

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
September 16 & 17, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, September 16, 2026, in Lewiston, Idaho. The following principals were present:

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

District 6 Member Cortney Liddiard was not present, and the District 4 Member position remains vacant.

District 2 Tour. The Board toured the US-95 Culdesac Canyon passing lane project and former railroad bridge area. They received an update on the project and bridge removal.

Open House. A stakeholder outreach session was held at the Hells Canyon Hotel in Lewiston. Vice Chair Osborn welcomed attendees and introduced the Board. Director Alberto Gonzalez and CD Dave Kuisti provided brief remarks and stated ITD's commitment to working with the community on transportation issues. District Engineer Bob Schumacher 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.

September 17, 2026

The Idaho Transportation Board convened at 8:30 AM on Thursday, September 17, 2026, for the business meeting held at the District 2 Office in Lewiston, Idaho. Members from the previous day were present. Lead Deputy Attorney General Gary Luke joined.

Safety Share. Safety and Compliance Officer Travis Stewart reported on a logging truck rollover traffic incident where ITD field staff helped the driver to safety and provided traffic control flagging. In acknowledgement that field staff often act as first responders, more consistent training will be offered.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of August 19 & 20, 2026, seconded by Member Franz, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is October 14, 2026, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB26-50 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 adding the Snake River View Pollinator Enhancement project to the draft FY27-FY33 Idaho Transportation Investment Program.

1) Add Snake River View Pollinator Enhancement Project to the Idaho Transportation Investment Program (ITIP). ITD received a USDOT Roadside Pollinators Program grant award of \$150,000. The grant will allow completion of the final phase of the Snake River View Pollinator project landscaping that was initiated in 2024.

Informational Items.

1) Contract awards and advertisements. There was one ITD and one Local contract awarded that did not require Board approval for the month of August 2026.

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through September 1. In FY26, Idaho received apportionments of \$466.5 million. On August 28, Idaho received an additional \$62.2 million of redistribution obligation authority. Allotted program funding through September 30th is \$510.6 million with \$80.2 million remaining as of September 1st.

3) Professional services agreements and term agreements work tasks report. From August 1, 2026 to August 29, 2026, 22 new professional services agreements and work tasks were processed totaling \$4,163,397. Four supplemental agreements to existing professional services agreements were processed during this period for \$2,054,808.

4) State Fiscal Year 2027 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of July 31 are above forecast (3.6%) with revenues in the Highway Distribution Account above forecast by 17.5%. State revenues to the State Aeronautics Fund are above forecast by 4.3%. State fuel tax revenue is 19.2% above

projections. Collectively, total state-sourced AERO revenues are up by 10.2%. The Department's expenditures remain within planned budgets. Personnel costs savings of \$314K are due to vacancies and hiring gaps. Contract construction cash expenditures in the SHA are \$54.2M, and total construction expenditures from the five different funds sources total \$113.4M.

The balance of long-term investments is \$198.5M. These funds are committed to construction projects and encumbrances. The cash balance is \$157.3M. Expenditures in the Strategic Initiatives Program Fund are \$5.6M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$13.8M. Expenditures for the TECM bond program during this period are \$48.2M and none for GARVEE debt service.

Adopt-A-Highway (AAH) Presentation. Vice Chair Osborn announced the AAH 2025 Group of the Year Award is the Grangeville High School Faculty. They adopted a section of US-95 near Grangeville. They have been active in the program since 1991. The group was not able to be there is person to accept the award.

Director's Monthly Report. Director Alberto Gonzalez thanked the District 2 staff for yesterday's tour and the stakeholder open house session. He noted there were key people such as legislators and mayors who were able to attend. He also recognized the passing of General Darrell Manning who was ITD's first director from 1974 to 1985 and served as ITD board chairman from 2005 to 2011, among his 46-years of dedicated service to Idahoans.

Chief of Administration Lisa McClellan provided an update on ITD's State Street building, which she just toured. All the cubicles and carpet have been removed. From February to July this year hazardous materials and abatement were completed. Remediation is also taking place to bring the building up to code – along with connecting to city water to restore the grass. The building has been secured with wood planking and fencing for the winter and to prevent potential vandalism. She shared renderings of the new exterior design. ITD is within the 10-day review period for concept design drawings with the Division of Public Works (DPW) and contractor. The next phase is design and development anticipated by fall 2027, bid advertisement in January 2028, and 18 to 24 months for construction.

