



A G E N D A

District 1 Tour/Outreach and Board Meeting of the Idaho Transportation Board

July 15 & 16, 2026

July 15, 2026

OPEN HOUSE

Hampton Inn, W. 1500 Riverstone Drive, Coeur d'Alene

PROJECT TOUR

Tour attendees meet at District 1 Office, 600 W. Prairie	Time* 9:30
State plane arrivals depart CDA airport for District Office new lab tour	9:45
Driving tour of US-95 & I-90	10:30
Huetter Rest Area stop for truck parking study update	11:00
Project briefing	11:30
Lunch at Hampton Inn	12:15

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.



July 16, 2026

District 1, EOC Conference Room
600 W. Prairie
Coeur d’Alene, Idaho

Listen:

Dial 1-415-655-0003 US Toll

a. access code: 2634 019 0294

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

Business

Page # Time*

Action Item	1. CALL MEETING TO ORDER	8:00
Info Item	2. SAFETY “CLUTCH MOMENT” SHARE: Safety & Compliance Officer Allison	
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Info Item	4. BOARD MEETING DATES The next board meeting is August 19 & 20, in Rigby, District 6	24
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HWY	Contract awards and advertisements	31
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HWY	Professional Services Agreements and Term Agreement Work Task Report ...	40
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HWY	Administrative settlements in right-of-way acquisitions update	67
HWY	SH-25 school zone speed limit at Minico High School in Rupert	69
ADM	State fiscal year 2026 financial statements.....	71

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July 16, 2026

CDA, Idaho

Page # Time*

7. ADOPT-A-HIGHWAY PRESENTATION **8:10**
Member Franz: Sandpoint Monday Hikers

8. DIRECTOR'S MONTHLY REPORT: Chief Deputy Kuisti **8:20**

9. DISTRICT ENGINEER REPORT: District Engineer Hawkins **8:35**

10. AGENDA ITEMS

Action Item

HWY ____ Board Unallocated Funds request for a traffic signal at US-95 and Dufort Road..... 95 **8:50**
Hawkins (Resolution on page 97)

Information Items

DIR ____ DMV modernization update 98 **8:55**
McClellan/Kendrick

11. BREAK **9:10**

HWY ____ Rathdrum Prairie Area Transportation Study 100 **9:25**
Wilson

COM ____ District 1 highway safety partners 101 **9:35**
Middleton/Alliance's Stilbred

Action Items

COM ____ 2027 ITD legislative proposals..... 102 **9:45**
Cameron (Resolution on page 127)

HWY ____ Request to approve consultant agreements 128 **9:55**
Crider (Resolution on page 132)

Information Items

HWY ____ Construction cost trends update..... 133 **10:00**
Clawson

HWY ____ 2025 Idaho traffic data update 134 **10:15**
Pridmore

Action Item 12. EXECUTIVE SESSION (Main Conference Room) **10:40**
PERSONNEL ISSUES [SECTION 74-206(a), (b)], LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

13. ADJOURNMENT (estimated time) **11:40**

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD
June 16 & 17, 2026

The Idaho Transportation Board met at 8:30 AM on Tuesday, June 16, 2026, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
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
Scott Stokes, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

District 3 Tour. The Board toured the SH-16 corridor from Valnova Way to Franklin Blvd.

Open House. A stakeholder outreach session was held at the Courtyard Marriott in Meridian. Member DeLorenzo welcomed attendees and introduced the Board. CD Kuisti provided brief remarks regarding historic investments in transportation and project delivery, adjusting to lower funding levels, and the importance of receiving feedback at today's session. District Engineer Jason Brinkman provided attendees with an overview of the open house style session and stated his commitment to working with the community on transportation issues. 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.

June 17, 2026

The Idaho Transportation Board convened at 8:30 AM on Wednesday, June 17, 2026, for a budget workshop and business meeting at the District 3 Office in Garden City, Idaho. Members from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Introduction and Overview. Financial Controller Robbie Swajkoski introduced his staff and outlined the agenda presentations.

Revenue Trends. Economic and Research Manager Bob Thompson reported on potential impacts to revenue, legislative actions, historical actual and forecasted revenue

for the State Highway Account (SHA), Highway Distribution Account (HDA), Aeronautics Fund (AERO), and FY26 year-to-date (YTD) revenue. Some highlights included GDP growth is still forecasted; however, consumer confidence is at a record low. House Bill 976 legislative action transfers \$19.7 million interest earnings to the Strategic Initiatives Fund (SIF) and Senate Bill 1332 transfers \$45M back to the General Fund. For FY28, the forecasted revenue is HDA - \$351.2M, Misc. SHA - \$60.3M and AERO fuel tax, plus misc. - \$4.4M (\$2.7M fuel). FY26 YTD revenue amount above forecast through May for the HDA is \$4.9M (2%), HB312, - \$364M (-0.5%), Misc. revenue, -\$1.2M (-2.2%) and AERO, \$214K (4.5%). The Transportation Expansion & Congestion Mitigation (TECM) revenue is \$107.2M and SIF, \$178.8M. The annual forecast will be presented in August 2026.

