plate as an alternative to the sticker.
(7-1-24)

~~406. UNDERCOVER PLATE DISPLAY.~~

~~Undercover license plates will be displayed in accordance with Section 49-428, Idaho Code. A pressure sensitive sticker displaying an expiration date matching the plate number will be attached to the plate(s) in the space provided for this purpose. There will be no discerning markings to indicate that the plate or registration record is in undercover use.~~(7-1-24)

~~407. ALTERNATIVE PLATES.~~

~~If an authorized agency requests a specialized license plate format normally reserved for the general public, all the statutory special program fees for the plate will be paid, with the exception of the registration (operating) fee, in addition to the department administrative and plate manufacturing fees. Special eligibility plates will not be issued to exempt vehicles. "Special eligibility" requires the individual registrant to meet specific requirements for programs such as: Purple Heart, Disabled Veteran, Disability, Military Reservist, Former Prisoner of War, Congressional Medal of Honor, National Guard and Air National Guard, Radio Amateur, Pearl Harbor Survivor, and Legislative plates.~~

(7-1-24)

408. EXEMPT PLATE STATUS.

- 01. Non-Expiring Plates.** Exempt plates are non-expiring and require no annual renewal. (7-1-24)
- 02. Transfer of Plates.** Exempt plates may be transferred between vehicles. If an exempt plate is transferred to another vehicle, a transfer request must be made to the Department. (7-1-24)
- 03. Reissue of Plates.** Exempt plates will also be assessed personalization and program fees upon each reissuance. (7-1-24)

409. UNDERCOVER PLATE STATUS.

- 01. Expiration of Plates.** Undercover license plates will expire annually or biennially based upon the application of the authorized agency. Registration status will appear as valid, until expiration date. Renewals must be made to the Department upon expiration of the undercover license plate. (7-1-24)
- 02. Transfer of Plates.** Undercover license plates may be transferred between vehicles. If an undercover license plate is transferred to another vehicle, a transfer request must be made to the Department's Vehicle Services Section/Special Plates Unit. (7-1-24)
- 03. Reissue of Plates.** Undercover plates will be reissued in accordance with Section 49-443(2), Idaho Code. (7-1-24)

410. -- 999. (RESERVED)

39.03.49 – RULES GOVERNING IGNITION INTERLOCK DEVICES

000. LEGAL AUTHORITY.

~~This rule is promulgated pursuant to~~ Section 18-8008, Idaho Code. (3-31-22)

001. ~~TITLE AND SCOPE.~~

~~The rule is titled IDAPA 39.03.49, “Rules Governing Ignition Interlock Devices,” and the purpose of this chapter rule implements Section 18-8008, Idaho Code, relating to is to establish regulations for certification, installation, repair and removal of~~ ignition interlock breath alcohol devices. (3-31-22)

002. -- 009. (RESERVED)

010. DEFINITIONS.

~~01. Alcohol.~~ The generic class of organic compounds known as alcohols and, specifically, the chemical compound ethyl alcohol. For the purpose of Ignition Interlock Devices, all devices will be specific for ethyl alcohol. (3-31-22)

02. **Breath Alcohol Concentration (BrAC).** The weight amount of alcohol contained in a unit volume of breath, measured in grams ~~Ethanol~~/two hundred ten (210) liters of breath. (3-31-22)

03. **Court (Or Originating Court).** The particular Idaho state court that has required the use of an ignition interlock device by a particular individual. (3-31-22)

04. **Certification.** The approval process required by the ~~Idaho Transportation~~ Department. (3-31-22)

~~05. Department. The Idaho Transportation Department.~~ (3-31-22)

06. **Device.** An ignition interlock device. (3-31-22)

07. **Diversion Program Administer or Designee.** The prosecuting attorney or an individual or business appointed by a prosecuting attorney of any Idaho county, to administer the diversion program established by the prosecuting attorney on their behalf. (3-31-22)

08. **Ignition Interlock Device.** An instrument designed to measure the BrAC of an individual equipped with a camera and which prevents a motorized vehicle from starting or operating when the BrAC is greater than or equal to point zero two five (.025). (3-31-22)

09. **Independent Testing Laboratory.** A laboratory facility that is not subject to the control of the manufacturer or the manufacturer’s representative. (3-31-22)

10. **Interlock.** The state in which a motor vehicle is prevented from starting or operating by a device. (3-31-22)

11. **Lessee.** The person ordered by a court to drive only vehicles that have certified devices installed. (3-31-22)

12. **Manufacturer.** The person, or organization responsible for the design, construction and production of the device. (3-31-22)

13. **Manufacturer’s Representative.** A company or corporation registered as a business with the Idaho Secretary of State who is designated by the manufacturer to sell, rent or lease a specific device in the State of Idaho and provide installation, maintenance and removal of the device through the operation of service centers. (3-31-22)

14. Circumvention. To bypass the correct operation of a device by starting the motor vehicle or operating the motor vehicle by any means without first providing a breath test. (3-31-22)

15. Tampering. An attempt to disable, adjust, or otherwise alter the proper operation of a device or camera. "Tampering" does not include disconnecting the handset once the vehicle is turned off. (3-31-22)

16. Ignition Interlock Waiver Liability. If a court grants a driver relief from the requirement of adding an ignition interlock device under the provisions of either Sections 18-8002A, 18-8002 or 18-8008, Idaho Code, the waiver will cover both ignition interlock requirements from the criminal charges and from the civil administrative license suspension. When the Department receives a court order granting the waiver of an ignition interlock requirement, the Department ~~shall~~will not be liable for complying with the court's order, and no cause of action will accrue against the Department for not enforcing the ignition interlock requirement in the civil administrative license suspension under Section 18-8002A, Idaho Code. (3-31-22)

011. -- 099. (RESERVED)

100. CERTIFICATION PROCESS.

01. Equipment Standards. A device must be produced by a manufacturer who maintains certification to the current International Organization for Standardization (ISO) 9001 Quality Management Systems for aspects related to the design, maintenance and distribution of the device. Written documentation demonstrating compliance with this requirement ~~shall~~will be submitted to the Department by the manufacturer on an annual basis. Additionally, a device must meet or exceed the National Highway Traffic Safety Administration's (NHTSA) model specifications for breath alcohol ignition interlock devices (BAIIDs) as published in the Federal Register/Vol. 78, No. 89/Wednesday, May 8, 2013 and are subject to subsequent standards published by NHTSA. Written documentation from an independent testing laboratory that is an International Organization for Standardization (ISO) 17025 certified testing laboratory performing the tests as specified, will be accepted as proof of meeting or exceeding the NHTSA Model Specifications for BAIIDs. The documentation from the ISO 17025 certified testing laboratory ~~shall~~will include: the name, physical location, mailing address and phone number of the testing laboratory; a description of the tests performed; copies of the data and results of the testing procedures; and the name of the device being submitted for approval. (3-31-22)

a. A manufacturer must report in writing to the Department a material device modification if there is a material change affecting the customer functionality, customer communication or accuracy of the device. Upon written receipt of a material device modification, the Department within thirty (30) days will determine whether written documentation from an independent testing laboratory that is ISO 17025 accredited will be required prior to implementing device usage in Idaho. (3-31-22)

b. Devices that were certified under less stringent IDAPA rules governing BAIID devices or previous model specifications as published in the Federal Register will be grandfathered for use in the state for a period no longer than one hundred eighty (180) days from the effective date of the most recent published device specifications at which time the Letter of Certification for the device will be revoked pursuant to Subsection 100.05 ~~of these rules~~, and removed in accordance with Subsection 100.07 ~~of these rules~~. (3-31-22)

02. Proof of Insurance. The manufacturer ~~shall~~will annually provide to the Department proof of insurance with minimum liability limits of one million dollars (\$1,000,000) per occurrence, with three million dollars (\$3,000,000) aggregate total. The liability covered ~~shall~~will include defects in product design and materials, as well as workmanship during manufacture, calibration, installation and removal. The proof of insurance ~~shall~~will include a statement from the insurance carrier that thirty (30) days' notice ~~shall~~will be given to the Idaho Transportation Department prior to cancellation. (3-31-22)

03. Hold Harmless. The manufacturer ~~shall~~will provide to the Department a notarized statement that the manufacturer will be totally responsible for product liability and will indemnify the following from any liability resulting from the device or its installation or use: (3-31-22)

- a. The state of Idaho; and (3-31-22)
- b. The court that ordered the installation of the device. (3-31-22)
- c. The county, its employees and designees administering the program. (3-31-22)

04. Manufacturer's Reporting Requirements. The manufacturer shall will provide the Department a description of its installation and monitoring procedures, maintenance technician training program, and set of criteria for monitoring and reporting offenders. (3-31-22)

05. Criteria for Certification and/or Revocation. Upon receipt of the required documentation from the Manufacturer as set forth in Subsections 100.01 through 100.04 ~~of these rules~~ the Department shall will issue a Letter of Certification for the device. The Letter of Certification shall will be valid until voluntarily surrendered by the manufacturer or until revoked by the Department for cause. Reasons for revocation include, but are not limited to: (3-31-22)

- a. Evidence of repeated device failures due to gross defects in design, materials and/or workmanship during manufacture, installation or calibration of the device; (3-31-22)
- b. Notice of cancellation of manufacturer's liability insurance is received; or (3-31-22)
- c. Notification that the manufacturer is no longer in business. (3-31-22)
- d. Voluntary request of the manufacturer to remove a device from the certified list; (3-31-22)
- e. Any other reasonable cause to believe the device was inaccurately represented to meet the performance standards; or (3-31-22)
- f. Failure to submit required reports to the Department. (3-31-22)

06. Notice of Revocation. Unless necessary for the immediate good and welfare of the public, revocation shall will be effective twenty-one (21) days after manufacturer's receipt of notice, which shall will be sent via certified mail, return receipt requested. A copy of each Notice of Revocation and final outcome shall will be provided to all originating courts or their designees and lessees utilizing the revoked device with notice to contact the manufacturer for a replacement. (3-31-22)

07. Removal of Revoked Devices. Upon revocation or voluntary surrender of a certified device, a manufacturer shall will be responsible for removal of all like devices from lessees' vehicles. (3-31-22)

a. A manufacturer will be responsible for any costs connected with removal of their revoked devices from lessees' vehicles and the installation of certified replacement devices. (3-31-22)

b. The manufacturer must obtain and maintain a bond in the amount of thirty-five thousand dollars (\$35,000). The bond shall will inure to the benefit of the State of Idaho and shall will be used to reimburse expenses related to the device services incurred by any lessee who is required to equip a vehicle with a device by the State of Idaho because a manufacturer's certification is being refused, suspended, or revoked. The bond must include the following: (3-31-22)

- i. The bond must be issued by a corporate surety licensed to do business within the State of Idaho; (3-31-22)
- ii. The surety shall will have the ability to cancel the bond and give notice that the bond is cancelled for any reason and shall will continue to be liable under the bond until the commissioner of public safety receives notice; (3-31-22)

iii. The bond must be executed to the State of Idaho; and (3-31-22)

iv. The original bond must be filed and held in the Department's office. (3-31-22)

08. Right to Appeal. Upon voluntary surrender, written notice of or revocation of a Letter of Certification for a manufacturer's device, manufacturers may request a review of the revocation. Such request shall will be submitted to the Department, in writing, within twenty (20) days of receiving the written notice of revocation.

(3-31-22)

09. Repository for Letter of Certification. The Department shall will maintain a file of all existing Letters of Certification.

(3-31-22)

101. -- 199. (RESERVED)

200. INSTALLATION STANDARDS.

01. Installer. Device must be installed by a manufacturer or manufacturer's representative. (3-31-22)

02. Unauthorized Persons. Lessees or other unauthorized persons shall will not be allowed to watch the installation or removal of the device. (3-31-22)

03. Security. Adequate security measures must be taken to prevent unauthorized persons from accessing secured materials (tamper seals, installation instructions, etc.) (3-31-22)

04. Installation Instructions. Each manufacturer shall will develop written instructions for installation of its device(s). (3-31-22)

05. Vehicle Condition Screen. The installer must screen vehicles for acceptable mechanical and electrical condition, in accordance with the device manufacturer's instructions. (3-31-22)

06. Mandatory Vehicle Maintenance. Conditions that would interfere with the function of the device, (e.g. low battery or alternator voltage, stalling frequent enough to require additional breath tests, etc.) must be corrected to an acceptable level. (3-31-22)

07. Installation Standards. Installations must be made in a workmanlike manner, within accordance to accepted trade standards, and according to the instructions provided by the manufacturer. (3-31-22)

08. Device Removal Standards. When a device is removed, the vehicle must be reasonably restored to its original condition. All severed wires must be permanently reconnected and insulated with heat shrink tubing or its equivalent. (3-31-22)

201. -- 299. (RESERVED)

300. DEVICE MAINTENANCE AND REPORTS.

01. Device Examination Schedule. Each lessee shall will have the device examined by a manufacturer or manufacturer's representative for correct calibration and evidence of tampering every sixty (60) days, or more often as may be ordered by the originating court, or less frequently, as may be ordered by the originating court. (3-31-22)

02. Report of Examination. A report on the results of each check shall will be provided to the trial court administrator or designee of the originating court. The report shall will reflect what adjustments, if any, were necessary in the calibration of the device, any evidence of tampering or circumvention, and any other available information the originating court may order. (3-31-22)

03. Corrective Action Report. Upon request of the originating court, diversion program administrator

or their designee complaints by the lessee shall will be accompanied by a statement of the actions taken to correct the problem(s). Reports of the problem(s) and action(s) taken shall will be submitted to the originating court or its designee within three (3) business days. (3-31-22)

04. Additional Report. Upon request, an additional report will be provided to the Department on a quarterly basis summarizing all periodic checks ordered by the originating court and all complaints received by the manufacturer from the lessee for each model or type of certified device. These reports shall will be categorized by: (3-31-22)

- a. Customer error of operation. (3-31-22)
- b. Faulty automotive equipment other than the device. (3-31-22)
- c. Apparent misuse or attempts to circumvent the device, causing damage. (3-31-22)
- d. Device failure due to material defect, design defect, workmanship errors in construction, installation or calibration. (3-31-22)

301. DEVICE SECURITY.

01. Tampering or Circumvention Precaution. The manufacturer shall will take all reasonable steps necessary to prevent tampering or physical circumvention of the device. (3-31-22)

02. Device Identification. Each device shall will be uniquely serial numbered. All reports to the trial court administrator or designee of an originating court concerning a particular device shall will include the name and address of the lessee, the originating court's file number, and the unique number of the device. (3-31-22)

03. Warning Label. The manufacturer shall will provide a label containing a notice (at least ten (10) point boldface type) on each certified device which is visible to the lessee at all times reading: WARNING: ANY PERSON TAMPERING, CIRCUMVENTING, OR OTHERWISE MISUSING THIS DEVICE MAY BE SUBJECTED TO CRIMINAL SANCTIONS. (Section 18-8009, Idaho Code) (3-31-22)

04. Physical Anti-Tamper Security. (3-31-22)

a. Use unique, easily identifiable wire, covering or sheathing over all wires used to install the device, which are not inside a secured enclosure. (3-31-22)

b. Make all connections to the vehicle under the dash or in an inconspicuous area of the vehicle. (3-31-22)

c. Use unique, easily identifiable tamper seal, epoxy or resin at all openings and exposed electrical connections for the device (except breath or exhaust ports). (3-31-22)