Director Gonzalez stated ITD receives a lot of questions regarding the State Street building. In January, it will be five years that staff have been at the Chinden Campus. He added they have a great partnership with DPW and are working to get people back as soon as possible.

Chief Deputy Laila Kral reviewed the Employment Engagement Survey, sent to all state employees in June, results such as the survey format, summary, strengths (Top 5), opportunities for improvement, last year's Ideal Workplace Action Plan, feedback, and timeline. Some highlights included over 1,200 employees participated (77% response rate).

Responses were assessed by percent favorability. There were 30 focus areas with 53 questions. Safety (87%) and work-life balance (80%) were within the Top 5 strengths category and pay and benefits (52%) and survey follow-up (26%) among the Bottom 5 for opportunities for improvement. Over 900 comments were received. With employees not receiving compensation this year, it was no surprise to see pay and benefits as the highest of the Bottom 5, and the topic of numerous comments received. ITD is required to submit an action plan to the Division of Human Resources (DHR) that incorporates ways to improve survey ratings. Executive staff have held multiple meetings to receive employee feedback. Action plans are due to DHR by October 30, 2026.

In response to Member Franz' inquiry regarding if the survey is at the district level, CD Kral affirmed it is. Senior leadership gets their results for their respective areas so they can compare across districts and the department, which all were very consistent.

Chairman Watkins commented about pay being the biggest issue, and one that most likely, all agencies experienced. He encouraged staff to share the survey results regarding pay with the people who have the authority to make change.

Member DeLorenzo also commented on pay in respect to employee turnover. She stated staff should, if they have not already, identify turnover costs.

Vice Chair Osborn expressed concerns with potential employee turnover now that Schweitzer Engineering Laboratories in Lewiston offering \$36 per hour and with inflation in general.

Director Gonzalez stated ITD will do what is within their control regarding pay and acknowledged the Governor is aware. The employee survey is the Governor's initiative. In regard to the survey, Director Gonzalez highlighted the trust in managers is strong with staff's immediate leadership, and he is looking forward to working on ways to improve it overall. He concluded his remarks by reporting on ITD's involvement with the America250 Liberty Bell Tour statewide.

District Engineer Annual Report. District 2 Engineer Bob Schumacher presented his annual report. He reported on various promotions and vacancies, grant opportunities for various signals in Moscow, Grangeville and Lewiston, US-95 alternate route planning and environmental linkages (PEL) study, winter material usage, project updates, and new equipment. Some highlights included the US-95, Moscow North and Alternate Route (SH-8) PEL study area is in Phase 3. The district completed five projects this year such as paving 4-miles of SH-14 and US-95, top of Lewiston Hill to Thorn Creek (\$9.6M), Phase 1 of the US-95, Hat Creek Bridge replacement project (\$4.3M), and recovered 1,700 fish, in coordination with the tribes, on the Culdesac Canyon project. Use of blue salt for winter operations is going well. It is more expensive; however, requires less application. The district mitigated several disasters from a windstorm and rockslide last year to a rain/mud and fire events this

year all on US-12. Staff removed trees, excavated and hauled over 200 loads of rock debris, and built a retaining wall in response to the various incidents. Other project work included paving on SH-13 in Grangeville, hazardous tree removal on US-12, and sink hole repairs on US-12 and SH-14. A forestry masticator (tree mulcher) was procured and used this year.

In response to Vice Chair Osborn's question about feedback on vacant positions, DE-2 Schumacher stated they are conducting interviews to fill gaps; however, are losing people from Kooskia to work in the mines.

In response to Chairman Watkins' inquiry regarding what happens with the trees that are removed, DE-2 Schumacher replied that the US Forest Service owns them and puts them out for bid.