FY28 Budget Overview. Financial Specialist, Principal Rachel Josephson reported on the budget timeline, FY28 appropriation base adjustments, maintenance budget requests, total program funding, and changes from FY27 to FY28 comparison. Some highlights included some appropriation adjustments are a 27th pay period, change in employee compensation and targeted contracts totaling \$10.14M. The total maintenance budget request with a base of \$912.2M – plus adjustments is \$922.3M. Enhancement requests such as for new equipment, State Street Building renovation, replacement equipment and contract construction and right-of-way total \$228.3M for a total appropriation request of \$1.15 billion. With GARVEE and TECM debt service, FY28 total program funding is \$1.35 billion and 1645 full-time positions. The FY28 appropriation request is up by \$113.7M from FY27 and overall program funding is up by \$135M that includes the last scheduled \$20M increase in the TECM fund.

Six-Year Capital Facilities Plan. Capital Facilities Manager Tony Pirc introduced his team. He reported on FY28 capital facilities projects, the six-year FY28-33 planned projects per district, and Aeronautics' and Headquarters' projects. The Facilities budget has \$7.6M ongoing funding and receives \$15M one-time funding each year for a total of \$22.5M. Some FY28 projects included a District 1 administrative building interior renovation and roof replacement (\$4M), Grangeville maintenance building renovation and extension (\$2.75M) and SH-16, new salt shed, equipment building and fuel island (\$3.5M). Other projects included a new Garden Valley Airport maintenance building for AERO. And for Headquarters, State Street main building and lab renovations and supply shop and campus sprinkler upgrades.

Highway Maintenance Equipment. Fleet Manager Kelley Dick reported on Highways' FY28 fleet replacement (\$31.8M) and new equipment (\$5.6M) request and ITD's Buy-Back Program (\$28.6M). Some highlights included equipment costs have increased by 87% to maintain the same level of service. Highways' total FY28 replacement equipment request is \$68M that includes other items such as lab, shop and communications equipment. Some new equipment items include three street sweepers (\$214,200), one snowplow (\$525,800) and three pickup trucks (\$182,200).

FM Dick provided an overview of ITD's equipment Buy-Back Program, its benefits and current fiscal year values. Some highlights included equipment is purchased by an open competitive bid with a guaranteed buy-back from the vendor – typically 18 to 30 months terms. Currently, 104 pieces have been purchased in the Program from backhoes to loaders. Reduced operating costs and increased inventory are some of the benefits the Program offers. Dealers buy-back and resale to private contractors still net them a significant profit.

FY28 Budget Line Items Details. Financial Manager Kirk Weiskircher reviewed ITD's FY28 appropriate line item requests per division. Some highlights included for the following divisions: Administration - \$52.3M, includes an increase of one full-time position (FTP) that was transferred from DMV and an accounting system upgrade; AERO - \$4.6M, personnel cost enhancement for pilots and aircraft mechanics and equipment; Capital Facilities - \$42.6M, general projects and spending authority for State Street building renovation (\$20M); DMV - \$43.6M, lowers FTP by one and transfer of GEM application to cloud-based platform upgrade (\$2M); Highways - \$332.9M, lane stripping enhancement (\$4.5M) and new equipment such as a temporary bridge and buy-back equipment (\$10M) and general inflation (\$1M); and Contract Construction - \$674.5M, 511 travelers application upgrade, TECM spending authority recovery, and federal grant spending authority (\$69M).

Summarize FY28 Budget Request. Financial Manager Kirk Weiskircher reported on the available funds for contract construction and right of way beginning with FY27 through FY30 based on available cash and the August 2025 revenue forecast. Some highlights included the following of the net funds available after deducting operations expenses: FY27 - \$115.4M; FY28 - \$59.3M, includes one-time expenditures for State Street building; FY29 - \$73.3M; and FY30 - \$72.3M.

Chairman Moad acknowledged Chief Administrative Officer Dave Tolman for his 35 - plus years of service. CAO Tolman thanked the Board and staff.

Safety Share. Staff Engineer Josh Nisson shared the new Type 2 helmet design with chin strap and the importances of providing extra side helmet coverage for employees.

Board Minutes. Member Bulger made a motion to approve the minutes of May 13 & 14, 2026, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is July 15 & 16, in Coeur d'Alene.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB26-30 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 allocation of one-time additional federal apportionments, modification of the Rail-Highway Crossing Program, Safety Rest Area and Oasis Partnership Map, 2025 Statewide Functional Classification Map, local Transportation Alternatives Programming adjustments, and contract to award.

1) FY26 allocation of one-time additional federal apportionments. ITD received \$399,000 additional redistributed federal apportionments. The one-time apportionments did not come with obligation authority (OA) and therefore not available to use unless they receive sufficient “redistribution” OA in August 2026. If OA is received for use of these funds in FY26, ITD is proposing the distribution of the funds to State and Local programs be per ITD Policy 4028.