05. Personnel Requirements. Devices must be installed, inspected, tested and maintained by a qualified manufacturer or manufacturer's representative. (3-31-22)

a. Installers must have the training and skills necessary to install, troubleshoot and check for proper operation of the device, and to screen the vehicle for acceptable operating conditions. (3-31-22)

b. Installers whose functions and duties include installing, calibrating, performing tamper and circumventions inspections and reporting duties, should not have been convicted of a crime substantially related to the convicted lessee's violation. This includes, persons convicted of: Driving under the influence (DUI) within the last five (5) years; more than one (1) DUI overall; probation violation; and perjury. (3-31-22)

c. For the purposes of this section, "convicted" shall include s entering a plea of guilty, nolo contendere, or to have been found guilty or been given a withheld judgment. (3-31-22)

302. -- 399. (RESERVED)

400. MANDATORY OPERATIONAL FEATURES.

Notwithstanding other provisions of this ~~chapter~~rule, a certified device must comply with the following: (3-31-22)

01. Device Setpoint. The setpoint of each device to interlock when the breath sample is provided point zero two five (.025) or greater (Section 18-8008(2), Idaho Code). The capability to change this setting ~~shall~~will be made secure, by the manufacturer, to prevent unauthorized adjustment of the device. (3-31-22)

02. Camera. Every device currently installed in a vehicle must be equipped with a camera that is not located inside the handset and is mounted to the vehicle in such a way to capture a reference photo at the time of installation and a digital image of the driver sitting in the driver's compartment when a breath sample is submitted, refused, or the device is circumvented. The de-vice must store all data, including the image, time, date, and BrAC of the accepted breath sample each time the individual attempts to use the device. (3-31-22)

a. The device camera must function in all lighting conditions. (3-31-22)

b. All images and data collected between calibration periods must be stored in the device's data storage system and be downloadable at the time of calibration by the device manufacturer or manufacturer's representative in order to ensure proper record maintenance. (3-31-22)

401. OTHER PROVISIONS.

Notwithstanding other provisions of this ~~chapter~~rule, each manufacturer of a certified device: (3-31-22)

01. Repair Deadline. ~~Shall~~Will guarantee repair or replacement of a defective device within the state of Idaho within a maximum of forty-eight (48) hours of receipt of complaint. (3-31-22)

02. Statement of Charges. The manufacturer or the manufacturer's representative will provide the originating court, diversion program administrator or its designee, and the lessee a statement of all device charges clearly specifying warranty details, purchased cost, and/or monthly lease amount, any additional charges anticipated for routine calibration and service checks, what items (if any) are provided without charge, and under what conditions a lessee is responsible for payment for service calls and/or damage to the device. (3-31-22)

03. Notice of Installation. Upon installation of each device, the manufacturer or its representative will provide the trial court administrator, diversion program administrator or designee of the originating court with a notice of installation that includes the name, address and telephone number of the lessee, the originating court's file number, and the unique number of the device. (3-31-22)

04. Nationwide Service Center Locations. Prior to installation, the manufacturer or manufacturer's representative will provide the following to all lessees: (3-31-22)

a. A list of all calibration/service locations in the continental United States. The list will include the business name, address and telephone number of all locations. (3-31-22)

b. A twenty-four (24) hour telephone number to call for service support for those who may be traveling outside service areas. (3-31-22)

05. Statewide Service Center Locations. Prior to installation, the manufacturer or the manufacturer's representative will provide the following to all lessees: (3-31-22)

a. A list of all calibration/service locations in the state of Idaho. The list will include the business name, address and telephone number of all locations. (3-31-22)

b. Will notify the Department of the location, including address, phone number and contact person, of each service center in Idaho. (3-31-22)

06. Removal of Device. The manufacturer or manufacturer's representative will advise the originating court, diversion program administrator or its designee prior to removing the device under circumstances other than: (3-31-22)

a. Completion of sentence or other terms of a court order. (3-31-22)

b. Immediate device repair needs. (3-31-22)

09. Substitute Device. Whenever a device is removed for repair and cannot immediately be reinstalled, a substitute device ~~shall~~will be utilized. Under no circumstances ~~shall~~will a lessee's vehicle be permitted to be driven without a required device. (3-31-22)

402. REMOVAL PROCEDURES.

When so notified in writing by the originating court, the manufacturer or the manufacturer's representative ~~shall~~will remove the device and return the vehicle to normal operating condition. A final report, which includes a summary of all fees paid by the lessee over the life of the contract, ~~shall~~will be forwarded to the originating court, diversion program administrator or its designee and the Department. (3-31-22)

403. -- 499. (RESERVED)

500. PRIMARY RESPONSIBILITIES OF AGENCIES/OFFICES MONITORING THIS CHAPTER~~RULE~~.

Listed below are some of the primary responsibilities of the indicated offices/agencies, as outlined in this ~~chapter~~rule. (3-31-22)

01. Testing Lab. (3-31-22)

a. Test devices for minimum standards. (3-31-22)

b. Submit notarized statement and copy of the Certification Test Report to manufacturer. (3-31-22)

c. Keep log of test results. (3-31-22)

02. Manufacturer or Manufacturer's Representative. (3-31-22)

a. Submit device to lab for testing. (3-31-22)

b. Install, maintain and remove device as required by court. (3-31-22)

c. Set interlock level as established by Idaho Code. (3-31-22)

d. Submit quarterly (or more frequent) maintenance reports to originating court or its designee. (3-31-22)

e. Upon request, submit quarterly reports to the Department summarizing periodic device examinations and all complaints received. (3-31-22)

f. Provide court, diversion program administrator or its designee, or lessee and Department with statement of charges and/or any additional fees. (3-31-22)

g. Provide lessee with service and repair information. (3-31-22)

h. Provide the Department with proof of insurance annually. (3-31-22)

i. Report any attempt to disconnect any device to originating court, diversion program administrator or its designee. (3-31-22)

j. Advise court, diversion program administrator or its designee before removing any device unless authorized or in need of immediate repair. (3-31-22)

03. Idaho Transportation Department. (3-31-22)

a. Maintain a list of known calibration/service locations in the state. (3-31-22)

b. Issue Letter of Certification for each device model to manufacturer. (3-31-22)

c. When necessary, revoke Letter of Certification. (3-31-22)

d. Maintain file of all letters. (3-31-22)

e. Maintain file of statement of charges (by device model). (3-31-22)

f. Maintain proof of insurance. (3-31-22)

04. Court. (3-31-22)

a. The judge or prosecuting attorney as the diversion program administrator or their designee will order device installation, maintenance and removal. (3-31-22)

b. The trial court administrator, diversion program administrator or their designee of the originating court will receive maintenance reports on each device installed pursuant to court order. (3-31-22)

c. The trial court administrator, diversion program administrator or their designee of the originating court will receive an itemized statement of charges. (3-31-22)

d. The trial court administrator, diversion program administrator or their designee of the originating court will receive manufacturer's reports of attempts to disconnect any device. (3-31-22)

e. The trial court administrator or diversion program administrator or their designee will receive reports and a declaration from the lessee's ignition interlock vendor, on a form provided or approved by the diversion program administrator or their designee, certifying that none of the following incidents occurred while the system was installed in the lessee's vehicle(s): (3-31-22)

i. Attempt to start vehicle with a B_rAC of zero point zero four (0.04) or more; (3-31-22)

ii. Failure of the lessee to take any random test; or (3-31-22)

iii. Failure of the lessee to pass any random retest with a B_rAC of zero point zero two five (0.025) or lower. (3-31-22)

iv. Failure of the lessee to appear when required at vendor's place of business for maintenance, repair, calibration, monitoring, inspection or replacement of the system. (3-31-22)

05. Lessee. (3-31-22)

a. Have device installed and maintained as ordered by court. (3-31-22)

b. Receive itemized statement of charges and remit fees as scheduled. (3-31-22)

c. Receive and comply with guidelines regarding repairing and maintaining the vehicle in good working order.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 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 10/01/25 to 10/31/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
0	1	0	0	0	0

RECENT ACTIONS

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

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

Contract Requiring no action from the Board 10/01/25 to 10/31/25	
ITD	Local
0	1

FUTURE ACTIONS

The Current Advertisement Report is attached

Recommendations *(Action items require a resolution)*

For Information Only.

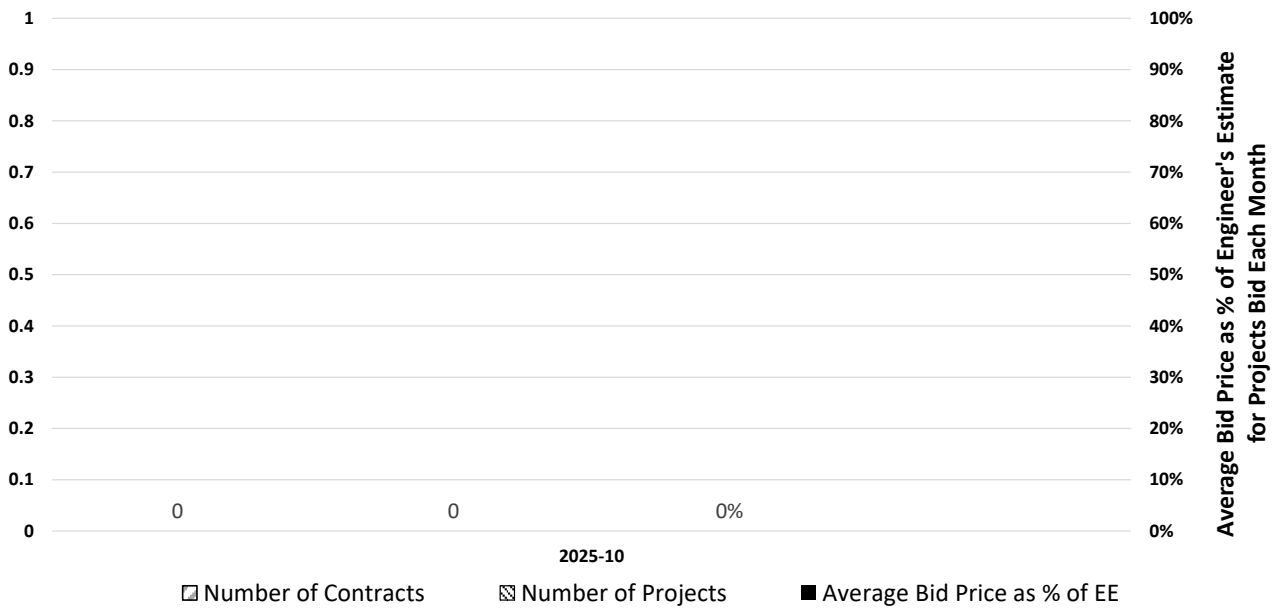
No infrastructure projects bid in October 2025.

FFY26 State Infrastructure Project Bid Results: YTD Summary By Cost

0 Projects YTD through October 31, 2025

YTD Total for all 0 projects:

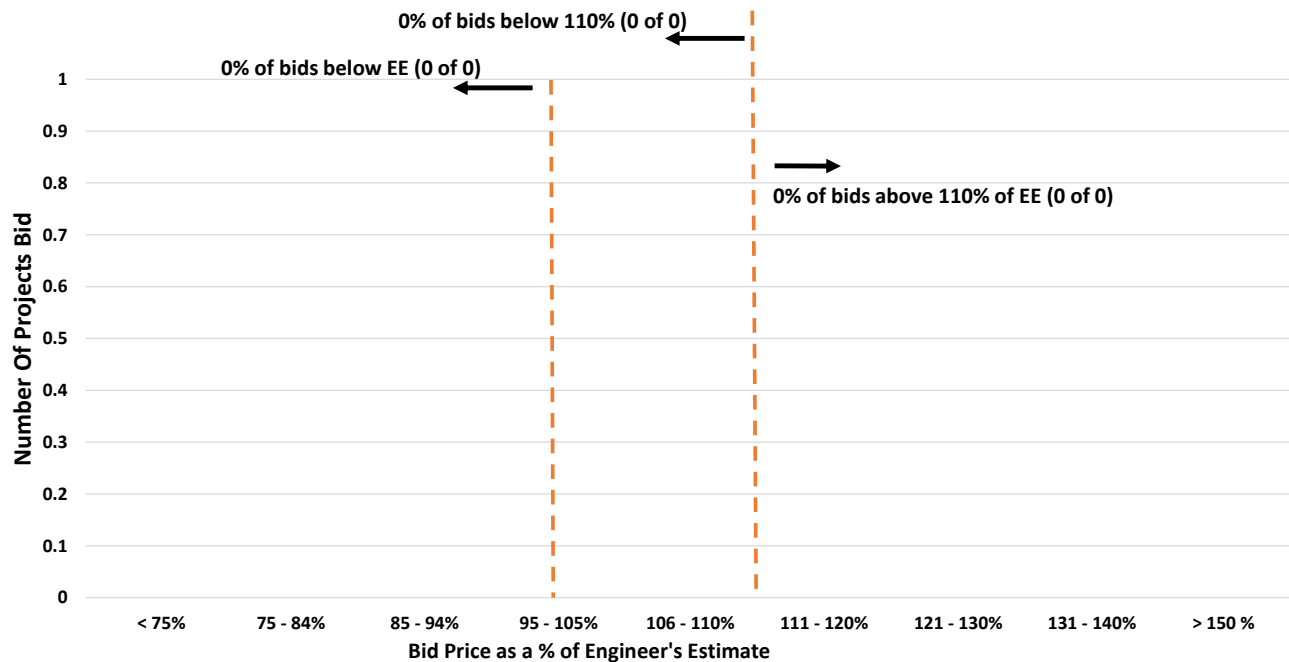
Ratio of Bid Costs / Engineer's Estimates = \$0.00M / \$0.00M = 0%



