YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity

A G E N D A

District 6 Tour/Outreach and Board Meeting of the Idaho Transportation Board

August 19 & 20, 2026

August 19, 2026

OPEN HOUSE
Hilton Garden Inn, 700 Lindsay Blvd., Idaho Falls

PROJECT TOUR	**Time***
Tour attendees meet at Hampton Inn, 645 Lindsay Blvd.	9:15
State plane arrivals depart for Idaho Falls maintenance shed	9:30
Driving tour of I-15/US-20 connector	10:00
Lunch at Idaho Falls shed and view maintenance vehicles	11:15
Depart for Hilton Garden Inn	12:15
Board project briefing	12:40

STAKEHOLDER OUTREACH OPEN HOUSE	
Welcoming	1:30
View project displays and networking engagement	1:40
Adjourn	3:00

*All listed times are local and 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 executive session. Meetings are recorded for meeting minute accuracy and then deleted.
-Attendance is mandatory and lunch cannot be claimed on per diem.

YOUR *Safety* ••• ▶ YOUR *Mobility* ••• ▶ YOUR *Economic Opportunity*

<u>August 20, 2026</u>
District 6, Large Conference Room
206 N. Yellowstone Highway
Rigby, Idaho

Listen:
Dial 1-415-655-0003 US Toll
a. access code: 2867 169 6091
b. meeting password: 1234
Video: access Webex.com using same code and password as above

KEY:
ADM = Administration   COM = Communications/Highway Safety   DIR = Aero/Director/DMV
HWY = Highways   INV = Innovation/Safety/Workforce Development

		<u>Business</u>	**Page #**	**Time***
Action Item	**1.**	**CALL MEETING TO ORDER**		**8:30**
Info Item	**2.**	**SAFETY *"CLUTCH MOMENT"* SHARE**: Safety & Compliance Officer Reeder		
Action Item	**3.**	**BOARD MINUTES** – July 15 & 16, 2026	5	
Action Item	**4.**	**BOARD MEETING DATES**	16	
		The next board meeting is September 16 & 17, 2026 in Lewiston, District 2		
		<u>Proposed 2027 meeting dates</u>: January 21, February 18 and March 17		
Action Item	**5.**	**CONSENT CALENDAR**	17	
HWY	___	COMPASS project addition	18	
DIR	___	FY27-30 Division of Financial Management Strategic Plan Report	19	
DIR	___	FY26 Division of Financial Management Performance Report	29	
ADM	___	FY26 account write offs	35	
HWY	___	FY26 local agencies' end of year plan and project list for redistributed obligation authority	38	
Info Items	**6.**	**INFORMATIONAL CALENDAR**		
ADM	___	FY26 return check report	39	
HWY	___	Contract awards and advertisements	42	
HWY	___	Monthly reporting of federal formula program funding through July 31	48	
HWY	___	Professional Services Agreements and Term Agreement Work Task Report	50	
HWY	___	SH-55 Eagle Road variable speed limits in Boise and Meridian	60	
HWY	___	Draft FY27-33 Idaho Transportation Investment Program public outreach comments	68	

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August 20, 2026 **Rigby, Idaho** **Page # Time***

7. ADOPT-A-HIGHWAY PRESENTATION **8:40**
Member Liddiard: Idaho Falls Civitans

8. DIRECTOR'S MONTHLY REPORT: Director Gonzalez **8:50**

9. DISTRICT ENGINEER REPORT: District Engineer Minzghor **9:10**

10. AGENDA ITEMS

Informational Items

HWY Middleton	__	Zero Fatality Awards	69	**9:20**
HWY Middleton/Miller	__	Idaho Traffic Safety Commission annual report	70	**9:25**

11. BREAK **9:40**

COM Floyd	__	Annual administrative rules review update	71	**9:55**
ADM Swajkoski	__	State Fiscal Year 2026 financial statements	72	**10:05**

Action Items

ADM Dietz/Weiskircher	__	August 2026 revenue forecast & proposed FY28 appropriation request (Resolution on page 102)	96	**10:15**
HWY Clawson	__	Revised Policy 4016 and 5016 - Traffic Regulation (Resolution on page 116)	106	**10:40**
HWY Winther	__	Revised Policy 5532 - Employee Commercial Driver's License Requirement (Resolution on page 121)	117	**10:45**

Informational Item

HWY Fernandez	__	Draft Long Range Transportation Plan	122	**10:50**

Action Item

HWY Amirmojahedi	__	Request to approve consultant agreements (Resolution on page 127)	124	**11:10**

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August 20, 2026		**Rigby, Idaho**	**Page #**	**Time***
Action Item				
HWY Brinkman	__	FY27 Board Unallocated request to replace I-84, Jct. US-20/26 Parma Interchange, Exit 26 Bridge (Resolution on page 131)	128	**11:15**
	12.	**EXECUTIVE SESSION** (N. Small Conference Room) PERSONNEL ISSUES [SECTION 74-206(a), (b)], LEGAL ISSUES [SECTION 74-206(c), (d), (f)		**11:40**
	13.	**ADJOURNMENT (**estimated time)		**12:30**

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

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
July 15 & 16, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, July 15, 2026, in Boise, Idaho. The following principals were present:

Paul Franz, Member – District 1
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo, Member – District 3
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Cortney Liddiard, Member – District 6
Alberto Gonzalez, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

Chairman Bill Moad was unable to attend. Vice Chair Osborn presided over the meeting.

District 1 Tour. The Board toured the District 1 Office new lab, took a driving tour of US-95 and I-90, and stopped at the Huetter Rest Area where they received an update on the truck parking study.

Open House. A stakeholder outreach session was held at the Hampton Inn in Coeur d'Alene. Member Franz welcomed attendees and introduced the Board. CD Kuisti provided brief remarks and stated ITD's commitment to working with the community on transportation issues. District Engineer Ryan Hawkins provided attendees with an overview of the open house style session and commented on the importance of receiving feedback at today's session. Display boards, ranging from local projects to funding, were placed around the room to facilitate engagement amongst the board, staff, and attendees.

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

July 16, 2026

The Idaho Transportation Board convened at 8:00 AM on Thursday, July 16, 2026, for the business meeting held at the District 1 Office in Coeur d'Alene, Idaho. Members from the previous day were present. Lead Deputy Attorney General Gary Luke joined.

Chairman Osborn welcomed ITD's new Director Alberto Gonzalez and Lead Deputy Attorney General (DAG) Gary Luke.

Safety Share. Safety and Compliance Officer Jim Allison reported on the importance of doing routine equipment maintenance both at work and home. He cited examples of scenarios where incidents could have been prevented had that maintenance taken place.

Board Minutes. Member Bulger made a motion to approve the minutes of June 16 & 17, 2026, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is August 19 & 20, 2026, in Rigby.

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

RES. NO. ITB26-40

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 Trucking Advisory Council reappointments for Districts' 2 and 5 and adjustments to the Local Transportation Alternatives Program, Federal Land Access Program, and Community Planning Association of Southwest Idaho's program.

1) Trucking Advisory Council (TAC), membership reappointment, District 2. Board approval to reappoint TAC District 2 Member Tim Christopherson for the term of January 1, 2026 through December 31, 2028.

2) Trucking Advisory Council, membership reappointment, District 5. Board approval to reappoint TAC District 5 Member Dave McNabb for the term of January 1, 2026 through December 31, 2028.

3) Transportation Alternatives Program adjustments. On behalf of local sponsors, the Local Highway Technical Assistance Council (LHTAC) requests an adjustment to the Transportation Alternatives Program (TAP), advancing a project and delaying several others to balance appropriate federal funds and use of all available TAP funding.

4) Federal Land Access Program adjustments. On behalf of Western Federal Lands, LHTAC requests to advance $3.2 million in construction funds from FY27 to FY26 for Pine-Featherville Road Rehabilitation project, Key No. 22606.

5) Transportation Management Area Program adjustments. On behalf of Ada County Highway District, Community Planning Association of Southwest Idaho (COMPASS) requests an adjustment to the Transportation Management Area Program. It will add one new

project to the FY26-FY32 Transportation Improvement Program, 43rd Street, Ustick Road to the Boise River Greenbelt in Garden City for $100,000.

<u>Informational Items</u>.

1) Contract awards and advertisements. There were ten ITD and three Local contracts awarded that did not require Board approval for the month of June 2026.

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through June 30. Idaho received obligation authority (OA) through September 30, 2026, via a continuing resolution passed on February 3, 2026. Current OA is $364.7 million. Idaho received apportionments of $466.5 million. Allotted program funding through September 30th is $441.4 million with $96.3 million remaining as of June 30th.

3) Professional services agreements and term agreements work tasks report. From May 24, 2026 to June 20, 2026, 30 new professional services agreements and work tasks were processed totaling $11,358,854. Nine supplemental agreements to existing professional services agreements were processed during this period for $10,267,519.

4) Draft Division of Financial Management FY27-30 Strategic Plan Report. Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Strategic Plan covering a minimum of four years. The required elements as established in Idaho Code, and additional guidance set by the Division of Financial Management (DFM), include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan is submitted for Board input with approval next month.

5) Draft Division of Financial Management FY26 Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to DFM by August. The required elements include an agency overview, core functions, revenue and expenditures, key services, and performance measures. The draft FY26 Performance Report is submitted for Board input with approval next month.

6) Administrative settlements in right-of-way acquisitions. During the semi-annual period of January 1, 2026, through June 30, 2026, ITD processed 34 parcels. Of the 34 parcels, 13 had an administrative settlement. The value of all parcels processed totaled $7.9 million. There was one parcel reported from a previous ongoing acquisition of $2,459.53 for the Meridian Road to Eagle Road Interchange project.

7) SH-25 school zone speed limit at Minico High School in Rupert. Change to the minute entries for speed control zones in July 2026. The change is on SH-25 fronting Minico High School, located between Paul and Rupert, from mile post 48-930 to 49.310 from 45 MPH to 35 MPH.

8) State fiscal year 2026 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of May 31 are above forecast (1.8%) with revenues in the Highway Distribution Account above forecast by 1.4%. State revenues to the State Aeronautics Fund were below forecast by 24.9%. As a result, the forecast was revised by $875K. The fund now above expectation at 4.5%. State fuel tax revenue is 23.5% above projections. The Department's expenditures remain within planned budgets. Personnel costs savings of $5.9M are due to vacancies and timing. Contract construction cash expenditures in the SHA are $418.4M, and total construction expenditures from the five different funds sources total $875.5M.

The balance of long-term investments is $197.2M. These funds are committed to construction projects and encumbrances. The cash balance is $134.9M. Expenditures in the Strategic Initiatives Program Fund are $67.2M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were $100M. FY26 expenditures for the Federal CARES Act fund for is $400K. Expenditures for the TECM bond program during this period are $346.1M and the GARVEE debt service stands at $62.1M.

Adopt-A-Highway (AAH) Presentation. Member Franz announced the AAH 2025 Group of the Year Award is the Sandpoint Monday Hikers. They adopted a section of US-95 from mile posts 481.7 – 483.7. They have been active in the program for 31 years. The group thanked ITD and the Board for the award.

Director's Monthly Report. Chief Deputy Dave Kuisti thanked District 1 staff for hosting the stakeholder Open House session yesterday and stated community engagement remains a top priority as ITD continues to deliver critical community projects. CD Kuisti reported on ITD's State Roadeo competition and new staff roles. Some highlights included of the top six places, the Roadeo's top spot went to District 5's Preston Foreman Jed Gregerson. The Roadeo represents ITD's commitment to safety on Idaho roads and is designed to make staff better operators and reduce costs. He thanked District 3 for hosting the event. In honor of former Director Stokes' last day, a snowplow was named after him, "Straight from Scott." The following staff are taking on new roles at ITD, Lead Deputy Attorney General Gary Luke (15 years state service with ITD), Human Resources Officer Janelle McDonald (8 years state service) and District 2 Engineer Bob Schumacher (30 years with ITD). CD Kuisti turned over the time to ITD's new Director Alberto Gonzalez to make remarks.

Director Gonzalez reported he left ITD four years ago to lead the Office of Information Technology Services but has continually monitored ITD's achievements and remained in contact with staff. He acknowledged the work ITD does in connecting with communities and the impact to the economy and plans to build on those traditions. He is looking forward to leveraging technology, recognizing recent modernization efforts in DMV and Department of Health and Welfare, and how that enables efficiencies and improves employee fulfillment. Focus will also remain on safety and mobility and he intends to listen to employees. The Division of Human Resources employee survey is currently open. ITD is at 70% participation rate. The survey closes this Friday. Director Gonzalez concluded with a reminder that the Idaho Transportation Investment Program's open comment period runs through July. He stated with the funding changes, ITD will need to be creative and recognize smaller investments that will have big impact.

District Engineer Annual Report. District 1 Engineer Ryan Hawkins presented his annual report. He recognized his team and reported on operations, public outreach, project delivery, growth challenges, and corridor improvement projects. Some highlights included District 1 (D1) had 807 winter storm events with 10,581 storm hours – exceeding their statewide goal achieving 87%. D1 removed 4,513 hazardous trees. In partnership with Idaho State Police and ITD's Highway Safety, a safety workshop was conducted for the US-95 corridor – north of Sandpoint to Bonners Ferry. There were 272 participants. D1 has 20 active construction projects and six designed large-scale projects such as the I-90 project. A total of 109 claims were submitted for damage to state property, of which, D1 recouped $1.12 million. According to housing growth and the census, population growth is spreading to the Rathdrum Prairie area with volumes increasing over 62%. Several corridor improvement projects were identified within the district's high growth area. The following projects are US-95 Fastlane, US-95/SH-53 Interchange, SH-53 Latah to 9.3, SH-53 Hauser to Bruss, SH-41 expansion, SH-41 Interchange, SH-53 Pleasantview Interchange, I-90 expansion, and I-90/US-95 Interchange. All but the latter have been built or near completion.

In response to Member Watkins' inquiry about the FEMA claim due to wildfires late 2025, DE-1 Hawkins stated the claim was for a severe windstorm that impacted east and south Coeur d'Alene knocking out power and some trees. They received help from District 2 who also submitted a claim. Just prior to the windstorm, a flood occurred impacting the CDA bridge for which a claim was submitted. Member Watkins commented about the importance of those assets and recouping costs. DE-1 Hawkins stated that staff are working on tracking assets so when these disasters arise, they can capture that data.

Board Unallocated Funds Request for a Traffic Signal at US-95 and Dufort Road. District 1 Engineer Ryan Hawkins reported on the request for a traffic signal at US-95 and Dufort Road. Some highlighted included from 2020 to 2024, traffic volumes on US-95 and Dufort road have increased along with the total number of crashes. Of the total 18 crashes from 2021 to 2025, two were fatal. The project will include advance flashing-beacon warning signs. The final design will be completed this summer with construction and completion anticipated by fall 2027. The longer completion date is due to material procurement lead times taking up to 18 months.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB26-41 Transportation Department's mission of safety, mobility, and economic

opportunity; and

WHEREAS, it is in the public interest for ITD to signalize the intersection of US 95 and Dufort Road due to increasing volumes and safety concerns on Dufort Road; and

WHEREAS, ITD District 1 is proposing a new project, US 95 and Dufort Road Traffic Signal, which would consist of installing a signal and associated improvements at the intersection of US 95 and Dufort Road; and

WHEREAS, ITD is prepared to incorporate this project into the approved FY 2026–2032 and draft FY 2027–2033 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the US 95 and Dufort Road Traffic Signal project to the approved FY26–32 and draft FY27–33 ITIP using FY27 Board Unallocated Funds for a total estimated cost of $1,000,000.

DMV Modernization Update. DMV Administrator Lisa McClellan reported a Dealer Advisory Board (DAB) update, community outreach at the Declo port of entry (POE), innovation projects through artificial intelligence (AI), and DMV hybrid efforts with the counties. Some highlights included Kendall Automotive Chief Executive Officer Dave Blewett was appointed to serve on the DAB. DMV learned from the community that trucks, that would be required to stop at the POE, were bypassing the fixed POE on I-84 in Declo. Staff counted 82 trucks using SH-81 to SH-77 as a bypass. As a result, a roving port was staged at the intersection of SH-81 and SH-77. Four AI projects were highlights such as for document intelligence versus manual data entry and personalized license plate review enabling greater staff efficiency. Since the beginning of 2026, three counties have combined their DMV services with their local assessor's office. Currently, out of the 44 counties, nine counties combined services with six more anticipated this summer. Combining offices reduces operating costs for both the counties and ITD.

Deputy DMV Administrator CJ Kendrick reported on DMV's Skip the Trip (STT), dealer portal, and eDMV initiatives. Some highlights included over two million transactions for DMV's online registration portal were recorded in FY26. Coming this summer, a pilot project deploying kiosk stations for registration renewal at select Albertsons will be available in the Treasure Valley – drivers licenses are forthcoming. The Dealer Portal Phase 2 project was completed that gave dealers the ability to submit titles electronically at no additional cost and potentially $1 million savings for the industry. The eDMV initiative started with partnering with the Department of Corrections to provide identification cards, which required equipment and training their employees. Now, tablets are used to take photos.

Staff anticipates expanding that technology to juvenile corrections and POEs. eDMV is also being leveraged at veteran homes to create IDs for veterans.

In response to Member Bulger's question regarding growth and increase potential for SST, DA Kendrick stated transactions continue to grow and DMV just re-evaluated their goals because they had exceeded them.

Member Bulger also inquired about impediments for counties in moving to a DMV hybrid office. DA Kendrick stated in the past some reluctance was due to the economics of collecting the $3 administrative fee. A big contributor is the awareness of STT. Staff are working on advertising through press releases and social media especially as the younger generation is demanding more online services be available.

DMV Administrator McClellan provided an update on e-licensing at Member Bulger's request. There is legislation in process that ITD anticipates this upcoming legislative session that would allow all customers to access digital ID.

In response to Member Watkins' question regarding the elimination of registration stickers for boats, DA Kendricks replied that transaction resides with Parks and Recreation; however, staff are in conversation with them and other agencies to offer solutions.

Rathdrum Prairie Area Transportation Study. Engineering Manager Jerry Wilson provided an overview of the Rathdrum Prairie Area Transportation Study, input received, screening process, screening alternatives, next steps, and the project development process. Some highlights included beginning in 2023, five stakeholder and public involvement meetings were held that included the Kootenai Metropolitan Planning Organization. The screening process involved a 3-tiered approach going from 53 options identified in level 1 to 13 in level 2. Currently, staff is in the level 3 evaluation process to find the most effective overall solutions. Nineteen elements were also identified that could be combined with alternatives or done as separate local projects. Other agency coordination such as with the airport, transit and aquifer protection board took place. Some key screening criteria were volume to capacity, travel time savings, and benefit-cost analysis. EM Wilson reviewed the various alternatives and combined alternatives and level of service output for each and traffic analysis. He noted that travel times would improve but they could see an increase in crashes; however, countermeasures to install improvements are also being evaluated. Next steps are to gather feedback on the alternatives and combinations, revise based on public comments, and finalize the planning and environmental linkage study. Staff will seek board approval this fall on recommendations to advance to the NEPA process.

In response to Member Watkin's question regarding the easiest and most affordable options to relieve pressure on US-95, EM Wilson stated putting a third lane would be the most efficient because ITD owns the right-of-way. Adding an interchange at the Huetter corridor is important due to continued development and would be a significant improvement as well as improvements on SH-53.

In response to Member DeLorenzo's inquiry regarding the ability to phase work if funding is not available, EM Wilson replied that if FHWA approves the study all the alternatives would move into the NEPA process and any scenario would most likely be phased due to the high costs.

District 1 Highway Safety Partners. Highway Safety Project Coordinator Jillian Garrigues reported on the Cheers to the Designated Driver campaign in Spirit Lake centering around America 250 July 4th celebrations. Table toppers materials and drink coasters were placed in local bars to encourage a sober ride home. The Office of Highway Safety (OHS) partnered with Alliance Highway Safety (AHS) who had a booth setup at the Capitol celebration in Boise for the Drive well, Idaho campaign.

AHS representative Dustin Stilbred presented information on the nationwide Choices Matter Program that reaches out to high school students across the state such as Kootenai and Shoshone Counties. AHS has worked with over 40 states. Students from Timberlake, North Idaho Christian, and Wallace were some of the schools who participated in the outreach program that focused on choices regarding distracted, impaired and aggressive driving, and seat belts usage. They heard from various presenters, engaged in interactive displays, learned about social media and experienced a virtual reality simulator.

2027 ITD Legislative Proposals. Governmental Affairs Manager Colby Cameron reviewed ITD's draft legislative proposals. In the past, ITD has focused on changes for the betterment of the customers and streamlining processes. Three administrative rules were initially proposed, but it was recommended to move two of those shorter rules to statute. One is legalization of overloaded vehicles that still allows what was in former rule, overweight vehicles must come into compliance unless they have a perishable food item and are given authority to travel onto a safe area. The other proposal is a fee for providing automated records. ITD shares certain records with other agencies per request – mainly from DMV and OHS. A $75 fee was added for preparing records. Next steps are to forward to the Division of Financial Management in early August for consideration and then Legislative Services Office would prepare the legislation.

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

RES. NO. ITB26-42

WHEREAS, the Idaho Governor's Office has directed that state agencies submit proposed 2027 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented two draft legislative proposals at the July 2026 Board meeting for consideration during the 2027 legislative session; and

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

1. Legalization of Overloaded Vehicles
2. Fee for Providing Automated Records

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

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, State Design Engineer Monica Crider presented the request for agreement authorization for construction, engineering and inspection and design services. The projects, as shown in the resolution, are Simco Rd. rehabilitation and safety improvements by HMH, LLC, and I-84, Five Mile Road. Overpass and widening by HDR Engineering. SDE Crider reviewed the project background and justification and outlined the requested authorization.

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

RES. NO. ITB26-43

WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than $2,000,000 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
21981, 23746, 22879, 24280[2] / CEI	Simco Rd Rehabilitation and safety	3	$571,825	$571,825	$147,019	$718,844

	improvements, Elmore County					
23095[1] / Design	I-84, Five Mile Rd Overpass and Widening, Boise	3	$2,619,488	$2,619,488	$101,050	$2,720,538

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

Construction Cost Trends Update. Chief Engineer Chad Clawson provided an overview on cost mitigation and control, construction cost history, regional cost and unit price indicators, bid unit cost indicators, and 4-year project bid summary. Some highlights included key mitigation practices which ranged from monitoring indices and tracking bid unit prices to partnering on specifications and conducting regular industry meetings. According to Idaho's annual cost index, material costs have increased 90% from 2017 to 2024. Regional costs from July 2025 to July 2026 show fuel and liquid asphalt increased by 13% and 17.5% respectively. In Idaho, bid unit costs for asphalt pavement are up 12% over the 2025 average (and up 30% since 2021) – the National Producer Price Index (NPPI) increased 7.6%. Concrete decreased 14% from the 2025 average – NPPI increased 2.8%. Metal reinforcement decreased 4% - NPPI increased 11%. ITD's state infrastructure projects bid totaled 35 with 23% below the engineer's estimate averaging four bidders per project. Since 2020, ITD continues to work with industry partners. Some activities include ITD/Associated General Contractors executive contractor annual meetings, pre-bid contractor meetings, early payment of materials on-hand, annual excellence in construction partnering awards (114 project awarded since 2020), and timely estimate reviews through bid openings.

Member Watkins commented on the importance of accurate project bid estimating in light of consistently over estimating projects. He also noted the escalating inflation costs in comparison to dollars allocated and the need to discuss that with legislative partners. He stated funding is not keeping pace to even do basic maintenance and the importance of understanding those inflationary impacts to adjust and be as responsive as possible.

2025 Idaho Traffic Data Update. Roadway Data Manager Margaret Pridmore reported on the annual vehicle miles traveled (AVMT) statistics for 2025. Some highlights included statewide AVMT is 20.6 billion and 11.6 billion on state highways – 56% of the AVMT are on state highways. Of the 11.6 billion AVMT, 5.1 billion are on interstates and 6.5 billion on non-interstate roads, and of the 20.6 billion statewide, 9.0 billion AVMT are on urban and 11.6 billion on rural roads. The annual average daily traffic data for every public road is published annually – August 1, 2026. From 1996 to 2025, Idaho's total AVMT outpaced the

30-year trend. Current trends indicate that growth is continuing even with higher gas prices. Traffic count data is collected on every federal aid road and is available on ITD's website. Local jurisdictions and others can use that data to support grant applications.

CD Kuisti acknowledged the data team for their work and reliance of that data. He also recognized RDM Pridmore for her 20+ years of service and innovation as this is her last board report because she is retiring. Director Gonzalez stated that RDM Pridmore has been a data champion who spearheaded the Data Summit in effort to innovatively use data.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:40 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Bulger seconded the motion, and it passed unanimously by roll call vote. Chairman Osborn stated the meeting will adjourn upon conclusion of executive session.

Executive session discussions were on highway legal matters and department personnel issues. The Board ended executive session at 11:40 AM.

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

Read and Approved
_______, 2026
_____, Idaho

____
GARY OSBORN, PRESIDING CHAIR
Idaho Transportation Board

2026
BOARD MEETING DATES

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 5th 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
October 14	Boise	11331 W. Chinden Blvd.	HQ
November 19	Boise	11331 W. Chinden Blvd.	HQ
December 16	Boise	11331 W. Chinden Blvd.	HQ

IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 18 - 38D

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 FY26 ITIP COMPASS project addition, the FY27-30 Division of Financial Management Strategic Plan Report, the FY26 Division of Financial Management Performance Report, FY26 Account write-offs, and FY26 local agencies' end of year and project list for redistributed obligation authority.

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Colleen Wonacott	Program Control Manager
Preparer's Name	**Preparer's Title**
Toni Tisdale	Principal Planner, COMPASS

Subject

COMPASS Project Addition

Key Number	District	Route Number
NEW	3	LOCAL

Background Information

COMPASS manages the Regional Transportation Improvement Program (TIP) on behalf of agencies in Ada and Canyon Counties. COMPASS prepared an adjustment to add one new project to the FY2026-2032 TIP. The project is summarized in the table below:

Action	KN	District	Project Name	Route	Year	Amount
Add	New	3	Swan Falls Road Rail Crossing Elimination, Design Only, Kuna	00220AH000	FY2026	$2,505,000

COMPASS is proposing to amend *Communities in Motion 2050* (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties, and the TIP to add a project to design a bridge over Indian Creek and the Union Pacific Railroad on Swan Falls Road in the City of Kuna. The project is funded by a national competitive grant through the Build America Bureau ($2.5M) and Local Participation ($5k).