2) Modify the Rail-Highway Crossing Program. Request to adjust the Rail-Highway Crossing Program. Remove the Fish Hatchery Rd., RRX in Bonner County that was incorrectly identified and not eligible because it is a private crossing. And add a new SH-25, Eastern Idaho Railroad, RRX, City of Rupert project.

3) Safety Rest Areas and Oasis Partnership Map update. Per ITD Policy 4044, the Safety Rest Area and Oasis Partnership Map, as shown as Exhibit 590, which is made a part hereof with like effect, has been updated. The update reflects current rest area locations and Oasis partnership agreements available to travelers. The update also includes current and proposed rest areas projects.

4) 2025 Statewide Functional Classification Map update. Per ITD Policy 4060, ITD is responsible for maintaining official functional classification (FC) designation of all roads (state and local) within the state of Idaho. FC for street systems and county highways are reviewed and updated in cooperation with local jurisdictions. The 2025 map update, as shown as Exhibit 591, which is made a part hereof with like effect, reflects several changes to the State Highway System.

5) Local Transportation Alternatives Programming (TAP) adjustments. On behalf of local sponsors, the Local Highway Technical Assistance Council (LHTAC) requests adjusting the TAP - advancing a project and delaying several others to balance out federal funds.

6) Contract to award. The low bid on the following project is more than ten percent over the engineer’s estimate, requiring justification. Staff recommend awarding the contract to the low bidder. Key #24098, District 5, US-89, Geneva Summit to Caribou National Forest to low bidder Gale Lim Construction for \$316,023. The Districts does not believe re-advertising the project would result in a lower bid.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through June 1. 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 \$421.1 million. Allotted program funding through September 30th is \$441.4 million with \$96.3 million remaining as of June 1st.

3) Professional services agreements and term agreements work tasks report. From April 26, 2026 to May 23, 2026, 36 new professional services agreements and work tasks were processed totaling \$9,828,802. Eight supplemental agreements to existing professional services agreements were processed during this period for \$13,483,950.

4) State fiscal year 2026 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of April 30th are above forecast (4.3%) with revenues in the Highway Distribution Account above forecast by 3.7% (Misc. revenues are ahead by 16.9%). 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 is only slightly behind; however, state fuel tax revenue is 6.1% above forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of \$5.0M are due to vacancies and timing. Contract construction cash expenditures in the SHA are \$393.5M, and total construction expenditures from the five different funds sources total \$813.7M.

The balance of long-term investments is \$196.6M. These funds are committed to construction projects and encumbrances. The cash balance is \$134.5M. Expenditures in the Strategic Initiatives Program Fund are \$63.8M. 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 \$316.3M and the GARVEE debt service stands at \$61.7M.

Adopt-A-Highway (AAH) Presentation. Member DeLorenzo announced the AAH 2025 Group of the Year Award is K&N Trucking. A husband-and-wife team. They adopted a section of US-95 from mile posts 156 - 158. K&N Trucking has been active in the program since 2013. Representatives thanked ITD and the Board for the award via a taped video message.

Adjustments Subcommittee Report. Member Watkins, Adjustments Subcommittee Chair, reported the subcommittee met on May 7 to review several reclassifications on various roadways that are on today's agenda. The subcommittee supported the changes.

Policies Subcommittee Report. Vice Chair Osborn, Policies Subcommittee Chair, reported the subcommittee met with executive staff to discuss ITD's and the Division of Human Resources' policies regarding the differences and overlap in responsibilities. Staff will continue with their research and retain ITD-based policies as needed.

Director's Monthly Report. Director Stokes thanked District 3 staff for their time at the Open House in Meridian yesterday and financial services staff for efforts on the workshop.

Director Stokes reported on ITD's 75-year anniversary and historical information on the board's organization, future growth in Idaho, and his five focus areas. Some highlights included June 2026 marks the 75th anniversary of the formation of a Idaho Board of Highway Directors back in 1951 – dissolving a former highway commissioner structure. After the first year, the Board centralized into a headquarters building and developed a 10-year highway construction plan. In 1974, with the interstate 87% complete, the Department of Highways became ITD. And in 1995, it went from a three-to-seven-member board. Director Stokes thanked the Board for its guidance and mentorship. In comparison to the two million of annual vehicle miles traveled (AVMT) in 1951, mileage is up to 20 billion in 2025. Idaho is growing ahead of national trends in population and AVMT (34% to 9%). Growth in the Treasure Valley for that same time from 2005 – 2024, shows I-84 at Eagle Road increasing by 38% and SH-55 south of Horseshoe Bend by 76%. Statewide growth reflects AVMT increases too such as SH-48 east of Rigby by 60%, I-15 north of Pocatello by 36% and US-95 north of Coeur d'Alene by 38%. Director Stokes concluded his remarks by acknowledging ITD's #1 asset – its people. He stated a high percentage of staff have been with ITD less than 5 years. He acknowledged staff's leadership and commitment to solving complex problems.