FFY2026 Redistribution and ITD/Local Public Agency End-of-Year Closeout. Program Control Manager Colleen Wonacott reviewed the FFY26 Redistribution and FFY26 Additional Funding Distribution (Exhibit 1) and FFY26 Local Public Agency (LPA) Redistribution and End of Year Closeout (Exhibit 2), shown as Exhibit 593, which is made a part hereof with like effect. Some highlights included in August ITD received \$62 million in obligation authority (OA) to redistribution, which brought ITD FY26 total obligation authority to 101% of its apportionments. ITD can only use OA on the apportionments they have. When the ITIP is developed, staff programs to the total amount of apportionment they expect to receive so most of the redistribution is needed to fully deliver the projects that are already programmed. All programs were brought up to the 100% level - equal to what was programmed in the ITIP. The additional one-time funding distribution of \$400,000 that ITD received in June was split between local and state programs consistent with ITD Policy 4028. For the FFY26 LPA redistribution and end of year closeout, all LPA obligated what was already scheduled in the ITIP or had increases for yearend (e.g., change orders). Each LPA was able to complete all their scheduled projects, advanced projects, and covered cost increases.

Project Management Office Manager Brad Wolfinger reviewed the FY26 Projects Advanced or Added to the Program (Exhibit 3), FY26 Projects Rescheduled or Removed from Program to FY27 (Exhibit 4), and FY26 FFY Closeout Actions September 2026 (Exhibit 5), shown as Exhibit 594, which is made a part hereof with like effect. Some highlights included (Exhibit 3), some projects were advanced from FY27 utilizing FY26 funds, (Exhibit 4) the projects removed were because staff determined they were not needed, and (Exhibit 5) are projects identified for FY26 federal fiscal year closeout using remaining obligation authority. The designation of advance conversion refers to the process of using state funds to cover costs on federally funded projects with the intent to convert to federal funds prior to project payout. This tool is an effective strategy to split funds over multiple years and make payments as the project is being constructed and allow for early bid advertisement. Overall, some of the dollar amounts will vary slightly but staff will provide an update on the final adjustments amounts. PMO Manager Wolfinger pointed out there was no report on State

Closeout due to rolling about \$157 million of FY26 state money into FY27 based on having less revenue to work with in FY27, which allowed ITD to program to the levels in the draft ITIP.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB26-51 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and
WHEREAS, Redistribution of Federal Formula Funds were received by ITD on
August 28, 2026 and other Federal Formula Funds were available for the end
of year obligation; and

WHEREAS, FY 2026 Federal Formula Funds have to be obligated and
approved by FHWA by September 24, 2026; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board
approves the allocation of obligation authority received through
Redistribution of Federal Formula Funds, and the lists of projects presented
for advancement, cost changes or advance construction conversion to
FY2026 as shown in Exhibits #1-5.

FY27-FY33 Draft Idaho Transportation Investment Program (ITIP) Public Comment Campaign. Sr. Public Information Officer Megan Jahns provided an update on ITD's public outreach efforts, methods and timeline for the draft FY27 – FY33 ITIP comment period in July. Some highlights included ITD had 14 stories during the comment period from 11 different news outlets, and 33,000 people visited the comment portal site. Two email blasts were sent (database of 13,000) with an average open rate of 32% and 214 new subscribers added. Social media is the number one source of comments from the survey with Facebook being the dominant platform (17,800 clicks). Targeted ads on LinkedIn were new this year (reached 59,000 people). Radio ads were still used; however, due to limited analytics available, future use is under review. Staff worked with various local entities to coordinate responses to the comments they received that were sent in August and September.

Sr. Transportation Planner Brianna Fernandez reviewed the comments data by source, state versus local, location and jurisdiction, common themes, and key takeaways. Some highlights included ITD received 689 comments this year compared to 426 last year – a 62%

increase. The majority, 78%, of comments received were via the web map portal for projects on the state highway system. Of the 350 comments received in District 3, 200 were regarding US 20/26, Middleton Road to Star Road project where a family member lost a sister to a fatal crash on Midland Blvd. and US 20/26 in Canyon County. Safety and traffic congestion and capacity were some common themes. Next year's goal for comments is 450.

Member DeLorenzo commented on some of the responses received in her District 3 area such as the young lady who lost her life and her sister's effort to highlight the need for safety changes on Midland Blvd. and US 20/26, and a request for a new north/south highway.

Member Bulger thanked ITD staff who responded to the social media Facebook feeds for a job well done in being respectful and informative.