Recommendations *(Action items require a resolution)*

Approve adding the project described above to the approved FY26-32 ITIP.

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Dave Kuisti	Chief Deputy
Preparer's Name	**Preparer's Title**
Lorraine Dennis	Business Executive for the Board

Subject

FY27-30 Strategic Plan Division of Financial Management (DFM) Report		
Key Number	District	Route Number

Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years forward, including the fiscal year for which it is submitted, to DFM.

The format, structure and required elements for the Strategic Plan are set by DFM and include the following:

- Vision and Mission Statement
- Goals and Objectives
- Performance Measures and Benchmarks
- Key External Factors

The report was submitted to the Board on July 16, 2026 for review and input.

Performance metrics have been updated to reflect actual FY26 closeout data.

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

Approval of the FY27-30 Strategic Plan Report.

Idaho Transportation Department

FY27- 30 Strategic Plan

Your Safety • Your Mobility •Your Economic Opportunity

Overview

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

ITD is responsible for operating and maintaining more than 12,300 lane miles and 1,830 bridges; 2,523 miles of Idaho Byways and 32 state backcountry airstrips. The state highway system includes 34 rest areas and 12 ports of entry. The Division of Motor Vehicles registers more than two million vehicles and trailers and is responsible for the credentials of more than a million drivers.

ITD recognizes that most communities across Idaho are feeling the pressures of growth, and they seek relief in their communities. As stewards of the public, ITD has a great responsibility to invest taxpayer dollars wisely in deliberate, tangible benefits.

ITD delivered a robust construction program in 2026, a consistent trend over the last few years made possible with historic investments in transportation. With the recent budget changes in transportation funding, preservation projects that focus on maintaining safe roads and bridges must remain top priority. Roadway capacity projects are also very important, and ITD will construct those projects when funding allows.

A modernized transportation system is safer for everyone and drives economic opportunity. ITD is committed to customer service and working with statewide partners to deliver timely and meaningful transportation projects.

With so much change around us, ITD will leverage our innovative spirit to advance services that benefit our customers and drive maximum efficiency.

As we prepare for the challenges ahead, the key to our success will be continuing to focus on our strengths that position ITD to best serve Idahoans. These strengths are represented in ITD's Five Focus Areas that drive our strategic goals and measure our success.

Invest with Purpose
We will work toward modernizing the transportation system and services by investing with purpose the funds provided by Governor Little and the legislature to enhance the quality of life in Idaho. This is intended to keep us all keenly aware of our stewardship to the public. ITD uses a proven investment strategy that ensures proper management of the state's transportation assets. First, we prioritize funding to operate the system (repairing potholes, snow removal, repairing damaged guardrail, and lane striping); then, preserve and restore our roads and bridges to achieve the greatest service from past investments. ITD will be ready to address growth at the rate budgets allow. As investment resources become available, we are committed to delivering completed projects without delay to achieve the fastest realization of public benefit.

External Outreach
We will continue to emphasize and be intentional in our public outreach, engagement, and customer service solutions at ITD and be a strong partner with the private sector, local agencies, law enforcement, and communities that rely upon us. Communities care deeply about transportation decisions, so we have intensified our efforts to include them in investment decisions.

Ideal Workplace
We are so fortunate to have a very talented and loyal workforce team. We will continually seek ways to foster a rewarding employee experience by listening to and engaging with one another and showing appreciation to our employees.

Innovation
Employee innovation helps us respond to changing demands in our work. ITD employees are very committed to this mission and are in a unique position to provide insightful changes that bring great value. We will elevate innovators across the organization and leverage employee ideas to better serve Idaho every day.

Employee Safety
We are vigilant about employee safety. We will continue the important emphasis on employee safety because we want everyone to return home safely every day.

Vision

Enhancing Quality of Life Through Transportation

Mission

Your Safety. Your Mobility. Your Economic Opportunity.

Goals & Objectives

The Idaho Transportation Department has set measurable objectives for each primary goal which are detailed below and further described in the "Measurement" section.

Provide the safest possible transportation system.
Reduce highway and aircraft fatality rates.

Provide a mobility-focused transportation system that drives economic opportunity.
Keep highways clear of snow and ice during winter storms.
Maintain pavement and bridges in good or fair condition.
Implement construction projects on time.

Continually improve the employee experience.
Minimize employee turnover rates.

Continually innovate business practices.
Save taxpayers' money through employee-driven innovations.
Provide customers with 24/7, on-demand DMV services via Skip the Trip options.

Measurement – What Are We Doing to Achieve our Goals?

ITD's dashboard of performance measures, benchmarks, and objectives is available online. It can be found at: https://apps.itd.idaho.gov/apps/Dashboard.

Committed to: Provide the safest possible transportation system and work environment.

We care about your safety because each person is a mother, father, son, or daughter, and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho's high quality of life.

Applicable major divisions: Highways and Bridges, Aeronautics

Goal: Provide the safest possible transportation system.
Objective: Reduce the fatality rate.
Achievement: ITD recorded a five-year fatality rate CY21-25 of 1.27
Future Targets: CY22-26 – 1.32, CY23-27 – 1.27, CY24-28 – 1.27

How Target Was Chosen: This reflects federal standards for each state and incorporates ITD's own internal research.

Why This Is Important
Even one death on Idaho's highways is one death too many. Each death is a personal tragedy for the individual's family and friends and has an enormous financial cost to the community. Every life counts.

How We Measure It
The measure is calculated by dividing the number of fatalities over a five-year period by the number of vehicle miles traveled during that same period. Estimates are provided due to data availability on the National Highway Traffic Safety Administration (Fatality Analysis Reporting System) and Vehicle Miles Traveled.

What We're Doing About It
The department advances programs to eliminate traffic deaths, serious injuries, and economic losses. These programs focus on engineering, education, enforcement and emergency response.

Goal: Provide the safest possible transportation system.
Objective: Reduce fatal aircraft accident rate.
Achievement: State of Idaho, 5-year aircraft fatality accident rate for CY21-25 of 3.22
Future target: CY22-26 – 1.95, CY23-27 – 1.90, CY24-28 – 1.90

How target was chosen: With the small number of fatal accidents annually in Idaho, these targets represent reductions in fatal accidents with projected increases in flight hours.

**Estimate pending NTSB and FAA data*

Why This is Important
Even one death on any portion of Idaho's transportation system is one death too many. Improving Idaho's aviation safety minimizes the tragedies families must endure, protects our natural resources with the state's numerous backcountry airfields, and increases the state's economic vitality.

How We Measure It
Idaho flight hours are measured based on the total amount of 100 low-lead general aviation fuel sold in the state. The Division of Aeronautics then calculates the fatal aircraft accident rate per 100,000 flight hours based on the calculated hours flown and the number of fatal accidents. Data reflects a two-year delay based on National Transportation Safety Board and FAA investigation reporting timelines.

What We Are Doing About It
The Division of Aeronautics develops aviation safety measures and programs to reduce accidents and fatalities. These programs include pilot safety seminars, written and video standard operating procedures at popular, state-managed backcountry airfields and publishing the annual Idaho Aviation Accident Scorecard with accident analysis.

Committed to: Provide a mobility-focused transportation system that drives economic opportunity.

A mobility-focused transportation system sets the stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

An efficient transportation system helps business be more efficient and competitive in a time sensitive global market.

Applicable major division: Highways and Bridges

Goal: Provide a mobility-focused transportation system that drives economic opportunity.
Objective: Keep highways free of ice and snow at least 73% of the time during winter storms.
Achievement: FY26 (2025/2026 winter season), roads were kept clear 89% of the time during winter storms.
Future Targets: 73% Annually

How Target Was Chosen: 73% is above the ITD initial target and represents performing to a high level of service.

Why This Is Important
Idaho travelers need safe and reliable highways during winter storms. Preventing the accumulation of snow and ice or quickly removing it from highways increases safety, mobility, and improves commerce.

How We Measure It
Idaho's highways are broken down into hundreds of sections. Nearly half of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations where winter storms most affect travel -- high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percentage of time those highway sections are kept clear of ice and snow during winter storms.

What We're Doing About It
ITD is using this data from the automated roadway condition sensors and weather information stations to continuously improve the effectiveness of its winter maintenance efforts across the state.

The department accomplishes this by customizing snowplowing practices and de-icing treatments, along with the strategic allocation of people and equipment.

Goal: Provide a mobility-focused transportation system that drives economic opportunity.
Objective: Maintain 80% of pavement and bridges on State Highways in good or fair condition.
> **Pavement Achievement:** FY26, 89.7% of pavements were in good or fair condition.
> **Bridge Achievement:** FY26, 85.4% of bridges were in good condition.
> **Future Targets:** Maintain at or above 80% Annually

How Target Was Chosen: This target was selected based on ITD research.

Why This Is Important
Pavement conditions affect the operating costs and safety of passenger and commercial vehicles. Regularly scheduled preventive maintenance, preservation, and reconstruction treatments extend the useful life of pavements.

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs. It also helps maintain connectivity and commerce, which depend on the carrying capacity and reliability of roads and bridges.

How We Measure It
Pavement roughness and rutting are monitored annually in our highway asset management program using field technology to rate all sections by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings. Data and visual surface inspections are then used to rate percentages of pavement in good or fair condition each year.

The bridge measurement is the ratio of deck area (or plan dimension) of bridges in good condition to the deck area of the entire inventory of state bridges, stated as a percentage.

What We're Doing About It
Additional planned revenues allow ITD to invest in critical projects and address the backlog of aging pavements and bridges. While our current measure is above our stated goal, our customer feedback and our predictive models indicate that additional attention is needed.

Goal: Provide a mobility-focused transportation system that drives economic opportunity.
Objective: Deliver projects scheduled for construction in any given year, designed and ready to bid on or ahead of schedule.
> **Achievement:** In FFY26, ITD had 87% of programmed projects designed and ready to bid before the beginning of FY26.
> **Future Targets:** 100% Ready to Bid Annually

How Target Was Chosen: This represents the best possible outcome.

Why This Is Important
Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service. Getting projects ready to bid involves planning, designing, environmental documentation, permitting, utility coordination, and right-of-way acquisition. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Investment Program (ITIP). Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects and to advance projects when resources allow.

How We Measure It
ITD monitors the dates when highway infrastructure projects are ready to bid. This includes highway paving, guardrails, traffic signals, signs, bridge repair, and more. ITD measures the percent of projects ready to bid at the beginning of the respective federal fiscal year.

What We're Doing About It
The Highway Leadership Team reviews the delivery status of next year's projects monthly, provides assistance, and commits additional resources as needed. Each infrastructure project in the ITIP is assigned a project manager who is responsible for coordinating the work on the project, and setting and keeping the project schedule while maintaining the project scope and budget. Each project has a completed charter before entering the ITIP which includes an approved scope, schedule and budget. The Program Management Office (PMO) provides training and assistance in project delivery, including scheduling and estimating. Private engineering teams have been contracted to supplement engineering capacity.

Committed to: Continually improve the employee experience

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

<u>Applicable major division: All Divisions</u>

Goal: Continually improve the employee experience.

Objective: Hold employee total turnover rate to 10%
- **Achievement:** FY26 turnover rate of 13.0%
- **Future Targets:** 10% Annually

How Target Was Chosen: Historical performance.

Why This Is Important
Employees are the driving force of our agency. Retaining employees minimizes the cost invested in time and dollars spent onboarding and training. Experienced and qualified staff are essential to providing quality oversight and financial integrity. Ultimately, it enables us the ability to provide essential services and deliver projects that benefit Idahoans.

How We Measure It
Turnover percentage rates are calculated by comparing data from the number of employees at the beginning and end of the fiscal year to total employee separations.

What We're Doing About It
We are committed to creating an Ideal Workplace where employees are engaged in their work and provided opportunities for development and growth. This drives better results and services for the public, increasing customer satisfaction. ITD is taking intentional steps for increased engagement among all managers and supervisors with a focus on employee engagement, fostering meaningful employee experiences, through recognition and appreciation.

Committed to: Continually innovate business practices

Adapting to growth and change is essential to meeting customer expectations. Innovation provides employees with the freedom and motivation to try new things and helps ITD make the best use of our resources and respond to growing expectations.

Saving time and money allows us to stretch resources further, making us a more efficient agency. An innovative culture keeps ITD focused on the future.

Applicable major division: Administration

Goal: Continually innovate business practices.

Objective: Save taxpayer's money through employee-driven innovation.

Achievement: In FY26, saved $3.4 million in time and money

Future Targets: Annual Savings $3.4 million

How Target Was Chosen: Historical performance of employee-driven innovative efforts.

Why This Is Important

Measuring the results of employee-driven innovation shows how savings from these efforts may be directed back to ITD priorities and put to work on as many transportation services as possible. In many cases the innovative savings are for the citizens such as in reduced DMV fees. Innovation also increases employee commitment to high quality results.

How We Measure It

Employees calculate the dollars saved from their efforts as well as their time based on simple estimates. Time is converted into dollars at the flat average rate of $30 per hour of time.

What We're Doing About It

Innovate ITD! is an employee-driven program. Since 2014, ITD employees have generated a significant number of innovative ideas that save time, money and improve the ITD customer's experience, whether it is a DMV service or traveling the state. ITD has a senior leadership team (20 senior leaders) that steers this effort supported by leaders and employees across the state that inspire and motivate employees to create efficiencies and customer service improvements.

Applicable major division: Motor Vehicles

Goal: Continually innovate business practices.

Objective: Provide customers with 24/7, on-demand DMV services via Skip the Trip modes

Achievement: FY26, processed 2,200,000 via Skip the Trip.

Future Targets*: FY27 – 2,300,000, FY28 – 2,500,000, FY29 – 2,600,000

*Future targets updated to align with exceeding achievement goal

How Target Was Chosen: Historical performance combined with projections and planned enhancements.

Why This Is Important

The public is asking to interact with the DMV in a variety of different ways outside the traditional brick and mortar DMV office. Online, QR Codes, mail, or through their Auto Dealers or Financial Institution are a few examples. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line. It allows them to Skip the Trip to a DMV office. This is also saving citizens in cost by eliminating some fees.

How We Measure It

This measurement of online transactions quantifies the centralized auto and personal credentialing work done by ITD staff, including the number of online, QR codes, and renew-by-mail transactions. Additionally, it includes auto credential transactions processed by authorized providers such as auto dealers and financial institutions.

What We're Doing About It

ITD is committed to expanding the ability of customers to obtain registrations, licenses and permits through the channels the public interacts with, which allows them to Skip the Trip to a county office. We will continue to focus on getting the word out for these options through targeted communications as additional features are added.

Key External Factors

Population Growth and Demand for Services

Over the last 10 years, Idaho's rate of population growth is second in the U.S. That is directly correlated to a rapid increase in the demand for transportation services and related impacts on infrastructure maintenance/improvements necessary to keep pace. In such a growth environment, increasing service demands affect all modes of transportation including highways, aeronautics, and public transportation.

Inflation/Rising Cost of Construction Materials

Transportation funding is greatly influenced by the rising cost of project materials, the cost to transport these goods to project sites statewide, and the effect as inflation reduces purchasing power in the time period between when bids are submitted/opened and when work actually begins. Frequently, the costs at the bidding stage have often changed significantly in the ensuing months.

Future of Transportation Investments

Communities are feeling the pressure of growth making the availability of transportation revenues an important factor. The ability to advance and accelerate projects hinges on both dedicated and general fund revenues.

Workforce Retention

Retention of talented employees increases the confidence in ITD projects and services delivery and quality. The external labor market is an essential factor in employee retention.

Board Agenda Item ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Dave Kuisti	Chief Deputy
Preparer's Name	Preparer's Title
Lorraine Dennis	Business Executive to the Board

Subject

FY26 Performance Report for the Division of Financial Management		
Key Number	District	Route Number

Background Information

Idaho Code 67-1904 requires all state agencies to submit an annual performance report to the Division of Financial Management by the end of August to include the fiscal year results and FY27 performance targets identified in ITD's Strategic Plan.

The report includes the following elements:

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

The FY26 financial data and metric estimates have been updated to reflect the final year-end closeout data.

Recommendations *(Action items require a resolution)*

Approve ITD's FY26 Performance Report.

Part I – Agency Profile

Agency Overview

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

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

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

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

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

The department is funded through several sources, including user fees (fuel tax and vehicle registration), dedicated state sales tax, general fund revenues, and federal funds. The department headquarters is in Boise. District offices are in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department was authorized for 1,645 full-time positions for FY26.

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Vacant, Chairman	Alberto Gonzalez, Director
Paul Franz, District 1	David B. Kuisti, Chief Deputy
Gary Osborn, Vice Chair, District 2	Laila Kral, Chief Deputy
Julie DeLorenzo, District 3	Lisa McClellan, Chief of Administration
Mitch Watkins, District 4	Todd Hubbard, Chief Operations Officer
John Bulger, District 5	
Cortney Liddiard, District 6	

Core Functions/Idaho Code

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

through innovative practices, employee engagement, continuous improvement, employee safety, workforce development and other ideal workplace efforts. Additionally, this core function oversees federal programs for Title VI, Equal Employment Opportunity, and the Disadvantaged Business Enterprises.

Revenue and Expenditures

Revenues[1,4,5-8]		FY 2023	FY 2024	FY 2025	FY 2026
Aeronautics Fund					
	State[7]	$39,285,272	$5,356,687	$5,631,561	$5,139,024
	Federal	$206,808	$256,216	$83,489	$269,695
State Highway Account Fund					
	State	$383,253,599	$405,032,887	$421,997,861	$438,392,263
	Federal	$386,473,094	$508,378,407	$492,938,251	$476,596,670
	Local	$7,467,054	$12,266,284	$15,230,976	$10,907,524
Strategic Initiatives Program[4,7]					
	State	$338,354,238	$342,241,494	$413,961,554	$168,301,147
Trans. Expansion & Congestion Mitigation[5,8]	State	$90,225,025	$92,286,824	$104,023,057	$107,806,061
CARES Act Covid-10 Fund[6]		$4,187,831	$3,389,573	$5,170,129	$2,194,559
	Total	**$1,249,452,921**	**$1,369,208,372**	**$1,459,036,878**	**$1,209,606,943**
Expenditures[1-6]		**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026**
Personnel Costs		$141,132,213	$143,379,659	$143,052,536	$159,246,548
Operating Expenditures		$106,004,538	$115,813,795	$108,366,120	$116,825,868
Capital Outlay[3]		$710,791,426	$807,786,548	$848,001,242	$811,863,977
Trustee/Benefit Payments		$95,659,199	$262,075,316	$120,000,012	$176,789,286
	Total	**$1,053,587,376**	**$1,329,055,318**	**$1,219,419,910**	**$1,264,725,679**

[1]Revenues and Expenditures do not include GARVEE & TECM bond proceeds or project costs.
[2]Expenditures include cash expenditures and encumbrances.
[3]Capital Outlay includes GARVEE & TECM debt-service payments.
[4]Strategic Initiatives Program Fund as established in Idaho Code 40-719.
[5]TECM as established in Idaho Code 40-720.
[6]CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements.
[7]$6.4 million was transferred into the State Aeronautics (AERO) Fund and $228M was transferred into the Strategic Initiatives Program (SIP) Fund for FY22 from the Governor's "Leading Idaho." $35M was transferred into the State AERO Fund and $330M was transferred into the SIP Fund for FY23 from the Governor's "Idaho First." $182.4M was appropriated to the SIP Fund for FY24 for the Contract Construction and Right-of-Way Acquisition Program. $381.7M was appropriated to the SIP Fund for FY25.
[8]$100M was transferred into the TECM Fund for FY22 to finance a portion of the up to $325M 2022A bond series for road projects.

Caseload and/or Key Services Provided

	FY 2023	FY 2024	FY 2025	FY 2026
Idaho Population	1.86 million	1.99 million	2.02 million	2.06 million
Licensed Drivers	1.40 million	1.42 million	1.45 million	1.5 million
Vehicle Registrations	2.26 million[1]	2.5 million	2.53 million	2.6 million
Annual Miles Driven on State Highway System[2]	10.80 billion	11.08 billion	11.23 billion	11.61 billion

[1]Beginning in FY23, ITD started providing actual number of vehicle registrations, which can represent multiple vehicles, instead of transaction counts.
[2]Data is published annually after the end of the calendar year and reported as a fiscal year metric.

Licensing Freedom Act

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

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

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

VEHICLE – DEALER

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	1109	1140	1086	1100
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	129	108	120	53
Number of Final Disciplinary Actions Against Licensees	527[1]	790[1]	519	426

VEHICLE – DISTRIBUTOR

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	141	143	134	121
Number of New Applicants Denied Licensure	0	0	0	0

VEHICLE – DISTRIBUTOR REPRESENTATIVE

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	588	494	389	600
Number of New Applicants Denied Licensure	0	0	0	0

VEHICLE – MANUFACTURER

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	93	126	125	119
Number of New Applicants Denied Licensure	0	0	0	0

VEHICLE – MANUFACTURER REPRESENTATIVE

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	182	115	262	240
Number of New Applicants Denied Licensure	0	0	0	0

VEHICLE – SALESMAN

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	4,802	4423	4350	4612
Number of New Applicants Denied Licensure	0	0	0	0

VEHICLE – WHOLESALE DEALER

	FY 2023	FY 2024	FY 2025	FY 2026
Total Number of Licenses	47	82	57	57
Number of New Applicants Denied Licensure	0	0	0	0

[1]New tool created for the Notice of Deficiency Suspension Notice (NODS). In FY24, only six NODS resulted in suspension.
[2]System change implemented on how records are maintained that removes inactive and multiple licenses.

Part II – Performance Measures

Committed to Provide the Safest Transportation System and Work Environment

Performance Measure		CY 18-22	CY 19-23	CY 20-24	CY 21-25	CY 22-26
1. Five-Year Annual Fatality Rate Per 100 Million Miles Traveled	actual	1.27	1.28	1.27	1.27	---
	target	*1.36*	*1.35*	*1.33*	*1.32*	*1.32*
2. Five-Year Aircraft Fatality Accident Rate Per 100,000 Flight Hours	actual	2.82	2.96	3.37	3.22	---
	target	*2.30*	*2.20*	*2.10*	*2.00*	*1.95*

Committed to Provide a Mobility-Focused Transportation System that Drives Economic Opportunity

Performance Measure		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
3. % Pavement in Good or Fair Condition,[1]	actual	88%	86%	87%	89.7%	
	target	*80%*	*80%*	*80%*	*80%*	*80%*
4. % Bridges in Good or Fair Condition[1]	actual	80%	81%	82.8%	85.4%	---
	target	*80%*	*80%*	*80%*	*80%*	*80%*
5. % of Time Mobility Unimpeded during Winter Storms (winter season; Dec. - March)	actual	80%	88%	84%	89%	---
	target	*73%*	*73%*	*73%*	*73%*	*73%*

Committed to Continually Improve the Employee Experience

Performance Measure		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
6. Hold employee turnover rate (revised from voluntary to total turnover rate starting in FY23)[2]	actual	17%	15.6%	16.2%	13.0%	---
	target	*10%*	*10%*	*10.8%*	*10%*	*10%*

Committed to Continually Innovate Business Practices

Performance Measure		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
7. Save taxpayer's money through employee-driven Innovation[2]	actual	$12,400,000	$8,600,000	$6,810,000	$3,400,000	---
	target	*$1,400,000*	*$2,400,000*	*$3,400,000*	*$3,400,000*	*$3,400,000*
8. DMV online transactions – Skip the Trip[2]	actual	1,535,200	1,510,000	1,880,000*	$2,200,000	---
	target	*1,560,000*	*1,769,000*	*1,615,000*	*1,680,000*	*2,300,000*

[1]Inspections for #3 and #4 metrics are done during summer months of the calendar year and reported as fiscal year metrics.

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

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

For More Information Contact

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

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

Subject

FY 2026 Account Write Off

Key Number	District	Route Number

Background Information

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

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

This year six accounts have been determined to be uncollectible.

	FY26 QTY	FY26	FY25 QTY	FY25
Accounts > $1,000	4	$8,458.48	3	$9,061.27
Accounts < $1,000	2	$447.00	8	$2,298.88

Account balances to be written off that are over the $1,000 threshold are 4 insufficient funds checks totaling $8,458.48

Account balances to be written off for less than $1,000 are mostly due to the expiration of the statute of limitations.

The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department, where applicable, until their deficiencies are paid or statute of limitations is reached. The Controller has reviewed the write off of 4 uncollectible accounts receivable over $1,000 totaling $8,458.48.

Recommendations *(Action items require a resolution)*

Staff recommend approval to write off 4 accounts in excess of $1,000, totaling $8,458.48, with a grand total write off of $8,905.48.