Chairman Moad, along with other members of the Board, thanked Director Stokes for his service. Director Stokes reciprocated his appreciation and thanked them for helping him navigate his last four years of being director.

District Engineer Annual Report. District 3 Engineer Jason Brinkman presented his annual report. He introduced his team and reported on planning, coordination and outreach, various studies and special projects and operations. Some highlights included the district met and collaborated with various transportation partners throughout the year – including processing over 1200 development applications. In response to growth and development, the following six studies were highlighted Payette to Weiser passing lanes and improvements (3-lane crossing section is ready for public review), Rainbow Bridge to McCall, I-84 mobility – Nampa (Garritty) to Boise (I-184), Boise to Mountain Home widening, I-84 to Star Road corridor, and southern Ada and Canyon County connectivity (includes SH-69 and SH-16 extensions - future beltway). Other projects highlighted included the SH-52

and Mill Road signalization intersection in Emmett, SH-16 turn bay and acceleration lane for buses at the Payette River Academy, right turn lane for traffic returning to Boise at SH-21 and Warm Springs, and adding curb, drainage, and sidewalk in Horseshoe Bend, SH-55 (results include higher non-school hours speed from 25 to 35 MPH, as to be determined). DE-3 Brinkman concluded his remarks by recapping the various ongoing maintenance activities such as sign replacement, hazardous tree removal and pothole patching and showcased the design rendering for the new SH-16 shed.

In response to Member Franz' question regarding the cost of the new SH-16 shed, \$10 million versus that of the Preston shed, \$6.5 million, DE-3 Brinkman stated the SH-16 shed includes funding for multiple equipment facilities, a fueling station, and salt shed that accounts for the higher cost.

I-84 Mobility Improvements – Garrity to Wye. DE-3 Brinkman reported on the I-84 mobility study purpose and need, potential Intelligent Transportation Systems (ITS) strategies, future regional congestion, displayed speed maps for existing 2025 to 2055, key findings, recommended alternative, and costs and phasing estimates. Some highlights included the purpose of the study is to identify targeted improvements to enhance traffic flow on I-84. The goal is not to build out of capacity but smooth out merge points – some congestion is acceptable. Ramp metering is among the ITS strategies to control the flow of on-ramp traffic onto I-84 mainline. Speed maps of I-84 westbound (WB) evening and from Meridian Interchange (IC) to Wye IC for a no-build versus 4-lane plus auxiliary lanes alternative demonstrated congestion relief for peak hours travel. Some key finds, included by 2055, I-84 WB evening travel time would increase by 50% with no improvements. A 4-lane plus auxiliary lanes would significantly improve eastbound (EB) morning travel time but would not help much on WB evening time. A 5-lane plus auxiliary lanes option was studied; however, it would be very expensive. Using ramp metering would be beneficial but staff are uncertain of community acceptance, and it might need enabling legislation to ensure support. The recommended option is a blended scenario implementing a phased approach beginning with I-84 WB from Wye IC to Eagle IC – including extra lanes from Cole IC to Wye IC, and EB beginning with Meridian IC to Eagle IC and Eagle IC to Wye IC. Estimated costs are between \$300 - \$400 million with implementation between 4 to 8 years.

Member Watkins commented that he was not very familiar with ramp metering but agreed about garnering support from the legislature. DE-3 Brinkman stated the ramp meters are to break up the traffic queues and would require educating the public.

SH-44, I-84 to Star Rd. Planning and Environmental Linkage (PEL) Study. Transportation Program Manager Vince Trimboli provided an update on the SH-44, I-84 project history, PEL outcome, and pre-National Environmental Policy Act (NEPA) plan. Some highlights included the PEL Study, Phase 1 began in 2023 with several meetings held up to FHWA's approval in May 2026. TPM Trimboli cited references from ITD's PEL guidelines. Four out of the twelve alternatives for the Middleton area were evaluated during the final PEL evaluation.

Although Alternatives 2 and 3 scored significantly higher, all four will be advanced to the NEPA phase due to City of Middleton controversy. Phase 2, pre-NEPA will include additional analysis to help define the alternatives that advance into the NEPA phase. ITD is not ready to file with a notice of intent. The next several months will entail stakeholder workshops and examining alternatives either through or around Middleton. Alternative 2 – SH-44, south alternate route around Middleton at Ballard Lane, received 80% public support. TPM Trimboli reviewed the final evaluation matrix that shows how each alternative compares to each other in categories such as traffic operations, safety, community impacts, and how best to implement.

Member DeLorenzo commented that she met with a Middleton council member and the mayor and they are eager to move forward.

Changes to the Current Fiscal Year (FY) 2026 – 2032 Idaho Transportation Investment Program (ITIP). Highway Division Administrator – Planning & TECM Amy Schroeder reviewed the current FY26-32 changes stating the Board was presented a list of high priority projects in May 2026. The following highlights the five projects recommended for FY26 funding.