Recommended FY27-FY33 Idaho Transportation Investment Program (ITIP). Program Control Manager Colleen Wanacott reported on changes made to the draft ITIP since the Board's June Workshop. Some highlights included the ITIP update process begins in January each year with continued Board engagement in April, May and June. ITD's core program target levels per year include \$200 million for pavement and \$100 million for bridges. Targets for capacity or expansion are flexible and are impacted by revenue reductions noting a sharp decrease in FY28. Funding will be shifted as state revenue becomes available. The ITIP includes for each year \$20 million in Hold-backs, which are projects held back until revenues are certain and \$20 million in reserve to address cost changes, market variations and provide flexibility for end of year redistribution or project advances. The ITIP includes set-asides per year for seven categories such as statewide balancing (\$5M), damage to state property (\$3M), emergency repairs (\$3M) and board unallocated (\$10M). Several changes were made to the ITIP since June based on projects added, removed, advanced, and/or updated. Staff anticipate a few more year-end balancing adjustments and changes for local projects. Next steps are to submit the approved Statewide Transportation Improvement Program (the first 4-years of the ITIP) to FHWA and FTA for federal approval.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB26-52 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

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

WHEREAS, the Infrastructure Investments and Jobs Act (IIJA) transportation act requires that a fiscally constrained list of projects covering a 4-year

minimum be provided in a statewide transportation improvement program;
and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2027 - 2033 ITIP; and

WHEREAS, the Recommended FY 2027 – 2033 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2027 - 2033 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2027 - 2033 Idaho Transportation Investment Program.

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

SH-11, Greer Grade Repairs Project. District 2 Engineer Bob Schumacher reviewed the request for slope stabilization repairs on SH-11, Greer Grade using Board Unallocated Funding for an estimate of \$1.5 million. Due to slope movement on the hillside, on the northbound travel lane, geotextile wrapped woods chips have been exposed as well as pavement cracking. Staff proposed to proactively mitigate the risk and stabilize the corridor, which serves as a critical corridor for logging, freight, and emergency response traffic.

Vice Chair Osborn 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
ITB26-53 Transportation Department's (ITD) mission of safety, mobility, and economic
 opportunity; and

WHEREAS, it is in the public interest for ITD to address slope instability and repair a segment of State Highway 11 (SH-11) at MP 2.5 (Greer Grade) to prevent slope failure and extensive off-network detours impacting logging, freight, commuter, and emergency response traffic; and

WHEREAS, ITD District 2 is proposing a new project, SH-11, MP 2.5 Slope Stabilization (Greer Grade), which consists of installing ground stabilization measures—including soil nails, micropiles, wall drains, shotcrete, and pavement repair—under expedited procurement to stabilize the roadway prior to further seasonal deterioration; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the SH-11, Mile Post 2.5 Slope Stabilization (Greer Grade) project to the approved FY 2027–2033 ITIP using FY 2027 Board Unallocated Funds for a total estimated cost of \$1,500,000.

In response to Member DeLorenzo’s question regarding use of wood chips and anticipated repairs, DE-2 Schumacher stated that they are used to stabilize slopes – specifically, where loading at the top of a slide is prohibited. It is uncommon that they would anticipate repairs. Wood chip fill was used with great success on the Horseshoe Bend project on SH-55.

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, Consultant Services Engineer Mohsen Amirmojahedi presented the request for agreement authorization for design services. The project, as shown in the resolution, is SH-75, Bellevue to Broadway Run by AECOM Technical Services. CSE Amirmojahedi reviewed the project background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board
ITB26-54 (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
233421 / Design	SH-75, Bellevue to Broadway Run, Blaine County	4	\$10,820,237	\$10,820,237	\$190,695	\$11,010,932

- 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

Lewis County Zero Fatality Awards. Engineer Manager Janet Zarate shared Lewis County had 42 crashes, including two serious injury crashes, but no traffic fatalities in 2025, which is a major safety achievement. A lot has been done to improve safety on every corridor including work zones and traffic control. In the last 10 years, there have been over 500 crashes and 10 fatalities. Representatives from Lewis County Idaho State Police, Sheriff's Office, and District 2 maintenance staff were recognized and received Zero Fatalities Awards and Safety coins.

In response to Vice Chair Osborn's inquiry on needs for adding turn lanes to improve safety, a representative from Lewis County Sheriff's Office stated passing opportunities or a rock wall on US-12 and US-95 would have a greater safety impact than turn lanes.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:38 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Osborn seconded the motion, and it passed unanimously by roll call vote. Chairman Watkins stated the meeting will adjourn upon conclusion of executive session.