ACCOUNTS TO BE WRITTEN OFF - $1000 or Greater

FISCAL YEAR 2026

Statement Date	6/5/2026

Account	Name	Final Comments	Registration	Returned Check	Audit	Re-instatement	Damage Claim	Other	Amount
554513	NOAHS MACHINERY MOVING LLC	Past statute of limitations.	$ -	$ 1,991.24	$ -	$ 40.00	$ -	$ -	$ 2,031.24
655099	HANDERSON TRUCKING	Past statute of limitations.	$ -	$ 1,643.04	$ -	$ 40.00	$ -	$ -	$ 1,683.04
565563	SWAFFORD TRUCKING LLC	Past statute of limitations.	$ -	$ 1,338.00	$ -	$ 40.00	$ -	$ -	$ 1,378.00
625519	T9 INC	Past statute of limitations.	$ -	$ 3,326.20	$ -	$ 40.00	$ -	$ -	$ 3,366.20
Grand Total			**$ -**	**$ 8,298.48**	**$ -**	**$ 160.00**	**$ -**	**$ -**	**$ 8,458.48**

Approved by: ______________________________

Idaho Transportation Board Chairman **Date**

ACCOUNTS TO BE WRITTEN OFF - UNDER $1000

FISCAL YEAR 2026

Statement Date	6/5/2026

Account	Name	Final Comments	Registration	Returned Check	Audit	Re-instatement	Damage Claim	Other	Amount
9329399	DEBORAH L BELLEW	Past statute of limitations.	$ -	$ -	$ -	$ -	$ 397.00	$ -	$ 397.00
6101535	KELLY, KRISTA MAE	Past statute of limitations.	$ -	$ -	$ -	$ -	$ 50.00	$ -	$ 50.00
Grand Total			**$ -**	**$ -**	**$ -**	**$ -**	**$ 447.00**	**$ -**	**$ 447.00**

Approved by:

Controller **Date**

Chief Administrative Officer **Date**

Meeting Date August 20, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

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

Subject

FY26 Local Agencies' End of Year Plan & Prioritized Project List for Redistributed Obligation Authority		
Key Number	District	Route Number
various		

Background Information

This consent item requests approval to modify FY26 of the Federal-Aid Local Highway Program based upon project readiness and available funding to ensure that no funds are lost to Idaho, per Board policy 4011, Idaho Transportation Investment Program.

Currently, Idaho has received 78% of annual Obligation Authority (OA). Of that amount, Local Public Agencies/Programs have remaining Federal funding available (with match) in the amounts listed below:

Program	Allotted Program Funding through 9/30/26	Available Program balances as of 7/31/26
Recreational Trails	$1,161	$2,125
STBG - Transportation Mgt. Area	$9,260	$1,388
Transportation Alternatives (TMA)	$1,254	$3
Carbon - TMA	$2,565	($32)
STBG - Local Large Urban	$6,984	$6,704
STBG - Local Small Urban	$3,464	$232
STBG – Local Rural	$12,836	$1,591
Transportation Alternatives (Urban/Rural)	$7,771	$3,695
Local Bridge	$16,665	$17,354
Off System Bridge	$6,936	$5,175
Local Safety	$7,956	$3,385
Total	**$442,577**	**$66,117**

Within these programs are bid savings, prior year released funds and unused scheduled Preliminary Engineering/Construction/Right of Way or set-aside funds available to cover cost increases or to advance projects. When, and if, FY26 Redistribution is made available, ITD staff will obligate the additional local share of the OA based on the attached prioritized project list received from the Local Public Agencies. The priorities are contingent on delivery and cost estimating.

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

Approve the Local Public Agencies' End of Year Plan and Prioritized Project List of cost increases and advances for use of potential FY26 Redistribution.

FY2026 Local Public Agencies End of Year Plan
Projects scheduled to use up to 100% Obligation Authority

District	KN	Project Name	Phases	$ 000s
OFF-SYSTEM BRIDGE & LOCAL BRIDGE				
1	26544	WHISKEY JACK OVER BOYER SLOUGH BR, BONNER CO	PC	$ 841
6	24349	PASSASIKWANA NAOKWAIDE CREEK BR REHAB, CUSTER CO	CN	$ 2,234
6	20243	45TH E; SAND CREEK BRIDGE , BONNEVILLE CO	RW, CN	$ 3,515
6	20438	45TH E; WILLOW CR BR, BONNEVILLE CO	RW, CN	$ 2,160
6	23330	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	CN	$ 2,485
6	24341	SOUTH TETON RIVER BRIDGE, FREMONT CO	CN	$ 6,660
				$ 17,054
LOCAL SAFETY				
1	23880	SPIRIT LAKE CUTOFF CURVES, BONNER CO	CN	$ 1,599
1	24276	RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO	CN	$ 1,618
1	25040	GUARDRAIL IMPRV SYSTEMIC, LAKES HD	PC	$ 280
2	23881	GUN CLUB RD, LAPWAI RD TO STEWART, NEZ PERCE CO	CN	$ 1,868
3	23883	2ND ST S, SAFETY IMPROVEMENTS, NAMPA	CN	$ 1,213
4	24610	NORTHERN INTERSECTION IMPRV, JEROME HD	CN	$ 85
4	25064	SEVEN MILE CURVE SAFETY IMPRV (GS), JEROME HD	CN	$ 116
5	25049	GUARDRAIL UPGRADE SAFETY IMPRV, BEAR LAKE COUNTY	PC	$ 292
				$ 7,071
LOCAL RURAL				
3	20242	E LAKE FK RD; E LAKE FK CR BR TO SH 55, VALLEY CO	RW	$ 200
4	24350	3700 N RD; 2100 E TO 2300 E, TWIN FALLS CO	CN	$ 196
4	25059	3500 S RD REHAB; 1500 E TO SH 46, WEST POINT HD	PC	$ 567
6	25061	TRAIL CREEK RD REHAB; LOST RIVER HD	PC	$ 425
6	25062	E 500 N RD RECONSTRUCTION, LEWISVILLE	PC	$ 425
				$ 1,813
LOCAL SMALL URBAN				
9	23321	FY26 URBAN TRANSPORTATION PLANS	PC	$ 255
6	23330	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	CN	$ 2,483
3	24256	NE 11TH ST TO NW 16TH ST, PH 1, FRUITLAND	RW	$ 25
				$ 2,763
CARBON REDUCTION - TMA				
3	23095	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	RW	$ 1,184

FY2026 Local Public Agencies End of Year Plan
Projects scheduled to use up to 100% Obligation Authority

District	KN	Project Name	Phases	$ 000s
LOCAL LARGE URBAN				
1	23028	PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS HD	CN	$ 4,561
3	13905	N 10TH AVE ITS & OVERLAY, CALDWELL	CN	$ 3,123
3	22386	FY25-FY26 ACHD COMMUTERIDE, ADA & CANYON COS	CN	$ 55
3	22800	FY25-FY26 COMPASS PLANNING	PC	$ 99
3	22922	CANYON CO SRTS COORDINATOR & ACTIVITIES	PC	$ 50
5	12098	CENTER ST RR BR UPASS, POCATELLO	CN	$ 500
6	23023	ELM ST; YELLOWSTONE TO SOUTH BLVD, IDAHO FALLS	CN	$ 1,862
6	24242	1ST ST INT IMPROVEMENTS, AMMON	PC	$ 393
				$ 10,643
LOCAL TMA				
3	21896	OVERLAND RD, OWYHEE ST TO VISTA AVE, BOISE	RW	$ 35
3	22386	FY25-FY26 ACHD COMMUTERIDE, ADA & CANYON COS	CN	$ 330
3	22800	FY25-FY26 COMPASS PLANNING	PC	$ 536
3	23095	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	RW	$ 1,030
3	23323	COLUMBIA VILLAGE ROADWAY & ADA IMPROVEMENTS, BOISE	PC	$ 870
3	23678	TRANS SYSTEM MGMT & OPS PLAN, COMPASS	PC	$ 400
3	23943	FY25-FY26 SR2S, ADA CO	PC	$ 286
3	24222	GREENBELT CONN PATHWAY NEAR 52ND ST, BOISE	PC	$ 650
3	24985	PED IMPRVMNTS, US 20/26 (CHINDEN) AT 32N, ADA CO	PC, RW	$ 255
3	26539	5TH ST DESIGN ONLY, BOISE	PC	$ 350
3	26584	43RD STREET, USTICK RD TO BOISE RIVER, GARDEN CITY	RW	$ 97
				$ 4,839
TRANSPORTATION ALTERNATIVES - TMA				
3	26584	43RD STREET, USTICK RD TO BOISE RIVER, GARDEN CITY	RW	$ 3
TRANSPORTATION ALTERNATIVES - URBAN / RURAL				
1	24677	BIKE PATH CONNECTIONS, HARRISON	PC	$ 76
2	22943	PEDESTRIAN SIDEWALK AND CROSSING, MOSCOW	CN	$ 788
6	23914	49TH STREET COMMUNITY TRAIL PROJECT, AMMON	CN	$ 399
6	23923	HIBBARD BIKE LANE, MADISON CO	CN	$ 490
6	24679	IDAHO CANAL PATH, LOVEJOY TO LINCOLN, IDAHO FALLS	PC	$ 50
9	24693	FY26 LHTAC TAP PROGRAM ADMINISTRATION	PC	$ 68
				$ 1,871

FY2026 Local Public Agencies End of Year Plan
Prioritized projects if we receive greater than 100% Obligation Authority

Dist.	KN	Prog Yr	Project Name	Phases	$ 000s	
OFF-SYSTEM BRIDGE & LOCAL BRIDGE						
1	22893	2027	N FORK EAST RV BR, BONNER CO	PC	$ 1,000	Inc.
1	24299	2027	MOON PASS RD TUNNELS AND BRIDGES	PC	$ 600	Inc.
2	21986	2028	SAND RD BR NR MOSCOW, N LATAH HD	PC	$ 800	Inc.
2	24625	2030	THREE MILE CR BR ON LUKES GULCH RD, IDAHO CO	PC	$ 750	Inc.
4	24735	2030	30 S RD BR OVER MILNER GOODING CANAL	PC	$ 100	Inc.
6	24736	2029	SQ ROAD OVER PASSASIKWANA CR BRIDGE #3	PC	$ 700	Inc.
9	23148	2026	FY26 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	PC	$ 5,000	Inc.
9	23705	2027	FY27 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	CN	$ 2,000	Adv.
1	22892	2028	OLD HWY 95; UPRR BR REPLACEMENT	PC	$ 1,755	Inc.
6	23330	2026	E PARKWAY; BARNEY DAIRY RD TO 7TH N	CN	$ 7,600	Inc.
					$ 20,305	
LOCAL SAFETY						
1	25040	2029	GUARDRAIL IMPRV SYSTEMIC	PC	$ 50	Inc.
2	24607	2027	8TH ST SAFETY IMPROVEMENTS	RW	$ 87	Inc.
2	25044	2028	TAMMANY CREEK RD SAFETY IMPRV	PC	$ 50	Inc.
4	25048	2028	TRAIL CREEK RD SAFETY IMPRV	PC	$ 40	Inc.
5	25049	2029	GUARDRAIL UPGRADE SAFETY IMPRV	PC	$ 292	Inc.
					$ 519	
LOCAL RURAL						
3	19951	2029	OLD HWY 30; SAND HOLLOW RD TO SH 44, CANYON HD	RW	$ 906	Inc.
3	22606	2027	PINE-FEATHERVILLE RD REHAB	CN	$ 773	Adv.
4	25059	2500	3500 S RD REHAB; 1500 E TO SH 46	PC	$ 675	Inc.
4	25060	2500	GANNETT RD IMPROVEMENTS	PC	$ 122	Inc.
6	25061	2500	TRAIL CREEK RD REHAB	PC	$ 675	Inc.
6	25062	2500	E 500 N RD RECONSTRUCTION, LEWISVILLE	PC	$ 675	Inc.
					$ 3,826	

FY2026 Local Public Agencies End of Year Plan

Prioritized projects if we receive greater than 100% Obligation Authority

Dist.	KN	Prog Yr	Project Name	Phases	$ 000s	
LOCAL LARGE URBAN						
2	20024	2500	BRYDEN AVE RECONSTRUCTION STG 1, LEWISTON	PC	$ 50	Inc.
3	13905	2026	N 10TH AVE ITS & OVERLAY, CALDWELL	CN	$ 500	Inc.
6	24242	2500	1ST ST INT IMPROVEMENTS, AMMON	PC	$ 393	Inc.
					$ 943	
LOCAL TMA						
3	26539	2032	5TH ST DESIGN ONLY, BOISE	PC	$ 300	Inc.
3	26584	2026	43RD STREET, USTICK RD TO BOISE RIVER, GARDEN CITY	RW	$ 100	Inc.
					$ 400	
TRANSPORTATION ALTERNATIVES						
2	22943	2026	PEDESTRIAN UNDERPASS, MOSCOW	CN	$ 400	Inc.
3	24674	2029	MAIN ST SIDEWALK PH 1 & PH 2	PC	$ 50	Inc.
5	23905	2026	BRENNAN TRAIL EXTENSION AND PED BRIDGE	CN	$ 150	Inc.
6	23914	2026	49TH STREET COMMUNITY TRAIL PROJECT	CN	$ 265	Inc.
6	23919	2026	SUGAR CITY ALTERNATIVE TRANSP SYSTEM	CN	$ 250	Inc.
6	24678	2028	TAUTPHAUS PARK EAST LOOP PATH	PC	$ 50	Inc.
6	24679	2028	IDAHO CANAL PATH, LOVEJOY TO LINCOLN	PC	$ 50	Inc.
6	24684	2028	TETON RIVER CONNECTING PATH & PED BRIDGE	PC	$ 313	Inc.
					$ 1,528	
TRANSPORTATION ALTERNATIVES - TMA						
3	24222	2500	GREENBELT CONN PATHWAY NEAR 52ND ST, BOISE	CN	$ 3	Inc.

PC = Preliminary Engineering
RW = Right-of-Way
CN = Construction

Dollar amounts are shown in thousands

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

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

Return Check Report for FY 2026		
Key Number	District	Route Number

Background Information

The following is a report of FY26 dollar value of checks returned and collected.

	FY 2026	FY 2025
Total Value of Checks Deposited	$56,489,327	$44,081,658.
Value of Returned Checks	$67,185	$56,209
Quantity of Returned Checks	127	143
Percent of returned checks Based on all checks received	.12%	.13%
Collection of returned checks	$58,627	$66,755
Annual collection rate	87.26%	113.43%*

Analysis: There was an increase of 28% in the dollar amount of checks processed by ITD. The number of returned checks increased in value by 20%. *Recovery exceeds returns due to collection of previous year's returned checks.

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

Recommendations *(Action items require a resolution)*

Financial Services\Revenue Operations - Returned Checks Information

						Collection Effort				
	Total Value of Checks	Total Value Returned Checks	Percent of Return	Write Off	Percent of Return	Revenue Operations	Collection Agency	Total	Net Results	
FY2026										
July	$ 3,531,919.15	$1,058.70	0.03%	$0.00	0.0000%	$871.20	$0.00	$871.20	$187.50	
August	$5,201,655.28	$12,688.95	0.24%	$841.74	0.0162%	$8,105.05	$0.00	$8,105.05	$4,583.90	
September	$3,104,507.88	$27,436.34	0.88%	$0.00	0.0000%	$22,123.85	$0.00	$22,123.85	$5,312.49	
1st Quarter	**$11,838,082.31**	**$41,183.99**	**1.16%**	**$841.74**	**0.0071%**	**$31,100.10**	**$0.00**	**$31,100.10**	**$10,083.89**	**75.52%**
October	$4,248,681.65	$960.85	0.02%	$0.00	0.0000%	$7,939.04	$0.00	$7,939.04	($6,978.19)	
November	$7,197,200.71	$1,181.58	0.02%	$0.00	0.0000%	$987.63	$0.00	$987.63	$193.95	
December	$7,220,676.55	$6,249.21	0.09%	$0.00	0.0000%	$2,394.48	$0.00	$2,394.48	$3,854.73	
2nd Quarter	**$18,666,558.91**	**$8,391.64**	**0.13%**	**$0.00**	0.0000%	**$11,321.15**	**$0.00**	**$11,321.15**	**($2,929.51)**	**134.91%**
January	$3,167,058.21	$2,547.60	0.08%	$0.00	0.0000%	$2,837.25	$0.00	$2,837.25	($289.65)	
February	$3,755,674.45	$6,013.75	0.16%	$0.00	0.0000%	$7,318.45	$0.00	$7,318.45	($1,304.70)	
March	$4,441,183.00	$1,744.30	0.04%	$0.00	0.0000%	$2,028.00	$0.00	$2,028.00	($283.70)	
3rd Quarter	**$11,363,915.66**	**$10,305.65**	**0.28%**	**$0.00**	**0.0000%**	**$12,183.70**	**$0.00**	**$12,183.70**	**($1,878.05)**	**118.22%**
April	$4,859,829.03	$2,561.35	0.05%	$0.00	0.0000%	$415.25	$0.00	$415.25	$2,146.10	
May	$3,095,759.38	$4,035.22	0.13%	$0.00	0.0000%	$2,566.45	$0.00	$2,566.45	$1,468.77	
June	$6,665,181.45	$707.00	0.01%	$0.00	0.0000%	$1,040.60	$0.00	$1,040.60	($333.60)	
4th Quarter	**$14,620,769.86**	**$7,303.57**	**0.19%**	**0.00%**	**0.00%**	**$4,022.30**	**0.00%**	**$4,022.30**	**$3,281.27**	**55.07%**
Total	**$56,489,326.74**	**$67,184.85**	**0.12%**	**$841.74**	**0.0015%**	**$58,627.25**	**$0.00**	**$58,627.25**	**$8,557.60**	**87.26%**

Uncollected Returned Checks					
FY 2026 NSF report					
Month	**Account**	**Name**	**Returned Check Amount**	**Type of Revenue**	**60 Day Collectability**
JUL	NW L	NW LOCAL EVENTS LLC/PAC NORTHWEST SALES	18.00	DEALERS	NOT GOOD
	NW L	NW LOCAL EVENTS LLC/PAC NORTHWEST SALES	211.00	DEALERS	NOT GOOD
AUG	BAI, M	BAILEY, CLAY GUNNER/MARGUERITE ELLEN	50.85	RBM REGISTRATION	NOT GOOD
SEP					
		1st Quarter FY 2026 Total Uncollected	279.85		
		1st Quarter FY 2026 Total Collected	$40,904.14		
		1st Quarter FY 2026 Total Returned	$41,183.99		
OCT	TIM, T	TIMMIMS, TRACIE C	$50.85	RBM REGISTRATION	NOT GOOD
	EST, A	ESTRADA, ALICE	$74.85	RBM REGISTRATION	NOT GOOD
NOV	DAV, L	DAVISON, LOIS M	$81.25	RBM REGISTRATION	NOT GOOD
DEC	611719	H8 TRUCKING	$1,651.81	COMMERCIAL REGISTRATION	NOT GOOD
		2nd Quarter FY 2026 Total Uncollected	$1,858.76		
		2nd Quarter FY 2026 Total Collected	$6,532.88		
		2nd Quarter FY 2026 Total Returned	$8,391.64		
JAN					
FEB	DOW R	DOWN THE ROAD MOTORS LLC	$100.25	DEALERS	NOT GOOD
	121314	MILLHORN FARMS INC	$4,598.00	COMMERCIAL REGISTRATION	NOT GOOD
MAR	MAN, C	MANAKAJA, CHUWEEKA HANIKA	$535.00	DRIVER SERVICES	NOT GOOD
		3rd Quarter FY 2026 Total Uncollected	$5,233.25		
		3rd Quarter FY 2026 Total Collected	$5,072.40		
		3rd Quarter FY 2026 Total Returned	$10,305.65		
APR	LEW, C	LEWIS, CHARITY	$148.10	RBM REGISTRATION	NOT GOOD
MAY	239969	MIKE OTTLEY TRUCKING	$2,671.47	COMMERCIAL REGISTRATION	NOT GOOD
	MCL, J	MCLEAN, JOHN T	$132.10	RBM REGISTRATION	NOT GOOD
	PER, T	PERKINS, GINA R/**TIM J**	$89.85	RBM REGISTRATION	NOT GOOD
JUN	SHE, M	SHEPHERD, MINDIE	$100.10	RBM REGISTRATION	NOT GOOD
	SMI, F	SMITH, FRANK W	$50.85	RBM REGISTRATION	NOT GOOD
	CAM, D	CAMPBELL JR, DONALD E	$100.10	RBM REGISTRATION	NOT GOOD
	HEA, E	HEALEY, ELIZABETH A	$196.10	RBM REGISTRATION	NOT GOOD
		4th Quarter FY 2025 Total Uncollected	$3,488.67		
		4th Quarter FY 2025 Total Collected	$3,814.90		
		4th Quarter FY 2025 Total Returned	$7,303.57		
		Total Uncollected	10,860.53		
		Total Collected	$56,324.32		
		Total Returned	$67,184.85		

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name	Presenter's Title
Chad Clawson P.E.	Chief Engineer/Div. Admin. Const & Ops
Preparer's Name	**Preparer's Title**
Monica Crider P.E.	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 07/31/26					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
62	24	2	0	0	0

RECENT ACTIONS

In accordance with Board Policy 4001, staff has initiated or completed action to award the contracts listed on the attached report.
The following table summarizes the contracts awarded (requiring no Board action) since the last Board Agenda Report.

Contracts Requiring no action from the Board 07/01/26 to 07/31/26	
ITD	Local
5	2

FUTURE ACTIONS

The Current Advertisement Report is attached

Recommendations *(Action items require a resolution)*

For Information Only.`

Monthly Status Report to the Board

PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

ITD State Infrastructure Projects

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	26578	SH-84	7/28/2026	6	$855,407.90	$705,724.71	($149,683.19)
SH-81, Rover Ports, D4							83%
Contractor: Summit Construction LLC					State		

ITD Supporting Infrastructure Asset (SIA) Projects

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	25130 SIA	US-95	7/14/2026	2	$500,000.00	$295,000.00	($205,000.00)
Lapwai Creek RR Bridge #29815							59%
Contractor: J7 Contracting Inc					State		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	25394 SIA	SH-50 & US-30	7/14/2026	4	$230,250.00	$134,225.00	($96,025.00)
490 Culvert Lining							58%
Contractor: Whitaker Constuction Co. Inc					State		

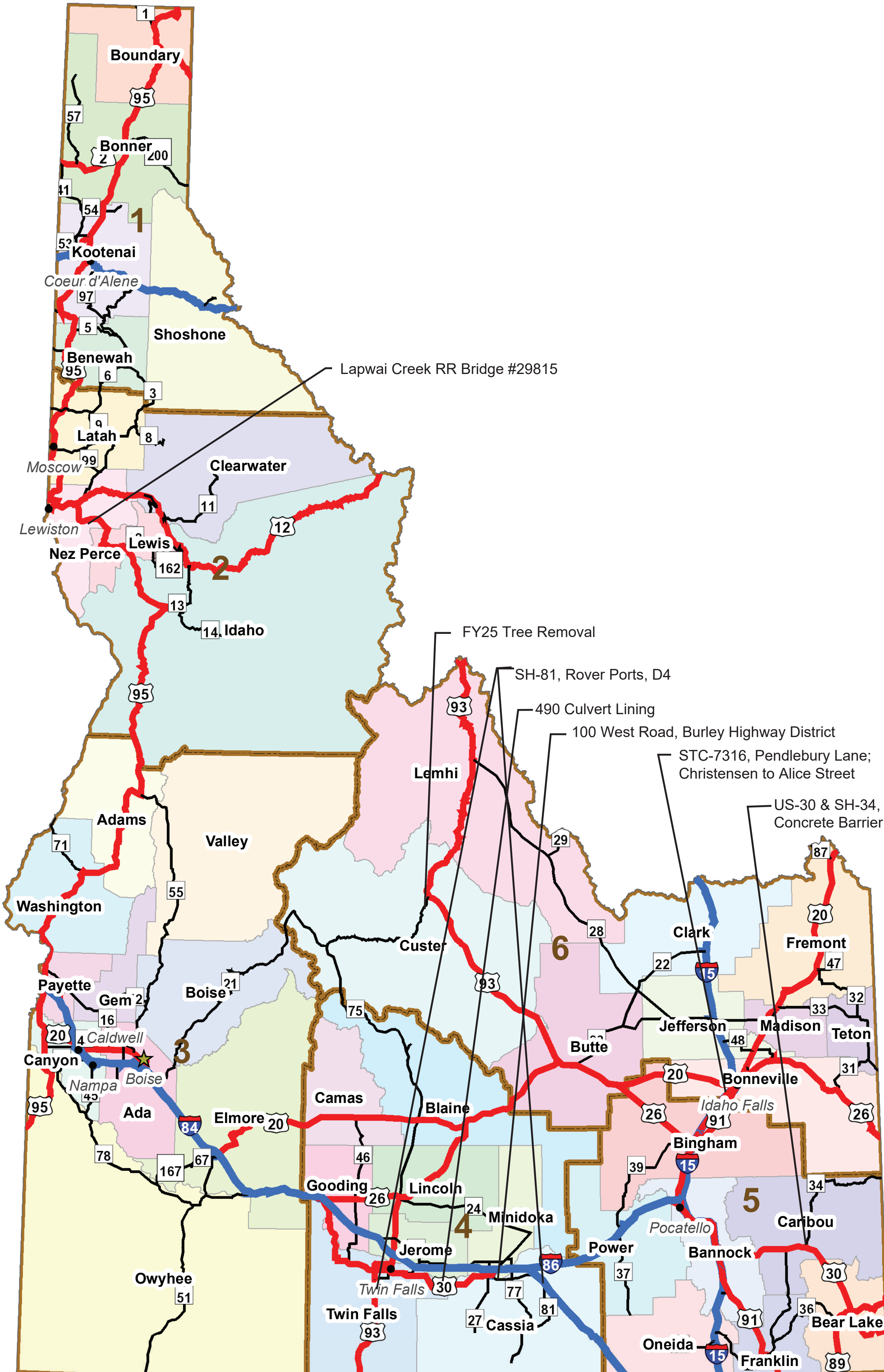
District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity FPVQ	Fixed Price	Quantity Bid
5	24090 SIA	US-30 & SH-34	7/21/2026	1	4.22 EA	$384,000.00	2.00
US-30 & SH-34, D5 Concrete Barrier Upgrades							
Contractor: Cannon Builders Inc					State	All bids were rejected	

District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity FPVQ	Fixed Price	Quantity Bid
4	25053 SIA	SH-75	7/28/2026	2	553.33 EA	$249,000.00	750.00
FY25 Tree Removal							
Contractor: McCall Tree LLC					State		

Local (LHTAC/ACHD) Infrastructure Projects

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(5)	24257	OFF SYS	7/14/2026	6	$2,493,166.37	$1,785,870.15	($707,296.22)
STC-7316, Pendlebury Lane; Christensen to Alice Street							72%
Contractor: Gale Lim Construction LLC					Federal		

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(4)	23736	OFF SYS	7/28/2026	7	$3,970,720.33	$2,559,070.31	($1,411,650.02)
100 West Road, Burley Highway Disrict							64%
Contractor: Whitaker Construction Co. Inc					Federal		