DISTRICT	KEY NUMBER	PROJECT	PHASE	CURRENT FY IN ITIP	FY26 REQUEST
2	24193	US-95, Red Duck Lane Turn Bays	Design	FY 2028	\$150,000
2	23213	US-95, Rodeo Drive to Estes Road	Design	FY 2028	\$150,000
3	25068	I-84 Mobility Improvements	Design	Early Dev.	\$5,000,000
3	20574	SH-44, Star Road to SH-16	Construction	Early Dev.	\$6,000,000
4	23342	SH-75, Bellevue to Broadway Run	Design	FY27	\$200,000

There is a total set aside of \$20 million for the I-84 mobility improvements - \$15 million is in the draft FY27-33 ITIP. The SH-44 project is proposed to be split-funded between FY26 with the remaining \$6.2 million in FY27 of the draft ITIP. SH-75 is currently in the TECM program in development. This request would put design into an existing agreement supplemental in FY26 with construction in FY27 of the draft ITIP.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of
ITB26-31 safety, mobility, and economic opportunity; and

WHEREAS, there is an opportunity to advance select high priority projects into FY2026 to utilize one-time bid savings and additional revenue above forecast; and

WHEREAS, a list was presented to the Board in May 2026 and feedback received from the Board acknowledging them as priorities for advancement; and

WHEREAS, it is in the public interest for ITD to advance this set of projects to continue their progress in the development phase; and

WHEREAS, at the May 2026 Board meeting feedback was provided to also seek funding for construction of the SH-44, Star to SH-16 project; and

WHEREAS, ITD is prepared to incorporate and update these projects in the Approved Fiscal Year (FY) 2026-2032 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the increase of funding as indicated in the table below to FY26 in the Approved FY26-32 ITIP.

DISTRICT	KEY NUMBER	PROJECT	PHASE	CURRENT FY IN ITIP	FY26 REQUEST
2	24193	US-95, Red Duck Lane Turn Bays	Design	FY 2028	\$150,000
2	23213	US-95, Rodeo Drive to Estes Road	Design	FY 2028	\$150,000
3	25068	I-84 Mobility Improvements	Design	Early Dev.	\$5,000,000
3	20574	SH-44, Star Road to SH-16	Construction	Early Dev.	\$6,000,000
4	23342	SH-75, Bellevue to Broadway Run	Design	FY27	\$200,000

FY2027-2033 Draft ITIP. DA Schroeder reviewed the engagement with the Board since January where staff sought feedback prior to drafting the FY27-FY33 draft ITIP. In January, the Board supported continuing with pavement (\$200M/year) and bridge (\$100M/yr) investments per year funding targets. In April, staff reviewed the strategies on required programs and contingencies - reserves and holdbacks, that would be incorporated into the ITIP. Unprecedented growth has been tremendous on the state highway and local systems. ITD recognizes every highway project is a community project and the importance to keeping goods and services moving. Feedback in April and May from the Board affirmed the continuation of keeping project development moving to the greatest extent possible.

DA Schroeder reviewed the revenue sources for the ITIP. She prefaced, that there will be changes to the draft ITIP based on state and federal end of year balancing or public feedback prior to September. This year is different in that ITD is reprioritizing the program

due to lack of Strategic Initiative Program Fund (SIPF) funding. They are having to rebalance and focus on pavement, bridges and federal core responsibilities. Contingencies are included for items such as damage to state property, bridge strikes and disasters. Although many projects have been moved to an unfunded category of the ITIP, ITD has a list of projects ready to advance when funding is restored. Discretionary grants are an opportunity they will pursue for future expansion projects.

The revenue sources for the ITIP are SIPF (General Fund transfer), TECM, User Fees, and federal funds. Some highlights included in FY25 the SIPF was \$182 million but it was reduced with a holdback to \$140 million in FY26. Going forward from FY27, the SPIF is zeroed out, which has the largest impact on the ITIP. When programming the ITIP, funding assumptions are made that funding levels are the same for all seven years, which previously for FY26, was \$165 million SIPF per year. More than a \$1 billion of projects were moved to an unfunded category - Early Development (ED) Program. TECM revenues reflect annual increases per HB25 and User Fees (when not used for operations) and federal revenue remain steady. Some of the TECM – pay-as-go (PAUG), is needed to maintain targeted goals and essential programs. Although ITD is open to bonding, they are cautious at this time. The draft ITIP is under programmed for the next few years to be able to make adjustments to funding types for required programs; however, if funding was restored, they would seek Board engagement on what can be added back into the program. Staff recommend the use of TECM PAUG directly for projects. DA Schroeder concluded her remarks by recapping the Board’s engagement timeline.