Executive session discussions were on highway legal matters. The Board ended executive session at 10:52 AM.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 10:52 AM.

Read and Approved
October 14, 2026
Boise, Idaho

Signed

MITCH WATKINS, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board

September 2026 Board Item: FFY 2026 ITD Redistribution and End of Year Closeout and Local Public Agency End Of Year Plan

Exhibit #1

FFY 2026 REDISTRIBUTION TABLE

	Program	ALL PROGRAMS INCREASED TO 100% OA		
		FORMULA	MATCH	FUNDING
1	All Other SHS Programs	44,211,753	3,502,205	47,713,958
2	GARVEE Formula Debt Service			
3	State Planning & Research			
4	Metropolitan Planning			
5	Freight	1,576,548	124,885	1,701,433
6	Railroad Crossings	293,227		293,227
7	Recreational Trails	256,292		256,292
8	Local Transportation Mgt Area	1,894,824	150,097	2,044,921
9	TAP - TMA			
10	Carbon - TMA	524,798	41,572	566,369
11	Local Large Urban	1,519,129	120,337	1,639,466
12	Carbon Reduction Program	1,558,855	123,484	1,682,338
13	Local Small Urban	708,927	56,157	765,084
14	Local Rural	2,626,694	208,072	2,834,766
15	Transportation Alternatives			
16	Local Bridge			
17	Off System Bridge			
18	Local Safety	1,628,067	128,966	1,757,033
	Total	56,799,114	4,455,774	61,254,888

FFY 2026 ADDITIONAL FUNDING DISTRIBUTION

Program	UN-PROGRAMMED APPORTIONMENT DISTRIBUTION		
	FORMULA	MATCH	FUNDING
All Other SHS Programs	317,124	25,121	342,245
GARVEE Formula Debt Service			
State Planning & Research			
Metropolitan Planning			
Freight			
Railroad Crossings			
Recreational Trails			
Local Transportation Mgt Area	7,772	616	8,388
TAP - TMA	5,159	409	5,568
Carbon - TMA			
Local Large Urban	10,287	815	11,102
Carbon Reduction Program			
Local Small Urban	4,800	380	5,180
Local Rural	22,859	1,811	24,670
Transportation Alternatives	31,968	2,532	34,500
Local Bridge	5,000,855	396,139	5,396,994
Off System Bridge			
Local Safety			
Total	5,400,824	427,823	5,828,647

"One-Time" additional apportionments
allocated per policy 4028 / June 2026 IT Board

Un-programmed Off-System Bridge apportionment

notes:

\$62,199,938 Redistribution of Obligation Authority notice was received from FHWA on August 28, 2026

Un-Programmed Apportionments: 5,000,855 FY26 Pre-IIJA Off-System Bridge apportionments (new general fund IIJA Off-System Bridge apportionments are programmed)
 399,969 FY26 "one-time" redistributed apportionments (June Board resolution distributed to local programs)
 5,400,824

September 2026 Board Item: FFY 2026 ITD Redistribution and End of Year Closeout and Local Public Agency End Of Year Plan

Exhibit #2
FFY 2026 LOCAL PUBLIC AGENCY REDISTRIBUTION & END OF YEAR CLOSEOUT

District	KN	Name	\$	Change
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Local Transportation Management Area				
3	23095	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	\$ 1,025	scheduled in ITIP
3	23323	COLUMBIA VILLAGE ROADWAY & ADA IMPROVEMENTS, BOISE	\$ 870	scheduled in ITIP
3	23678	TRANS SYSTEM MGMT & OPS PLAN, COMPASS	\$ 400	scheduled in ITIP
3	23943	FY25-FY26 SR2S, ADA CO	\$ 286	increase
3	22800	FY25-FY26 COMPASS PLANNING	\$ 536	increase
3	26539	5TH ST DESIGN ONLY, BOISE	\$ 1,274	scheduled in ITIP