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

FFY26 State Infrastructure Project Bid Results: YTD Summary By Project Count

0 Projects YTD through October 31, 2025

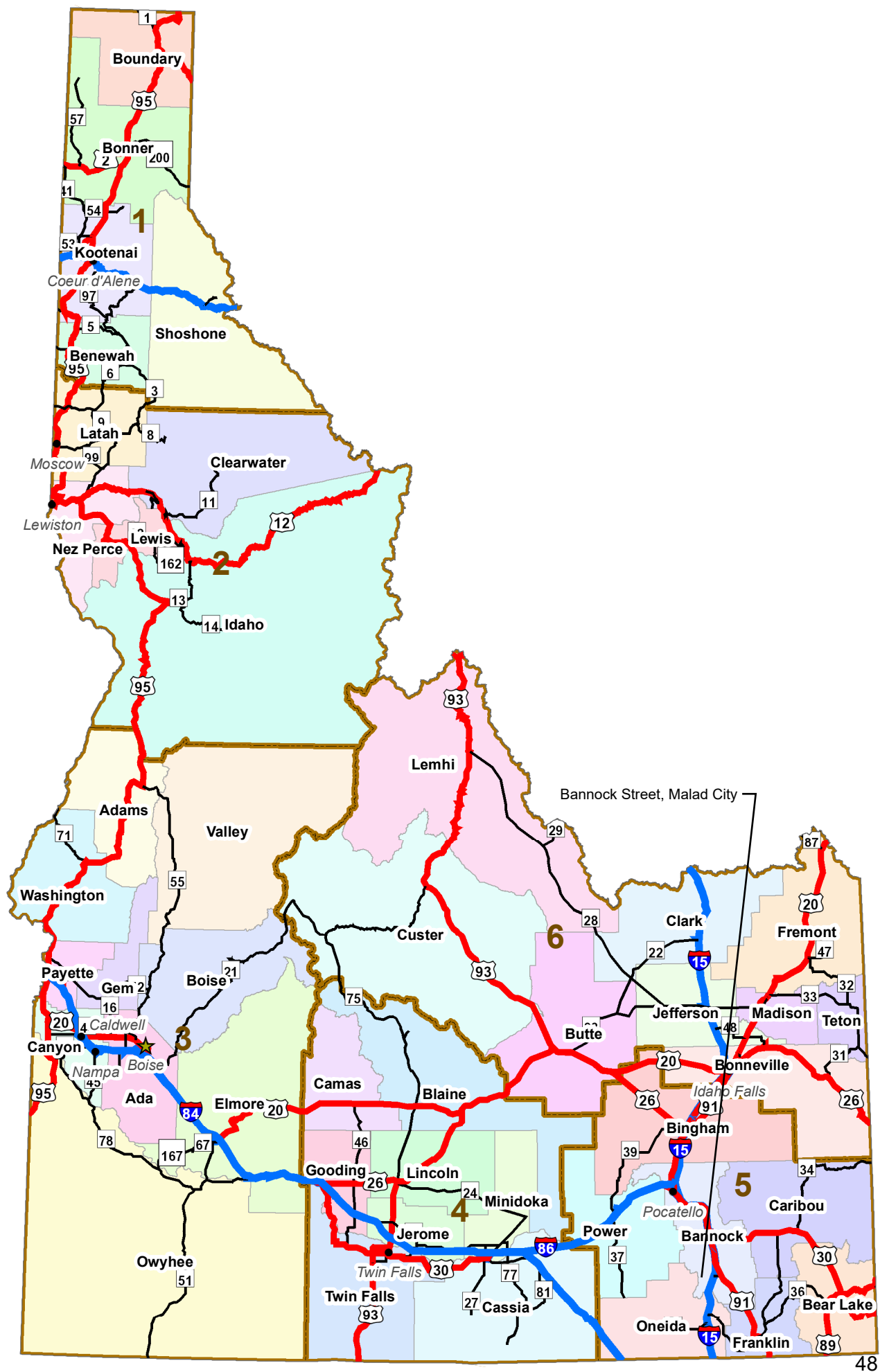


Note: Local and SIA Projects are not included

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
LHTAC(5)	19622/23901	OFF SYS	10/28/2025	5	\$5,067,335.70	\$4,899,899.00	(\$167,436.70) 97%
Bannock Street, Malad City					Federal		
Contractor: Moreno & Nelson Construction Corp.							



Monthly Contract Advertisement As of 10-31-2025

District	Key No.	Route	Bid Opening Date
1	22291	SH-3	11/4/2025
SH-3, MP 59.7 to MP 70.4			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
3	22269	US-95/30	11/4/2025
US-95/30, FY26 D3 Bridge Repairs			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(4)	20633	US-30	11/4/2025
Burley Ave; US-30 to Fruitland Ave			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	24137	US-20	11/4/2025
FY26 D6 Pavement Preservation			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
6	24507	US-20	11/18/2025
US-20, Idaho Falls to Rigby Mill and Overlay			
\$10,000,000 to \$15,000,000			

District	Key No.	Route	Bid Opening Date
ACHD	20549	US-20	11/18/2025
US-20, Chinden; Int. 43rd ST. Pedestrian Improvement, Garden City			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	24398	OFF SYS	11/18/2025
Prairie Trail Underpass			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	23282	OFF SYS	11/18/2025
Curve and Roadway Safety Improvements			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	23291	OFF SYS	11/18/2025
Woodland Road Safety Improvements			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
4	22247	SH-46	11/18/2025
FY26 D4 Bridge Repair			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	24820 SIA	US-20	11/18/2025
US-20, Bridge Safety MP 387.03 Buffalo River Bridge Approach Repairs D6			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
3	24709 SIA	US-95	11/18/2025
US-95 FY25 Sign Face Replacement			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
6	24514	SH-33	12/2/2025
SH-33, Rexburg Mill and Inlay			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
ACHD	20259	OFF SYS	12/2/2025
FY23 Roadway and ADA Improvements Part 1, Boise Area			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	23888	OFF SYS	12/2/2025
Morgan Creek Road Safety Improvements			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
2	25055 SIA	US-95	12/2/2025
FY25 D2 Pavement Repairs			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
4	25038 SIA	I-84	12/2/2025
I-84 Siphon Cleaning			
\$250,000 to \$500,000			



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Mohsen Amirmojahedi, PE	Presenter's Title Consultant Services Engineer
Preparer's Name Christina Straub	Preparer's Title Contracts Officer

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number	District	Route Number
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Background Information

For all Agreements:

Consultant Services processed 22 new professional services agreements and work tasks totaling **\$4,003,329** and 11 supplemental agreements to existing professional services agreements totaling **\$5,743,960** from September 22, 2025, through October 21, 2025.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	1	2	3	4	5	6	HQ	MGMT	AERO	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing		1			1	1				3
Roadway Design		1								1
Bridge Load Rating							1			1
Bridge Inspection							1			1
Environmental		2	2							4
Public Involvement			1							1
Materials/Geotechnical	1		1							2
Archaeological & Historical Survey			1	1						2
Planning				1		1	1			3
Survey			1							1
Local Public Agency Projects	1		1	1						3
Total	2	4	7	3	1	2	3			22



Board Agenda Item

ITD 2210 (Rev. 12-23)

For ITD District Projects:

20 new professional services agreements and work tasks were processed during this period totaling **\$3,559,005**. 5 supplemental agreements totaling **\$5,052,049** 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>
STATE, FY26 D1 PLANNING & SCOPING	Resources not Available Materials / Geotechnical	Materials and Geotechnical Services	RFI from Term Agreement	Shannon & Wilson, Inc.	\$190,084

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 12, BIG SMITH CR & SWEDE CR AQUATIC ORGANISM PASSAGE REPLACEMENTS, IDAHO CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	\$126,263
SH 14, CASTLE CREEK FISH PASSAGE, IDAHO CO; SH 14, AOP CULVERT REPLACEMENTS, IDAHO CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	\$138,086
US 12, GREER TO KAMIAH, LEWIS CO	Resources not Available Roadway Design	Roadway Design	Direct from Term Agreement	HMH, LLC	Prev: \$99,924 This: \$49,959



Board Agenda Item

ITD 2210 (Rev. 12-23)

					Agreement Total to Date: \$149,883
US 95, HAT CR BRIDGE, IDAHO COUNTY	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Direct from Term Agreement	HMH, LLC	\$149,931

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, PAYETTE TO WEISER PASSING LANE STDY, WASHINGTON CO	Resources not Available Surveying	Surveying Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$488,129
SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Parametrix, Inc.	\$75,191
US 95, SHOEPEG RD TO CAMBRIDGE NCL, WASHINGTON CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Materials Sampling and Testing services	RFI from Term Agreement	Atlas Technical Consultants LLC	Prev: \$158,771 This: \$64,901 Agreement Total to Date: \$223,672
SH 78, BROWNS CR BR, OWYHEE CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Parametrix, Inc.	Prev: \$62,167 This: \$43,988 Agreement Total to Date: \$106,155



Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	Resources not Available Other	Survey	Individual Project Solicitation	Horrocks, LLC	\$148,592
SH 21, S FK PAYETTE BR (LOWMAN), BOISE CO	Resources not Available Public Involvement	Public Involvement Services	Direct from Term Agreement	JUB Engineers, Inc.	Prev: \$57,337 This: \$40,169 Agreement Total to Date: \$97,506

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, SUBSTATION TO SEVENTH ST, LINCOLN CO	Resources not Available Environmental	Archaeological & Historical Survey	Direct from Term Agreement	Parametrix, Inc.	Prev: \$71,117 This: \$9,191 Agreement Total to Date: \$80,308
STATE, FY25 D4 PLANNING & SCOPING	Resources not Available Other	Feasibility/Planning Services	Direct from Term Agreement	HDR Engineering, Inc.	\$52,723

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 86, INT POCATELLO AVE, POWER CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Testing & Sampling Services	RFI from Term Agreement	Strata, Inc.	Prev: \$102,900 This: \$49,822 Agreement Total to Date: \$152,722



Board Agenda Item

ITD 2210 (Rev. 12-23)

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, YALE-KILGORE INTERSECTION SIGNAL IMPROVEMENTS (D6 FY 2025 CE&I PROJECTS)	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation done under RFP21923 et al	Horrocks, LLC	\$58,080
STATE, FY25 D6 PLANNING & SCOPING	Resources not Available Planning	Feasibility/Planning	Individual Project Solicitation	Horrocks, LLC	\$226,719

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY25 STATEWIDE PLANNING	Resources not Available Planning	Feasibility/Planning Services	Individual Project Solicitation	High Street Consulting Group, LLC	\$558,184
LOCAL, FY24 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	Resources not Available Bridge Load Rating	Bridge Load Rating Services	RFI from Term Agreement	Bridge Diagnostics, Inc.(BDI)	\$134,612
STATE, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Direct from Term Agreement	Strinteg Corporation	Prev: \$99,583 This: \$49,551 Agreement Total to Date: \$149,134



Board Agenda Item

ITD 2210 (Rev. 12-23)

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>
2	US 95, CULDESAC CANYON PASSING LN PH 4, LEWIS CO; US 95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Horrocks, LLC	12/11/2019, Roadway Design, Phase II: Final Design through PS&E	Phase 4 PS&E Design Submittals	Prev: \$1,302,105 This: \$295,235 Agreement Total to Date: \$1,597,340 Board Approved: \$4,450,000 On: 7/22/2021
3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	Jacobs Engineering Group, Inc.	10/13/2023, Engineer of Record Services. 10/3/25- extended from 7/31/25	Additional EOR Services	Prev: \$310,278 This: \$88,880 Agreement Total to Date: \$399,158 Board Approved: \$3,500,000 On: 4/21/2022
3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	Horrocks, LLC	6/14/2024, Roadway Design, Traffic Design, Bridge Design, Traffic Control, Public Involvement, Materials/Geotechnical, Survey, Hydraulics, and Environmental Services.	Additional Roadway Design Services	Prev: \$7,510,949 This: \$36,196 Agreement Total to Date: \$7,547,145 Board Approved: \$7,547,145 On: 9/18/2025
4	SH 75, ELKHORN RD TO	Civil Science, Inc.	4/4/2025, CE&I Services	Additional CE&I Services	Prev: \$295,896 This: \$193,539



Board Agenda Item

ITD 2210 (Rev. 12-23)

	RIVER ST, KETCHUM				Agreement Total to Date:\$489,435
5	I 15, MAIN ST GS NBL & SBL, INKOM; I 15, W INKOM IC NBL & SBL, BANNOCK CO; I 15, UPRR INKOM OPASS, BANNOCK CO	Atlas Technical Consultants LLC	10/29/2024, Materials/Geotechnical & CE&I services	Additional Materials/Geotechnical & CE&I Services	Prev: \$969,842 This: \$4,438,199 Agreement Total to Date: \$5,408,041 Board Approved: \$5,408,041 On: 7/9/2025



Board Agenda Item

ITD 2210 (Rev. 12-23)

For Local Public Agency Projects:

3 new professional services agreements totaling **\$1,349,154** were processed during this period.
6 supplemental agreements totaling **\$691,911** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STC-5731, MOON PASS RD TUNNELS AND BRIDGES	SHOSHONE COUNTY	Roadway Design Services	Individual Project Solicitation	GeoEngineers, Inc.	Prev: \$422,591 This: \$740,873 Agreement Total to Date: \$1,163,464 Board Approved: \$3,229,225 On: 9/2/2025
LOCAL, US 95 SIDEWALK & DRAINAGE IMPROV PH 3	CITY OF CAMBRIDGE	CE&I Services	RFI from Term Agreement	JUB Engineers, Inc.	Prev: \$80,936 This: \$86,568 Agreement Total to Date: \$167,504
OFFSYS, CLOVER CR BRIDGE (S 100 E), BLISS HD	BLISS HIGHWAY DISTRICT 2	Bridge Design	Individual Project Solicitation	Keller Associates, Inc.	\$521,713

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	OFFSYS, SAND RD BR NR MOSCOW, N LATAH HD	Alta Science & Engineering, Inc.	3/6/2023, Bridge Design, Phase II: Completion of Design through PS&E	Additional Survey Services	Prev: \$484,360 This: \$195,110 Agreement Total to Date: \$679,470
2	LOCAL, PEDESTRIAN	Alta Science &	3/6/2023, Pathway Design Services	Additional Design Services	Prev: \$304,664



Board Agenda Item

ITD 2210 (Rev. 12-23)

	UNDERPASS, MOSCOW	Engineering, Inc.			This: \$10,230 Agreement Total to Date: \$314,894
3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	Six Mile Engineering, PA	6/22/2023, Roadway and pedestrian improvement project.	Additional Roadway Design Services	Prev: \$1,120,352 This: \$325,165 Agreement Total to Date: \$1,445,517 Board Approved: \$1,447,027 On: 10/15/2025
3	LOCAL, FY27 ROADWAY AND ADA IMPROVEMENTS, BOISE	Parametrix, Inc.	2/28/2024, Pavement rehabilitation Services	Additional Roadway Design Services	Prev: \$1,268,530 This: \$97,838 Agreement Total to Date: \$1,366,368 Board Approved: \$1,366,368 On: 10/15/2025
4	LOCAL, IDAHOME RD, CASSIA CO	Keller Associates, Inc.	8/5/2024, Roadway Design Services	Additional Roadway Design Services	Prev: \$612,896 This: \$33,568 Agreement Total to Date: \$646,464
5	LOCAL, SICOG SRTS COORDINATOR & ACTIVITIES	Kimley- Horn and Associates, Inc.	12/9/2024, Feasibility/Planning services	Additional Feasibility/Planning Services	Prev: \$49,988 This: \$30,000 Agreement Total to Date: \$79,988

Recommendations *(Action items require a resolution)*

For Information Only



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 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 October 30, 2025.		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho has received obligation authority through September 30, 2026 due to the lack of federal funding legislation. When legislation is passed and the federal government shutdown ends, obligation authority will be adjusted per the requirements of the funding bill.

Obligation authority through September 30th is \$365.2 million. This includes \$6.4 million of *Highway Infrastructure General Funds* carried over from FY23, and \$45 million *Infrastructure Investment and Jobs Act Bridge formula* (General Fund) funds. These General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$416.2 million. FY26 obligation authority through September 30, 2026 is 87.7% of apportionments.