Program Manager Colleen Wonacott reviewed the draft FY27-FY33 ITIP set-asides, changes since the draft ITIP was printed, additional anticipated changes and upcoming summer activities. Some highlights included the draft identifies reserves of \$20 million per year and an average of \$3.4 million per year for traffic operation maintenance/end-of-life replacement. ITD Board Policy requires projects in ED to be approved by the Board along with estimated contract construction costs, of which a full list was included in the meeting packet. Since the printing of the draft ITIP, two projects were removed and will be reprogrammed when ready, four were added to ED that were on the FY26 potential bonding list, and four updated project costs. Some factors such as current year obligations, state and federal year-end actions and public comments can impact the draft ITIP. Public comments will be considered in the development of the recommended ITIP for the Board’s approval in September.

Sr. Public Information Officer Megan Jahns provided an overview of the ITIP outreach goals, public outreach efforts, ITIP comment collector and ongoing district outreach. Some highlights included the goal is to raise awareness and get feedback from the public. Last year, ITD received 426 comments – most from social media and email blasts. New this year, is linking to the comment portal from webpages of projects – including ED projects, that were affected. The website was created in-house to show every project in the ITIP, including

local projects. Staff share the ITIP at standing meetings with local jurisdictions. Public comment results will be reported to the Board in September.

Member DeLorenzo made a motion, seconded by Vice Chair Obsorn, and passed unopposed to approve the following resolution as edited by staff to incorporate changes to the draft ITIP since printing:

RES. NO. WHEREAS, Board Policy 4011 directs the Department to establish, maintain,
ITB26-32 and publish a fiscally-constrained seven-year Idaho Transportation
Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is committed to effective and full use of all available federal, state, local, and private capital investment funding; and

WHEREAS, program and project recommendations and scheduling shall be based on prioritized needs, funding projections, and resource availability and are selected based on realistic plans and estimates of funding and other resources; and

WHEREAS, the program update cycle requires cooperation with partner agencies, and their projects have been included in the draft ITIP; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft Fiscal Year (FY) 2027-2033 ITIP; and the modifications as set forth on page 87C attached hereto; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, approval of the update FY 2027-2033 ITIP is scheduled for the Transportation Board's September meeting after incorporating public comment.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board will commence public involvement in July with project and program information from the publication entitled Draft FY 2027-2033 ITIP, June Board Meeting and list of changes on page 87C.

Executive Session on Legal and Personnel Issues. Member Bulger made a motion to meet in executive session at 12:15 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member DeLorenzo seconded the motion, and it passed unanimously by roll call vote.

Executive session discussions were on department personnel issues. The Board ended executive session at 12:58 PM. Member Bulger was excused for the remainder of the meeting.

Zero Traffic Fatality Award, Gem County. Highway Safety Manager Josephine Middleton reported there have been 85 fatalities this year. The Office of Highway Safety will participate in an America 250 July 4 designated driver campaign and mobilization. In Gem County, a total of 19 traffic fatalities from 2020 to 2024 have been reported. In 2025, there were 150 crashes but no fatalities. Representatives from Idaho State Police, Gem County Sheriff's Office and ITD's Gem County maintenance shed were present to receive a Zero Traffic Fatality Award sign.

FFY27 Annual Grant Application (AGA) and FFY27-29 Triennial Highway Safety Plan (THSP). HSM Middleton presented the THSP and AGA plans. Some highlights included the THSP sets clear and measurable highway safety targets and ITD's strategy to implement them. The primary target, based on a 5-year average, is to hold traffic deaths at 243 or fewer by 2029. Some focus areas included teen traffic safety (12% of fatal and serious injury crashes involve a driver under 20 years old in 2024), aggressive driving and fatal crashes on rural roads (74% in 2024). The FFY27 AGA includes grant funding for Section 402 - \$3.41 million, Section 405 - \$3.84 million and the Highway Safety Improvement Program - \$1.4 million. The AGA provides grant funding for 40 subrecipients projects.

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

RES. NO. WHEREAS, Idaho recorded 28,128 reportable traffic crashes, 252 traffic
ITB26-33 deaths, and 1,256 serious injuries in 2025; and

WHEREAS, the economic cost of traffic crashes in Idaho in 2025 was nearly \$5.9 billion; and

WHEREAS, the Idaho Transportation Department's mission is to achieve zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate approximately \$7 million in funding to Idaho for behavior safety programs to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission have approved the Annual Grant Application for Federal Fiscal Year 2027 and the Triennial Highway Safety Plan for Federal Fiscal Years 2027-2029 to work toward eliminating Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Annual Grant Application and Triennial Highway Safety Plans are required by NHTSA to receive funding for behavioral traffic safety projects.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Annual Grant Application for Federal Fiscal Year 2027 and the Triennial Highway Safety Plan for Federal Fiscal Years 2027-2029.

Interstates 15, 84 & 86 – Truck Speed Limits and Transition to Uniform Speed Limits.