Local Large Urban				
3	22922	CANYON CO SRTS COORDINATOR & ACTIVITIES	\$ 51	increase
3	24242	1ST ST INT IMPROVEMENTS, AMMON	\$ 393	increase
2	20024	BRYDEN AVE RECONSTRUCTION STG 1, LEWISTON	\$ 50	increase
3	22800	FY25-FY26 COMPASS PLANNING	\$ 144	increase
5	12098	CENTER ST RR BR UPASS, POCA TELLO	\$ 400	increase
5	20535	1ST ST; AMMON TO 45TH E WIDENING, BONNEVILLE CO	\$ 97	increase
3	22386	FY25-FY32 ACHD COMMUTERIDE, ADA & CANYON COS	\$ 28	increase

Local Small Urban				
4	24615	EAST 5TH N ST WIDENING, BURLEY	\$ 300	increase
6	23330	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	\$ 2,608	in ITIP + increase

Note: \$ values are shown in thousands

District	KN	Name	\$	Change
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Carbon - TMA				
3	23095	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	\$ 1,189	scheduled in ITIP

Transportation Alternatives				
9	24693	FY26 LHTAC TAP PROGRAM ADMINISTRATION	\$ 286	scheduled in ITIP
3	22385	BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	\$ 75	increase
1	24677	BIKE PATH CONNECTIONS, HARRISON	\$ 138	increase

Local and Off-System Bridge				
6	23330	E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	\$ 2,485	in ITIP + increase
2	21986	SAND RD BR NR MOSCOW, N LATAH HD	\$ 397	scheduled in ITIP
9	23148	FY26 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	\$ 500	increase
9	23705	FY27 LOCAL/OFF-SYSTEM BRIDGE INSPECTION	\$ 4,750	advance + increase
1	22893	N FORK EAST RV BR, BONNER CO	\$ 400	increase
2	26545	COW CREEK RD OVER SALMON RIVER BR, IDAHO CO	\$ 116	scheduled in ITIP

Local Safety				
1	23880	SPIRIT LAKE CUTOFF CURVES, BONNER CO	\$ 1,599	scheduled in ITIP
2	23881	GUN CLUB RD, LAPWAI RD TO STEWART, NEZ PERCE CO	\$ 1,868	scheduled in ITIP
3	23883	2ND ST S, SAFETY IMPROVEMENTS, NAMPA	\$ 1,213	scheduled in ITIP
2	24607	8TH ST SAFETY IMPROVEMENTS, LEWISTON	\$ 56	increase
5	25049	GUARDRAIL UPGRADE SAFETY IMPRV, BEAR LAKE COUNTY	\$ 292	scheduled in ITIP

Exhibit 3

FY2026 Projects Advanced or Added to the Program

District	Key #	Route #	Project Name	Program	Programmed CE/CC/CN	Reason
5	21860	US 91	PARK LAWN TO SIPHON RD, CHUBBUCK	Safety/Carbon	12,867,000	FY27 Advance - Replaced FY26 Funding on 21923 JCT Hitt Rd (25 th East), Bonneville CO
6	23254	US 20	SUGAR CITY TO 200 NORTH	Pavement Restoration	5,979,028	FY27 Advance - Replace FY26 Funding on 23244 MP 291 to Idaho Falls
3	24099	SMA-9773	LINDER RD, OVERLAND TO FRANKLIN, ADA CO	Bridge Restoration	7,019,237	FY27 Advance – Utilize Available FY26 State Funds
6	23247	US 20B	CITY OF IDAHO FALLS LIGHTING UPGRADE	Pavement Restoration	2,313,434	FY27 Advance – Utilize Available FY26 State Funds
9	26552	N/A	FY27 STATEWIDE DAMAGE SUPPORT	SIA	673,294	Advance FY27 Funding to Utilize Available FY26 State Funds
4	26578	US 93 & SH 81	ROVER PORTS, D4	State	1,020,000	FY26 Year End Priority Need Project Added
2	25130	US 95	LAPWAI CR RR BRIDGE #29815, LEWIS CO	Bridge Preservation	600,000	District Request, Project Added to Purchase Private Railroad Bridge
5	25183	I 15	RIVERTON RD BRIDGE, BINGHAM CO	TECM/STLI	13,077,000	District Request Due to Bridge Hit, Project Added
1	25110	US 95	CONKLING RD INTERSECTION ILLUMINATION, KOOTENAI CO	STBU	250,000	FY26 Board Unallocated Project Added
6	25115	US 26B	COUNTY LINE RD INT IMPRV, RIRIE	STBU	465,000	FY26 Board Unallocated Project Added
3	25120	SH 55	HORSESHOE BEND DRAINAGE IMPROVEMENTS, BOISE CO	STBU	803,000	FY26 Board Unallocated Project Added
3	25121	Various	D3 INTERSECTION IMPRV, ADA & GEM COS	STBU	1,540,000	FY26 Board Unallocated Project Added
4	25181	Various	FY26 TRAFFIC CONTROL UPGRADES, D4	STBU	1,990,000	FY26 Board Unallocated Project Added
5	25186	I 15	DIGITAL MESSAGE BOARDS, D5	STBU	950,000	FY26 Board Unallocated Project Added
2	25241	SH 14	MILL & INLAY SURFACE IMPROVEMENT, D2	STBU	1,195,000	FY26 Board Unallocated Project Added
1	25393	SH 54	MP 11.8 TO MP 14.67 MILL & INLAY, D1	STBU	2,501,000	FY26 Board Unallocated Project Added
6	25116	US 93	LOST TRAIL PASS EMERGENCY SLOPE REPAIR, D6	SIA	270,000	FY26 SIA Project Added