Exhibit 1: Formula Funding for FY2026

IJA FY2026	
Apportionments + Hwy Infra.	
Federal Aid Only	\$416,242
Including Match	\$449,215
Obligation Limits through 9/30/2025	
Federal Aid Only	\$365,225
Including Match	\$430,098

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from August 2025 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 10/30/25.



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 9/30/26	Program Funding Remaining as of 10/30/25
All Other SHS Programs	\$243,641	\$235,968
GARVEE Formula Debt Service*	\$63,541	\$63,541
State Planning and Research*	\$9,624	\$9,637
Metropolitan Planning*	\$3,322	\$3,322
Freight	\$11,356	\$11,356
Railroad Crossings	\$1,358	\$133
Recreational Trails	\$1,711	\$1,711
STBG - Transportation Mgt. Area	\$13,640	\$13,640
Transportation Alternatives (TMA)*	\$1,249	\$1,249
Carbon - TMA	\$3,748	\$3,748
STBG - Local Large Urban	\$11,149	\$11,164
Carbon - Large Urban	\$6,817	\$6,817
STBG - Local Small Urban	\$5,203	\$5,203
STBG – Local Rural	\$19,379	\$19,379
Transportation Alternatives (Urban/Rural)*	\$7,740	\$7,758
Local Bridge*	\$16,567	\$16,567
Off System Bridge*	\$6,936	\$6,936
Local Safety	\$11,991	\$11,971
Total	\$438,970	\$430,098

Notes:

1. All dollars in Thousands.
 2. Allotments based on the August 2025 Highway Funding Plan.
 3. Funding amounts include match and reflect total formula funding available.
 4. Data reflects both obligation and de-obligation activity through October 30th.
- * 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 November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

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

Subject

State Fiscal Year 2026 Financial Statements		
Key Number	District	Route Number

Background Information

July 01st, 2025 thru September 30th, 2025 Fiscal Year 2026 Financial Statements

The financial operations of the Department as of September 30th, three months into the fiscal year.

- Revenues to the State Highway Account from all sources are currently trailing the forecast by -5.6%, according to financial statements. However, state-sourced revenues are performing well overall, showing a 5.4% increase. Key contributors include the Highway Distribution Account, Fuels/Registration Direct, and Ethanol revenues, which are collectively 3.0% above forecast and Miscellaneous Revenues ahead of forecast by 24.98%.
- State fuel tax revenues allocated to the State Aeronautics Fund are currently -22.36% below forecast, representing a shortfall of approximately (\$254K). We are actively monitoring revenue performance for both the State Highway Account and the State Aeronautics Fund. Given the current trend, we are initiating a deeper review of the State Aeronautics Fund and anticipate a potential revision to the year-to-date forecast in the near term.
- Year-to-date expenditures remain within planned budget levels. Variances observed over the first three months are primarily due to timing differences between planned and actual spending, as well as encumbrances. Personnel costs reflect savings of \$820K or 1.93%, largely attributed to position vacancies and the lag between roles becoming vacant and subsequently filled. Management continues to actively minimize vacancy durations to maintain staffing levels.
- Contract construction cash expenditures in the State Highway Account totaled \$175.3M through the end of September this fiscal year. For comparison, spending over the same three-month period in prior years was:
 - \$205.5M in FY25
 - \$202.4M in FY24
 - \$134.2M in FY23



Board Agenda Item

ITD 2210 (Rev. 12-23)

It's worth noting that contract construction projects draw from five separate funding sources: the State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation (TECM) Fund, TECM Bond Proceeds, and GARVEE Bond Proceeds.

So far this fiscal year, total construction spending across these funds has reached \$330.1M. For comparison, year-to-date totals in previous years were:

- \$381.8M in FY25
- \$309.9M in FY24
- \$245.5M in FY23

This year's spending is down from FY25 but still ahead of the pace set in the two years prior.

As of the end of September, the State Highway Fund holds \$192.3M in long-term investments, which are committed to construction projects and encumbrances. When combined with the cash balance of \$116.6M, the total fund balance stands at \$308.9M.

In the Strategic Initiatives Program Fund (GF Surplus), expenditures for the first three months totaled \$23.1M. This is the fund designated to receive the Governor's \$165M "Leading Idaho" transfer, which hasn't been deposited yet. So far, the only other revenue is \$3.4M in interest earnings based on the current cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation (TECM) Fund (0269) totaled \$36.2M through the third month of the fiscal year. Of that, \$24.2M in initial FY26 receipts is earmarked for TECM bond debt service, while \$15.0M has been spent on construction projects.

Under the CARES Act of 2020, ITD received a \$27.3M federal grant from the Federal Transit Administration. To date, \$26.8M of that grant has been spent. For FY26, the grant budget is \$565K with \$243K expended through September.

Construction spending from the two active bond programs includes:

- \$116.6M from the TECM Capital Projects Fund
- \$1K from the GARVEE Capital Projects Fund

Both programs remain active and are progressing as planned.

Recommendations *(Action items require a resolution)*

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**NOVEMBER
ITD BOARD PACKET**

**SEPTEMBER
FY26
FINANCIAL STATEMENTS**

User ID: jomiller
 Report ID: AD-FN-GL-010
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

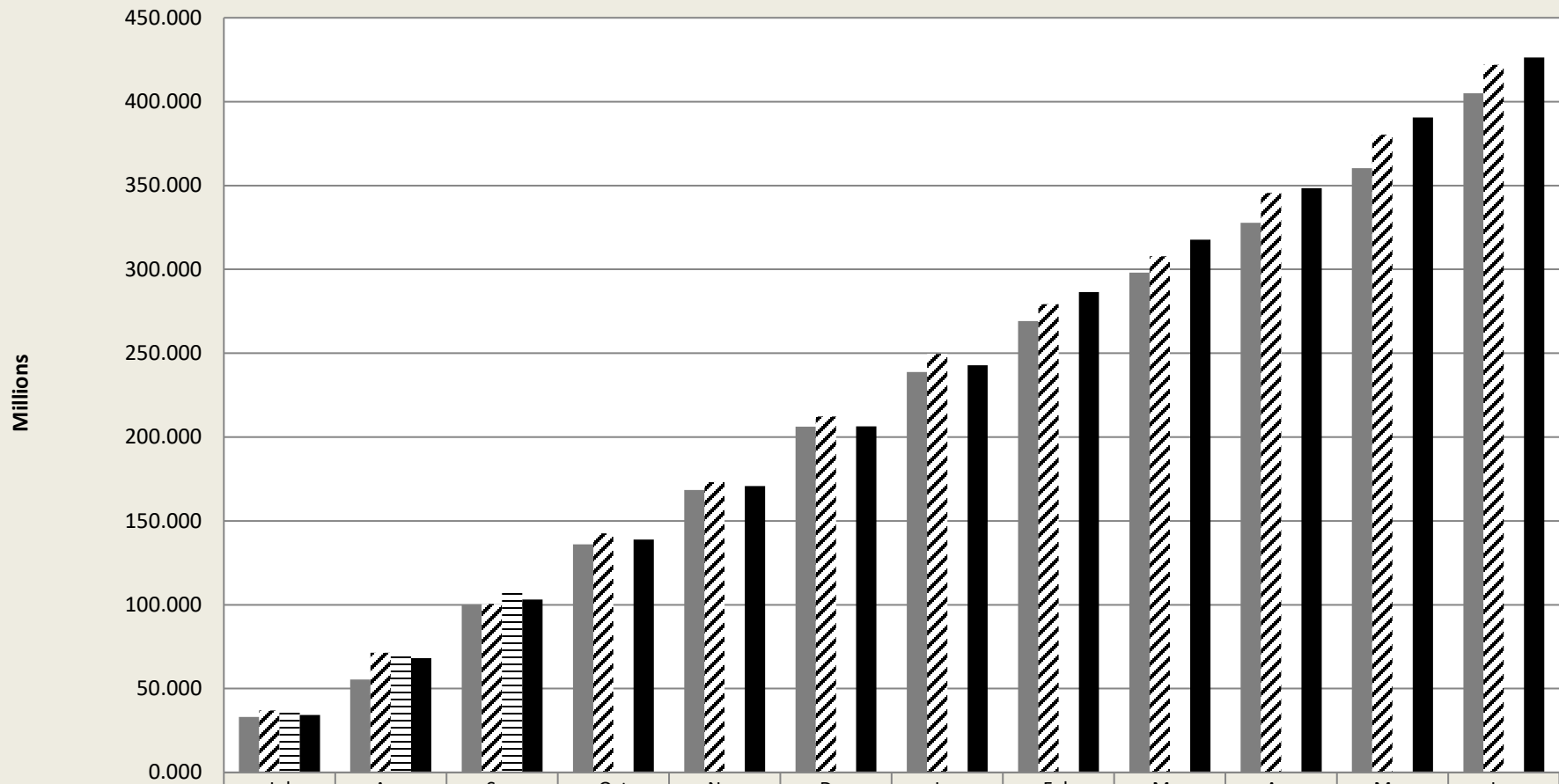
Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 9/30/2025
 (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
<u>State Highway Account</u>					
Federal Reimbursements	156,968	147,689	169,940	-5.9%	-13.1%
State (Inc. H.D.A.)	100,434	108,656	103,112	8.2%	5.4%
Local	4,499	3,320	2,135	-26.2%	55.5%
Total State Highway Account:	261,902	259,664	275,187	-0.9%	-5.6%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	70	116	100	65.0%	16.1%
State	1,570	1,359	1,561	-13.5%	-13.0%
Total State Aeronautics Fund:	1,641	1,475	1,661	-10.1%	-11.2%
Total Fund Received:	263,542	261,140	276,848	-0.9%	-5.7%
Disbursements (includes Encumbrances)					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Construction Payouts	207,847	179,447	193,233	-13.7%	-7.1%
<u>Operations Expenses</u>					
Highways	61,985	83,307	60,928	34.4%	36.7%
DMV	12,832	13,381	13,308	4.3%	0.6%
Administration	10,618	6,928	13,714	-34.8%	-49.5%
Facilities	32,109	23,403	29,128	-27.1%	-19.7%
Aeronautics	3,069	2,200	6,415	-28.3%	-65.7%
Total Operations Expenses:	120,613	129,219	123,493	7.1%	4.6%
Total Disbursements:	328,460	308,666	316,726	-6.0%	-2.5%
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
<u>Expenditures by Type</u>					
Personnel	37,660	41,735	42,554	10.8%	-1.9%
Operating	37,623	32,900	34,046	-12.6%	-3.4%
Capital Outlay	35,064	47,253	33,880	34.8%	39.5%
Sub-Grantee	10,267	7,331	13,013	-28.6%	-43.7%
Totals Operations Expenses:	120,613	129,219	123,493	7.1%	4.6%
Contract Construction	207,847	179,447	193,233	-13.7%	-7.1%
Totals (excluding Transfers):	328,460	308,666	316,726	-6.0%	-2.5%

State Highway Fund 0260
Fiscal Year 2026
State Revenue Source Forecast vs Actual
September - For Period Ending 9/30/2025



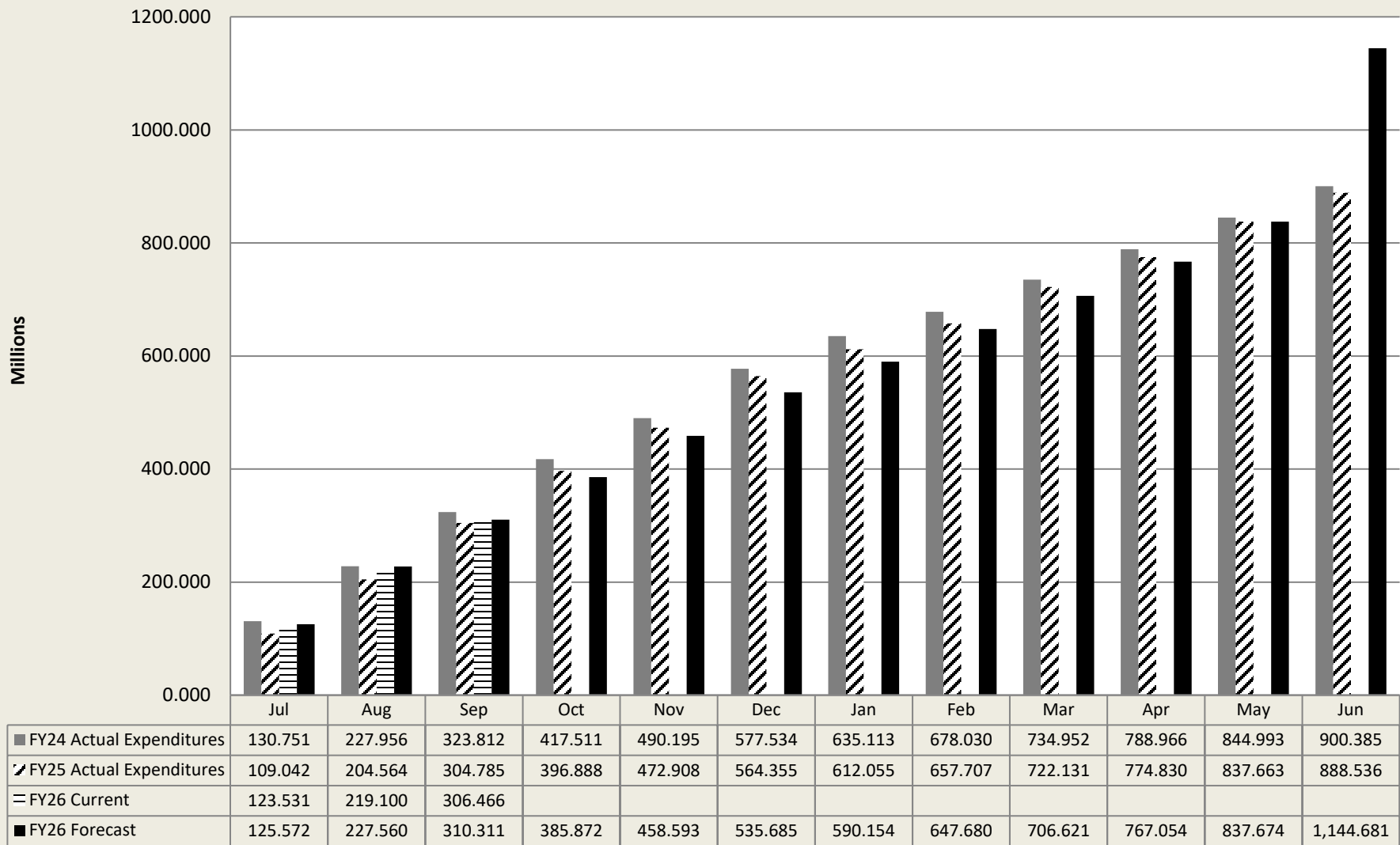
FY24 Actual Revenue	33.121	55.489	99.979	136.010	168.351	206.261	238.789	269.104	298.021	327.693	360.372	405.033
FY25 Actual Revenue	36.932	71.313	100.434	142.484	173.045	212.265	249.464	279.156	307.735	345.533	380.349	421.998
FY26 Current	38.443	70.058	108.656									
FY26 Forecast	34.300	68.237	103.112	138.917	170.735	206.305	242.736	286.526	317.618	348.416	390.513	426.384