Lapwai Creek RR Bridge #29815
FY25 Tree Removal
SH-81, Rover Ports, D4
490 Culvert Lining
100 West Road, Burley Highway District
STC-7316, Pendlebury Lane;
Christensen to Alice Street
US-30 & SH-34, D5
Concrete Barrier Upgrades
Boundary
Bonner
Kootenai
Coeur d'Alene
Shoshone
Benewah
Latah
Moscow
Clearwater
Lewiston
Nez Perce
Lewis
Idaho
Lemhi
Adams
Valley
Washington
Custer
Clark
Fremont
Payette
Gem
Boise
Caldwell
Canyon
Nampa
Boise
Ada
Elmore
Camas
Blaine
Butte
Jefferson
Madison
Teton
Bonneville
Idaho Falls
Bingham
Gooding
Lincoln
Minidoka
Jerome
Twin Falls
Twin Falls
Cassia
Power
Pocatello
Bannock
Caribou
Oneida
Franklin
Bear Lake
Owyhee
1
2
3
4
5
6

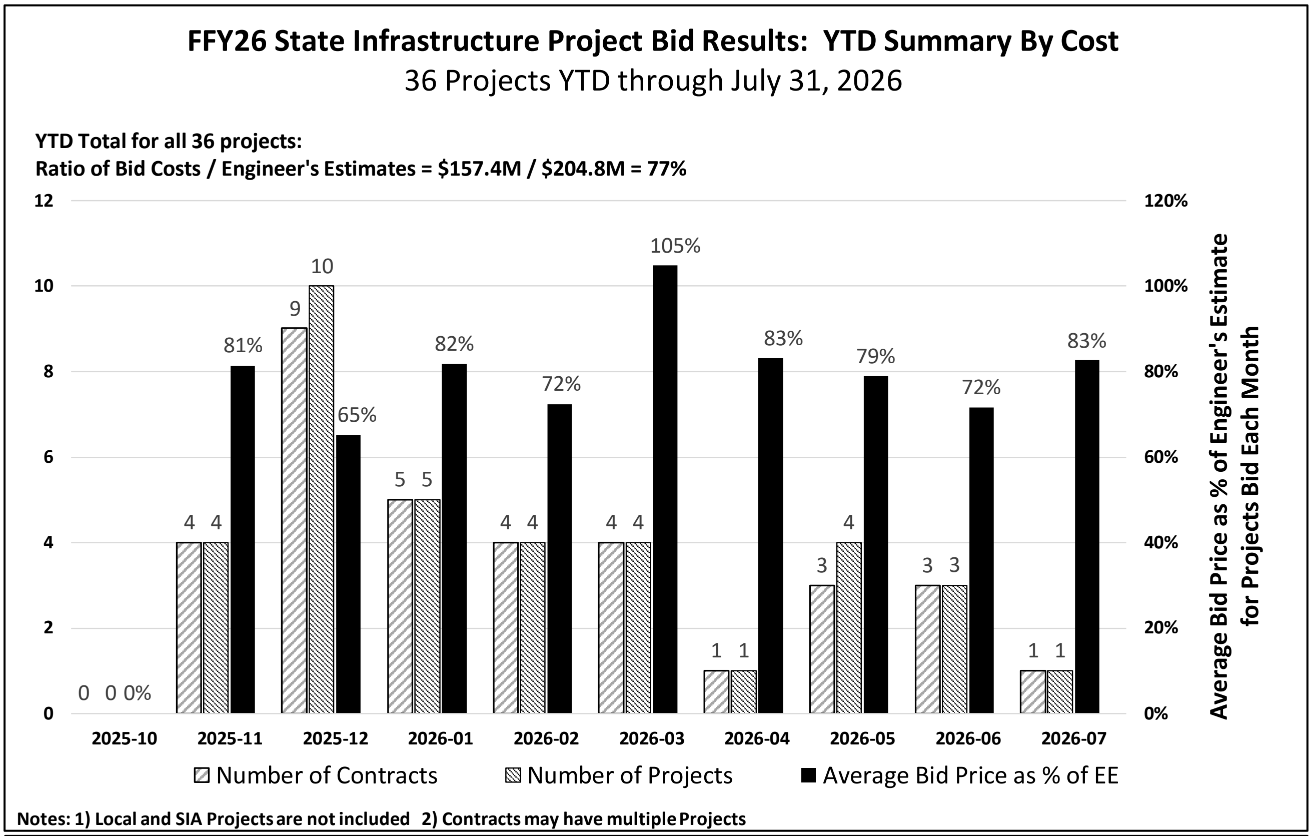
ITD

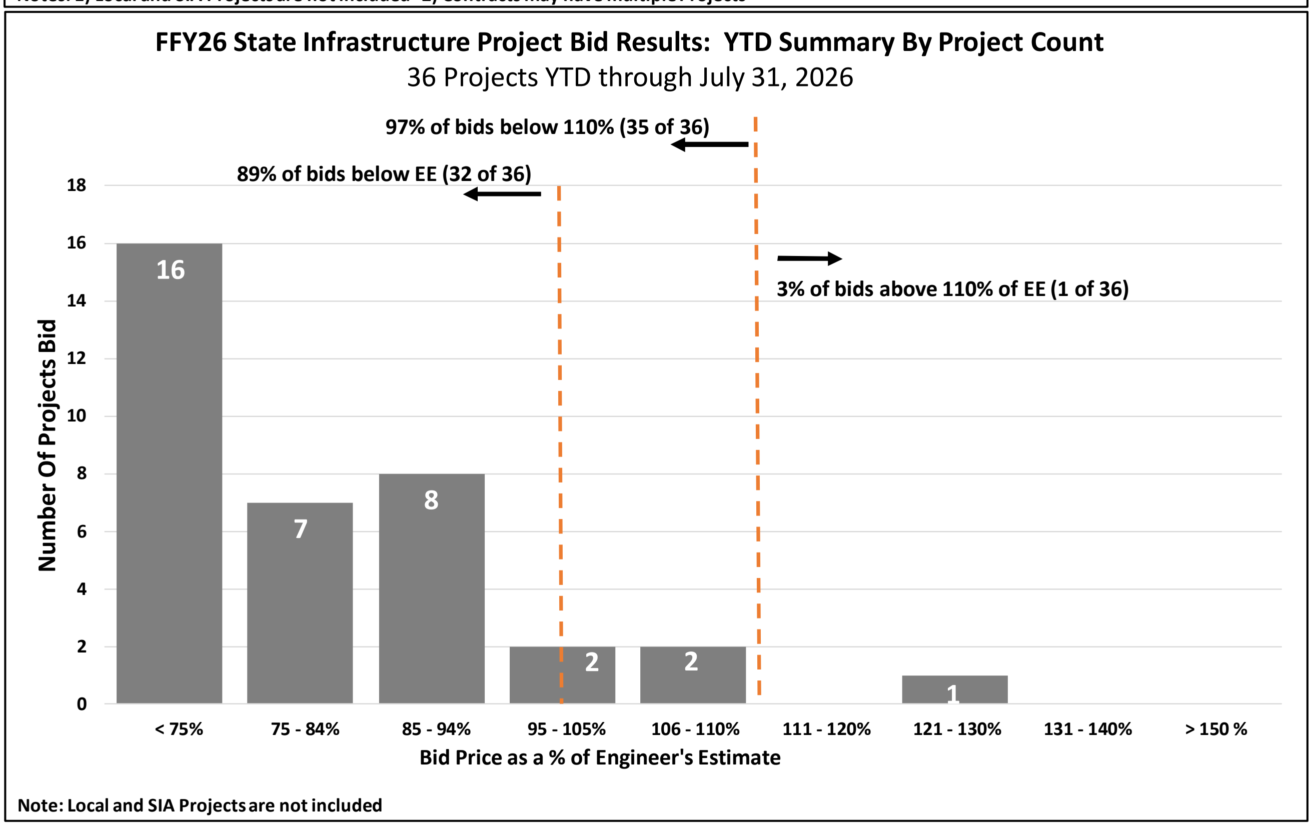
Monthly Contract Advertisements As of 07-31-2026

District	Key No.	Route	Bid Opening Date
LHTAC(4)	23733/24350	OFF SYS	8/11/2026
3700 N RD; 2100 E to 2300 E, Buhl & Filer HD $5,000,000 to $10,000,000			

District	Key No.	Route	Bid Opening Date
3	20574	SH-44 & SH-16	8/18/2026
SH-44, Star Rd to SH-16 $5,000,000 to $10,000,000			

District	Key No.	Route	Bid Opening Date
4	25082	I-84	9/1/2026
I-84, Kasota to Burley EBL Repairs $1,000,000 to $2,500,000			


FFY26 State Infrastructure Project Bid Results: YTD Summary By Cost
36 Projects YTD through July 31, 2026
YTD Total for all 36 projects:
Ratio of Bid Costs / Engineer's Estimates = $157.4M / $204.8M = 77%
12
10
8
6
4
2
0
120%
100%
80%
60%
40%
20%
0%
Average Bid Price as % of Engineer's Estimate for Projects Bid Each Month
0 0 0%
4 4 81%
9 10 65%
5 5 82%
4 4 72%
4 4 105%
1 1 83%
3 4 79%
3 3 72%
1 1 83%
2025-10
2025-11
2025-12
2026-01
2026-02
2026-03
2026-04
2026-05
2026-06
2026-07
Number of Contracts
Number of Projects
Average Bid Price as % of EE
Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

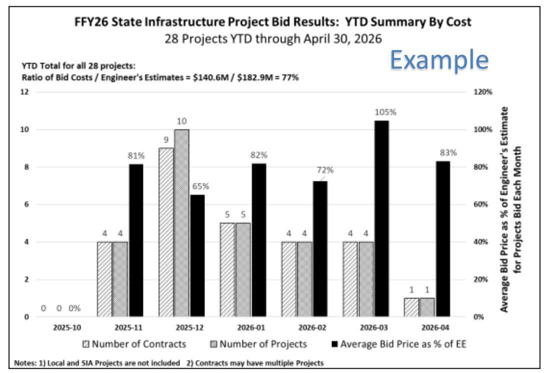

FFY26 State Infrastructure Project Bid Results: YTD Summary By Project Count
36 Projects YTD through July 31, 2026
97% of bids below 110% (35 of 36)
89% of bids below EE (32 of 36)
3% of bids above 110% of EE (1 of 36)
Number Of Projects Bid
18
16
14
12
10
8
6
4
2
0
16
7
8
2
2
1
< 75%
75 - 84%
85 - 94%
95 - 105%
106 - 110%
111 - 120%
121 - 130%
131 - 140%
> 150 %
Bid Price as a % of Engineer's Estimate
Note: Local and SIA Projects are not included

State Infrastructure Project Bid Results Narrative/Description

Each month the Board is provided with summaries of project bid results which show how contractor bids compare to the Department's engineer's estimate. These summaries are presented under two separate formats, Year-to-Date Summary by Cost and Year-to-Date Summary by Project Count. Below is a description of what is included in each summary.

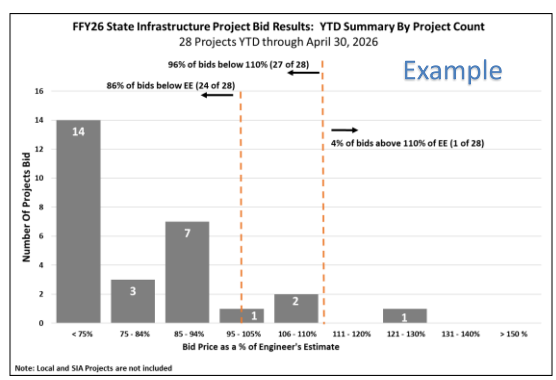
Table FFY26 State infrastructure Project Bid Results: YTD Summary by Cost

- Only state infrastructure projects are included in this summary. Does not include Local or SIA projects.
- It is a compilation of bid results for each federal fiscal year.
- Indicates the number of projects assessed within a given fiscal year.
- Provides the total sum of the awarded bid amounts as well as the total sum of the accompanying engineer's estimates for each contract bid.
- Calculates the ratio between the awarded bid amounts and the engineer's estimates.
- Shows a count of the number of contracts bid each month.
- Shows a count of the number of projects bid each month. This number can be different from the contract count if multiple projects are companioned together under one contract.
- Shows the ratio between the awarded bid amounts compared to the engineer's estimates for each month.



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

- Only state infrastructure projects are included in this summary. Does not include Local or SIA projects.
- It is a compilation of bid results for each federal fiscal year.
- Indicates the number of projects assessed within a given fiscal year.
- As determined by the awarded bid to engineer estimate ratio, it organizes the bid results for each project into the following categories.
  - < 75%
  - 75 – 84%
  - 85 – 94%
  - 95 – 105%
  - 106 – 110%
  - 111 – 120%
  - 121 – 130%
  - 131 – 140%
  - > 150%
- Provides a percentage and count for the following
  - Project bid results under the engineer's estimate
  - Project bid results under 110% of the engineer's estimate
  - Project bid results over 110% of the engineer's estimate



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

Monthly Reporting of Federal Formula Program Funding Through July 31, 2026.		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

Idaho has received full FY26 obligation authority through September 30, 2026 via a continuing resolution passed on February 3, 2026.

Obligation authority through September 30, 2026 is $364.7 million. This includes $6.4 million of *Highway Infrastructure General Funds* carried over from FY23, and $45 million *Infrastructure Investment and Jobs Act (IIJA) Bridge formula* (General Fund) funds. These General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act and the Fiscally Responsible Highway Funding Act of 2024. Idaho has received apportionments of $466.5 million. FY26 obligation authority through September 30, 2026 is 78.2% of apportionments.

Exhibit 1: Formula Funding for FY2026

IIJA FY2026	
Apportionments + Hwy Infra.	
Federal Aid Only	$466,489
Obligation Limits through 9/30/2026	
Federal Aid Only	$364,690

Notes:
1. All dollars in Thousands
2. 'Approved Program' amounts from December 2025 Highway Funding Plan.
3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 7/31/26.

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 7/31/26
All Other SHS Programs	$272,648	$20,753
GARVEE Formula Debt Service*	$63,182	($0)
State Planning and Research*	$9,623	$528
Metropolitan Planning*	$3,338	$25
Freight	$7,704	$1,554
Railroad Crossings	$1,612	($643)
Recreational Trails	$1,161	$2,125
STBG - Transportation Mgt. Area	$9,260	$1,388
Transportation Alternatives (TMA)*	$1,254	$3
Carbon - TMA	$2,565	($32)
STBG - Local Large Urban	$6,984	$6,704
Carbon - Large Urban	$7,618	$2,279
STBG - Local Small Urban	$3,464	$232
STBG – Local Rural	$12,836	$1,591
Transportation Alternatives (Urban/Rural)*	$7,771	$3,695
Local Bridge*	$16,665	$17,354
Off System Bridge*	$6,936	$5,175
Local Safety	$7,956	$3,385
Total	**$442,577**	**$66,117**

Notes:
1. All dollars in Thousands.
2. Allotments based on the December 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 July 31st.

* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

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

For Information

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name	Presenter's Title
Monica Crider, PE	State Design Engineer
Preparer's Name	**Preparer's Title**
Mohsen Amirmojahedi, PE	Consultant Services Manager

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS		
Key Number	District	Route Number

Background Information

<u>For all Agreements:</u>

Consultant Services processed 27 new professional services agreements and work tasks totaling **$3,960,182** and 10 supplemental agreements to existing professional services agreements totaling **$2,699,155** from June 21, 2026, through July 31, 2026.

<u>New Professional Services Agreements and Work Tasks</u>

Reason Consultant Needed		*District*								*Total*
	1	*2*	*3*	*4*	*5*	*6*	*HQ*	*MGMT*	*AERO*	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing			2	1	1					4
Material/Geotechnical					1					1
Roadway Design			3							3
Bridge Inspection					1		3			4
Engineer of Record	1			1						2
Environmental	1			1						2
Surveying	1	2								3
Public Involvement			1							1
Local Public Agency Projects	1	2	1	1		2				7
Total	4	4	7	4	3	2	3			27

For ITD District Projects:

20 new professional services agreements and work tasks were processed during this period totaling **$2,954,204**. 4 supplemental agreements totaling **$1,824,986** were processed**.**

District 1

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	$443,941
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	Resources not Available Surveying Services	Surveying Services	RFI from Term Agreement	Ardurra Group, Inc.	Prev: $254,858 This: $55,685 Agreement Total to Date: $310,543
SH 3, SH 97 JCT TO SWAN CR, KOOTENAI CO	Resources not Available Environmental Services	Aquatic Resource (Wetland) Delineation	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	$43,997

District 2

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
US 95, GEOTECHNICAL ASSESSMENT & SLOPE MONITORING, D2	Resources not Available Surveying Services	Surveying Services	Direct from Term Agreement	Welch Comer and Associates, Inc.	$44,800

US 95, FREEZE RD TO BEPLATE RD SB PASSING LN, LATAH CO	Resources not Available Surveying Services	Surveying Services	Direct from Term Agreement	Welch Comer and Associates, Inc.	Prev: $99,750 This: $30,850 Agreement Total to Date: $130,600

District 3

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
SH 16, VALNOVA GRADE SEPARATED INTERSECTION CE&I, ADA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	RFI from Term Agreement	HMH, LLC	$156,942
US 95, NORTH OF TAMARACK TO NEW MEADOWS SCL, ADAMS CO	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	Ardurra Group, Inc.	$272,494
SH 55, PEAR LANE TO FARMWAY DESIGN, CALDWELL	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	CONSOR North America, Inc.	$236,288
SH 21, S FK PAYETTE BR (LOWMAN), BOISE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	HMH, LLC	Prev: $568,662 This: $300,921 Agreement Total to Date: $869,583
SH 55, PEAR LANE TO FARMWAY, CALDWELL	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	Precision Engineering, LLC	$15,690

SH 44, STAR RD TO SH 16, ADA CO	Resources not Available Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin, Inc. (RBCI)	$137,842

District 4

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
US 93, 3250 N TO 3800 N, TWIN FALLS CO	Resources not Available Engineer of Record Services	EOR Services	Individual Project Solicitation	Jacobs Engineering Group, Inc.	Prev: $455,389 This: $29,283 Agreement Total to Date: $484,672
SH 75, YANKEE FK OF SALMON RIVER, CUSTER CO	Resources not Available Environmental Services	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	$82,825
US 93, CAREY TO HOTSPRINGS, BLAINE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	RFI from Term Agreement	Horrocks, LLC	Prev: $308,208 This: $55,938 Agreement Total to Date: $364,146

District 5

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
I 15, DIGITAL MESSAGE BOARDS, D5	Resources not Available Materials / Geotechnical	Materials / Geotechnical Services	Direct from Term Agreement	Shannon & Wilson, Inc.	$48,586

US 30, ROCKY POINT WILDLIFE XING, BEAR LAKE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Direct from Term Agreement	Atlas Technical Consultants LLC	$114,895
STATE, FY28 D5 BRIDGE REPAIR	Resources not Available O Bridge Inspection	Bridge Inspection	Individual Project Solicitation	Forsgren Associates, Inc.	$237,630

Headquarters

Project	*Reason Consultant Needed*	*Description*	*Selection Method*	*Consultant*	*Amount*
STATE, FY26 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	Prev: $572,304 This: $49,198 Agreement Total to Date: $621,502
STATE, FY25 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Individual Project Solicitation	Stringteg Corporation	$339,195
STATE, FY26 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Underwater Bridge Inspection Services	RFI from Term Agreement	CONSOR North America, Inc.	$257,204

Supplemental Agreements to Existing ITD Professional Service Agreements

District	*Project*	*Consultant*	*Original Agreement Date/Description*	*Supplemental Agreement Description*	*Total Agreement Amount*
1	SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	Keller Associates, Inc.	8/19/2024, Roadway Design Services	Additional site investigation, subsurface exploration, survey basemap, geometric design of roadway	Prev: $1,327,895 This: $246,642 Agreement Total to Date: $1,574,537
3	SH 19, CENTENNIAL WAY INTERSECTION IMPROVEMENTS, CALDWELL	DKS Associates	12/29/2025, Roadway Design Services.	Provide an intersection design concept for a future overpass. Provide recommended design concept(s) for other future alternative intersection capacity improvements. Provide a traffic signal warrant analysis for the Farmway and Kit Avenue that intersect with SH-19.	Prev: $455,026 This: $14,659 Agreement Total to Date: $469,685
6	US 20, CHESTER TO ASHTON , FREMONT CO	Jacobs Engineering Group, Inc.	10/16/2020, Environmental and Permitting Services: Phase II	Additional analysis of design aspects in regard to permitting implications, increased coordination needs, and resolution of issues such as wetland impacts and section 4(f) determinations.	Prev: $2,172,838 This: $676,324 Agreement Total to Date: $2,849,162 Board Approved: $2,849,162 On: 6/17/2026

6	US 93, PAHSIMEROI RV BR, CUSTER CO	David Evans and Associates, Inc. (DEA)	8/1/2025, Roadway and Bridge Design Services	taking the project through the PS&E Stage of the project.	Prev: $987,839 This: $887,361 Agreement Total to Date: $1,875,200

For Local Public Agency Projects:

7 new professional services agreements totaling **$1,005,978** were processed during this period.
6 supplemental agreements totaling **$874,169** were processed**.**

Project	*Sponsor*	*Description*	*Selection Method*	*Consultant*	*Amount*
LOCAL, BURRELL AVE SIDEWALK INFILL, THAIN RD TO 14TH ST	CITY OF LEWISTON	CE&I Services	RFI from Term Agreement	HMH, LLC	Prev: $102,221 This: $75,729 Agreement Total to Date: $177,950
LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	BOISE STATE UNIVERSITY	CE&I Services	Direct from Term Agreement	Atlas Technical Consultants LLC	$134,687
OFFSYS, KILPATRICK BR, BLAINE CO	BLAINE COUNTY	CE&I Services	Individual Project Solicitation	Civil Science, Inc.	$404,965
NHS-7045, PRAIRIE TRAIL UNDERPASS, POST FALLS HD	POST FALLS HIGHWAY DISTRICT	Independent Assurance Testing	Direct from Term Agreement	HMH, LLC	$9,286
STC-7316, 5TH E (HOLMES AVE) & 49TH S SIGNAL	BONNEVILLE COUNTY	CE&I Services	RFI from Term Agreement	Keller Associates, Inc.	Prev: $255,982 This: $175,982 Agreement Total to Date: $431,964
LOCAL, IDAHO CANAL PATH; SUNNYSIDE TO 49TH S, IDAHO FALLS	CITY OF IDAHO FALLS	CE&I Services	Direct from Term Agreement	HMH, LLC	$55,434
SMA-7134, 8TH ST, 5TH AVE TO 11TH AVE BIKE-PED, LEWISTON	CITY OF LEWISTON	Pathway Design	Direct from Term Agreement	CONSOR North America, Inc.	$149,895

Supplemental Agreements to Existing Local Professional Services Agreements

District	*Project*	*Consultant*	*Original Agreement Date/Description*	*Supplemental Agreement Description*	*Total Agreement Amount*
2	OFFSYS, MAIN ST S CROSSING OVER JIM FORDS CREEK, WEIPPE	JUB Engineers, Inc.	8/8/2024, Bridge design services	Final Design, Final Structure Design, Right of Way, and PS&E.	Prev: $460,601 This: $389,400 Agreement Total to Date: $850,001
2	SMA-7344, BRYDEN AVE RECONSTRUCTION STG 1, LEWISTON	David Evans and Associates, Inc. (DEA)	11/16/2021, Roadway Design Services	Additional project administration, coordination and meetings, environmental documentation, finalizing row plans, and preparing legal descriptions	Prev: $933,185 This: $208,417 Agreement Total to Date: $1,141,602
3	STC-8001, MAIN ST BRIDGE, EMMETT	Keller Associates, Inc.	7/11/2024, Roadway and Bridge Design Services.	developing Right-of-way plans, legal descriptions, and exhibits	Prev: $470,434 This: $20,844 Agreement Total to Date: $491,278
3	STC-3805, SIMCO RD REHABILITATION, ELMORE CO; STC-3805, SIMCO RD, MP 116 TO MP 119.8; STC-3805, SIMCO RD SAFETY IMPV, MT HOME HD; STC-3805, NORTH SIMCO RD SAFETY IMPROVEMENT, ELMORE CO	HMH, LLC	3/17/2025, CE&I Services	Additional CE&I services	Prev: $571,825 This: $147,019 Agreement Total to Date: $718,844 Board Approved: $718,844 On: 7/16/2026

3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	HDR Engineering, Inc.	7/13/2023, Environmental Services.	additional engineering, environmental, and design services necessary to revise the Five Mile Road Overpass and Widening project to accommodate six lanes on I-84 traffic in each direction beneath the proposed overpass.	Prev: $2,619,488 This: $101,050 Agreement Total to Date: $2,720,538 Board Approved: $2,720,538 On: 7/16/2026
4	SH 75, SUN VALLEY/DOLLAR RD INT IMPRV, SUN VALLEY	S&C Associates	4/30/2026, Roadway Design Services	Additional coordination, site work, and meeting required to complete the environmental documentation	Prev: $268,134 This: $7,439 Agreement Total to Date: $275,573

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

For Information Only

Board Agenda Item

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: N. A.

Presenter's Name	Presenter's Title
Kevin Sablan	Traffic Operations Engineer
Preparer's Name	**Preparer's Title**
Kevin Sablan	Traffic Operations Engineer

Subject

SH-55 Eagle Road Variable Speed Limits in Boise and Meridian		
Key Number	District	Route Number
	3	SH 55

Background Information

In accordance with Note *2 in Administrative Policy 5016, the following table are changes to the Minute Entries for Speed Control Zones in August 2026.