2	25117	SH 8	FY26 ROADSIDE SAFETY GUARDRAIL, D2	SIA	510,000	FY26 SIA Project Added
2	25124	Various	FY26 SIA BRIDGE REPAIRS, D2	SIA	320,000	FY26 SIA Project Added
1	25127	Various	BONNER COUNTY SIGNAL UPGRADES, D1	SIA	390,000	FY26 SIA Project Added
6	25129	Various	D6 DISTRICT FENCING REPAIRS	SIA	49,000	FY26 SIA Project Added
4	25394	Various	490 CULVERT LINING, D4	SIA	235,000	FY26 SIA Project Added
2	25456	US 12	SAFETY MESSAGE BOARD, D2	SIA	350,000	FY26 SIA Project Added
3	25188	SH 55	STATE ST TO HILL RD N, SH 44 JENNIE LN TO EAGLE RD	STAR	27,085,000	District Request, Project Added Using Sales Tax Anticipation Revenue (STAR) Program
3	25341	SH 16	VALNOVA GRADE SEPARATED INTERSECTION CE&I, ADA CO	Developer	500,000	District Request, Project Added Using Developer Funds
4	26577	SH 75	WOOD RIVER VALLEY TRANSIT IMPROVEMENTS, BLAINE CO	RAISE Grant	12,424,000	District Request, Grant Project Added
4	26582	SH 25	EIRR RRX 819042D, CITY OF RUPERT, MINIDOKA CO	Rail Crossing	500,000	District Request, Project Added

STBU = State Board Unallocated

SIA = Supporting Infrastructure Assets

TECM = Transportation Expansion & Congestion Mitigation

STLI = State Leading Idaho

STAR = State Tax Anticipated Revenue

RAISE = Rebuilding American Infrastructure with Sustainability and Equity

Exhibit 4

FY2026 Projects Rescheduled or Removed from Program to FY2027

District	Key #	Route #	Project Name	Program	Programmed CE/CC/CN	Reason
2	23211	SH 14	CASTLE CREEK FISH PASSAGE, IDAHO CO	AOP Grant	2,159,500	Grant Funding Hold, Moved to FY26 then to FY27
4	24005	US 93	FY26 HOLLISTER POE IMPROVEMENTS	Freight	2,215,000	Moved to FY27, Funded w/Carbon \$\$
6	21923	US 26	JCT HITT ROAD (25 TH EAST), BONNEVILLE CO	Safety	11,612,000	Redesigned During FY25, Moved to FY26 then Again to FY27
6	23244	US 20	MP 291 TO IDAHO FALLS	Pavement Restoration	96,458,000	Project Moved to FY27. 6M in FY26 Pavement Funding Advanced 23254 Sugar City to 200 North
6	24104	Various	FY26 D6 SIGN UPGRADES	System Support	510,000	Removed from Program
9	23824	N/A	FY26 STATE ENVIRONMENTAL SUPPORT SERVICES	System Support	300,000	Removed from Program
1	23793	I 90	FY26 D1 STRIPING	SIA	725,000	Removed from Program
5	24087	Various	D5 CATTLEGUARD UPGRADES	SIA	408,000	Removed from Program
1	24214	US 2	MP 4.0 TO 5.0 MILL AND INLAY, BONNER CO	SIA	450,000	Removed from Program
6	25119	US 20	EXPANSION JOINT REPLACEMENT JOHN HOLST BR, D6	SIA	300,000	Removed from Program
1	25123	US 95	D1 SIGN UPGRADE, KOOTENAI & BONNER COS	SIA	250,000	Project Added to FY26 then Removed
4	24014	I 84	DECLO IC RAMPS, CASSIA COUNTY	SIA	250,000	Moved to FY27
2	24198	Various	FY26 D2 REST AREA REPAIRS	SIA	510,000	CN Funds Moved to Another Project. Will be Built in a Future Year