Traffic Operations Engineer Kevin Sablan reported on the 80 MPH Speed Study on Interstates 15, 84 and 86. He reported on the background, speed data analysis, crash frequency, traffic volumes, recommendations, and next steps. Some highlights included Idaho set speed limits for all vehicles at 75 MPH in 1996 and in 1998, the legislature lowered speeds for trucks by 10 MPH. In 2014, speed limits on Interstates were raised – after having been given the authority to do so by the legislature based on an engineering study and concurrence from the Board to 80 MPH (retaining 70 MPH differential for trucks). This spring, the legislature repealed differential speed limits that initiated ITD to conduct a traffic study. The distribution of commercial motor vehicle (CMV) travel is on rural interstates is 27%. The 80 MPH corridors range from I-15, Utah to Montana borders, I-84 Oregon to Utah borders and I-86 Junction, I-84/I-86 to Pocatello.

ITD strives to set speed limits that most agree is appropriate for the public that results in self-enforcement. The 85th percentile speed – the speed at which 85% of motorists are traveling at or below is a national recognized standard. ITD set speeds within five miles of that 85% percentile of free-flowing traffic. The 85th percentile on rural interstates in 2024 for all vehicles was 85 MPH and 74 MPH for CMV. The distribution of vehicle speed shows actual driver behavior, and from there, ITD identifies a pace speed that is the 10 MPH band with the largest number of vehicle traffic within the band. It also indicates less turbulence in breaking, lane changes and passing. Research shows more uniform traffic reduces risk of crashes. The 85% percentile is linked to the pace speed – typically, the top end of the band is where speed limits are set. The following are the percentage of vehicles travel within the pace 75 to 85 MPH: I-86, 54%; I-15 – 54%; and I-84 – 47%. The 85% percentile speed of 74 MPH, pace of 64 to 73 MPH, for CMV within pace is 63%. The 85% percentile speed gap between CMV and vehicles is 11 MPH on rural interstates, which is the variance ITD is striving to minimize.

Crash frequency for total interstate crashes has increased slightly. Traffic volumes have also increased. Crash rates overall are trending lower than the statewide interstate and US/State Highways rates. Overall, CMV crashes are even lower - 15 crashes per 100 vehicle miles traveled. In comparison to pre-80 MPH conditions for all vehicles for fatal and serious injuries, they are essentially unchanged and lower than the national average. In summary, the 85 MPH current operating speeds for all vehicles (with CMVs) remain suitable. ITD recommends transitioning to 80 MPH speed limit for all vehicles to improve overall traffic flow and reduce speed variance between cars and trucks, and crash risk. Next steps would include finalizing the speed minute entry, conducting public outreach, removing signs, and continuing to monitor speeds within the corridors and reporting to the Board.

Chairman Moad commented that he did not believe raising the speed limit to 80 MPH would solve the differential speeds between cars and trucks. Idaho is a multi-axle state running 129,000 pounds to 105.5 pounds and most fleets run at lower speeds because of the inability to gear up and fuel costs. TOE Sablin stated they anticipate more trucks (not heavy trucks) will go up to 80 MPH that would close the gap between vehicles and trucks creating a more uniform flow, which in turn would reduce the risk of crashes. Chairman Moad expressed doubt because many of the 4-axle combination trucks would not be able to go faster. TOE Sablan agreed; however, stating they also considered other trucks within the CMV category that would travel to those normal operating speeds and improve traffic flow.

Vice Chair Osborn stated there is a big difference in inertia between trucks going 80 versus 60 MPH that needs to be considered. He requested that staff report back in four-to-six months on accident rates involving CMV. He also stated if the weight differential data is not available, that it be obtained because it is the Board's responsibility to monitor it for the safety of the public. Chairman Moad shared we need Idaho State Police (ISP) to put that information into their system. TOE Sablan stated ITD's crash records do not include vehicle weights but will research what they can do. Member DeLorenzo also commented about the challenge of being able to obtain that data and suggested asking the legislature to assist. Director Stokes stated legislation is typically not pursued. The Office of Highway Safety does training with law enforcement on how to complete crash reports. Staff work closely with ISP and they can research options. ITD has a stewardship on public safety and will exercise it appropriately and as applicable on policy decisions. Chairman Moad stated it may be as simple as including the number of axles on the report. Member Watkins concurred.

Vice Chair Osborn made a motion, seconded by Member DeLorenzo. Upon call for discussion on the motion, Member Franz stated he did not think this was in the public's interest and that language in the resolution needed to be struck.

Member Watkins and Vice Chair Osborn commented they own truck fleets and would not allow them to run 80 MPH.