Boise and Meridian:

In cooperation with the City of Meridian and local law enforcement, District 3 completed an evaluation of traffic operations on SH-55 (Eagle Road) reviewing vehicle operating speeds, roadside activity, and crash experience. District 3 determined establishing a variable speed zone on Eagle Road between Fairview Ave. and Chinden Blvd. to be an appropriate measure in efforts to address community concerns over vehicular operating speeds during high traffic conditions during the morning and afternoon rush. The speed zone adjustment on SH-55 is summarized below:

Route	Beg Milepost	End Milepost	Zone Type	Speed Old	Speed New
SH-55	38.095	40.855	Variable	55	55 & 45*

*Note: The maximum speed limit for the segment is 55 mph, which will be reduced to 45 mph during morning and afternoon high traffic conditions; currently planned to be between 7 am and 9 am in the morning and 4 pm to 6 pm in the afternoon respectively. The District 3 Engineer may opt to expand the 45 mph speed limit time frames based on observed traffic conditions.

Recommendations *(Action items require a resolution)*

Information only.

Your Safety • Your Mobility
Your Economic Opportunity

Department Memorandum
Idaho Transportation Department

ITD 0500 (Rev. 07-17)
itd.idaho.gov

DATE: July 28, 2026

Program Number(s)

TO: Kevin Sablan
DTSE HQ

Key Number(s)

FROM: Jason Brinkman
District Engineer, District 3

Program ID, County, Etc. Ada
MP 36.4-42.9.

RE: REVISED: Speed Engineering and Traffic Investigation SH-55, Eagle Rd

District 3 collected speed data along Eagle Road (SH-55) between MP 36.4 and MP 42.9 in January of 2023. Please note that the engineering report attached to this memo has been revised and supersedes the previous report dated April 30, 2026. The attached study indicates that the existing posted speed zones are appropriate under free-flow conditions; however, congestion during peak travel periods results in reduced operating speeds. The traffic study supports maintaining the existing static speed zones with the addition of a variable speed limit pilot project.

District 3 recommends implementation of a variable speed limit pilot project within the following limits:

- 55 MPH regulatory speed (normal conditions) SH-55 MP 37.9 to MP 40.9
- 45 MPH regulatory speed (peak periods) SH-55 MP 37.9 to MP 40.9
  (7:00–9:00 AM and 4:00–6:00 PM, Monday through Friday)

A 50 MPH speed zone would remain from I-84 (MP 36.4) to approximately MP 37.9, and a 55 MPH speed zone would remain from approximately MP 40.9 to MP 42.6.

This recommendation is based on the following:

- 85th percentile free-flow speeds are consistent with the existing posted speed limits of 50 MPH and 55 MPH, indicating current zones are appropriate outside of peak congestion periods.
- Peak-hour congestion results in reduced operating speeds (approximately 45 MPH), which are influenced by traffic volumes, signal spacing, and corridor conditions rather than roadway geometry.
- Crash analysis indicates rates comparable to similar facilities statewide and lower than comparable metropolitan areas, with no abnormal crash patterns identified.
- The use of variable speed limits will better align posted speeds with actual operating conditions during peak periods, improving speed consistency and reducing speed differentials.
- Coordination with the City of Meridian, Idaho State Police, and other local agencies support the implementation of a pilot project to evaluate effectiveness.
- The proposed two-year pilot project will allow for monitoring of travel times and crash data to determine if the treatment should be continued, modified, or removed.

IDAHO TRANSPORTATION DEPARTMENT

Your Safety • Your Mobility • Your Economic Opportunity

ENGINEERING AND TRAFFIC INVESTIGATION

Evaluation of speed zones, SH-55 (Eagle Rd) from I-84 to SH-44 between MP 36.4 – 42.9

For SH-55

MP 36.4 – MP 42.9

District Three

PROFESSIONAL ENGINEER
LICENSED
13389
7/28/2026
STATE OF IDAHO
JUSTIN D. PRICE

Dated July 28, 2026 (Revised; Supersedes April 30, 2026)

Eagle Road (State Highway 55)

1. Purpose and Background

This engineering speed study was conducted for Eagle Road (State Highway 55) in response to concerns raised by the City of Meridian regarding operating speeds and congestion during peak travel periods. The purpose of the study was to evaluate the appropriateness of existing posted speed limits, review crash experience, and assess potential operational strategies to improve consistency between posted and operating speeds.

This report was prepared internally by the Idaho Transportation Department (ITD) and follows the general format of previous ITD speed studies, with a simplified focus on key engineering findings.

The study corridor extends from Interstate 84 (MP 36.4) north to the intersection of SH-44 (MP 42.9).

2. Existing Conditions

Eagle Road (SH-55) is an urban principal arterial serving high commuter volumes with closely spaced signalized intersections and significant peak-hour congestion.

From I-84 to MP 38.59, Eagle Road consists of three lanes in each direction with a raised median. From MP 38.59 to SH-44, the roadway generally consists of two lanes in each direction, with medians provided as either raised medians or two-way left-turn lanes.

Current posted regulatory speed limits are:

- 50 mph from I-84 (MP 36.4) to Fairview Avenue (MP 37.9)
- 55 mph from Fairview Avenue to Boise River North Channel (MP 42.6)
- 40 mph from Boise River North Channel to SH-44 (MP 42.9)

3. Crash Analysis

Crash data for Eagle Road (SH-55) was analyzed by the ITD Headquarters Office of Highway Safety (OHS) and the District 3 Traffic Section. The analysis included crashes occurring during the five-year period from 2018 through 2022 and compared crash rates on Eagle Road to similar high-volume arterial highways throughout Idaho, and comparable arterial highways in the Seattle, Washington metropolitan area using data from the two most recent available years.

It was determined that crash rates on Eagle Road are similar to other comparable highways in Idaho, and the crash rate on Eagle Road is less than those on similar facilities in the Seattle area.

The OHS did not identify any abnormal crash patterns and did not provide additional corridor-wide recommendations to reduce crashes. However, OHS noted that unsignalized left-turn lanes could be evaluated for potential removal where safety concerns existed. Based on coordination with local law enforcement and ITD staff, the two most problematic unsignalized left-turn locations have since been removed.

4. Speed Data Collection and Analysis

Speed checks were conducted on January 24 and January 25, 2023. Speed data was collected using pneumatic road tubes at locations selected to capture free-flow conditions. Each location was positioned near the midpoint between adjacent signalized intersections to minimize the influence of acceleration and deceleration related to signal operations.

4.1 Speed Study Locations

Speed checks were conducted at the following locations:

- Eagle Road between I-84 ramps and Franklin Road
- Eagle Road between Franklin Road and Fairview Avenue
- Eagle Road between Fairview Avenue and Ustick Road
- Eagle Road between Ustick Road and McMillan Road
- Eagle Road between McMillan Road and Chinden Boulevard
- Eagle Road between Chinden Boulevard and East Colchester Drive
- Eagle Road between Island Wood Road and the Boise River Bridge

4.2 Free-Flow Speeds

Analysis of the collected speed data indicates that 85th percentile free-flow speeds were consistent with the existing posted speed limits. Under non-peak conditions, the posted speed limits of 50 mph and 55 mph are appropriate and supported by the speed data.

4.3 Peak-Hour Operating Speeds

During the morning and evening peak periods, congestion affects operating speeds along the corridor. Observations indicate that for approximately 30 to 45 minutes during both the AM and PM peak periods, 85th percentile speeds near the midpoint between signalized intersections are closer to 45 mph.

These reduced speeds are attributed to traffic volumes, signal spacing, and corridor congestion rather than roadway geometry or driver behavior.

5. Coordination and Pilot Project Development

ITD coordinated with the City of Meridian, the Idaho State Police, and local law enforcement agencies to evaluate potential strategies to address peak-period operating conditions. Based on this coordination, ITD elected to implement a pilot project utilizing variable speed limits on a portion of the corridor.

6. Variable Speed Pilot Project Description

The pilot project will utilize dynamic variable speed limit signs capable of displaying different regulatory speed limits based on time of day.

Under normal conditions, the displayed regulatory speed will be 55 mph. During peak travel periods, the regulatory speed will be reduced to 45 mph, with flashing beacons activated to provide additional driver awareness when the reduced speed is in effect.

6.1 Pilot Project Limits and Operation

- **Project limits**: Fairview Avenue (MP 37.9) to Chinden Boulevard (MP 40.9)
- **Reduced speed period Monday through Friday**:

  7:00 AM – 9:00 AM
  4:00 PM – 6:00 PM

- **Regulatory speed during peak periods**: 45 mph
- **Regulatory speed outside peak periods**: 55 mph

6.2 Pilot Project Duration and Evaluation

The pilot project will be implemented for a two-year period beginning in the spring or early summer of 2026. During this period, ITD will monitor travel times and crash data along the

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  7:00 AM – 9:00 AM
  4:00 PM – 6:00 PM

- **Regulatory speed during peak periods**: 45 mph
- **Regulatory speed outside peak periods**: 55 mph

6.2 Pilot Project Duration and Evaluation

The pilot project will be implemented for a two-year period beginning in the spring or early summer of 2026. During this period, ITD will monitor travel times and crash data along the pilot project limits. The collected data will be evaluated to determine the effectiveness of the variable speed strategy and whether adjustments or permanent implementation is warranted.

7. Conclusions

This speed study confirms that existing posted speed limits on Eagle Road (SH-55) are appropriate under free-flow traffic conditions and that crash rates along the corridor are consistent with comparable facilities both within Idaho and in other metropolitan areas.

Observed reductions in operating speeds during peak periods support the use of a time-of-day variable speed strategy to better align posted speeds with actual operating conditions during congestion.

8. Engineering Finding

Based on the engineering analysis documented in this report, including crash history review, operating speed data, and coordination with partner agencies, the proposed variable speed limit pilot project on Eagle Road (SH-55) is supported by engineering judgment and meets the intent of applicable state and federal guidance. The implementation of time-of-day variable speed limits is expected to improve consistency between posted and operating speeds during peak periods while maintaining appropriate speeds during free-flow conditions.

9. Recommendation

Proceed with implementation of the variable speed limit pilot project as described and evaluate its effectiveness over the two-year pilot period to determine whether the treatment should be continued, modified, expanded, or removed.

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name	Presenter's Title
Brianna Fernandez	Senior Transportation Planner
Preparer's Name	Preparer's Title
Brianna Fernandez	Senior Transportation Planner

Subject

FY2027-2033 Draft Idaho Transportation Investment Program Public Comments		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

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

The public comment period for this year accepted comments from July 1 to July 31, 2026. The department provided various avenues to distribute information and collect responses. To advertise the comment period, the department published press releases, sent emails and ran ads on social media, the radio and in newspapers. Interested parties had the option to submit a comment through email, phone call, writing a letter, and submitting comments through the web application. This year, ITD received 689 comments.

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

ITIP Comments 2026

District	Total Number of comments
1	97
2	24
3	338
4	30
5	28
6	88
Statewide	25
Local	36
ACHD	23
Total	689

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/20/2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

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

Subject

Zero Fatality Awards		
Key Number	District	Route Number
	D6	

Background Information

Teton County recorded seven fatalities from 2020 to 2024. In 2025, Teton County had 139 crashes with no fatalities. Representatives from Idaho State Police, the Teton County Sheriff's Office, Teton County EMS, and the District 6 maintenance staff have been invited to attend the board meeting to accept an award recognizing their efforts in traffic safety and emergency response.

Recommendations *(Action items require a resolution)*

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/20/2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Josephine Middleton/John Miller	Highway Safety Manager/Sergeant
Preparer's Name	**Preparer's Title**
Josephine Middleton	Highway Safety Manager

Subject

Idaho Traffic Safety Commission Annual Report		
Key Number	District	Route Number

Background Information

Per Board Policy 4043, the Office of Highway Safety (OHS) will provide an update on the Idaho Traffic Safety Commission (ITSC) activities. The ITSC was established under Idaho Code 40-508, Creation and membership in the Traffic Safety Commission and Idaho Code 40-509, Duties of the Traffic Safety Commission.

The ITSC meets twice a year. At the fall meeting, the ITSC reviews Idaho's traffic crash data trends and performance measures. At the spring meeting, the ITSC receives updates on OHS programs and reviews and approves the Annual Grant Application. Every three years, the ITSC reviews and approves the Triennial Highway Safety Plan, which is scheduled for a rewrite in 2026.

Bonneville County Sheriff's Office Sgt. John Miller will present information on the agency's ongoing efforts to address impaired driving in its community, supported by an OHS grant.

Recommendations *(Action items require a resolution)*

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 8/20/26

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

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

Subject

ITD Annual Administrative Rules Review Update		
Key Number	District	Route Number

Background Information

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

- **October** – Staff will provide final draft rule language to the board for review.
- **November** - Staff will seek the board's adoption of these administrative rules as pending rules for review during the 2027 legislative session.

This is the first year of the mandatory eight-year administrative rules review schedule, which was established in statute in 2024 through House Bill 563. Conceptually, it replaces the five-year Zero-Based Regulation (ZBR) executive order that was issued in 2020. The department will be tasked with reviewing all of its remaining 31 rules over the next eight years.

This year, we had three rules under mandatory review, but we were asked to proceed with rulemaking on only one of these rules, a rule concerning motor carrier financial responsibility (39.02.80). In addition to reviewing this rule, we also reviewed the license plate rule (39.02.60) in order to address recent statutory changes that removed the issuance of registration stickers and eliminated the ten-year expiration of physical license plates.

In spring, we held a negotiated rulemaking meeting covering our edits to these rules. The department did not receive any negative feedback.

Recommendations *(Action items require a resolution)*

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 08/20/2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

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

Subject

State Fiscal Year 2026 Financial Statements		
Key Number	District	Route Number

Background Information

Fiscal Year 2026 Financial Statements
Period: July 1st, 2025 – June 30th, 2026 (Twelve Months)

Revenues to the State Highway Account from all sources are 0.7% above forecast. State-sourced revenues continue to perform well, up 3.5%. The Highway Distribution Account, Fuels/Registration Direct, and Ethanol revenues collectively exceed forecast by 0.4%, while Miscellaneous and Buy-Back Revenues ended the year 20.3% above forecast.

State fuel tax revenues allocated to the State Aeronautics Fund were initially down -24.9% through October, prompting a mid-year reduction of the annual forecast by $875K. After the revision, the fund finished the year slightly below the updated projection at -0.8%. Overall, state-sourced revenues for the Aeronautics Fund came in 7.4% above the revised forecast. Notably, State Fuel Tax Revenue is now performing 27.1% above expectations, reflecting a significant turnaround.

Earlier in the year, ITD was notified by the Idaho Tax Commission that a reporting error had affected revenue collections. Working with our Economist, the Tax Commission resolved the issue, resulting in state-sourced revenues now appearing ahead of forecast. We are aware of the reporting problem and will closely monitor FY27 to ensure it does not recur. With the correction implemented and improved visibility into revenue trends, FY27 is expected to begin on solid footing and present opportunities for continued stable financial performance.

Year-to-date expenditures remain within budget. Variances observed during the previous twelve months are primarily due to timing differences and encumbrances. Personnel costs reflect savings of $10.6M, or 6.2% for all fund types, driven largely by position vacancies, hiring gaps, lighter winter operations, and the decision not to employ winter hourly staff. Management is actively working to reduce vacancies and maintain stable staffing.

Contract construction expenditures in the State Highway Account totaled $457.6M through June. Comparative spending for the same twelve-month period in previous years was:

- $533.0M in FY25
- $543.8M in FY24
- $429.8M in FY23

Contract construction projects draw from five funding sources: the State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation (TECM) Fund, TECM Bond Proceeds, and GARVEE Bond Proceeds. Total construction spending across all sources this fiscal year is $943.2M, compared to:

- $1,045.1M in FY25
- $974.5M in FY24
- $754.4M in FY23

As of the end of June, the State Highway Fund holds $197.8M in long-term investments committed to construction projects and encumbrances. Combined with a cash balance of $147.9M, the total fund balance is $345.7M.

Expenditures from the Strategic Initiatives Program Fund total $71.6M through June. This fund received the Governor's $165M "Leading Idaho" transfer in November and earned $15.2M in interest on its cash balance. Per legislation, $45M of the initial transfer was to be returned to the General Fund in June, and an additional $19.7M will be transferred to ITD from the state and local recovery fund.

Deposits into the Transportation Expansion and Congestion Mitigation (TECM) Fund (0269) total $100M year-to-date. Of this, $80.1M has been applied to TECM bond debt service, and $51.4M has been expended on TECM Pay-As-You-Go construction, this amount reflects both current year and prior year obligated, unspent funds.

Under the 2020 CARES Act, ITD received a $27.3M Federal Transit Administration grant. To date, $27.0M has been spent. For FY26, the grant budget is $565K, with $400K expended through June.

Construction spending from the TECM Capital Project Fund totals $362.6M through June. No spending has occurred from the GARVEE Capital Projects Fund; related activity is now shifted to GARVEE Debt Service, which totals $62.5M year-to-date.

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

AUGUST

ITD BOARD PACKET

JUNE

FY26

FINANCIAL STATEMENTS

User ID: whaszier
Report ID: AD-FN-GL-010
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

Fiscal Year: 2026

SUMMARY OF RECEIPTS AND DISBURSEMENTS
STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 6/30/2026
(all amounts in '000)

Funds Received

	FY25 Actual YTD	FY26 Actual YTD	FY26 Forecast YTD	FY26 to FY25 Actual	FY 26 to Forecast
State Highway Account					
Federal Reimbursements	492,938	476,597	485,805	-3.3%	-1.9%
State (Inc. H.D.A.)	421,998	438,392	423,602	3.9%	3.5%
Local	15,231	10,908	10,500	-28.4%	3.9%
Total State Highway Account:	**930,167**	**925,896**	**919,907**	**-0.5%**	**0.7%**
State Aeronautics Fund					
Federal Reimbursements	83	270	669	223.0%	-59.7%
State	5,632	5,139	4,784	-8.8%	7.4%
Total State Aeronautics Fund:	**5,715**	**5,409**	**5,452**	**-5.4%**	**-0.8%**
Total Fund Received:	**935,882**	**931,305**	**925,359**	**-0.5%**	**0.6%**

Disbursements (includes Encumbrances)

	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Construction Payouts	533,003	457,622	670,169	-14.1%	-31.7%
Operations Expenses					
Highways	263,824	289,362	315,653	9.7%	-8.3%
DMV	32,075	35,223	40,332	9.8%	-12.7%
Administration	29,861	34,706	38,230	16.2%	-9.2%
Facilities	29,752	22,604	80,866	-24.0%	-72.0%
Aeronautics	15,024	14,312	39,799	-4.7%	-64.0%
Total Operations Expenses:	**370,536**	**396,207**	**514,879**	**6.9%**	**-23.0%**
Transfers					
Debt Service	56,434	58,298	0	3.3%	0.0%
Total Transfers:	**56,434**	**58,298**	**0**	**3.3%**	**0.0%**
Total Disbursements:	**959,973**	**912,127**	**1,185,049**	**-5.0%**	**-23.0%**

Expenditures by Type	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Personnel	143,053	159,247	169,834	11.3%	-6.2%
Operating	101,236	108,727	148,740	7.4%	-26.9%
Capital Outlay	86,151	98,436	130,057	14.3%	-24.3%
Sub-Grantee	40,096	29,797	66,249	-25.7%	-55.0%
Totals Operations Expenses:	**370,536**	**396,207**	**514,879**	**6.9%**	**-23.0%**
Contract Construction	533,003	457,622	670,169	-14.1%	-31.7%
Totals (excluding Transfers):	**903,539**	**853,828**	**1,185,049**	**-5.5%**	**-27.9%**

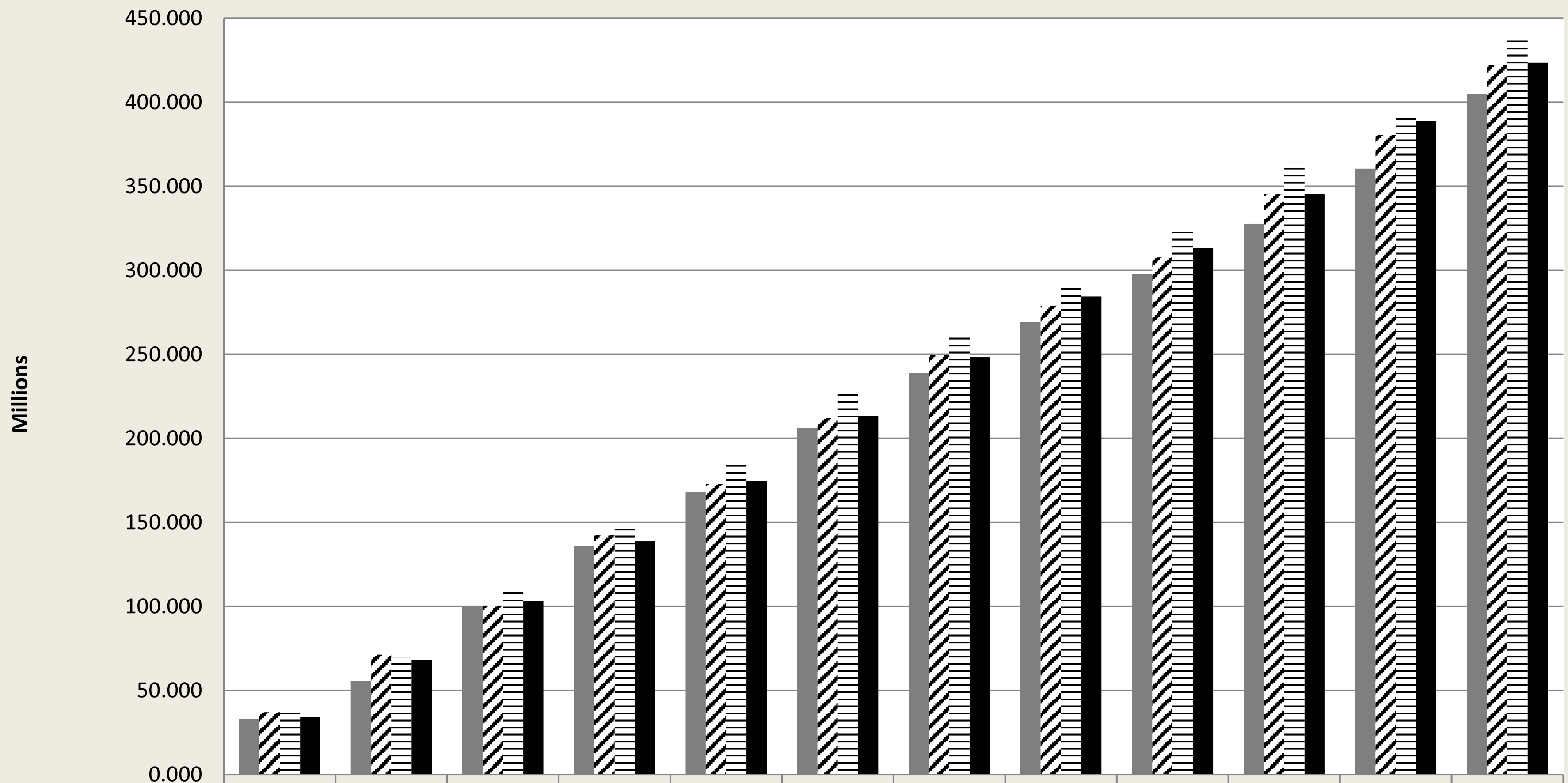
Date Prepared: 7/27/2026

State Highway Fund 0260

Fiscal Year 2026

State Revenue Source Forecast vs Actual

June - For Period Ending 6/30/2026



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
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	147.621	185.297	227.135	262.129	292.779	324.298	364.182	392.175	438.392
FY26 Forecast	34.300	68.237	103.112	138.917	174.827	213.482	248.277	284.532	313.458	345.545	388.787	423.602

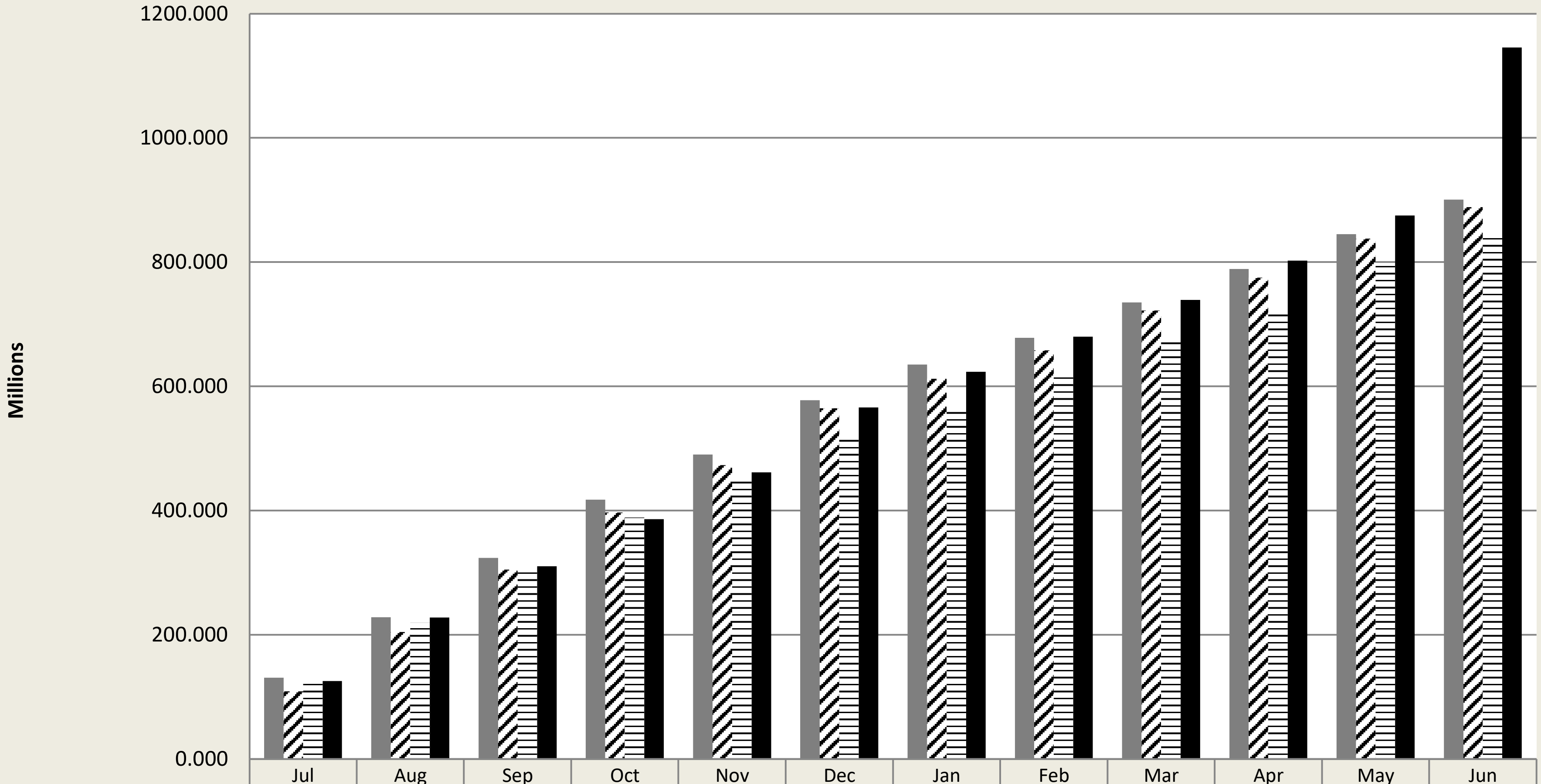
Includes Equipment Buy Back Program

Misc. Revenue (RTA $607,190.90) and Transfers - In

Date Prepared: 7/27/2026

State Highway Fund 0260

Fiscal Year 2026
Expenditures
June - For Period Ending 6/30/2026



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY24 Actual Expenditures	130.751	227.956	323.812	417.511	490.195	577.534	635.113	678.030	734.952	788.966	844.993	900.385
FY25 Actual Expenditures	109.042	204.564	304.785	396.888	472.908	564.355	612.055	657.707	722.131	774.830	837.663	888.536
FY26 Current	123.531	219.100	306.466	388.898	451.544	515.306	565.817	616.512	675.505	719.617	794.074	839.519
FY26 Forecast	125.572	227.560	310.311	386.155	461.170	566.006	623.472	679.614	739.053	802.346	875.091	1,145.254