State Highway Fund 0260

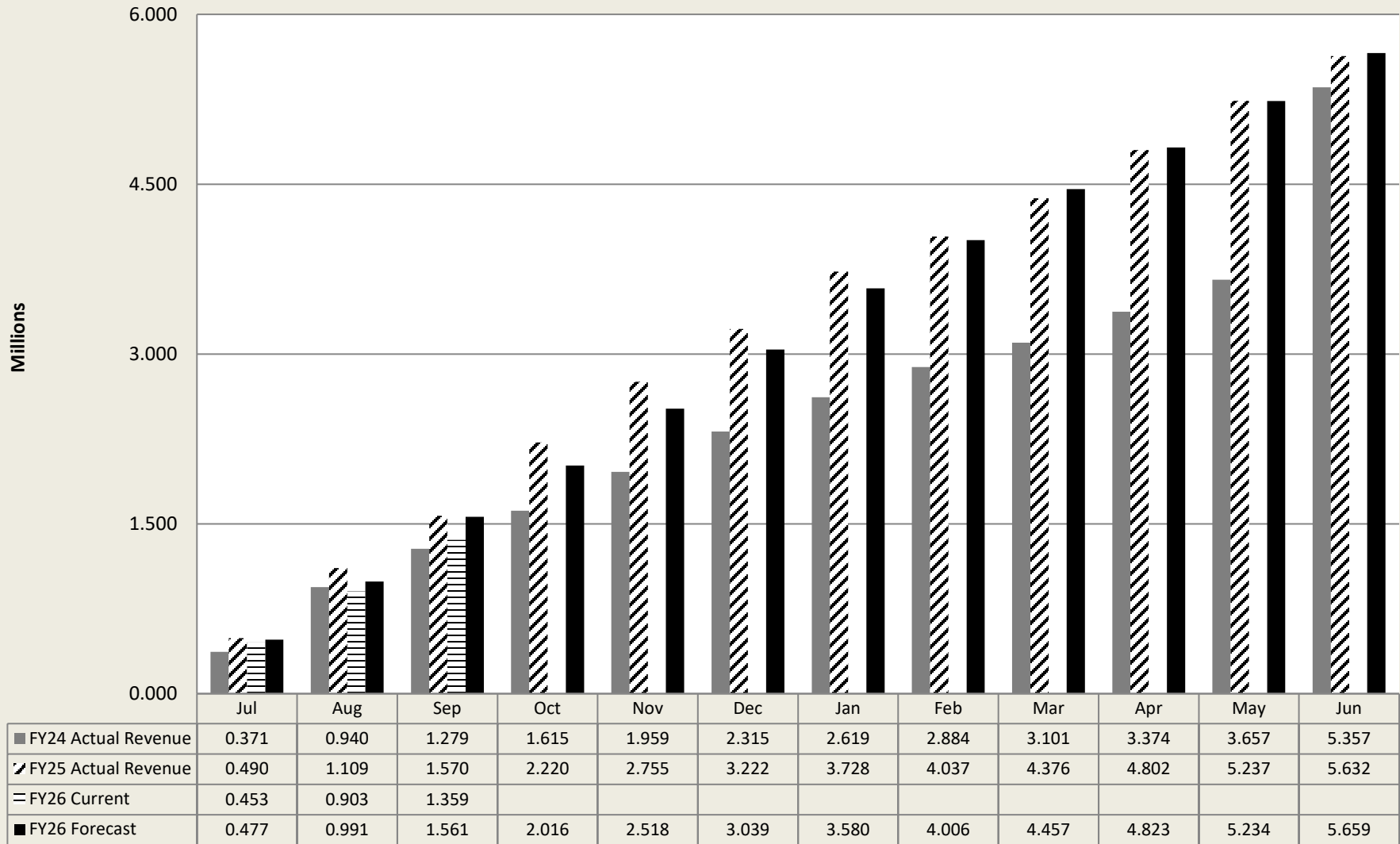
Fiscal Year 2026

Expenditures

September - For Period Ending 9/30/2025



Aeronautics Fund 0221
Fiscal Year 2026
State Revenue Sources Forecast vs Actual
September - For Period Ending 9/30/2025

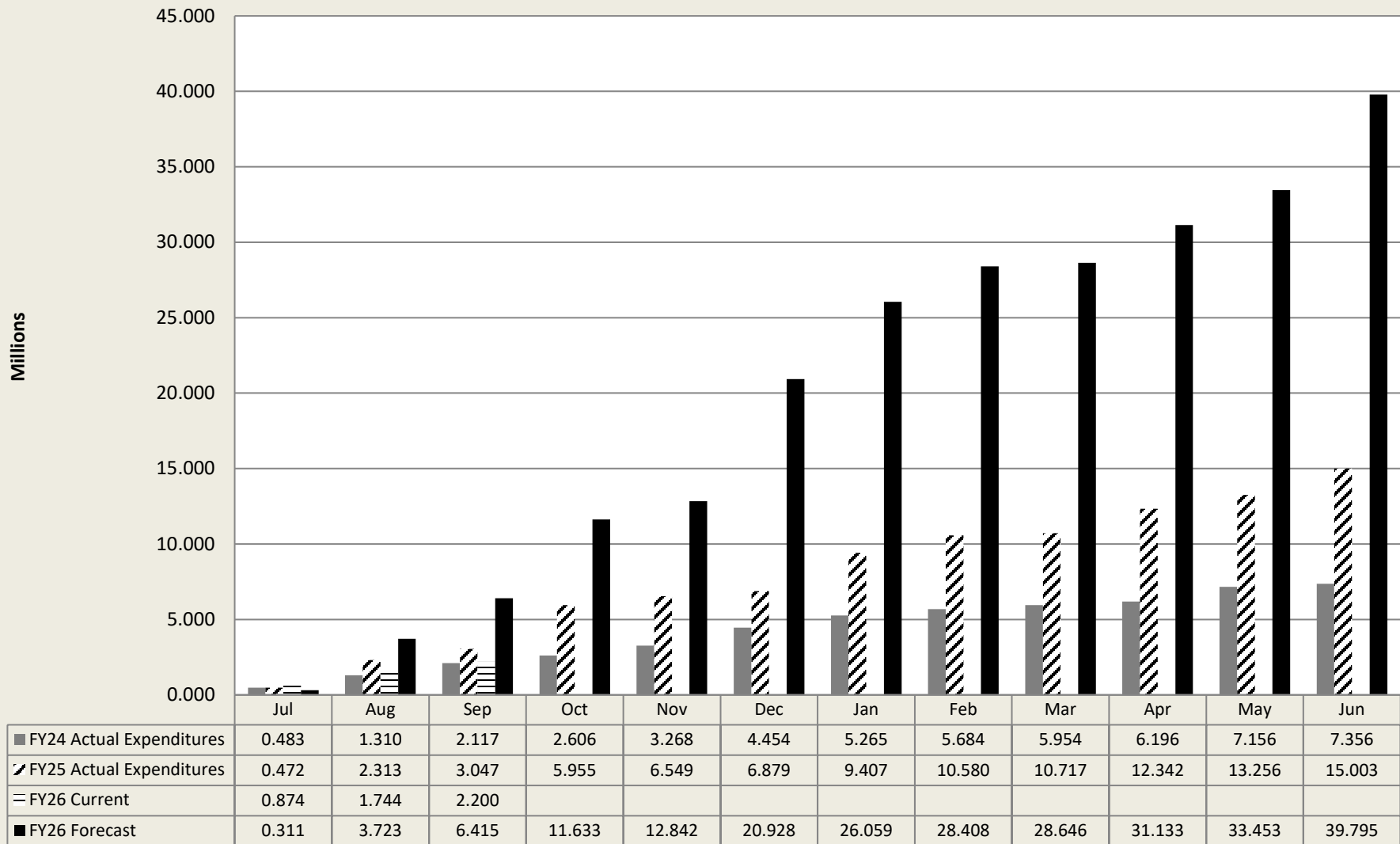


Aeronautics Fund 0221

Fiscal Year 2026

Expenditures

September - For Period Ending 9/30/2025



UserID: jomiller
 Report ID: AD-FN-GL-002
 Run Date: 08 Oct 2025

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2025

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-25	Sep-25	Aug-25	Sep-25	Aug-25	Sep-25
ASSETS						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	32,649,033	32,094,174	127,429,363	116,586,926	215,330,649	209,660,645
Investments (Long Term: STO - Diversified Bond Fund)	2,082,886	2,089,507	191,697,842	192,310,409	0	0
Total Cash & Investments	34,731,919	34,183,681	319,131,705	308,901,835	215,330,649	209,660,645
Receivables - Other	689	689	271,890	256,756	0	0
- Due From Locals (Project Overruns)	0	0	970,538	979,358	0	0
- Inter Agency	1,915	29,601	38,038	430	0	0
Total Receivables	2,604	30,290	1,280,465	1,236,544	0	0
Inventory on Hand	0	0	23,299,151	24,654,146	0	0
Total Assets:	34,734,523	34,213,971	343,711,321	334,792,526	215,330,649	209,660,645
LIABILITIES						
Vouchers Payable	0	946	20,148	15,489	0	0
Sales Tax Payable	0	0	25,971	43,157	0	0
Deferred Revenue (Local Projects Match)	0	0	36,594,435	35,640,334	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	168,684	176,859	0	0
Total Liabilities:	0	947	36,809,237	35,875,839	0	0
FUND BALANCE						
Reserve for Encumbrance	2,232,956	1,689,388	118,242,329	114,374,773	0	0
Fund Balance	32,501,568	32,523,636	188,659,755	184,541,914	215,330,649	209,660,645
Total Fund Balance:	34,734,523	34,213,025	306,902,083	298,916,687	215,330,649	209,660,645
Total Liabilities and Fund Balance	34,734,523	34,213,971	343,711,321	334,792,525	215,330,649	209,660,645

UserID: jomiller
 Report ID: AD-FN-GL-002
 Run Date: 08 Oct 2025

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2025

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	Aug-25	Sep-25	Aug-25	Sep-25	Aug-25	Sep-25	Aug-25	Sep-25
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	321,351,347	314,768,298	357,819,154	359,056,387	3,935,200	3,948,806	683,105,701	677,773,491
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	321,351,347	314,768,298	357,819,154	359,056,387	3,935,200	3,948,806	683,105,701	677,773,491
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:	321,351,347	314,768,298	357,819,154	359,056,387	3,935,200	3,948,806	683,105,701	677,773,491
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	186,404	186,404	0	0	0	0	186,404	186,404
Fund Balance	321,160,311	314,577,261	357,819,154	359,056,387	3,935,200	3,948,806	682,914,665	677,582,455
Total Fund Balance:	321,346,715	314,577,261	357,819,154	359,056,387	3,935,200	3,948,806	683,101,069	677,582,455
Total Liabilities and Fund Balance	321,351,347	314,768,298	357,819,154	359,056,387	3,935,200	3,948,806	683,105,701	677,773,491

UserID: jomiller
 Report ID: AD-FN-GL-002
 Run Date: 08 Oct 2025

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2025

	CARES Act Covid-19 0345	
	Aug-25	Sep-25
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(243,085)	(340,834)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(243,085)	(340,834)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
Total Assets:	(243,085)	(340,834)
LIABILITIES		
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
Total Liabilities:	0	0
FUND BALANCE		
Reserve for Encumbrance	2,710,635	2,384,363
Fund Balance	(2,953,720)	(2,725,197)
Total Fund Balance:	(243,085)	(340,834)
Total Liabilities and Fund Balance	(243,085)	(340,834)

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources						
FHWA - Highway	160,000,000	134,656,992	39,948,093	(25,343,008)	-15.84%	442,263,500
FHWA - COVID Relief	350,000	1,874,619	214,523	1,524,619	435.61 %	2,000,000
Federal Transit Authority	7,500,000	4,640,978	850,023	(2,859,022)	-38.12%	30,556,000
NHTSA - Highway Safety	2,000,000	1,614,440	2,979	(385,560)	-19.28%	6,430,400
Other Federal Aid	90,000	4,901,632	1,142,660	4,811,632	5346.26 %	4,555,000
Total Federal Sources:	169,940,000	147,688,662	42,158,279	(22,251,338)	-13.09%	485,804,900
State Sources						
Equipment Buy Back	0	0	0	0	0.00 %	20,839,800
Miscellaneous	11,134,800	13,915,800	4,347,841	2,781,000	24.98 %	43,359,000
Total State Sources:	11,134,800	13,915,800	4,347,841	2,781,000	24.98 %	64,198,800
Local Sources						
Match For Local Projects	2,134,600	3,317,432	1,008,564	1,182,832	55.41 %	10,500,000
Other Local Sources	0	2,500	0	2,500	0.00 %	0
Total Local Sources:	2,134,600	3,319,932	1,008,564	1,185,332	55.53 %	10,500,000
TOTAL REVENUES:	183,209,400	164,924,395	47,514,683	(18,285,007)	-9.98%	560,503,700
TRANSFERS-IN						
Highway Distribution	65,003,200	68,272,952	24,636,013	3,269,752	5.03 %	261,625,100
Fuel/Registration Direct	21,197,000	20,987,933	7,446,773	(209,067)	-0.99%	79,860,000
Ethanol Fuels Tax	5,776,900	5,479,114	2,167,524	(297,786)	-5.15%	20,700,000
TOTAL TRANSFERS-IN:	91,977,100	94,739,999	34,250,311	2,762,899	3.00 %	362,185,100
TOTAL REV AND TRANSFERS-IN:	275,186,500	259,664,393	81,764,994	(15,522,108)	-5.64%	922,688,800

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	27,928,657	28,504,899	8,164,124	0	(576,242)	-2.06%	111,216,350	82,711,451	74.37 %
Board, Hourly, OT, Shift	929,806	450,334	65,755	0	479,472	51.57 %	5,312,514	4,862,180	91.52 %
Fringe Benefits	13,232,130	12,328,170	3,797,508	0	903,960	6.83 %	51,667,562	39,339,392	76.14 %
Travel Expense	786,968	539,728	161,793	0	247,240	31.42 %	2,516,781	1,977,052	78.55 %
Operating Expense	32,452,470	15,140,256	7,681,343	16,741,889	570,324	1.76 %	144,937,824	113,055,678	78.00 %
Capital Equipment Expense	4,039,800	557,039	69,342	23,706,903	(20,224,142)	-500.62%	70,030,600	45,766,658	65.35 %
Capital Facilities Expense	28,684,722	5,131,881	1,111,457	17,735,800	5,817,041	20.28 %	50,431,134	27,563,454	54.66 %
Capital Projects	0	0	0	15,388	(15,388)	0.00 %		(15,388)	0.00 %
Trustee & Benefit Payments	9,023,310	6,166,418	1,797,210	0	2,856,892	31.66 %	38,765,600	32,599,182	84.09 %
Total Operations Expense:	117,077,863	68,818,724	22,848,531	58,199,980	(9,940,842)	-8.49%	474,878,365	347,859,659	73.25 %
Contract Construction									
Operating Expense	3,476,500	1,525,418	327,406	4,050,440	(2,099,357)	-60.39%	15,095,348	9,519,491	63.06 %
Capital Projects	189,500,000	172,972,800	61,464,234	106,186	16,421,014	8.67 %	652,098,208	479,019,222	73.46 %
Trustee & Benefit Payments	256,500	792,371	333,181	0	(535,871)	-208.92%	2,609,482	1,817,112	69.63 %
Total Contract	193,233,000	175,290,589	62,124,822	4,156,626	13,785,785	7.13 %	669,803,039	490,355,825	73.21 %
TOTAL EXPENDITURES:	310,310,863	244,109,312	84,973,353	62,356,606	3,844,943	1.24 %	1,144,681,403	838,215,484	73.23 %
TOTAL EXPD AND TRANSFERS OUT:	310,310,863	244,109,312	84,973,353	62,356,606	3,844,943	1.24 %	1,144,681,403	838,215,484	73.23 %