AOP = Aquatic Organism Passage

SIA = Supporting Infrastructure Assets

Exhibit 5

FY2026 Federal Fiscal Year Closeout Actions September 2026

District	Key #	Route #	Project Name	Program	Obligated CE/CC/CN	Reason
5	21860	US 91	PARK LAWN TO SIPHON RD, CHUBBUCK	Safety/Carbon	12,867,000	CE/CC/CN Obligation to Advertise Remaining FY26 Project
2	20032	US 95	CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Capacity/Bridge Restoration	4,400,000	CC & CN Increases to Cover CE&I and Change Order Work on FY22 Project
3	23544	I 184	FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	Pavement Restoration	800,000	CN Increase to Cover Change Order Work on FY26 Project
4	23340	2025	THIRD RIVER CROSSING STUDY, TWIN FALLS	Planning, Scoping, & Studies	100,000	PE Increase for Additional Design Work
4	24100	SH 50	SH 50 & ROCK CREEK RD, TWIN FALLS CO	Safety	900,000	PC Increase for Additional Design Work on FY32 Project
4	23605	SH 75	TORREY'S HOLE RV ACCESS TO SLATE CR, CUSTER CO	Pavement Restoration	900,000	PC Increase for Additional Design Work on FY29 Project
5	23931	US 30	SODA SPRINGS WCL TO ECL, CARIBOU CO	Pavement Restoration	1,971,663	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	20212	I 84	GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	Pavement Restoration	3,030,000	AC Conversion – Advance FY27 Construction Funding on FY26 Project
4	21951	US 93	3250 N TO 3800 N, TWIN FALLS CO	Pavement Preservation/Safety	6,626,664	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	22232	US 95	FRUITLAND TO PAYETTE NCL, PAYETTE CO	Pavement Restoration	3,860,327	AC Conversion – Advance FY27 Construction Funding on FY26 Project
3	20574	SH 44	STAR RD TO SH 16, ADA CO	Capacity/TECM	2,300,000	AC Conversion – Advance FY27 Construction Funding on FY26 Project
5	22279	I 15B	RAPID CREEK BR, BANNOCK CO	Bridge Restoration	1,671,280	AC Conversion – Advance FY27 Construction Funding on FY27 Project
3	23879	SH 21	MORES CR BRIDGE REPAIR, ADA COUNTY	Bridge Restoration	5,679,945	AC Conversion – Advance FY27 Construction Funding on FY27 Project
3	23540	I 84	EXIT 90 TO EXIT 95 RESTORATION, MOUNTAIN HOME	Pavement Restoration	3,000,000	AC Conversion – Advance FY27 PC (Design) Funding on FY30 Project
3	25077	SH 16	SH 44 TO BEACON LIGHT, ADA COUNTY	TECM Bonding	3,000,000	AC Conversion – Advance FY27 PC (Design) Funding on FY27 Project

~Total FY26 EOY Obligations					51,106,879	
~FY26 EOY Available Funds to Obligate					52,000,000	
6	24515	SH 32	OVERLAY MP 0 TO MP 28.4, DRUMMOND	Pavement Preservation	~900,000	*EOY Balancer – Amount Determined at Final Obligation

PC – Preliminary Engineering by Consultant

PE – Preliminary Engineering by ITD

CC – Construction Inspection by Consultant

CE – Construction Inspection by ITD

CN – Construction Funds

TECM – Transportation Expansion & Congestion Mitigation

AC – Advance Construction

*EOY Balancer – Will Obligate Remaining Obligation Authority to Zero Out FY26