Current = Actual Payments and Encumbrances

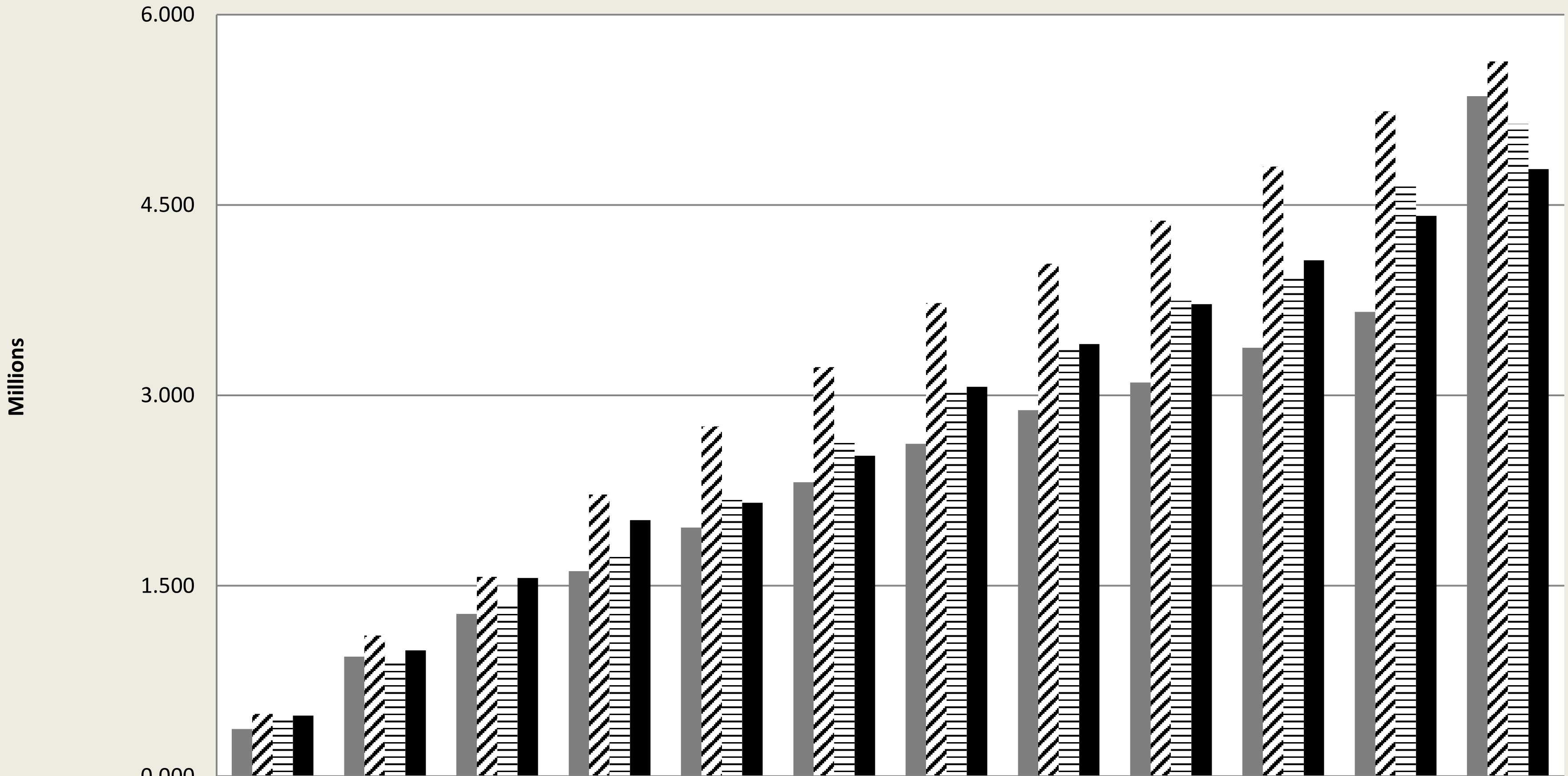
Date Prepared: 7/27/2026

Aeronautics Fund 0221

Fiscal Year 2026

State Revenue Sources Forecast vs Actual

June - For Period Ending 6/30/2026



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY24 Actual Revenue	0.371	0.940	1.279	1.615	1.959	2.315	2.619	2.884	3.101	3.374	3.657	5.357
FY25 Actual Revenue	0.490	1.109	1.570	2.220	2.755	3.222	3.728	4.037	4.376	4.802	5.237	5.632
FY26 Current	0.453	0.903	1.359	1.756	2.211	2.645	3.029	3.362	3.745	3.927	4.671	5.139
FY26 Forecast	0.477	0.991	1.561	2.016	2.154	2.525	3.067	3.403	3.718	4.064	4.415	4.784

Interagency revenue is now Dedicated/State

Misc. Revenue (RTA $0) and Transfers - In

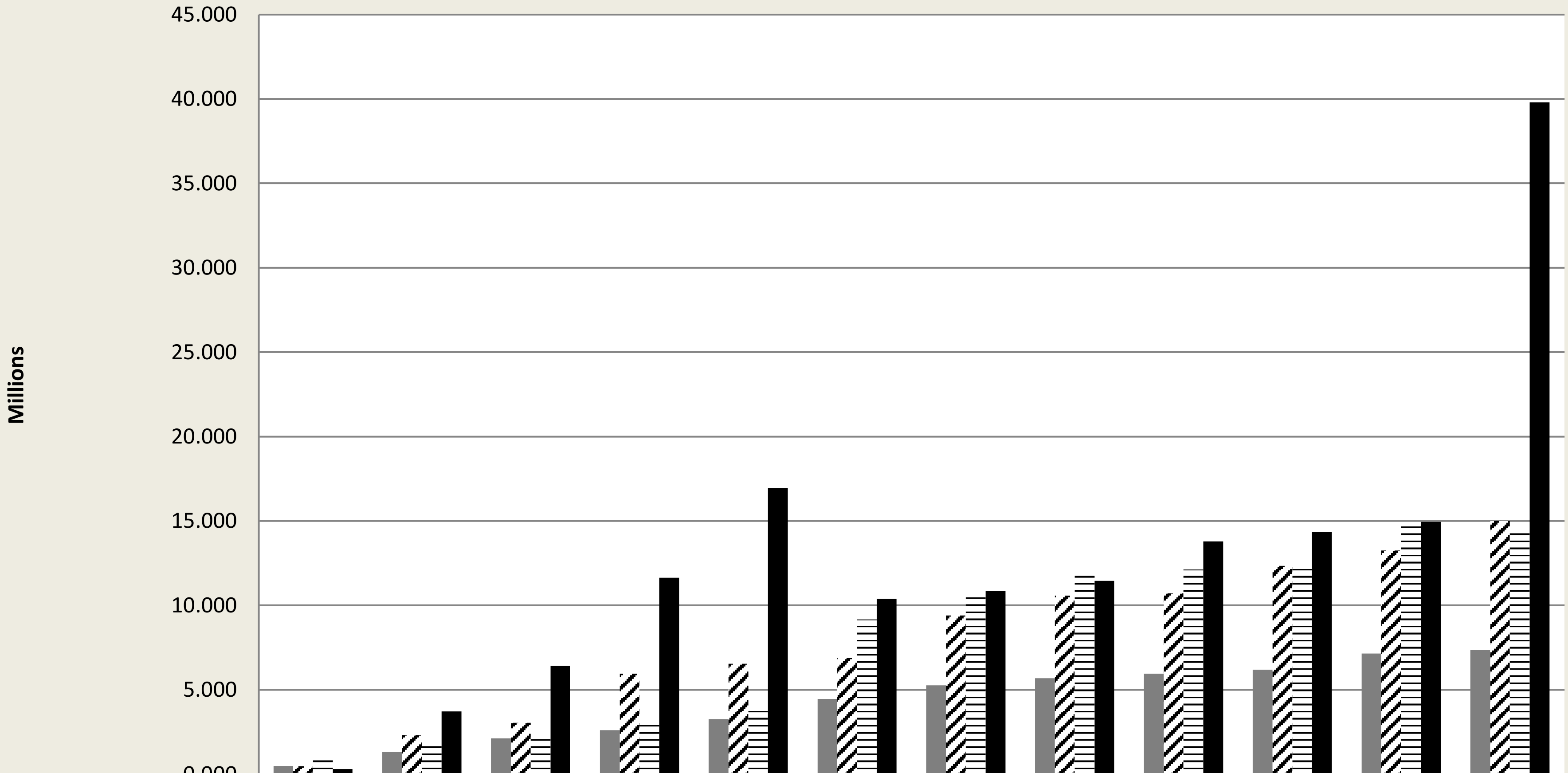
Date Prepared: 7/27/2026

Aeronautics Fund 0221

Fiscal Year 2026

Expenditures

June - For Period Ending 6/30/2026



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY24 Actual Expenditures	0.483	1.310	2.117	2.606	3.268	4.454	5.265	5.684	5.954	6.196	7.156	7.356
FY25 Actual Expenditures	0.472	2.313	3.047	5.955	6.549	6.879	9.407	10.580	10.717	12.342	13.256	15.003
FY26 Current	0.874	1.744	2.200	3.144	3.797	9.158	10.506	11.774	12.118	12.395	14.676	14.309
FY26 Forecast	0.311	3.723	6.415	11.633	16.942	10.391	10.857	11.451	13.789	14.361	14.944	39.795

Current = Actual Payments and Encumbrances

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 6/30/2026

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	May-26	**Jun-26**	**May-26**	**Jun-26**	**May-26**	**Jun-26**
ASSETS						
Cash on Hand (Change Fund)	0	0	4,600	4,600	0	0
Cash in Bank (Daily Operations)	23,013,663	22,863,364	134,858,362	147,921,298	192,422,609	186,621,680
Investments (Long Term: STO - Diversified Bond Fund)	2,142,304	2,149,117	197,195,141	197,825,441	0	0
Total Cash & Investments	**25,155,967**	**25,012,481**	**332,058,103**	**345,751,339**	**192,422,609**	**186,621,680**
Receivables - Other	(0)	0	235,645	225,143	0	0
- Due From Locals (Project Overruns)	(0)	0	1,447,062	1,083,146	0	0
- Inter Agency	39,027	11,056	5,577	0	0	0
Total Receivables	**39,027**	**11,056**	**1,688,283**	**1,308,288**	**0**	**0**
Inventory on Hand	0	0	21,554,042	21,806,923	0	0
Total Assets:	**25,194,994**	**25,023,537**	**355,300,429**	**368,866,550**	**192,422,609**	**186,621,680**
LIABILITIES						
Vouchers Payable	(0)	0	116	0	0	0
Sales Tax Payable	0	0	26,211	30,025	0	0
Deferred Revenue (Local Projects Match)	0	0	32,923,212	31,875,026	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	148,548	153,335	0	0
Total Liabilities:	(0)	0	33,098,087	32,058,386	0	0
FUND BALANCE						
Reserve for Encumbrance	1,632,051	626,433	103,615,566	76,880,040	0	0
Fund Balance	23,562,943	24,397,104	218,586,775	259,928,124	192,422,609	186,621,680
Total Fund Balance:	25,194,994	25,023,536	322,202,341	336,808,164	192,422,609	186,621,680
Total Liabilities and Fund Balance	**25,194,994**	**25,023,536**	**355,300,429**	**368,866,550**	**192,422,609**	**186,621,680**

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 6/30/2026

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	May-26	Jun-26	May-26	Jun-26	May-26	Jun-26	May-26	Jun-26
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	446,283,929	418,040,367	267,588,807	268,460,025	4,051,009	4,064,198	717,923,745	690,564,590
Investments (Long Term: STO - Diversified Bond Fund	0	0	0	0	0	0	0	0
Total Cash & Investments	**446,283,929**	**418,040,367**	**267,588,807**	**268,460,025**	**4,051,009**	**4,064,198**	**717,923,745**	**690,564,590**
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:	**446,283,929**	**418,040,367**	**267,588,807**	**268,460,025**	**4,051,009**	**4,064,198**	**717,923,745**	**690,564,590**
LIABILITIES								
Vouchers Payable	(0)	(0)	0	0	0	0	(0)	(0)
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	**(0)**	**(0)**	**0**	**0**	**0**	**0**	**(0)**	**(0)**
FUND BALANCE								
Reserve for Encumbrance	177,251	177,251	0	0	0	0	177,251	177,251
Fund Balance	446,106,678	417,863,116	267,588,807	268,460,025	4,051,009	4,064,198	717,746,494	690,387,339
Total Fund Balance:	446,283,929	417,863,116	267,588,807	268,460,025	4,051,009	4,064,198	717,923,745	690,387,339
Total Liabilities and Fund Balance	**446,283,929**	**418,040,367**	**267,588,807**	**268,460,025**	**4,051,009**	**4,064,198**	**717,923,745**	**690,564,590**

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 6/30/2026

	CARES Act Covid-19 0345	
	May-26	**Jun-26**
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(61,726)	(60,697)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	**(61,726)**	**(60,697)**
Receivables - Other	0	0
- Due From Locals (Project Overruns)	19,773	(0)
- Inter Agency	0	0
Total Receivables	**19,773**	**(0)**
Inventory on Hand	0	0
Total Assets:	**(41,953)**	**(60,697)**
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	1,766,537	1,747,793
Fund Balance	(1,808,490)	(1,808,490)
Total Fund Balance:	(41,953)	(60,697)
Total Liabilities and Fund Balance	**(41,953)**	**(60,697)**

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% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0260 State Highway Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
Federal Sources						
FHWA - Highway	442,263,500	441,139,792	83,906,975	(1,123,708)	-0.25%	442,263,500
FHWA - COVID Relief	2,000,000	1,088,314	7,890	(911,686)	-45.58%	2,000,000
FHWA - Indirect Cost	0	(115,910)	0	(115,910)	0.00 %	0
Federal Transit Authority	30,556,000	17,772,910	2,162,965	(12,783,090)	-41.83%	30,556,000
NHTSA - Highway Safety	6,430,400	4,470,381	385,973	(1,960,019)	-30.48%	6,430,400
Other Federal Aid	4,555,000	12,241,183	1,345,888	7,686,183	168.74 %	4,555,000
Total Federal Sources:	**485,804,900**	**476,596,670**	**87,809,692**	**(9,208,230)**	**-1.90%**	**485,804,900**
State Sources						
Equipment Buy Back	18,058,000	17,802,213	12,703,001	(255,787)	-1.42%	18,058,000
Miscellaneous	43,359,000	56,094,851	5,449,436	12,735,851	29.37 %	43,359,000
Total State Sources:	**61,417,000**	**73,897,064**	**18,152,437**	**12,480,064**	**20.32 %**	**61,417,000**
Local Sources						
Match For Local Projects	10,500,000	10,900,024	1,127,610	400,024	3.81 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
Total Local Sources:	**10,500,000**	**10,907,524**	**1,127,610**	**407,524**	**3.88 %**	**10,500,000**
TOTAL REVENUES:	**557,721,900**	**561,401,257**	**107,089,739**	**3,679,358**	**0.66 %**	**557,721,900**
TRANSFERS-IN						
Highway Distribution	261,625,100	264,324,051	19,794,085	2,698,951	1.03 %	261,625,100
Fuel/Registration Direct	79,860,000	79,288,701	6,582,277	(571,299)	-0.72%	79,860,000
Ethanol Fuels Tax	20,700,000	20,882,447	1,688,040	182,447	0.88 %	20,700,000
TOTAL TRANSFERS-IN:	**362,185,100**	**364,495,199**	**28,064,403**	**2,310,099**	**0.64 %**	**362,185,100**
TOTAL REV AND TRANSFERS-IN:	**919,907,000**	**925,896,456**	**135,154,142**	**5,989,457**	**0.65 %**	**919,907,000**

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0260 State Highway Fund

Fiscal Year: 2026 / Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	111,216,224	106,924,247	8,238,451	0	4,291,977	3.86 %	111,216,224	4,291,977	3.86 %
Board, Hourly, OT, Shift	5,312,514	2,292,122	241,023	0	3,020,392	56.85 %	5,312,514	3,020,392	56.85 %
Fringe Benefits	51,667,562	48,479,188	4,121,422	0	3,188,374	6.17 %	51,667,562	3,188,374	6.17 %
Travel Expense	2,733,683	2,091,726	167,359	0	641,957	23.48 %	2,733,683	641,957	23.48 %
Operating Expense	143,080,189	85,457,622	8,442,113	19,500,264	38,122,302	26.64 %	143,080,189	38,122,302	26.64 %
Capital Equipment Expense	71,290,880	35,279,305	3,071,723	35,198,041	813,533	1.14 %	71,290,880	813,533	1.14 %
Capital Facilities Expense	51,017,856	21,954,548	959,451	112,279	28,951,030	56.75 %	51,017,856	28,951,030	56.75 %
Trustee & Benefit Payments	38,765,600	20,714,460	2,578,534	3,893,672	14,157,467	36.52 %	38,765,600	14,157,467	36.52 %
Total Operations Expense:	**475,084,507**	**323,193,219**	**27,820,075**	**58,704,256**	**93,187,032**	**19.61 %**	**475,084,507**	**93,187,032**	**19.61 %**
Contract Construction									
Operating Expense	13,432,048	8,098,585	911,716	0	5,333,463	39.71 %	13,432,048	5,333,463	39.71 %
Capital Equipment Expense	366,200	0	0	0	366,200	100.00 %	366,200	366,200	100.00 %
Capital Projects	652,098,208	447,846,415	40,194,690	0	204,251,793	31.32 %	652,098,208	204,251,793	31.32 %
Trustee & Benefit Payments	4,272,782	1,676,754	22,649	0	2,596,029	60.76 %	4,272,782	2,596,029	60.76 %
Total Contract	**670,169,239**	**457,621,754**	**41,129,055**	**0**	**212,547,484**	**31.72 %**	**670,169,239**	**212,547,485**	**31.72 %**
TOTAL EXPENDITURES:	**1,145,253,746**	**780,814,974**	**68,949,130**	**58,704,256**	**305,734,517**	**26.70 %**	**1,145,253,746**	**305,734,517**	**26.70 %**
TRANSFERS OUT									
Operating	0	58,298,272	48,623,241	0	(58,298,272)	0.00 %	0	(58,298,272)	0.00 %
TOTAL TRANSFERS OUT:	**0**	**58,298,272**	**48,623,241**	**0**	**(58,298,272)**	**0.00 %**	**0**	**(58,298,272)**	**0.00 %**
TOTAL EXPD AND TRANSFERS OUT:	**1,145,253,746**	**839,113,245**	**117,572,371**	**58,704,256**	**247,436,245**	**21.61 %**	**1,145,253,746**	**247,436,245**	**21.61 %**

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0260 State Highway Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026		Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	3,478,366	2,689,388	261,418	0	788,978	22.68 %	3,478,366	788,978	22.68 %
Operating Expenditures	Federal	9,754,100	5,408,062	650,100	0	4,346,038	44.56 %	9,754,100	4,346,038	44.56 %
Operating Expenditures	Local	199,583	1,135	198	0	198,448	99.43 %	199,583	198,448	99.43 %
Total Operating Expenditures		**13,432,048**	**8,098,585**	**911,716**	**0**	**5,333,463**	**39.71 %**	**13,432,048**	**5,333,463**	**39.71 %**
Capital Outlay										
Capital Outlay	Dedicated	172,095,541	75,415,197	4,615,296	0	96,680,344	56.18 %	172,095,541	96,680,344	56.18 %
Capital Outlay	Federal	466,460,944	361,399,506	34,185,641	0	105,061,437	22.52 %	466,460,944	105,061,437	22.52 %
Capital Outlay	Local	13,541,724	11,031,712	1,393,754	0	2,510,012	18.54 %	13,541,724	2,510,012	18.54 %
Total Capital Outlay		**652,098,208**	**447,846,415**	**40,194,690**	**0**	**204,251,793**	**31.32 %**	**652,098,208**	**204,251,793**	**31.32 %**
Capital Equipment Expense										
Capital Equipment Expense	Dedicated	366,200	0	0	0	366,200	100.00 %	366,200	366,200	100.00 %
Total Capital Equipment Expense		**366,200**	**0**	**0**	**0**	**366,200**	**100.00 %**	**366,200**	**366,200**	**100.00 %**
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	663,978	14,886	(37,390)	0	649,092	97.76 %	663,978	649,092	97.76 %
Trustee & Benefit Payments	Federal	3,408,805	1,661,868	60,039	0	1,746,937	51.25 %	3,408,805	1,746,937	51.25 %
Trustee & Benefit Payments	Local	200,000	0	0	0	200,000	100.00 %	200,000	200,000	100.00 %
Total Trustee & Benefit Payments		**4,272,782**	**1,676,754**	**22,649**	**0**	**2,596,029**	**60.76 %**	**4,272,782**	**2,596,029**	**60.76 %**
Total Contract Construction:		**670,169,239**	**457,621,754**	**41,129,055**	**0**	**212,547,484**	**31.72 %**	**670,169,239**	**212,547,484**	**31.72 %**

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% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	8,500,000	7,806,061	633,521	(693,939)	-8.16%	8,500,000
TOTAL REVENUES:	**8,500,000**	**7,806,061**	**633,521**	**(693,939)**	**-8.16%**	**8,500,000**
TRANSFERS-IN						
Sales Tax	100,000,000	100,000,000	0	0	0.00 %	100,000,000
TOTAL TRANSFERS-IN:	**100,000,000**	**100,000,000**	**0**	**0**	**0.00 %**	**100,000,000**
TOTAL REV AND TRANSFERS-IN:	**108,500,000**	**107,806,061**	**633,521**	**(693,939)**	**-0.64%**	**108,500,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Contract Construction - Capital Projects	180,714,079	51,385,411	6,434,450	0	129,328,668	71.57 %	180,714,079	129,328,668	71.57 %
TOTAL EXPENDITURES:	**180,714,079**	**51,385,411**	**6,434,450**	**0**	**129,328,668**	**71.57 %**	**180,714,079**	**129,328,668**	**71.57 %**
TRANSFERS OUT									
Operating	80,900,000	80,239,941	0	0	660,059	0.82 %	80,900,000	660,059	0.82 %
TOTAL TRANSFERS OUT:	**80,900,000**	**80,239,941**	**0**	**0**	**660,059**	**0.82 %**	**80,900,000**	**660,059**	**0.82 %**
TOTAL EXPD AND TRANSFERS OUT:	**261,614,079**	**131,625,352**	**6,434,450**	**0**	**129,988,727**	**49.69 %**	**261,614,079**	**129,988,727**	**49.69 %**

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	12,000,000	15,222,173	1,456,109	3,222,173	26.85 %	12,000,000
TOTAL REVENUES:	**12,000,000**	**15,222,173**	**1,456,109**	**3,222,173**	**26.85 %**	**12,000,000**
TRANSFERS-IN						
Statutory	0	184,726,380	19,726,380	184,726,380	0.00 %	0
TOTAL TRANSFERS-IN:	**0**	**184,726,380**	**19,726,380**	**184,726,380**	**0.00 %**	**0**
TOTAL REV AND TRANSFERS-IN:	**12,000,000**	**199,948,553**	**21,182,489**	**187,948,553**	**1566.24 %**	**12,000,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Capital Projects	110,000,000	71,438,192	4,426,051	177,251	38,384,557	34.90 %	110,000,000	38,384,557	34.90 %
TOTAL EXPENDITURES:	**110,000,000**	**71,438,192**	**4,426,051**	**177,251**	**38,384,557**	**34.90 %**	**110,000,000**	**38,384,557**	**34.90 %**
TRANSFERS OUT									
Statutory	0	45,000,000	45,000,000	0	(45,000,000)	0.00 %	0	(45,000,000)	0.00 %
TOTAL TRANSFERS OUT:	**0**	**45,000,000**	**45,000,000**	**0**	**(45,000,000)**	**0.00 %**	**0**	**(45,000,000)**	**0.00 %**
TOTAL EXPD AND TRANSFERS OUT:	**110,000,000**	**116,438,192**	**49,426,051**	**177,251**	**(6,615,443)**	**-6.01%**	**110,000,000**	**(6,615,443)**	**-6.01%**