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026										
Budget Fiscal Year: 2026										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	1,075,000	282,196	2,313	1,543,943	(751,138)	-69.87%	3,234,166	1,408,027	43.54 %
Operating Expenditures	Federal	2,400,000	1,243,218	325,089	2,506,497	(1,349,715)	-56.24%	11,661,600	7,911,885	67.85 %
Operating Expenditures	Local	1,500	4	4	0	1,496	99.75 %	199,583	199,579	100.00 %
Total Operating Expenditures		3,476,500	1,525,418	327,406	4,050,440	(2,099,357)	-60.39%	15,095,348	9,519,491	63.06 %
Capital Outlay										
Capital Outlay	Dedicated	45,000,000	33,297,169	13,365,279	81,432	11,621,399	25.83 %	172,095,541	138,716,940	80.60 %
Capital Outlay	Federal	140,000,000	136,463,147	47,265,309	24,754	3,512,099	2.51 %	466,460,944	329,973,043	70.74 %
Capital Outlay	Local	4,500,000	3,212,485	833,647	0	1,287,515	28.61 %	13,541,724	10,329,239	76.28 %
Total Capital Outlay		189,500,000	172,972,800	61,464,234	106,186	16,421,014	8.67 %	652,098,208	479,019,222	73.46 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	30,000	9,136	(544)	0	20,864	69.55 %	908,178	899,041	98.99 %
Trustee & Benefit Payments	Federal	225,000	783,235	333,725	0	(558,235)	-248.10%	1,501,305	718,070	47.83 %
Trustee & Benefit Payments	Local	1,500	0	0	0	1,500	100.00 %	200,000	200,000	100.00 %
Total Trustee & Benefit Payments		256,500	792,371	333,181	0	(535,871)	-208.92%	2,609,482	1,817,112	69.63 %
Total Contract Construction:		193,233,000	175,290,589	62,124,822	4,156,626	13,785,785	7.13 %	669,803,039	490,355,824	73.21 %

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

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)
REVENUES							
State Sources - Misc		2,124,900	2,172,480	753,356	47,580	2.24 %	8,500,000
TOTAL REVENUES:		2,124,900	2,172,480	753,356	47,580	2.24 %	8,500,000
TRANSFERS-IN							
Sales Tax		35,500,000	36,250,000	12,083,333	750,000	2.11 %	100,000,000
TOTAL TRANSFERS-IN:		35,500,000	36,250,000	12,083,333	750,000	2.11 %	100,000,000
TOTAL REV AND TRANSFERS-IN:		37,624,900	38,422,480	12,836,689	797,580	2.12 %	108,500,000

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)
EXPENDITURES										
Contract Construction - Capital Projects		21,000,000	15,036,139	6,423,360	0	5,963,861	28.40 %	180,714,079	165,677,940	91.68 %
TOTAL EXPENDITURES:		21,000,000	15,036,139	6,423,360	0	5,963,861	28.40 %	180,714,079	165,677,940	91.68 %
TRANSFERS OUT										
Operating		0	24,166,667	12,083,333	0	(24,166,667)	0.00 %		(24,166,667)	0.00 %
TOTAL TRANSFERS OUT:		0	24,166,667	12,083,333	0	(24,166,667)	0.00 %		(24,166,667)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		21,000,000	39,202,806	18,506,693	0	(18,202,806)	-86.68%	180,714,079	141,511,273	78.31 %

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

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						
REVENUES						
State Sources - Misc	3,079,200	3,371,253	1,118,618	292,053	9.48 %	12,000,000
TOTAL REVENUES:	3,079,200	3,371,253	1,118,618	292,053	9.48 %	12,000,000
TOTAL REV AND TRANSFERS-IN:	3,079,200	3,371,253	1,118,618	292,053	9.48 %	12,000,000

	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									
Capital Projects	40,000,000	23,137,594	7,706,712	186,404	16,676,002	41.69 %	110,000,000	86,676,002	78.80 %
TOTAL EXPENDITURES:	40,000,000	23,137,594	7,706,712	186,404	16,676,002	41.69 %	110,000,000	86,676,002	78.80 %
TOTAL EXPD AND TRANSFERS OUT:	40,000,000	23,137,594	7,706,712	186,404	16,676,002	41.69 %	110,000,000	86,676,002	78.80 %

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

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

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)
REVENUES							
State Sources - Misc		2,166,000	3,778,409	1,237,233	1,612,409	74.44 %	9,000,000
TOTAL REVENUES:		2,166,000	3,778,409	1,237,233	1,612,409	74.44 %	9,000,000
TOTAL REV AND TRANSFERS-IN:		2,166,000	3,778,409	1,237,233	1,612,409	74.44 %	9,000,000

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Trustee & Benefit Payments		80,000,000	41,200,000	0	0	38,800,000	48.50 %	200,000,000	158,800,000	79.40 %
TOTAL EXPENDITURES:		80,000,000	41,200,000	0	0	38,800,000	48.50 %	200,000,000	158,800,000	79.40 %
TOTAL EXPD AND TRANSFERS OUT:		80,000,000	41,200,000	0	0	38,800,000	48.50 %	200,000,000	158,800,000	79.40 %

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

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	55,155	13,607	55,155	0.00 %	0
TOTAL REVENUES:	0	55,155	13,607	55,155	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	55,155	13,607	55,155	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									
Trustee & Benefit Payments	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %
TOTAL EXPENDITURES:	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %
TOTAL EXPD AND TRANSFERS OUT:	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %

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

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources - Federal Transit Authority	1,000,000	1,120,982	443,497	120,982	12.10 %	4,074,000
Federal Sources - NHTSA - Highway Safety	0	0	0	0	0.00 %	0
TOTAL REVENUES:	1,000,000	1,120,982	443,497	120,982	12.10 %	4,074,000
TOTAL REV AND TRANSFERS-IN:	1,000,000	1,120,982	443,497	120,982	12.10 %	4,074,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(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									
EXPENDITURES									
Trustee & Benefit Payments	141,250	243,154	214,974	0	(101,904)	-72.14%	565,000	321,846	56.96 %
TOTAL EXPENDITURES:	141,250	243,154	214,974	0	(101,904)	-72.14%	565,000	321,846	56.96 %
TOTAL EXPD AND TRANSFERS OUT:	141,250	243,154	214,974	0	(101,904)	-72.14%	565,000	321,846	56.96 %

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	76,708	8,368	76,708	0.00 %	0
TOTAL REVENUES:	0	76,708	8,368	76,708	0.00 %	0
TRANSFERS-IN						
State Sources - Operating	0	24,166,667	12,083,333	24,166,667	0.00 %	0
TOTAL TRANSFERS-IN:	0	24,166,667	12,083,333	24,166,667	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	24,243,374	12,091,701	24,243,375	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
	(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									
EXPENDITURES									
Bond Principal / Interest	19,421,500	19,421,646	6,719,482	0	(146)	0.00%	80,069,000	60,647,354	75.74 %
TOTAL EXPENDITURES:	19,421,500	19,421,646	6,719,482	0	(146)	0.00%	80,069,000	60,647,354	75.74 %
TOTAL EXPD AND TRANSFERS OUT:	19,421,500	19,421,646	6,719,482	0	(146)	0.00%	80,069,000	60,647,354	75.74 %

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

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	135,000,000	116,612,962	33,370,289	(18,387,038)	-13.62%	425,000,000
TOTAL REVENUES:	135,000,000	116,612,962	33,370,289	(18,387,038)	-13.62%	425,000,000
TOTAL REV AND TRANSFERS-IN:	135,000,000	116,612,962	33,370,289	(18,387,038)	-13.62%	425,000,000

	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									
Capital Projects	135,000,000	116,628,202	33,860,754	0	18,371,798	13.61 %	425,000,000	308,371,798	72.56 %
TOTAL EXPENDITURES:	135,000,000	116,628,202	33,860,754	0	18,371,798	13.61 %	425,000,000	308,371,798	72.56 %
TOTAL EXPD AND TRANSFERS OUT:	135,000,000	116,628,202	33,860,754	0	18,371,798	13.61 %	425,000,000	308,371,798	72.56 %

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

User ID: jomiller
Report ID: AD-FN-GL-003
Run Date: 08 Oct 2025
% of Time
Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

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	910	(11,750)	910	0.00 %	0
TOTAL REVENUES:	0	910	(11,750)	910	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	910	(11,750)	910	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	0	0	(880)	0.00 %	0	(880)	0.00 %
TOTAL TRANSFERS OUT:	0	880	0	0	(880)	0.00 %	0	(880)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	880	0	0	(880)	0.00 %		(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.

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	43,921	3,359	43,921	0.00 %	0
TOTAL REVENUES:	0	43,921	3,359	43,921	0.00 %	0
TRANSFERS-IN						
Operating	0	3,112,972	950,937	3,112,972	0.00 %	0
State Sources - Operating	0	880	0	880	0.00 %	0
TOTAL TRANSFERS-IN:	0	3,113,852	950,937	3,113,852	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	3,157,773	954,296	3,157,773	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
	(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									
EXPENDITURES									
Bond Principal / Interest	49,152,700	49,152,637	408,667	0	63	0.00 %	62,512,000	13,359,363	21.37 %
TOTAL EXPENDITURES:	49,152,700	49,152,637	408,667	0	63	0.00 %	62,512,000	13,359,363	21.37 %
TOTAL EXPD AND TRANSFERS OUT:	49,152,700	49,152,637	408,667	0	63	0.00 %	62,512,000	13,359,363	21.37 %

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

User ID: jomiller
 Report ID: AD-FN-GL-003
 Run Date: 08 Oct 2025
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2025

Fund: 0221 State Aeronautics Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources - FAA	100,000	116,125	23,599	16,125	16.13 %	668,500
State Sources - Misc	424,500	476,403	172,039	51,903	12.23 %	2,158,500
TOTAL REVENUES:	524,500	592,528	195,637	68,028	12.97 %	2,827,000
TRANSFERS-IN						
Operating	1,136,900	882,664	283,949	(254,236)	-22.36%	3,500,000
TOTAL TRANSFERS-IN:	1,136,900	882,664	283,949	(254,236)	-22.36%	3,500,000
TOTAL REV AND TRANSFERS-IN:	1,661,400	1,475,192	479,586	(186,208)	-11.21%	6,327,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 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									
Permanent Staff Salaries	278,863	285,413	81,036	0	(6,550)	-2.35%	1,083,985	798,572	73.67 %
Board, Hourly, OT, Shift Diff	54,400	51,195	12,665	0	3,205	5.89 %	74,000	22,805	30.82 %
Fringe Benefits	130,630	114,982	34,506	0	15,648	11.98 %	479,228	364,246	76.01 %
Travel Expense	45,870	34,757	18,373	0	11,113	24.23 %	110,400	75,643	68.52 %
Operating Expenditures	760,687	321,214	253,374	121,661	317,812	41.78 %	10,336,700	9,893,825	95.72 %
Capital Equipment Expense	1,005,100	0	0	0	1,005,100	100.00 %	1,027,100	1,027,100	100.00 %
Capital Facilities Expense	150,000	74,586	0	31,348	44,066	29.38 %	200,000	94,066	47.03 %
Trustee & Benefit Payments	3,989,600	1,164,953	292,692	0	2,824,647	70.80 %	26,483,557	25,318,604	95.60 %
TOTAL EXPENDITURES:	6,415,150	2,047,100	692,646	153,009	4,215,041	65.70 %	39,794,970	37,594,861	94.47 %
TOTAL EXPD AND TRANSFERS OUT:	6,415,150	2,047,100	692,646	153,009	4,215,041	65.70 %	39,794,970	37,594,861	94.47 %



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Kirk Weiskircher	Presenter's Title Financial Manager
Preparer's Name Kirk Weiskircher	Preparer's Title Financial Manager

Subject

FY2027 Budget Revision #1 with Statewide Cost Allocation Plan Adjustment		
Key Number	District	Route Number

Background Information

The FY2027 Revision #1 budget request was submitted to the Division of Financial Management and the Legislative Services Office on October 29, 2025. It includes the planned adjustment for Statewide Cost Allocation Plan (SWCAP) charges. Additional revisions are reducing computer costs based on discussions with the Office of Information Technology Services as well as the removal of one line item.

Summary values carried in the FY27 Revision #1 Appropriation Request

\$ 933,781,900 FY27 Base

8,515,500 Base Adjustments

\$ 942,297,400 FY27 Maintenance

94,776,200 Line Items, Inflation, and Replacement Equipment

\$ 1,037,073,600 Total FY27 Spending Authority

350,024,500 Debt Service and General Fund Transfer

\$ 1,387,098,000 FY27 Total Program Funding

Recommendations *(Action items require a resolution)*

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IDAHO TRANSPORTATION DEPARTMENT

November 2025 Board Meeting

Revision 1 Submission FY27 Appropriation

		<u>Funding</u>	<u>FTE's</u>
FY27 BASE		933,781,900	1,645.0
Adjustments			
Change in Employee Compensation (1.0%)	\$1,345,800		
Health Insurance	\$5,895,300		
Change in Variable Benefits	(\$551,200)		
Contract Inflation	\$109,600		
Statewide Cost Allocation Program (SWCAP)	\$1,716,000		
Total Adjustments		\$8,515,500	
FY27 MAINTENANCE BUDGET		942,297,400	1,645.0
Enhancements (Line Items & Equipment Grouped by Division)			
Administration	\$0		
Aeronautics	\$356,000		
Capital Facilities	\$15,543,000		
DMV	\$0		
Highways	\$12,246,300		
Contract Construction & Right of Way	\$0		
Replacement Equipment (All Divisions)	\$63,947,500		
General Inflation (All Divisions)	\$0		
Office of Information Technology Replacement Equipment	\$2,683,400		
Total Enhancements		\$94,776,200	
FY27 TOTAL APPROPRIATION (Spending Authority)		1,037,073,600	1,645.0
GARVEE Bond Debt Service		\$65,024,500	
TECM Bond Debt Service		\$120,000,000	
Leading Idaho General Fund Transfer		\$165,000,000	
FY27 TOTAL PROGRAM FUNDING		\$1,387,098,000	1,645.0



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 11-13-25

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Jim White	Presenter's Title Former Dealer Advisory Board Chairman
Preparer's Name Heather Fleck	Preparer's Title DMV Stakeholder Engagment Specialist

Subject

Dealer Advisory Board Annual Report		
Key Number	District	Route Number

Background Information

As per ITD Board Policy 4040, the Dealer Advisory Board is required to present an annual report to the Idaho Transportation Board. This will be presented by Chaiman Emeritus Jim White.