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

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	9,000,000	13,182,047	871,218	4,182,047	46.47 %	9,000,000
TOTAL REVENUES:	**9,000,000**	**13,182,047**	**871,218**	**4,182,047**	**46.47 %**	**9,000,000**
TOTAL REV AND TRANSFERS-IN:	**9,000,000**	**13,182,047**	**871,218**	**4,182,047**	**46.47 %**	**9,000,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Trustee & Benefit Payments	200,000,000	141,200,000	0	0	58,800,000	29.40 %	200,000,000	58,800,000	29.40 %
TOTAL EXPENDITURES:	**200,000,000**	**141,200,000**	**0**	**0**	**58,800,000**	**29.40 %**	**200,000,000**	**58,800,000**	**29.40 %**
TOTAL EXPD AND TRANSFERS OUT:	**200,000,000**	**141,200,000**	**0**	**0**	**58,800,000**	**29.40 %**	**200,000,000**	**58,800,000**	**29.40 %**

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: whaszier
Report ID: AD-FN-GL-003
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	0	170,547	13,189	170,547	0.00 %	0
TOTAL REVENUES:	**0**	**170,547**	**13,189**	**170,547**	**0.00 %**	**0**
TOTAL REV AND TRANSFERS-IN:	**0**	**170,547**	**13,189**	**170,547**	**0.00 %**	**0**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
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: whaszier
Report ID: AD-FN-GL-003
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0345 CARES Act Covid-19

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
Federal Sources - Federal Transit Authority	4,074,000	2,194,559	0	(1,879,441)	-46.13%	4,074,000
TOTAL REVENUES:	**4,074,000**	**2,194,559**	**0**	**(1,879,441)**	**-46.13%**	**4,074,000**
TOTAL REV AND TRANSFERS-IN:	**4,074,000**	**2,194,559**	**0**	**(1,879,441)**	**-46.13%**	**4,074,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Trustee & Benefit Payments	565,000	400,024	0	0	164,976	29.20 %	565,000	164,976	29.20 %
TOTAL EXPENDITURES:	**565,000**	**400,024**	**0**	**0**	**164,976**	**29.20 %**	**565,000**	**164,976**	**29.20 %**
TOTAL EXPD AND TRANSFERS OUT:	**565,000**	**400,024**	**0**	**0**	**164,976**	**29.20 %**	**565,000**	**164,976**	**29.20 %**

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0372 TECM Debt Service Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	0	877,737	67,877	877,737	0.00 %	0
TOTAL REVENUES:	**0**	**877,737**	**67,877**	**877,737**	**0.00 %**	**0**
TRANSFERS-IN						
State Sources - Operating	0	80,239,941	0	80,239,941	0.00 %	0
TOTAL TRANSFERS-IN:	**0**	**80,239,941**	**0**	**80,239,941**	**0.00 %**	**0**
TOTAL REV AND TRANSFERS-IN:	**0**	**81,117,678**	**67,877**	**81,117,678**	**0.00 %**	**0**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Bond Principal / Interest	80,069,000	80,069,540	6,762,621	0	(540)	0.00%	80,069,000	(540)	0.00%
TOTAL EXPENDITURES:	**80,069,000**	**80,069,540**	**6,762,621**	**0**	**(540)**	**0.00%**	**80,069,000**	**(540)**	**0.00%**
TOTAL EXPD AND TRANSFERS OUT:	**80,069,000**	**80,069,540**	**6,762,621**	**0**	**(540)**	**0.00%**	**80,069,000**	**(540)**	**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:	whaszier
Report ID:	AD-FN-GL-003
Run Date:	27 Jul 2026
% of Time Remaining:	0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0373 TECM Capital Project Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	425,000,000	362,554,543	16,463,373	(62,445,457)	-14.69%	425,000,000
TOTAL REVENUES:	**425,000,000**	**362,554,543**	**16,463,373**	**(62,445,457)**	**-14.69%**	**425,000,000**
TOTAL REV AND TRANSFERS-IN:	**425,000,000**	**362,554,543**	**16,463,373**	**(62,445,457)**	**-14.69%**	**425,000,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Capital Projects	425,000,000	362,577,963	16,462,743	0	62,422,037	14.69 %	425,000,000	62,422,037	14.69 %
TOTAL EXPENDITURES:	**425,000,000**	**362,577,963**	**16,462,743**	**0**	**62,422,037**	**14.69 %**	**425,000,000**	**62,422,037**	**14.69 %**
TOTAL EXPD AND TRANSFERS OUT:	**425,000,000**	**362,577,963**	**16,462,743**	**0**	**62,422,037**	**14.69 %**	**425,000,000**	**62,422,037**	**14.69 %**

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

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	0	321	0	321	0.00 %	0
TOTAL REVENUES:	**0**	**321**	**0**	**321**	**0.00 %**	**0**
TRANSFERS-IN						
State Sources - Highway Distribution Account	0	600	0	600	0.00 %	0
TOTAL TRANSFERS-IN:	**0**	**600**	**0**	**600**	**0.00 %**	**0**
TOTAL REV AND TRANSFERS-IN:	**0**	**921**	**0**	**921**	**0.00 %**	**0**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
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 %**	**0**	**(880)**	**0.00 %**

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

User ID:	whaszier
Report ID:	AD-FN-GL-003
Run Date:	27 Jul 2026
% of Time Remaining:	0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
State Sources - Misc	0	115,781	3,225	115,781	0.00 %	0
TOTAL REVENUES:	**0**	**115,781**	**3,225**	**115,781**	**0.00 %**	**0**
TRANSFERS-IN						
Operating	0	4,700,000	0	4,700,000	0.00 %	0
State Sources - Operating	0	58,299,152	48,623,241	58,299,152	0.00 %	0
TOTAL TRANSFERS-IN:	**0**	**62,999,152**	**48,623,241**	**62,999,152**	**0.00 %**	**0**
TOTAL REV AND TRANSFERS-IN:	**0**	**63,114,932**	**48,626,466**	**63,114,933**	**0.00 %**	**0**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Continuous Appropriation Forecast (G)	Appropriation Forecast Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Bond Principal / Interest	62,512,000	62,511,537	409,841	0	463	0.00 %	62,512,000	463	0.00 %
TOTAL EXPENDITURES:	**62,512,000**	**62,511,537**	**409,841**	**0**	**463**	**0.00 %**	**62,512,000**	**463**	**0.00 %**
TRANSFERS OUT									
Operating	0	600	0	0	(600)	0.00 %	0	(600)	0.00 %
TOTAL TRANSFERS OUT:	**0**	**600**	**0**	**0**	**(600)**	**0.00 %**	**0**	**(600)**	**0.00 %**
TOTAL EXPD AND TRANSFERS OUT:	**62,512,000**	**62,512,137**	**409,841**	**0**	**(137)**	**0.00%**	**62,512,000**	**(137)**	**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: whaszier
Report ID: AD-FN-GL-003
Run Date: 27 Jul 2026
% of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2026

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Revenue Forecast (F)
REVENUES						
Federal Sources - FAA	668,500	269,695	0	(398,805)	-59.66%	668,500
State Sources - Misc	2,158,500	1,803,694	121,526	(354,806)	-16.44%	2,158,500
TOTAL REVENUES:	**2,827,000**	**2,073,389**	**121,526**	**(753,611)**	**-26.66%**	**2,827,000**
TRANSFERS-IN						
Operating	2,625,000	3,335,330	346,102	710,330	27.06 %	2,625,000
TOTAL TRANSFERS-IN:	**2,625,000**	**3,335,330**	**346,102**	**710,330**	**27.06 %**	**2,625,000**
TOTAL REV AND TRANSFERS-IN:	**5,452,000**	**5,408,719**	**467,627**	**(43,281)**	**-0.79%**	**5,452,000**

Fiscal Year: 2026 Budget Fiscal Year: 2026	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
EXPENDITURES									
Permanent Staff Salaries	1,083,972	1,035,966	37,619	0	48,006	4.43 %	1,083,972	48,006	4.43 %
Board, Hourly, OT, Shift Diff	74,000	85,570	26,997	0	(11,570)	-15.64%	74,000	(11,570)	-15.64%
Fringe Benefits	479,228	429,455	26,388	0	49,773	10.39 %	479,228	49,773	10.39 %
Travel Expense	119,222	114,745	15,441	0	4,477	3.76 %	119,222	4,477	3.76 %
Internal Holdback -	600,000	0	0	0	600,000	100.00 %	600,000	600,000	100.00 %
Operating Expenditures	2,206,878	1,371,548	123,158	191,378	643,953	29.18 %	2,206,878	643,953	29.18 %
Capital Equipment Expense	5,613,500	5,177,417	(1,230)	434,843	1,239	0.02 %	5,613,500	1,239	0.02 %
Capital Facilities Expense	2,134,600	279,199	13,028	0	1,855,401	86.92 %	2,134,600	1,855,401	86.92 %
Trustee & Benefit Payments	27,483,557	5,189,129	273,880	0	22,294,429	81.12 %	27,483,557	22,294,429	81.12 %
TOTAL EXPENDITURES:	**39,794,957**	**13,683,029**	**515,280**	**626,221**	**25,485,708**	**64.04 %**	**39,794,957**	**25,485,708**	**64.04 %**
TOTAL EXPD AND TRANSFERS OUT:	**39,794,957**	**13,683,029**	**515,280**	**626,221**	**25,485,708**	**64.04 %**	**39,794,957**	**25,485,708**	**64.04 %**

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Greg Dietz / Kirk Weiskircher	Economist / Financial Manager
Preparer's Name	**Preparer's Title**
Greg Dietz / Kirk Weiskircher	Economist / Financial Manager

Subject

August 2026 Revenue Forecast & Proposed FY2028 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's revenue forecast was updated July 31, 2026. Greg Dietz will review the current forecast. FY2028 budget requests are due by September 1, 2026. Kirk Weiskircher will review the department's proposed FY2028 Appropriation request.

Attached information:
* Copy of Board Policy 4003
* August 2026 Revenue Forecast
* Select Highlights
* FY28 Proposed Budget Request Summary
* FY28 Draft Summary and Certification (Form B-2)

Summary values carried in the FY28 Appropriation Request

$ 926,699,700	FY28 Base
9,860,200	Maintenance Adjustments
$ 936,559,900	FY28 Maintenance
174,953,400	Line Items and Replacement Equipment
$ 1,111,513,300	Total FY28 Spending Authority
203,887,200	Debt Service
$ 1,315,400,500	FY28 Total Program Funding

In accordance with Board Policy 4003 and pursuant to Board review of the attached information and approval of the Proposed FY2028 Budget Request Summary and resolution, the fully detailed FY2028 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after September 1, 2026.

Recommendations *(Action items require a resolution)*

Approve the accompanying board resolution on page 102

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

BUDGET PREPARATION

Purpose

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

Legal Authority

Idaho Code 67-35 - State Budget Provisions

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

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

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

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

Approved by the Board on:

Signed

Date December 12, 2012

Jerry Whitehead
Board Chairman

IDAHO TRANSPORTATION DEPARTMENT
AUGUST 2026 FORECAST ($ millions)

Summary of ITD Revenues History & Forecast		History			August 1, 2026 Forecast	
		FY 2024	FY 2025	FY 2026	**FY 2027**	**FY 2028**
State Highway Account	**Federal**					
	FHWA	$ 481.84	$ 460.25	$ 442.11	**$ 459.93**	**$ 458.37**
	FTA - Transit	$ 19.51	$ 19.07	$ 17.77	**$ 20.56**	**$ 20.56**
	NHTSA - Hwy Safety	$ 6.40	$ 4.85	$ 4.47	**$ 6.30**	**$ 6.30**
	CARES Act	$ 4.30	$ 4.19	$ 2.19	**$ 1.75**	**$ -**
	Other Federal Aid	$ 0.63	$ 8.76	$ 12.24	**$ 4.51**	**$ 6.51**
	Total Federal	$ 512.68	$ 497.13	$ 478.79	**$ 493.05**	**$ 491.74**
	State					
	Dedicated (HDA)	$ 327.37	$ 336.81	$ 343.61	**$ 346.60**	**$ 351.48**
	Miscellaneous (SHA direct)	$ 57.12	$ 64.34	$ 73.53	**$ 71.47**	**$ 70.01**
	Ethanol exemption	$ 20.54	$ 20.84	$ 20.88	**$ 21.00**	**$ 21.40**
	Total State	$ 405.03	$ 422.00	$ 438.03	**$ 439.07**	**$ 442.89**
	Local	$ 12.27	$ 15.23	$ 10.91	**$ 10.50**	**$ 10.50**
	Interagency	$ -	$ -	$ -	**$ -**	**$ -**
Total State Highway Account		$ 929.98	$ 934.35	$ 927.73	**$ 942.62**	**$ 945.13**
SIPF		FY 2024	FY 2025	FY 2026	**FY 2027**	**FY 2028**
	ITD					
	General Fund Transfer	$ 181.68	$ 181.68	$ 139.73	**$ -**	**$ -**
	Interest	$ 0.29	$ 14.70	$ 15.22	**$ 14.00**	**$ 12.00**
	LOCALS					
	General Fund Transfer	$ -	$ 200.00	$ -	**$ -**	**$ -**
	Interest	$ 11.92	$ 16.62	$ 13.18	**$ 9.00**	**$ 7.00**
Total Strategic Initiative Fund		$ 193.89	$ 413.00	$ 168.13	**$ 23.00**	**$ 19.00**
TECM		FY 2024	FY 2025	FY 2026	**FY 2027**	**FY 2028**
	Sales Tax Revenue	$ 80.00	$ 80.00	$ 100.00	**$ 120.00**	**$ 140.00**
	Cigarette Tax*	$ 4.23	$ 1.46	$ -	**$ -**	**$ -**
	Interest	$ 8.06	$ 8.45	$ 7.81	**$ 7.00**	**$ 6.50**
Total Expansion and Mitigation		$ 92.29	$ 89.90	$ 107.81	**$ 127.00**	**$ 146.50**
Aeronautics		FY 2024	FY 2025	FY 2026	**FY 2027**	**FY 2028**
	Federal	$ 0.26	$ 0.08	$ 0.27	**$ 0.66**	**$ 0.60**
	State					
	Fuel Taxes	$ 2.95	$ 3.31	$ 3.34	**$ 3.23**	**$ 3.23**
	Miscellaneous	$ 2.08	$ 2.02	$ 1.55	**$ 1.24**	**$ 1.09**
	Total State	$ 5.03	$ 5.33	$ 4.88	**$ 4.47**	**$ 4.32**
	Local					
	Interagency	$ 0.32	$ 0.30	$ 0.25	**$ 0.30**	**$ 0.33**
Total Aeronautics Fund		$ 5.61	$ 5.72	$ 5.41	**$ 5.43**	**$ 5.24**

TOTAL Federal	$ 512.94	$ 497.21	$ 479.06	**$ 493.71**	**$ 492.34**
TOTAL State	$ 502.65	$ 531.93	$ 565.94	**$ 584.54**	**$ 605.71**
TOTAL Local	$ 24.18	$ 31.85	$ 24.09	**$ 19.50**	**$ 17.50**
TOTAL Interagency	$ 0.32	$ 0.30	$ 0.25	**$ 0.30**	**$ 0.33**
TOTAL General Fund	$ 181.68	$ 381.68	$ 139.73	**$ -**	**$ -**
GRAND TOTAL	$ 1,221.77	$ 1,442.98	$ 1,209.07	**$ 1,098.05**	**$ 1,115.88**

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

IDAHO TRANSPORTATION BOARD
FY28 BUDGET REQUEST – AUGUST 2026
SELECT HIGHLIGHTS

Revenue and Funding Outlook

Federal

- The current Federal Transportation Act, "Infrastructure Investment and Jobs Act" (IIJA), is a five-year act that expires September 30th, 2026. FHWA funding estimates for FY28 are based on apportionment levels carried out in the Act.

State

- Growth rates overall for State funds
  - **Highway Distribution Account:** 0.9% forecast increase in FY27 over actual FY26 receipts and an additional 1.4% increase in FY28.
  - **HB312 receipts:** no longer reported separately.
- Strategic Initiative Program Fund (SIPF)
  - No expected transfer for FY27.
- Sales Tax and Cigarette Tax within the Transportation Expansion and Congestion Mitigation fund (TECM)
  - $120 million sales tax revenue will be deposited into the TECM account for large infrastructure projects on the state highway system for FY27. For FY28, sales tax revenue to TECM will be $140 million.
  - No cigarette tax revenue is forecasted in the future.
- Aero fund
  - The revenue forecast for FY27 is $5.43 million. For FY28, the revenue forecast is $5.24 million.
- Petroleum Clean Water Trust Fund distribution
  - 0.8 cent transfer to the highway distribution account will continue for the foreseeable future

FY28 Appropriation Request

Personnel Costs reflect a $1.36M (+1%) increase for Change in Employee Compensation (CEC)

Employer Benefit Costs reflect an overall increase of $2,640,100 (health insurance increase of $1,680 per employee above FY27 cost)

Replacement Equipment spending authority $65.4M

- $27.3M Buyback Equipment.
- $14.7M Snowplows.
- $11.6M Road Equipment.
- $ 4.6M Light Duty Vehicles.
- $ 3.3M Computer Equipment
- $ 2.1M Lab and Engineering Equipment
- $ 1.8M Other Equipment (Shop, Communications, Office, Motorized, Miscellaneous, and Air pool)

Seven (7) Line Items are included in the FY28 request: $109.2M Total

- $102.7M One-time, $6.5M Ongoing
- $52.6 State-funded, $53.5M Federal, $3.1M Local

FY28 Debt Service

- GARVEE $63.9M ($58.9M Federal, $4.9M State)
- TECM $140.0M

IDAHO TRANSPORTATION DEPARTMENT
August 2026 Board Meeting
Original Submission FY28 Appropriation Draft

		Funding	FTE's
FY28 BASE		**926,699,700**	**1,645.0**
Adjustments			
27th Pay Period	$5,607,500		
Change in Employee Compensation (1.0%)	$1,362,600		
Change in health Inusrance Costs ($2,000/Employee)	$2,759,600		
Variable Benefits	($119,500)		
Statewide Cost Allocation Program (SWCAP)	$250,000		
Total Adjustments		**$9,860,200**	
FY28 MAINTENANCE BUDGET		**936,559,900**	**1,645.0**
Enhancements (Line Items & Equipment Grouped by Division)			
Administration	$0		
Aeronautics	$29,600		
Capital Facilities	$35,462,900		
DMV	$1,000,000		
Highways	$16,108,800		
Contract Construction & Right of Way	$56,582,000		
Replacement Equipment (All Divisions)	$62,285,100		
Office of Information Technology Replacement Equipment	$3,485,000		
Total Enhancements		**$174,953,400**	
FY28 TOTAL APPROPRIATION (Spending Authority)		**$1,111,513,300**	**1,645.0**
GARVEE Bond Debt Service		$63,887,200	
TECM Bond Debt Service		$140,000,000	
FY28 TOTAL PROGRAM FUNDING		**1,315,400,500**	**1,645.0**

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

Signature of Department Director: ______________________ Date: __________

	FY 2026 Total Appropriaton*	FY 2026 Total Expenditures**	FY 2027 Original Appropriaton	FY 2027 Total Expenditures***	FY 2028 Total Request
Appropriation Unit					
Administration	$38,229,800	$34,941,900	$38,152,900	$39,705,700	$39,850,900
Aeronautics	$39,599,000	$15,520,200	$4,803,200	$27,724,000	$4,707,200
Capital Facilities	$80,264,300	$22,882,600	$22,708,000	$82,825,700	$42,627,900
Contract Consturction & Right of Way Acquisition	$850,517,100	$509,007,200	$613,540,400	$913,540,400	$651,622,400
Highway Operations	$316,778,900	$285,289,000	$317,586,500	$392,496,100	$330,245,500
Motor Vehicles	$40,331,500	$34,746,100	$40,232,900	$42,398,300	$42,459,400
Total	$1,365,720,600	$902,387,000	$1,037,023,900	$1,498,690,200	$1,111,513,300
By Fund Source					
22102 State Aeronautics Fund - Dedicated/State	$39,107,300	$15,528,500	$4,284,500	$28,958,300	$4,204,700
22103 State Aeronautics Fund - Federal	$687,700	$268,000	$660,200	$762,600	$602,500
26002 State Highway Account - Dedicated/State	$586,073,500	$411,044,300	$486,157,700	$676,520,000	$500,859,200
26003 State Highway Account - Federal	$544,255,300	$410,815,100	$491,738,900	$604,680,200	$548,572,300
26005 State Highway Account - Local	$14,317,700	$11,179,500	$11,908,800	$14,418,800	$15,000,800
26902 Transportation Expansion and Congestion Mitigation Fund	$180,714,100	$51,385,400	$42,273,800	$171,602,500	$42,273,800
34500 Cares Act - Covid 19	$565,000	$2,166,200	$0	$1,747,800	$0
Total	$1,365,720,600	$902,387,000	$1,037,023,900	$1,498,690,200	$1,111,513,300
By Account Category					
Personnel Cost	$169,833,500	$159,246,400	$173,808,300	$173,808,300	$183,418,500
Operating Expense	$173,997,100	$114,062,000	$132,465,600	$182,432,900	$148,306,800
Capital Outlay	$953,466,300	$596,772,200	$698,134,400	$1,079,930,100	$747,172,400
Trustee/Benefit	$68,423,700	$32,306,400	$32,615,600	$62,518,900	$32,615,600
Total	$1,365,720,600	$902,387,000	$1,037,023,900	$1,498,690,200	$1,111,513,300
FTP Positions	1,645	1,645	1,645	1,645	1,645
Dedicated	$805,894,900	$477,958,200	$532,716,000	$877,080,800	$547,337,700
Federal	$545,508,000	$413,249,300	$492,399,100	$607,190,600	$549,174,800
Local	$14,317,700	$11,179,500	$11,908,800	$14,418,800	$15,000,800
Total	$1,365,720,600	$902,387,000	$1,037,023,900	$1,498,690,200	$1,111,513,300

*Prior Year Appropriation includes Reappropriation

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

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

RESOLUTION

WHEREAS, the FY2028 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2028 Budget Request Summary,

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 20, 2026, and authorizes the estimates and guidance provided to serve as the basis for the FY2028 budget request submitted to the Division of Financial Management and Legislative Services Office.

Pages 103 - 105 intentionally left blank

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Chad Clawson	Chief Engineer
Preparer's Name	**Preparer's Title**
Angie Heuring	Highways Program Project Manager

Subject

Revised Policy 4016 and 5016 - Traffic Regulation		
Key Number	District	Route Number

Background Information

This item is to approve revised Board Policy 4016 and subsequent Administrative Policy 5016 related to Traffic Regulation.

Board Policy 4016, Traffic Regulation was last revised in 2013, more than ten years ago, and was due for review and revision to include updated relevant Idaho Code references.

Corresponding Administrative Policy 5016, Traffic Regulation was last revised in 2016 and also needed updates to reflect current department procedures related to traffic regulation. Updates further clarify cost sharing related to traffic control devices and lighting on state highways, speed zone adjustment procedures, and the inclusion of non-motorized traffic control devices.

Both policies were reviewed by the Board's Policies Subcommittee on July 22, 2026.

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

See attached resolution on page 116.

TRAFFIC REGULATION

Purpose

The purpose of this policy is to require the Department to adopt the ~~a~~ Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

Legal Authority

- Idaho Code 40-313(1) - The Board shall erect and maintain for public safety suitable signs and devices.
- Idaho Code 40-317 - The Board may enter into cooperative agreements with the federal government and with local governments.
- Idaho Code 49-201(3) - The Board shall adopt a manual and specifications for traffic control devices on state highways.
- Idaho Code 49-201(4)-The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
- Idaho Code 49-202(20) - The Department shall maintain traffic control devices on state highways.
- ~~Idaho Code 49-202(28) - The Department shall place traffic control devices in cooperation with local highway authorities.~~
- Idaho Code 49 202(27) – The Department may place traffic control devices prohibiting parking on state highways.
- Idaho Code 49-661 - Regulations in regard to parking on state highways.
- IDAPA 39.03.41 – Rules Governing Traffic Control Devices.

Traffic control devices within the state of Idaho shall be installed, operated, and maintained in conformance with the "Manual on Uniform Traffic Control Devices for Streets and Highways" as adopted by the state.

Traffic signal installation costs shall be proportioned as determined by the Department, with installation, maintenance, and operation requirements covered by a cooperative agreement with the local jurisdiction. The Department shall also establish Cooperative Agreements with local jurisdictions relative to installation and maintenance of traffic control devices on joint-use facilities.

The Department shall establish traffic regulations such as speed zones, parking restrictions, ~~the use of traffic signals, railroad grade crossings,~~ and selective vehicle exclusions on the State Highway System. Each change in regulation shall be documented and recorded in an official Traffic Minute Entry. Whenever possible, local government agencies and law enforcement officials shall be consulted about the proposed changes.

Approved by the Board on:

~~Signed~~ ______________________ Date ~~June 19, 2013~~ ______________

TRAFFIC REGULATION

Purpose

The purpose of this policy is to require the Department to adopt the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

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- Idaho Code 49-201(4)-The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
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Approved by the Board on:

____ Date ______________________

Board Chairman

TRAFFIC REGULATION

Purpose

This policy implements Board ~~policy~~ Policy 4016 requiring the Department to adopt a Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

Legal Authority

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- Idaho Code 49-201(4) – The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
- Idaho Code 49-202(20) - The Department shall maintain traffic control devices on state highways.
- ~~Idaho Code 49-202(28) - The Department shall place traffic control devices in cooperation with local highway authorities.~~
- Idaho Code 49-202(27) – The Department may place traffic control devices prohibiting parking on state highways.
- Idaho Code 49-661 - Regulations in regard to parking on state highways.
- IDAPA 39.03.41 - Rules Governing Traffic Control Devices.

Traffic control devices on the State Highway System are approved at the discretion of the Department.

When costs for installation, operation, and maintenance ~~costs~~ of traffic control devices (including those for bicycles and pedestrians) and lighting on the State Highway System ~~costs~~ are shared, participants shall execute a cooperative ~~project~~ agreement specifying each participant's share of the costs, requirements and responsibilities. Additional installation costs for variances from standard traffic control devices and lighting designs shall be paid by the entity requesting the variance. The following criteria shall be considered as a guide in assigning costs of traffic control devices and illumination fixtures.

Traffic and Non-motorized Traffic Control Devices

- If a new ~~signalization~~signal is ~~required~~ planned at a public road approach that is not a state highway, the installation, operation, and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of approach lanes from the local jurisdiction and the number of ~~new~~ lanes on the state system excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.

- At existing signalized intersections, signal operation and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of lanes from the local jurisdiction and the number of lanes from the state system; excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.

- If new development necessitates installation of additional traffic control devices and/or roadway improvements, the developers or special use groups (industry, factory, warehouse, shopping center, etc.) shall pay all design and installation costs, including construction inspection. Signal installation shall not commence until approved by the Department.

- ~~The cooperative agreement shall include a requirement that the~~ Districts should consider having a developer dedicate to the local jurisdiction a minimum of 15 meters (50 feet) of right of way beyond the state right of way, within the driveway or the future public road approach. Proposed installations require the District Engineer's approval.

- School crossing signals, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons or other similar crossing enhancements may be installed and maintained by local jurisdictions at their expense, provided ~~the signals~~ they meet ~~signal~~ applicable warrants. Proposed installations and operations require the District Engineer's approval.

- ~~Costs for intersection control beacons (flashing beacons) at public road approaches and major private approaches are apportioned among the participants on the same basis as traffic signal costs. Proposed installations require the District Engineer's approval.~~

Lighting

- ~~The AASHTO publication, "*An Informational Guide for Roadway Lighting*" shall be used~~Use the ITD Traffic Manual -to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.

- ~~Many rural interchanges with light traffic volumes are sufficiently delineated so as to not require roadway lighting at night. However, in some circumstances, partial interchange lighting or complete interchange lighting is the preferred treatment. All lighting costs at rural interchanges are paid by the Department.~~

- ~~All c~~Costs for interstate highway lighting including on the ramps are paid by the Department.

- Signalized intersection lighting is typically included with signal installation. If a local jurisdiction requests additional lighting, e.g. roadway lighting, decorative lighting, bike/pedestrian lighting, all associated costs are paid by the local jurisdiction.

If other governmental agencies or private entities request special signal, beacon, and/or lighting devices, all arrangements for installation, operation, and maintenance shall be specified in the ~~written~~ cooperative agreement (governmental agencies) or~~and~~ the Right of Way Use Permit (private entities).

Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section ~~003~~002 Administrative Appeal.

Traffic Minute Entries

Regulation of traffic on the State Highway System (see following table) shall be made by official entries in Department records or "Traffic Minute Entries." These Traffic Minute Entries (TME) shall be approved before the regulation is enforceable. Approval authority is delegated as shown in the following table.

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
Speed Zones			
a. Permanent limits	49-201 and 49-202	Entire State Highway System – TME	Board **(*1)** District Engineer **(*2)**
b. Temporary limits	49-201	Construction, maintenance speed zones and emergency situations	District Engineer **(*3)**
c. Bridge limits	49-202 (21)	Entire State Highway System – TME	District Engineer
Parking Restriction			
a. Rural Prohibition	49-202 (27~~28~~) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (27~~28~~) and 49-661 (3)	Urban highways – TME	District Engineer

~~(table continued)~~

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
~~**Traffic Control Signals**~~			
~~a. Signals/Intersection Flashing Beacons~~	~~49-202 (20)~~	~~TME required for locations where there is no cooperative agreement between the Idaho Transportation Department and local officials~~	~~District Engineer~~
~~b. Flashing Beacon with Warning Sign (school zones, etc.)~~	~~49-202 (20)~~	~~Entire State Highway System~~	~~District Engineer~~
~~**Railroad Grade Crossings**~~	~~49-202 (25)~~	~~TME required for non-signaled railroad crossings (to validate the reasons for not having a stop sign or signal).~~	~~District Engineer~~
Selective Vehicle Exclusion	49-202 (23)	Fully Controlled Access Highways – TME	District Engineer

*1 Engineering and Traffic Studies to raise Interstate speeds to 80 mph (or reduce from) and State Highway speeds to 70 mph (or reduce from) are prepared by the Districts and provided to the Traffic Operations ~~Design/Traffic Services~~ Engineer for presentation to the Board for approval. Annually, Districts ~~refresh the studies~~check the operational performance of these corridors and provide ~~them~~ an update to the ~~Design/Traffic Service~~ Traffic Operations Engineer ~~for presentation~~ to inform the Board ~~in the Consent Calendar~~.

*2 ~~Traffic Minute Entries (other than for speeds specified in note *1) that have been approved shall be submitted each month to the Board in the Information Calendar.~~Inform the Board in the monthly ITD Board Meeting Information Calendar of any planned adjustments to permanent speed zones (other than for speeds specified in Note *1) prior to the District Engineer TME approval.

*3 Regulation of temporary speeds shall be established and deleted by written approval of the appropriate District Engineer.

In consultation with local government agencies and law enforcement officials, the District Traffic ~~Engineers~~Section- shall monitor, prepare supporting documentation, and initiate requests for Traffic Minute Entries. Each request for a Traffic Minute Entry shall include an engineering study and traffic investigation in accordance with ~~Section 103 of the Traffic Manual~~ the ITD Traffic Manual along with a public outreach plan coordinated with the Office of Communication.

~~This~~With respect to speed zone adjustments, the engineering study and traffic investigation documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho. Once approved, update the State speed zone log; attach a copy of the approved Traffic Minute Entry and the sealed engineering study and traffic investigation. Follow the procedures above for new route additions, extensions, and realignments with the engineering design documents representing the initial engineering study. After a suitable driver acclimation period (typically 30–90 days), conduct a follow-up speed study to verify that the posted speed limit remains justified. File the new study in the speed zone log.

~~Each Traffic Minute Entry shall have a Public Outreach Plan. The Office of Communications shall review the plan.~~

~~A copy of the approved Traffic Minute Entries shall be provided to the Design/Traffic Services Engineer to make monthly reports to Board on the Consent Calendar of changes in speed zoning.~~

Highway speed limit signing shall not be altered until approved by the appropriate authority.

~~Unresolved differences between Department personnel, local officials and/or the public shall be documented by the District.~~

~~Signed~~ Date ~~01/11/2016~~
~~Brian W. Ness~~Alberto Gonzalez
Director

TRAFFIC REGULATION

Purpose
This policy implements Board Policy 4016 requiring the Department to adopt a Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

Legal Authority
- Idaho Code 40-313(1) - The Board shall erect and maintain for public safety suitable signs and devices.
- Idaho Code 40-317 - The Board may enter into cooperative agreements with the federal government and with local governments.
- Idaho Code 49-201(3) - The Board shall adopt a manual and specifications for traffic control devices on state highways.
- Idaho Code 49-201(4) – The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
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- IDAPA 39.03.41 – Rules Governing Traffic Control Devices.

Traffic control devices on the State Highway System are approved at the discretion of the Department.

When costs for installation, operation, and maintenance of traffic control devices (including those for bicycles and pedestrians) and lighting on the State Highway System are shared, participants shall execute a cooperative agreement specifying each participant's share of the costs, requirements and responsibilities. Additional installation costs for variances from standard traffic control devices and lighting designs shall be paid by the entity requesting the variance. The following criteria shall be considered as a guide in assigning costs of traffic control devices and illumination fixtures.

Traffic and Non-motorized Traffic Control Devices
- If a new signal is planned at a public road approach that is not a state highway, the installation, operation, and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of approach lanes from the local jurisdiction and the number of lanes on the state system excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.

- At existing signalized intersections, signal operation and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of lanes from the local jurisdiction and the number of lanes from the state system; excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.

- If new development necessitates installation of additional traffic control devices and/or roadway improvements, the developers or special use groups (industry, factory, warehouse, shopping center, etc.) shall pay all design and installation costs, including construction inspection. Signal installation shall not commence until approved by the Department.
- Districts should consider having a developer dedicate to the local jurisdiction a minimum of 15 meters (50 feet) of right of way beyond the state right of way, within the driveway or the future public road approach. Proposed installations require the District Engineer's approval.
- School crossing signals, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons or other similar crossing enhancements may be installed and maintained by local jurisdictions at their expense, provided they meet applicable warrants. Proposed installations and operations require the District Engineer's approval.

Lighting

- Use the ITD Traffic Manual to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.
- Costs for interstate highway lighting including on the ramps are paid by the Department.
- Signalized intersection lighting is typically included with signal installation. If a local jurisdiction requests additional lighting, e.g. roadway lighting, decorative lighting, bike/pedestrian lighting, all associated costs are paid by the local jurisdiction.

If other governmental agencies or private entities request special signal, beacon, and/or lighting devices, all arrangements for installation, operation, and maintenance shall be specified in the cooperative agreement (governmental agencies) or the Right of Way Use Permit (private entities).

Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section 002 Administrative Appeal.

Traffic Minute Entries

Regulation of traffic on the State Highway System (see following table) shall be made by official entries in Department records or "Traffic Minute Entries." These Traffic Minute Entries (TME) shall be approved before the regulation is enforceable. Approval authority is delegated as shown in the following table.

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
Speed Zones			
a. Permanent limits	49-201 and 49-202	Entire State Highway System – TME	Board **(*1)** District Engineer **(*2)**
b. Temporary limits	49-201	Construction, maintenance speed zones and emergency situations	District Engineer **(*3)**
c. Bridge limits	49-202 (21)	Entire State Highway System – TME	District Engineer

Parking Restriction			
a. Rural Prohibition	49-202 (27) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (27) and 49-661 (3)	Urban highways – TME	District Engineer

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
Selective Vehicle Exclusion	49-202 (23)	Fully Controlled Access Highways – TME	District Engineer

*1 Engineering and Traffic Studies to raise Interstate speeds to 80 mph (or reduce from)and State Highway speeds to 70 mph (or reduce from) are prepared by the Districts and provided to the Traffic Operations Engineer for presentation to the Board for approval. Annually, Districts check the operational performance of these corridors and provide an update to the Traffic Operations Engineer to inform the Board .

*2 Inform the Board in the monthly ITD Board Meeting Information Calendar of any planned adjustments to permanent speed zones (other than for speeds specified in Note *1) prior to the District Engineer TME approval.

*3 Regulation of temporary speeds shall be established and deleted by written approval of the appropriate District Engineer.

In consultation with local government agencies and law enforcement officials, the District Traffic Section shall monitor, prepare supporting documentation, and initiate requests for Traffic Minute Entries. Each request for a Traffic Minute Entry shall include an engineering study and traffic investigation in accordance with the ITD Traffic Manual along with a public outreach plan coordinated with the Office of Communication.

With respect to speed zone adjustments, the engineering study and traffic investigation documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho. Once approved, update the State speed zone log; attach a copy of the approved Traffic Minute Entry and the sealed engineering study and traffic investigation. Follow the procedures above for new route additions, extensions, and realignments with the engineering design documents representing the initial engineering study. After a suitable driver acclimation period (typically 30–90 days), conduct a follow-up speed study to verify that the posted speed limit remains justified. File the new study in the speed zone log.

Highway speed limit signing shall not be altered until approved by the appropriate authority.

____________________________________ Date ______________________

Alberto Gonzalez
Director

RESOLUTION

WHEREAS, the Idaho Transportation Board is responsible for establishing policies governing the Idaho Transportation Department; and

WHEREAS, Board Policy 4016, Traffic Regulation, required updating to incorporate current and relevant Idaho Code and to eliminate references to outdated statutory provisions; and

WHEREAS, Administrative Policy 5016, Traffic Regulation, also required updating to reflect current Department procedures, including clearer direction on cost-sharing responsibilities for traffic control devices and lighting on state highways, updated speed zone adjustment procedures, and the inclusion of non-motorized traffic control devices; and

WHEREAS, the Board's Policies Subcommittee reviewed both policies and concurred with the proposed revisions, as corrected, at its July 22, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the revisions to Board Policy 4016, Traffic Regulation.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5016, Traffic Regulation.

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Ty Winther	State Maintenance Operations Manager
Preparer's Name	**Preparer's Title**
Angie Heuring	Highways Program Project Manager

Subject

Revised Policy 5532 - Employee Commercial Driver's License Requirement

Key Number	District	Route Number

Background Information

This item is to approve revised Administrative Policy 5532 related to the Employee Commercial Driver's License (CDL) Requirement.

Administrative Policy 5532, Commercial Driver's License Requirement defines the Department's requirement for an employee's commercial driver's license. The current policy states that new employees that require a CDL will be notified in the offer letter and must obtain a CDL within 60 days of notification. The policy has been updated to include language allowing for a 90 day extension that may be granted by the District Engineer. This change will allow for a greater ability to accommodate employees who are encountering difficulty in scheduling CDL training due to circumstantial delays and will provide overall increased flexibility.

This policy was reviewed by the Board's Policies Subcommittee on July 22, 2026.

Recommendations *(Action items require a resolution)*

See attached resolution on page 121.

EMPLOYEE COMMERCIAL DRIVER’S LICENSE REQUIREMENT

Purpose
This policy defines the Department's requirements for an employee's commercial driver's license.

Legal Authority

- Idaho Code 40-314(1) - The Board may establish the departmental internal structure deemed necessary for the full and efficient administration of Title 40.
- Idaho Code 40-505 - The Director has authority to control, supervise and direct employees, subject to Board oversight.

Management may ~~require that~~determine certain Department positions require the employee to obtain and maintain a commercial driver’s license (CDL).

In cases where a position(s) with a current incumbent~~, or new hire,~~ is identified as requiring a CDL, the employee shall be notified of that requirement by written memo from the Division Administrator or District Engineer. ~~for current incumbent~~. New positions will post the requirement in the hiring announcement, ~~and~~ and the new hire will be notified in the offer letter. The employee shall obtain an appropriate CDL within 60 days of notification and continue to maintain a CDL as part of that position's job requirement. An extension to 90 days may be granted by the District Engineer or Division Administrator. Any extension beyond 90 days must be approved by the Director. Those employees who receive notification of the CDL job requirement shall be reimbursed, on a one-time basis, ~~the difference between the cost of a standard Class D driver's license and the initial cost of the CDL~~the cost of a 4-year CDL, and one-time ~~including~~ costs of any learning permits, endorsements that may be required for the type of work performed, and skills testing fees.

The Department shall arrange for initial CDL-related training, ~~as needed,~~ for ~~incumbent~~ employees who require a CDL to perform Department business. Department equipment may be used for skills testing if required. Any CDL license upgrades, i.e., from Class B to Class A, that are required as a result of Department needs or ~~of~~ a change in job duties~~,~~ shall also be reimbursed by the Department on a one-time basis for a 4-year CDL. Future renewals shall be the responsibility of the employee.

Employees who are required to maintain a CDL to perform their job duties with the Department shall be required to comply with motor vehicle laws and U.S. Department of Transportation regulations related to CDL operators (drug testing, driving privileges, etc.). Failure to obtain or maintain the appropriate CDL and accompanying CDL requirements as required by the position shall result in personnel action including dismissal or involuntary transfer, and possible cost reimbursement to the Department.

____________________________ Date: ________________

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Your Safety • Your Mobility
Your Economic Opportunity

~~Brian W. Ness~~Alberto Gonzalez
Director

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EMPLOYEE COMMERCIAL DRIVER'S LICENSE REQUIREMENT

Purpose
This policy defines the Department's requirements for an employee's commercial driver's license.

Legal Authority
- Idaho Code 40-314(1) - The Board may establish the departmental internal structure deemed necessary for the full and efficient administration of Title 40.
- Idaho Code 40-505 - The Director has authority to control, supervise and direct employees, subject to Board oversight.

Management may determine certain Department positions require the employee to obtain and maintain a commercial driver's license (CDL).

In cases where a position(s) with a current incumbent is identified as requiring a CDL, the employee shall be notified of that requirement by written memo from the Division Administrator or District Engineer. New positions will post the requirement in the hiring announcement, and the new hire will be notified in the offer letter. The employee shall obtain an appropriate CDL within 60 days of notification and continue to maintain a CDL as part of that position's job requirement. An extension to 90 days may be granted by the District Engineer or Division Administrator. Any extension beyond 90 days must be approved by the Director. Those employees who receive notification of the CDL job requirement shall be reimbursed, on a one-time basis, the cost of a 4-year CDL, and one-time costs of any learning permits, endorsements that may be required for the type of work performed, and skills testing fees.

The Department shall arrange for initial CDL-related training, for employees who require a CDL to perform Department business. Department equipment may be used for skills testing if required. Any CDL license upgrades, i.e., from Class B to Class A, that are required as a result of Department needs or a change in job duties shall also be reimbursed by the Department on a one-time basis for a 4-year CDL. Future renewals shall be the responsibility of the employee.

Employees who are required to maintain a CDL to perform their job duties with the Department shall be required to comply with motor vehicle laws and U.S. Department of Transportation regulations related to CDL operators (drug testing, driving privileges, etc.). Failure to obtain or maintain the appropriate CDL and accompanying CDL requirements as required by the position shall result in personnel action including dismissal or involuntary transfer, and possible cost reimbursement to the Department.

____________________________ Date: ________________
Alberto Gonzalez
Director

RESOLUTION

WHEREAS, the Idaho Transportation Board is responsible for establishing policies governing the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5532, Commercial Driver's License Requirement, defines the Department's standards for when an employee must obtain a commercial driver's license (CDL); and

WHEREAS, the policy has been updated to provide increased flexibility and support employees in meeting CDL requirements under varying conditions; and

WHEREAS, the Board's Policies Subcommittee reviewed Administrative Policy 5532 and concurred with the proposed revisions at its July 22, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board concurs with the revisions to Administrative Policy 5532, Employee Commercial Driver's License Requirement.

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Brianna Fernandez	Senior Transportation Planner
Preparer's Name	**Preparer's Title**
Brianna Fernandez	Senior Transportation Planner

Subject

Draft Long Range Transportation Plan (LRTP)		
Key Number	District	Route Number
NA	HQ	NA

Background Information

Federal statewide transportation planning is governed by 23 U.S.C. § 135 and implemented through the joint FHWA and FTA planning regulations at 23 CFR Part 450, Subpart B. These regulations require each state to carry out a continuing, cooperative, and comprehensive ("3-C") statewide transportation planning process that results in the development of a long-range statewide transportation plan with a minimum 20-year planning horizon. This plan additionally aligns with Board Policy 4069.

The LRTP provides a comprehensive framework for the development and implementation of the state's multimodal transportation system. The plan considers all roadway users and travel modes, including commercial motor vehicles, public transportation, non-motorized transportation, rail, waterways, and aviation facilities. The LRTP also identifies capital, operations, and management strategies, as well as investments, procedures, and other measures needed to preserve and maximize the efficiency of Idaho's existing transportation system. A significant aspect of a LRTP is the importance of collaboration between the state highway system and the local road network to provide the best transportation system for a diversity of users and needs.

Beginning in October 2025, the Idaho Transportation Department (ITD), with assistance from High Street Consulting Group, initiated development of the 2050 LRTP. Throughout the planning process, ITD collaborated with Idaho's six Metropolitan Planning Organizations (MPOs), the Local Highway Technical Assistance Council (LHTAC), state agencies, local governments, tribal partners, private-sector stakeholders, along with the public to develop the draft LRTP.

The 2050 LRTP includes the following key components:

- Vision, goals, and objectives for Idaho's transportation system.
- An assessment of existing conditions across Idaho's multimodal transportation network.
- Analysis of emerging trends that may influence the state's transportation system through 2050.
- Identification of multimodal transportation needs.
- Implementation strategies to guide future investments and actions.
- A summary of the public engagement process and stakeholder input.

A copy of the draft 2050 LRTP has been provided to the Transportation Board. The draft 2050 LRTP will be available for a 30-day public comment period, followed by evaluation and summary of the comments. The final 2050 LRTP will be presented to the Transportation Board for adoption in October, and an informational copy will be transmitted to FHWA and FTA.

Following the public comment period, ITD will review and summarize comments, and incorporate appropriate revisions into the final 2050 LRTP. A summary of the comments and any edits made to the draft LRTP will be presented to the Transportation Board at the October 2026 Board meeting.

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

	Board Agenda Item	ITD 2210 (Rev. 12-23)

Meeting Date August 20, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 5 minutes

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

Subject

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

Background Information

Board Policy 4001 delegates authority to the Director or another designee to approve routine engineering professional services agreements of up to $2,000,000, 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 agreement 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
23630[1] / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	$4,004,817	$4,005,000	$1,970,914	$5,975,731

1 Professional Agreements > $2M
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 127.

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Department Memorandum

Idaho Transportation Department

ITD 0500 (Rev. 07-17)
itd.idaho.gov

DATE: August 3, 2026

Program Number(s) A023(630)

TO: Monica Crider, PE MC
State Design Engineer

Key Number(s) 23630

FROM: Jason Brinkman, PE
for District 3 Engineer

Shawna King

Digitally signed by Shawna King
Date: 2026.08.06 15:38:40 -06'00'

Program ID, County, Etc. SH-44, I-84 TO STAR RD CORRIDOR STUDY, ADA/CANYON COUNTIES

RE: Request to approve professional services agreement authorization to greater than $2,000,000 on the David Evans and Associates, Inc. (DEA) professional services agreement for the SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties

The purpose of this project is to environmentally clear the future alignment of SH-44 and associated construction projects to address needs through the year 2055. This has been done initially through a Planning and Environmental Linkage (PEL) study to screen future alignments to a limited number that will now be further evaluated in the National Environmental Policy Act (NEPA) stage of this project.

In March 2023, through a Request for Proposal (RFP), David Evans and Associates, Inc. (DEA) was selected to provide PEL study, preliminary design and environmental evaluation, and final design and plans, Specifications and Estimate (PS&E).

The district is taking a phased approach to this project design and development. The Board authorized the initial phase agreements to complete PEL study and associated tasks up to $2,950,000 in May 2023. The agreement was written for the total amount of $2,819,482.

In May 2026, the Board authorized agreement amount up to $4,005,000. The Phase 2A supplemental agreement to complete Pre-NEPA and NEPA activities was written for $1,185,335, bringing the total agreement amount to $4,004,817.

Additional services are needed to complete pre-NEPA analysis to get to the Letter of Intent. Letter of Intent is a formal letter from ITD to Federal Highway Administration requesting the formal start of the NEPA (National Environmental Policy Act) process. These services are negotiated at $1,970,914. This will bring the total agreement amount for the project to $5,975,731. **This request is to authorize the agreement amount up to $5,975,731**. Construction is not funded.

Currently, there is $5,990,000 obligated for design services (PC) by consultants and there are no other project consultant agreements.

RESOLUTION

WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than $2,000,000 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
23630[1] / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	$4,004,817	$4,005,000	$1,970,914	$5,975,731

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

Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 08/20/2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name	Presenter's Title
Jason Brinkman	District 3 Engineer
Preparer's Name	**Preparer's Title**
Aaron Bauges	District Planning Manager

Subject

FY27 Board Unallocated Funds Request to Replace I-84, Jct US-20/26 Parma IC Exit 26 Bridge

Key Number	District	Route Number
Requested	3	US-20/26

Background Information

District 3 seeks Board authorization to add the **I-84, Jct US-20/26 Parma IC Exit 26 Bridge** project to the approved FY2026-2032 Idaho Transportation Investment Program (ITIP).

The Parma Interchange structure over I-84 was struck by an improperly secured load on August 4, 2026. The overpass bridge over I-84 will need to remain closed until the bridge can be repaired or replaced.

This structure was built in 1964. It serves as a critical access point for commercial, agricultural,and industrial traffic along US-20/26 west of I-84, as well as the only convenient access for all traffic in the Notus and Parma areas. As part of the larger I-84, SH-44 to Centennial Way (Exit 25 to 27) Phase 2 project, this interchange bridge had already been evaluated for replacement.

The District and Bridge will present options for repair or replacement, but will recommend the replacement option. The Type, Size, and Location Report for a replacement bridge was completed in July 2024, recommending this structure be replaced with a 2-Span BT30 Prestressed Concrete Girder Bridge. The girders can be produced locally without lead time for procurement and it is the least costly alternative.

Construction is estimated to cost between $12M-$14M, which includes demolition of the existing structure and construction administration. A supplement agreement with Horrocks for design is estimated to cost $1.4M. This request is also for Board approval to move forward with preliminary design through Planning, Specifications and Estimates (PS&E) including a standalone environmental document. The Program Management Office will identify funds to cover the design and construction estimate from statewide balancing, along with ITD working with Risk to recover insurance funds for the repair-only cost estimate.

The total cost of this request is $15.4M.

Recommendations *(Action items require a resolution)*

Resolution on page 131.

Exit 26, Parma Interchange (Bridge 12220)

IDAHO TRANSPORTATION BOARD
STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2027

as of 8/12/26, following Board approval

			Beginning Balance		**$ 10,000,000**
Date	District	Key No.	Project Route, Name	Cost	
07/16/26	1	26583	US 95, DUFORT RD TRAFFIC SIGNAL INSTALLATION, D1	$ 1,000,000	
08/20/26	3	NEW	I 84, JCT US 20/26 PARMA IC (EXIT 26) BRIDGE	$ 1,400,000	
				Total	$ 2,400,000
			Ending Balance		**$ 7,600,000**

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to promptly restore traffic on the Parma Interchange Bridge over I-84 in Caldwell with a cost-effective permanent bridge replacement; and

WHEREAS, ITD has completed a Bridge Type, Size and Location report at the Parma Interchange Bridge; and

WHEREAS, ITD is prepared to advance the design through a previous Request For Proposal allowing the design to be ready for bidding in early 2027.

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of I-84, Jct. US-20/26 Parma Interchange (Exit 26) Bridge project for an estimated cost of $15,000,000 to the approved FY2026-2032 ITIP and draft FY2027-2033 ITIP with the following funding plan:

> For design (PE/PC), $1.4M will be funded with FY27 Board Unallocated.
>
> For construction (CE/CC/CN), $8M will be programmed in FY27 and $6M will be programmed in FY28, which will be balanced through the end of year plan.

Legend:

ITIP – Idaho Transportation Investment Program
CE – Construction Engineering
CC – CE by Consultant
CN – Construction
PE – Preliminary Engineering
PC – PE by Consultant