Chairman- District 4	Con Paulos	Con Paulos Chevrolet
Vice Chair- District 1	Jim Addis	Lake City Wholesale LLC
Secretary- District 5	Kelly Hirning	Hirning Buick GMC
Member- District 1	Brett Taylor	Taylor & Sons Chevrolet
Member- District 1	David Ballard	Ballard Golf Cars & Powersports
Member- District 3	Allan Marsh	Allan Marsh Travel Center
Member- District 3	Jim White	White Automotive
Member- District 5	Dennis Foltz	P&R Auto Sales
Member- District 6	Timothy Sexton	Sexton's Car Collection
Member- District 6	Mitch Loveland	Stone's Auto Group

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Dave Kuisti/John Tomlinson	Presenter's Title Chief Engineer/Communication Manager
Preparer's Name John Tomlinson	Preparer's Title Communication Manager

Subject

Sixth Annual ITD/AGC Excellence in Construction Partnering Awards Presentation		
Key Number	District	Route Number

Background Information

The Idaho Transportation Department and the Idaho Associated General Contractors (AGC) value project partnering to help complete transportation projects across Idaho in a timely, professional, and responsive manner. Together, ITD and Idaho AGC have put on the sixth annual Excellence in Construction Partnering Awards, a celebration of great partnering.

This item is to recognize the Top Gold and Gold winners of this year's award competition and highlight their incredible efforts in front of the Idaho Transportation Board and other partners.

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 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 State Design Engineer
Preparer's Name Monica Crider, PE	Preparer's Title State Design 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
23342 ¹ / Design	SH-75, Bellevue to Broadway Run, Blaine County	4	9,000,000	\$9,000,000	\$1,600,000	\$10,600,000
13484 ¹ / Design	SH-19, Centennial Way Intersection Improvements, Caldwell	3	\$514,507	-	\$500,000	\$1,014,707
24307/24 308 ¹ / CE&I	I-15, Northgate to Fort Hall- North & South, Bannock County	5	\$6,213,022	\$6,213,022	\$8,727,663	\$14,490,685
23833 ¹ / Design	Access to Opportunity, ACHD	ACHD	\$5,716,466	\$6,459,500	\$1,768,485	\$7,484,951

- 1 Professional Agreements > \$1M
2 Work Task Agreements > \$500K
3 Cumulative Work Task Agreement for project > \$1.5M/
4 Consultant Two-year Work Task total > \$1.5M

Recommendations (*Action items require a resolution*)

Approval of resolution on page 97.



DATE: October 29, 2025

Program Number(s) A023(342)

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

Key Number(s) 23342

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

Program ID, County, Etc.
SH-75, Bellevue to Broadway Run,
Blaine County

RE: Request to approve professional services agreement supplemental authorization to greater than \$1,000,000 on the AECOM professional services agreement for the SH-75, Bellevue to Broadway Run project.

The purpose of this project is to widen SH-75 from Hailey north to Broadway Run, from Bellevue to Hailey, and intersection improvements at Gannett Road. The environmental re-evaluation will include reconstructing and widening the roadway to two lanes in each direction with turn lanes where needed, from Bellevue to Hailey, and two lanes in each direction with a continuous center turn lane between Hailey and East Fork Road. Design and right-of-way acquisition is prioritized for the project north of Hailey, called McKercher to Broadway Run. This section includes intersection improvements and pedestrian and transit-related improvements through a RAISE grant in partnership with Mountain Rides. The section between Bellevue and Hailey is second priority for development and right-of-way acquisition activities.

In July 2021, the Board authorized up to \$3,000,000 for the initial phases of work. In August 2021, an agreement was executed with AECOM, who was selected through a request for proposals.

In March 2022, the Board authorized up to \$4,000,000 for a supplemental agreement for additional environmental and design work. In March 2023, the Board authorized up to \$9,000,000 for delivery of final design documents for these projects.

A supplemental agreement is needed to address multiple design changes based on public input, and stakeholder feedback. Activities include delivery of PS&E packages, on-going utility coordination, completion of several environmental memos, and hosting a public meeting prior to the start of construction.

Negotiated cost of design services to complete additional design activities for both sections between Bellevue to Broadway Run is approximately \$1,600,000. **This request is for agreement authorization up to \$10,600,000.** Construction is not currently funded for either of these projects, however, the McKercher to Broadway Run project is being considered for utilization of TECM - T25A bid savings or to be included in the TECM - T26A bond sale.

Currently, there is \$11.07M obligated for design services by consultants, which includes other project consultant agreements, however, this is adequate to fund these supplemental services.



DATE: September 29, 2025

Program Number(s) A013(484)

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

Key Number(s) 13484

FROM: Jason Brinkman, PE
District 3 Engineer

Program ID, County, Etc.
SH-19, Centennial Way

RE: Request to approve professional services agreement authorization to greater than \$1,000,000 on the DKS Associates (Six-Mile Engineering) professional services agreement for the SH-19, CENTENNIAL WAY INTERSECTION IMPROVEMENTS, CALDWELL.

The purpose of this project is to improve traffic operations and safety for motorists and pedestrians at the intersection of SH-19/Simplot Blvd and I-84B/Centennial Way. The project proposes a traditional signalized intersection with typical 90-degree approach legs where SH-19/Simplot Blvd is the West leg, I-84B/Centennial Way is the North leg, Cleveland Boulevard is the South leg (one-way southbound), and Blaine Street is realigned as the East leg (one-way westbound).

In late 2014, Six Mile Engineering was selected under a Request for Information to perform design services for concept and preliminary environmental. The agreement had some cost savings and resulted in a final agreement amount of \$168,983.

In November 2017, through the individual consultant selection process, Six Mile Engineering was selected to provide design services for preliminary design through PS&E resulting in a negotiated agreement amount not to exceed \$242,726. ITD funded \$198,200 of this agreement and the City of Caldwell funded the remaining \$44,526. Originally, a roundabout was designed for the location.

In December 2023, Supplemental Agreement #1 was written for \$103,088 to evaluate the intersection control alternative previously selected resulting in an Intersection Control Evaluation Report recommending traditional signalized intersection as the preferred alternative. Total agreements amount is \$514,707.

Supplemental #2 is needed to re-design the intersection with the new preferred alternative. The negotiated cost of services is \$500,000. **This request is for agreement authorization up to \$1,014,707.** This is approximately 18% of programmed construction funding.

Currently there is \$ 1,027,614.00 obligated for design services by consultants and there are no other consultant agreements on this project.



DATE: October 2, 2025

Program Number(s) A024(307) & A024(308)

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

Key Number(s) 24307 & 24308

FROM: Todd Hubbard, PE
District 5 Engineer

Program ID, County, Etc. I-15, NORTHGATE TO
FORT HALL – NORTH & SOUTH, BANNOCK
COUNTY

RE: Request to approve professional services agreement authorization to greater than \$1,000,000 on Atlas Technical Consultants LLC professional services agreement for the I-15, Northgate to Fort Hall –North & South, Bannock County

The purpose of this project is to improve safety and capacity on I-15 corridor by widening the interstate to three lanes in both directions including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements. The 6.5-mile segment of I-15 between the Northgate Interchange (IC) and the Fort Hall IC was identified as the highest priority segment within the corridor. The scope includes reconstruction of the entire interstate, replacement of 2 ½ Mile Road, Machine Pass #1-4, and Fort Hall Main Canal NB & SB structures, several irrigation crossings, and a joint trench along the east side of the interstate right of way.

In March 2024, through Request for Proposal (RFP), Atlas Technical Consultants LLC was selected to provide Construction Engineering and Inspection (CE&I) services. The initial agreement was written for \$983,307 covering the initial startup of the project and construction inspection, sampling, testing, and documentation control.

In October of 2024, the Board authorized a supplemental agreement for a total agreement amount of \$6,213,022.

This new agreement will cover from October 2025 through December 2026. The negotiated cost of this agreement is \$8,727,663, bringing the total agreement amount to \$14,940,685. This is approximately 7% of the programmed construction funding. **This request is to authorize agreement amount up to \$14,490,685.**

Currently, there is \$17,640,000 obligated for construction services by consultants which includes other project agreements. No additional funds will be needed for this agreement.



DATE: September 26, 2025

Program Number(s): A023(833)

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

Key Number(s): 23833

FROM: Rachel Speer, PE
ACHD Project Manager

**Program ID, County, Etc. ACCESS TO
OPPORTUNITY, ACHD**

RE: Request to approve professional services agreement authorization to greater than \$1,000,000 on the Parametrix, Inc. professional services agreement for the Access to Opportunity, ACHD

The Access to Opportunity project consists of 12 segments consisting of transportation improvements broken out into five corridor bundles within the Cities of Boise and Garden City. These improvements will improve roadway, pedestrian, bicycle, and transit facilities while addressing pavement conditions, safety and accessibility needs across approximately 11 miles of arterial and collector roadways. In January 2024, through Request for Proposals (RFP), Parametrix, Inc. was selected to provide design services.

In May 2024, the Board authorized the agreement up to \$6,459,500, the awarded amount for ACHD's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning Grant. The Phase 1 agreement was written for \$5,716,466. Phase I has advanced three bundles through preliminary design toward PS&E, while two bundles were scoped through concept design. Phase II will complete all bundles through PS&E.

The negotiated cost of design services to complete Phase 2 is \$1,768,485. This brings the total cost for design services to \$7,484,951.

This project is funded by the RAISE Planning grant as well as other Federal program funds for planning, engineering and design activities. **This request is for agreement authorization up to \$7,484,951.**

Currently there is \$7,484,951 obligated for design services by consultants and there are no other consultant agreements on this project. Construction is not currently funded.



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
23342 ¹ / Design	SH-75, Bellevue to Broadway Run, Blaine County	4	\$9,000,000	\$9,000,000	\$1,600,000	\$10,600,000
13484 ¹ / Design	SH-19, Centennial way Intersection Improvements, Caldwell	3	\$514,507		\$500,000	\$1,014,707
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23833 ¹ / Design	Access to Opportunity, ACHD	ACHD	\$5,716,466	\$6,459,500	\$1,768,485	\$7,484,951

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 November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 45 min

Presenter's Name Amy Schroeder & Jason Brinkman	Presenter's Title HQ DA - Planning & TECM / District Engineer - D3
Preparer's Name Amy Schroeder	Preparer's Title Division Administrator - Planning & TECM

Subject

ITD's Statewide Planning: A Look Ahead		
Key Number	District	Route Number

Background Information

Idaho's population has grown significantly over the past two decades, and urban and rural traffic congestion is increasing in all communities. Throughout the state there is pressure to accelerate planning, invest more, and expand the system to address growth.

Corridor and transportation studies are the precursor to programming and funding improvements for design, right-of-way and ultimately construction, and there are many different types and phases of planning. A traffic analysis is the foundational element of nearly every study that ITD conducts for the State Highway System. Considerations include many factors such as the interdependency with the local road network and of future land uses. ITD works closely with local units of government, Metropolitan Planning Organizations (MPO) in the urbanized areas, and with communities and the public to determine what the needs are and to evaluate possible solutions.

A notable number of studies approved by the Idaho Transportation Board are underway around the state, and this presentation will highlight the work ITD is doing to engage with communities and prepare for future projects in a methodical, balanced, and prioritized manner that considers staff resources, current and projected revenue, and the perishable nature of the data and suggested improvements.

Related to future planning and ongoing studies, ITD often gets questions about what routes are being pursued and invested in. ITD has a number of studies ongoing around the state – some are significant regional planning studies and others are individual corridor studies. A summary of ongoing statewide board-approved studies is included and will be reviewed with the board. This list represents a significant investment of resources – both staff time and cost – in planning for the future highway network.

Due to the dramatic growth experienced in the Treasure Valley, District 3 is undertaking nearly half of the planning studies currently underway on the State Highway System. This involves close coordination with numerous local jurisdictions, countless stakeholders, and Community Planning Association of Southwest Idaho (COMPASS), which is the regional planning organization for all member agencies in Ada and Canyon Counties.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Additionally, building on the informational agenda item in May 2025, ITD's routine 5-year update to the Idaho Long Range Transportation Plan (LRTP) is underway. A consultant team has been selected and a scope and fee have been negotiated to assist ITD with the LRTP update. This LRTP will consider a planning forecast horizon of 2050 and incorporates growth, regional planning and land use, highway data analytics, new and emerging technologies, and implementation strategies based on various funding scenarios. It integrates various other stand-alone planning documents to create a comprehensive source for guiding the department's future investment decisions.

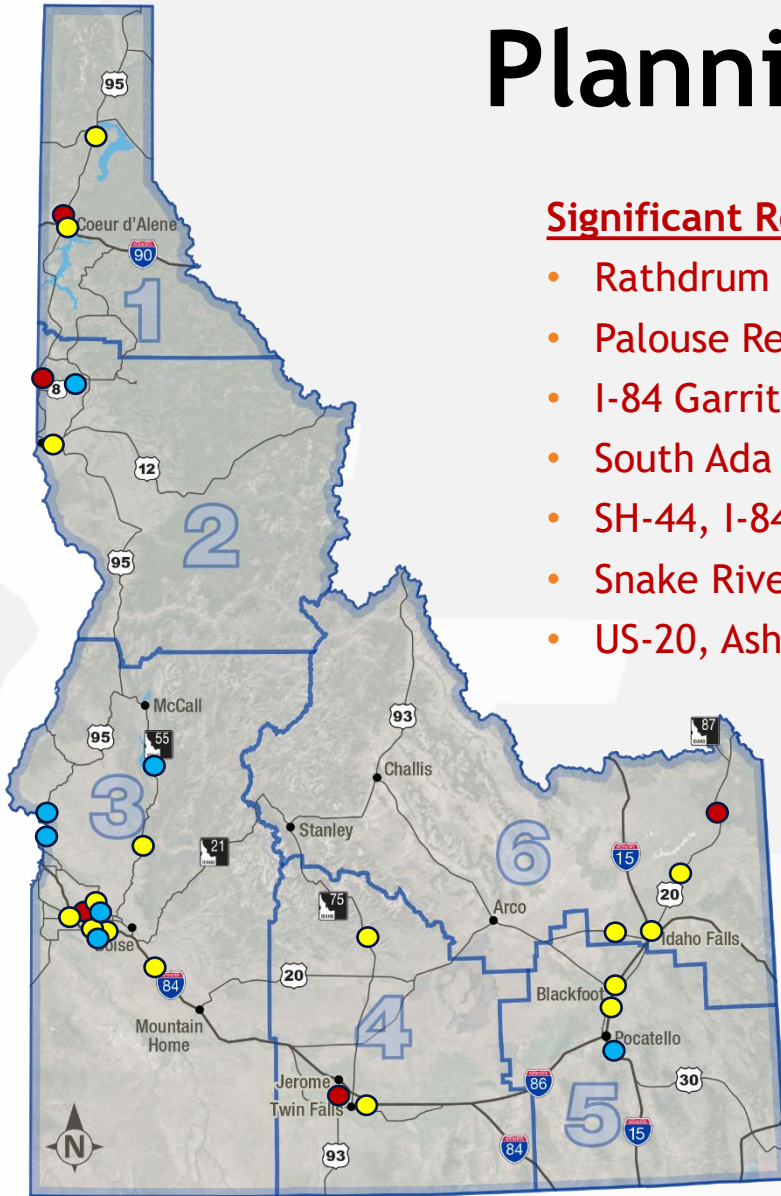
Some of the guiding principles for long range planning and ITD's 2050 LRTP update include:

- Statewide, foundational perspective that provides flexibility when programming future projects; regional or localized transportation needs will be addressed as separate, individual corridor projects.
- Stakeholder and community engagement is critical to integrating local jurisdictions' infrastructure and their interaction with the State Highway System.
- Multiple modes of transportation are considered and incorporated into the LRTP.
- Experienced and predicted growth projections will be updated in the statewide travel demand model and coordinated with each MPO in urban areas.

ITD has been fortunate over the past two decades through the Grant Anticipation Revenue Vehicle (GARVEE) program and more recently with the Transportation Expansion and Congestion Mitigation (TECM) bonding program to be able to make a significant investment in the State Highway System to improve safety, relieve congestion and enhance the quality of life for many residents and visitors. Additionally, the Strategic Initiatives Program Fund (SIPF/STLI) has been primarily dedicated to bonded projects to advance even more projects through design and into construction.

ITD's methodical and balanced approach to continuing progress on the ongoing studies and prioritizing the needs of new studies allows the department to respond to different investment levels.

Planning Studies - Statewide Summary



Significant Regional Corridor Planning:

- Rathdrum Prairie Study
- Palouse Region Planning Study
- I-84 Garrity to Wye Mobility Improvements Study
- South Ada & Canyon County Connectivity Study
- SH-44, I-84 to Star
- Snake River Crossing, Twin Falls
- US-20, Ashton to SH-87 (through Island Park)

Corridor Traffic/Safety Studies:

- US-95 Longbridge
- SH-8, Moscow to Troy
- SH-69, I-84 to Kuna
- SH-55 Banks Intersection
- SH-55, Round Valley to McCall
- US-95, Payette to Weiser Passing Lanes
- Three Cities River Crossing
- I-15, 5th St Interchange (Pocatello)

Ongoing Corridor Studies/NEPA:

- I-90 Corridor & US-95 Interchange
- US-95, Dufort Road to Lakeshore Drive
- Spalding & Arrow Bridge Replacements
- I-84, west of Caldwell (exit 25-27)
- SH-16, SH-44 to Emmett
- SH-55, Pear to Farmway
- I-84, Gowen to Mountain Home
- SH-75, Timmerman to Ketchum
- SH-50, Red Cap Corner to Hansen Bridge
- I-15, Fort Hall to Blackfoot
- I-15 Blackfoot Area Improvements
- I-15/US-20 Interchange & Realignment
- US-20, INL to Idaho Falls
- US-20, Chester to Ashton

100



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 11/13/2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Steffen Verdin	Presenter's Title Planning & Development Manager-Aero
Preparer's Name Steffen Verdin	Preparer's Title Planning & Development Manager-Aero

Subject

Idaho Airport Aid Program Funding		
Key Number N/A	District Statewide	Route Number Statewide

Background Information

Idaho Administrative Code 39.04.01 section 701 provides the allocation program rules for developing the Idaho Airport Aid Program funding. Funding for the Idaho Airport Aid Program is primarily funded through aviation and jet fuel taxes. Each State Fiscal Year (SFY) funding limits are set forth through legislative allocation. Dedicated funding allocation for SFY26 was established at \$1,250,000.

This year's Idaho Airport Aid Program provides funding for twenty general aviation airports, three community airports, and seven primary service airports. Idaho has six primary airports but we also provide funding to the Pullman-Moscow Airport as it has been recognized as an economic driver for the economy of Moscow and the University of Idaho. The Pullman-Moscow Airport receives less of what the Idaho primary service airports receive.

All funded projects are derived from grant applications listed on the Aeronautics Capital Improvement Program that are ready to proceed and have a high priority based upon our prioritization and allocation methodology.

Aeronautics staff prioritized and recommended projects. The Aeronautics Advisory Board (AAB) reviewed and supports the recommended projects.

The AAB accepted the program on October 23, 2025. Seeking approval from the ITD Board as required per IDAPA 39.04.01.

Recommendations *(Action items require a resolution)*

The Division of Aeronautics recommends the SFY26 Idaho Airport Aid Program airport projects, as presented, for approval and implementation. This approval is with the understanding that final grant amounts may change due to the actual bids received and minor scope changes prior to construction. Resolution on page 103.

FY	IDAHO AIRPORT AID PROGRAM				
PRIMARY SERVICE 'NPIAS' AIRPORTS	PROJECT DESCRIPTION	TOTAL \$	FAA - AIP 95%*	SPONSOR (5.0%-State LS)*	IAAP \$ L.S.
Boise Air Terminal - Gowen Field	Update Master plan (85% Fed funding)*	\$ 37,093,600.00	\$ 31,529,560.00	\$ 5,564,040.00	\$ 100,000.00
Friedman Memorial Airport Authority	Update Master Plan - Construct terminal (93.75% Fed funding)*	\$ 2,595,141.33	\$ 2,432,945.00	\$ 162,196.33	\$ 50,000.00
Idaho Falls Regional - Fanning Field	Conduct new terminal study report	\$ 5,752,465.26	\$ 5,464,842.00	\$ 287,623.26	\$ 50,000.00
Joslin Field, Magic Valley Regional	Rehab RW 8/26, Realign RW 12/30 to 17/35, Construct new taxiway	\$ 2,956,415.79	\$ 2,808,595.00	\$ 147,820.79	\$ 50,000.00
Lewiston Nez Perce County Region	Rehab Taxiway B, Install taxiway B lighting	\$ 2,714,931.58	\$ 2,579,185.00	\$ 135,746.58	\$ 50,000.00
Pocatello Regional	Construct taxilane (PH-II about 30% of construction)	\$ 1,615,023.16	\$ 1,534,272.00	\$ 80,751.16	\$ 50,000.00
Pullman - Moscow Regional	No project funded	\$ -		\$ -	\$ 30,000.00
	PRIMARY SERVICE 'NPIAS' AIRPORTS TOTAL	\$ 52,727,577.12	\$ 46,349,399.00	\$ 6,378,178.12	\$ 380,000.00
GENERAL AVIATION 'NPIAS' AIRPORTS	PROJECT DESCRIPTION	TOTAL \$	FAA - AIP 95%	SPONSOR \$ 2.50%	IAAP \$ 2.50%
Arco-Butte County	Rehab runway 6/24 (phase III construction), Shift taxiway A (phase III contruction) about 94% of project.	\$ 4,133,867.37	\$ 3,927,174.00	\$ 103,346.68	\$ 103,346.68
Bonnars Ferry-Boundary County	Extend RW 2/20, Rehab RW 2/20 lighting, Recon RW 2/20 signage, light vault, visual guidance system, fencing, drainage, obstruction removal	\$ 3,307,070.53	\$ 3,141,717.00	\$ 82,676.76	\$ 82,676.76
Burley Municipal	Conduct/update misc study	\$ 250,000.00	\$ 237,500.00	\$ 6,250.00	\$ 6,250.00
Caldwell Industrial	Rehab Taxiway C (phase 1 design)	\$ 171,632.63	\$ 163,051.00	\$ 4,290.82	\$ 4,290.82
Council Municipal	Rehab GA apron, Expand GA apron, Rehab Runway 17/35, Rehab taxiway B-A-C	\$ 300,052.63	\$ 285,050.00	\$ 7,501.32	\$ 7,501.32
Council Municipal 91.61%	Rehab GA apron, Rehab RW 17/35, Rehab TW A-B-C	\$ 1,725,884.73	\$ 1,581,083.00	\$ 72,400.86	\$ 72,400.86
Gooding Municipal	Recon rotating beacon, recon taxilane (phase II-construction) Construct Taxilane (phase II- Construction) about 73% of total project	\$ 950,092.63	\$ 902,588.00	\$ 23,752.32	\$ 23,752.32
Jerome County	Rehab Taxilane, Construct Taxilane (phase II)	\$ 962,631.58	\$ 914,500.00	\$ 24,065.79	\$ 24,065.79
Kellog-Shoshone County	Reseal Apron West, Fuel, East, North, reseal RW 07/25 Reseal Parallel taxiway (phase I Design)	\$ 326,580.00	\$ 310,251.00	\$ 8,164.50	\$ 8,164.50
McCall Municipal	Recon Taxilane K, Recon Taxiway E (phase-1 design)	\$ 215,364.21	\$ 204,596.00	\$ 5,384.11	\$ 5,384.11
McCarley Field	Recon runway 01/19 final design 67% of total project	\$ 500,000.00	\$ 475,000.00	\$ 12,500.00	\$ 12,500.00
Mountain Home Municipal	Construct Hanger Phase II	\$ 775,064.21	\$ 736,311.00	\$ 19,376.61	\$ 19,376.61
Nampa Municipal	Construct Airport Drainage/Erosion Control	\$ 2,156,973.68	\$ 2,049,125.00	\$ 53,924.34	\$ 53,924.34
Pappy Boyington Field	Rehab taxiway B3,C,D,G,H,L,N and lighting	\$ 1,103,806.32	\$ 1,048,616.00	\$ 27,595.16	\$ 27,595.16
Paris-Bear Lake	Rehab Ga apron, Runway 10/28 rehab RW 16/34	\$ 460,484.21	\$ 437,460.00	\$ 11,512.11	\$ 11,512.11
Preston	Aquire SRE	\$ 625,645.26	\$ 594,363.00	\$ 15,641.13	\$ 15,641.13
Priest River Municipal	Update Airport Master Plan (phase 2)	\$ 171,015.79	\$ 162,465.00	\$ 4,275.39	\$ 4,275.39
Rexburg-Madison County	Reseal apron,Runway 17/35, taxilane, taxiway A, A1, A2, A3 & A4	\$ 435,493.68	\$ 413,719.00	\$ 10,887.34	\$ 10,887.34
Salmon-Lemhi County 94.42%	Rehab 1540' taxilane, Reseal 50,200 yards GA apron, Reseal 5510 runway 17/35, Reseal 5497 taxiway A, Reseal 543 taxiway A1, Reseal 185 taxiway A2, Reseal 185 taxiway A3, Reseal 185 taxiway A4, Reseal 185 taxiway A5 (approx 62%)	\$ 377,729.29	\$ 356,652.00	\$ 10,538.65	\$ 10,538.65
Salmon-Lemhi County	Rehab 1540' taxilane, Reseal 50,200 syds GA apron, Reseal 5510	\$ 234,736.84	\$ 223,000.00	\$ 5,868.42	\$ 5,868.42
Sandpoint	Obstruction Removal Runway 02/20	\$ 455,525.26	\$ 432,749.00	\$ 11,388.13	\$ 11,388.13
Weiser Municipal	Rehab 4,335 feet taxiway A (phase 1 design)	\$ 189,513.68	\$ 180,038.00	\$ 4,737.84	\$ 4,737.84
	GENERAL AVIATION 'NPIAS' AIRPORTS TOTAL	\$ 19,829,164.55	\$ 18,777,008.00	\$ 526,078.27	\$ 526,078.27
COMMUNITY 'NON-NPIAS' AIRPORTS	PROJECT DESCRIPTION	TOTAL \$	Match Rate %	SPONSOR \$	IAAP \$
Mudlake Airport	Runway Rehab	\$ 224,000.00	75%	\$ 56,000.00	\$ 168,000.00
Hazelton Airport	Runway-Pavement Maint-Seal Coat	\$ 124,000.00	75%	\$ 31,000.00	\$ 93,000.00
Parma Airport	Update Airport Master Plan	\$ 25,000.00	75%	\$ 6,250.00	\$ 18,750.00
	COMMUNITY 'NON-NPIAS' AIRPORTS TOTAL	\$ 373,000.00	- - - -	\$ 93,250.00	\$ 279,750.00
AERONAUTICS PROGRAMS - IAAX19	PROJECT DESCRIPTION	TOTAL \$	- - - -	- - - -	IAAP \$
Division of Aeronautics	Small Emergency Projects	\$64,171.00			\$64,171.00
Base Budget for SFY26 IAAP Grants = \$1,25M	TOTAL	\$ 72,993,912.67	\$ 65,126,407.00	\$ 6,997,506.40	\$ 1,249,999.27
				102	Appropriated

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

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

WHEREAS, the Idaho State Legislature approved \$1,250,000 for airport improvements; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on October 23, 2025.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Idaho Airport Aid program for state fiscal year 2026 in the amount of \$1,250,000.

BE IT FURTHER RESOLVED, the Board authorizes the Division of Aeronautics to issue grant offers for SFY 2026.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date November 13, 2025

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Amanda Laib	Presenter's Title Research Program Manager
Preparer's Name Amanda Laib	Preparer's Title Research Program Manager

Subject

Annual Update on ITD's Research Program		
Key Number N/A	District N/A	Route Number N/A

Background Information

Research Program Manager Amanda Laib will provide the annual update on ITD's Research Program and introduce Casey Walker, the new Principal Research Analyst. The presentation will include an overview of program funding, project selection, and recent accomplishments, followed by highlights of completed, active, and upcoming research projects.

The Research Program is supported with Federal State Planning and Research (SPR) funding and the associated state match (80% Federal / 20% Match). In FFY 2026, a total of \$2.55 million was budgeted for program costs.

Research and pooled fund projects supported by the Research Program must have an ITD management sponsor and are prioritized for funding by ITD's Research Advisory Council, which reviews all research and pooled fund requests. Research Program staff develop a detailed annual work program, which is approved by the Highways Division Administrators and by FHWA's Idaho Division Office.

Presentation Summary

1. Program Overview
2. FFY 2025 Completed Projects:
 - Annual Average Daily Traffic (AADT) Estimation and Validation Tools for Local Roads
 - Combining In-Situ and Remote Sensing-based Techniques for Landslide Monitoring
 - Multi-Purpose Roadside Vegetation: Reducing Weed Invasion and Fire Risk while Enhancing Pollinator Habitat
 - Wrong Way Driver Hotspot Analysis
 - 2025 DMV Customer Service Survey
 - Evaluating Quality and Determining Return on Investment for Internal and Third-Party Data

The presentation will spotlight the DMV Customer Service Survey and Evaluating Quality and Return on Investment for Internal and Third-Party Data projects - both considered success stories, with the latter receiving the AASHTO High Value Research Award in July 2025.

3. Active Projects
4. New Projects for FFY 2026:
 - Evaluation of Signs at Highway-Rail Crossings



Board Agenda Item

ITD 2210 (Rev. 12-23)

- Development of a Statewide Asset Inventory Roadmap
- Highway Performance Monitoring System (HPMS) Idaho Manual
- Construction Materials Research Roadmap
- Idaho-Specific Correlation of Dynamic Cone Penetrometer to Resilient Modulus
- Local Agency Traffic Count Incorporation for ITD Local AADT Estimates
- Milkweed Presence Detection from High-Resolution Mobile Roadway Photography and LiDAR
- Research Data Management Plan

Recommendations (*Action items require a resolution*)

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