The resolution passed by roll call vote: 3 ayes (Osborn, DeLorenzo and Watkins), 2 nays (Franz and Liddiard) and 1 absent (Bulger), to approve the following resolution:

RES. NO. WHEREAS, the Idaho Legislature passed Idaho House Bill 664 amending Idaho
ITB26-34 Code § 49-654 eliminating the 10 mph lower speed limit for heavy vehicles
On Idaho interstate highways which the Governor signed into law that goes
into effect July 1, 2026; and

WHEREAS, Idaho Code § 49-654 grants the Idaho Transportation Department (ITD) Board the authority to raise interstate highway speed limits to 80 mph if an engineering and traffic study concludes the increase is in the public interest; and

WHEREAS, ITD has completed a study that projects eliminating the current 70 mph truck speed limit on Interstate Highways 15, 84, and 86 and implementing a uniform 80 mph speed limit for all vehicles will reduce the differential speeds between light and heavy vehicles leading to more uniform platoons of traffic and smoother traffic flows reducing vehicle conflicts and crashes; and

WHEREAS, a uniform 80 mph speed limit will allow trucks to maintain their current operating levels without regulatory penalty; and

WHEREAS, the ITD traffic engineering staff recommends removing the 70 mph truck speed limits and transitioning to a uniform 80 mph speed limit for all vehicles on rural corridors of Interstate Highways 15, 84, and 86.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes staff to transition to 80 mph uniform speed limits for all vehicles on rural corridors of I-15, I-84, and I-86.

After the vote, Member Watkins asked for clarification on legislative intent in respect to the action of raising the speed limit. DAG Thomas stated the action has taken effect; however, there is existing statutory language that states the Board can adjust speed limits up to 80 MPH based on speed and traffic studies when they find it is in the best interest of the public.

In response to Chairman Moad's question regarding next steps for public comment, DAG Thomas stated the intended action is ITD will disseminate the information and do a public awareness campaign.

In follow-up to Member Watkins' question about the Board's authority of lowering the speed limit a year from now based on the public's best interest, DAG Thomas replied

the Board has the latitude to do so; however, the action needs to be based on traffic engineering studies.

In response to Member DeLorenzo's procedural question on Robert's Rules on when the Chairman votes whether upon a tie or to force tie, DAG Thomas replied there is specific statute that states that the Chairman only votes in the event of a tie, which supersedes Robert's Rules.

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, State Design Engineer Monica Crider presented the request for agreement authorization for design services. The project, as shown in the resolution, is US-20 Chester to Ashton, Phase 1 by Jacobs Engineering Group. Crider reviewed the project background and justification and outlined the requested authorization.

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

RES. NO. ITB26-35 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
20053 ¹ / Design	US-20, Chester to Ashton Ph 1, Fremont County	6	\$2,172,838	\$2,800,000	\$676,324	\$2,849,162

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

Reclassification request Bonneville Metropolitan Planning Organization (BMPO). Sr. Transportation Planner Brianna Fernandez presented BMPO's request for adjustments to extend to the updated urban boundaries (UB). FHWA approved the UB on September 4, 2024, and confirmed that BMPO can make small administrative adjustments. The UB extensions include four principal arterials, one minor collector and four major collectors. BMPO is also requesting nine reclassifications to principal arterials, 12 to minor arterials, and seven to major collectors. BMPO's Board approved the adjustments on August 18, 2025.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB26-36 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification Application from the Bonneville Metropolitan Planning Organization of 6 roads adjusted to extend to the Idaho Falls urban boundary, 7 reclassifications to Major Collector, 12 reclassifications to Minor Arterial and 9 reclassifications to Principal Arterial as represented in the attached packet; and

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

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

WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves The changes to functional classification as applied for by the Bonneville Metropolitan Planning Organization as representative in the attached packet.

Reclassification request City of Gooding. TP Fernandez presented the two reclassifications requested by the City of Gooding. The request is to reclass 4th Ave. E. from a minor collector to major collector and 1800 S., 7th Ave. from a local road to major collector. Both connect to an existing collector and are functioning as major collectors.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB26-37 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the City of Gooding of 2 roads as represented in the attached packet: and

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

WHEREAS, ITD District 4 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the City of Gooding as representative in the attached packet.

Reclassification request City of New Plymouth. TP Fernandez reviewed the different functional classifications and presented the four reclassifications requested by the City of New Plymouth. The proposal is to reclass from local roads to major collectors for E. Idaho St., Southwest Ave./SW 1st Ave., SW 2nd Ave., and Adams Rd. New Plymouth is a growing area and these routes currently connect to US-30 and existing major collectors.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB26-38 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the City of New Plymouth of 4 roads as represented in the attached packet: and

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

WHEREAS, ITD District 3 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with changes; and

WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the City of New Plymouth as representative in the attached packet.

Reclassification request Kootenai Metropolitan Planning Organization (KMPO). TP Fernandez presented KMPO's request for multiple reclassifications. Some highlights included KMPO is requesting three removals from major/minor collectors and 14 reclassifications to local roads. The three removals are for roads that do not exist and others that are no longer functioning like they used to.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB26-39 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the Kootenai Metropolitan Planning Organization of 14 reclassifications to Local, 58 reclassifications to Minor Collector, 47 reclassifications to Major Collector, 20 reclassifications to Minor Arterial, 4 reclassifications to Principal Arterial and 3 removals as represented in the attached packet; and

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

WHEREAS, ITD District 1 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the Kootenai Metropolitan Planning Organization as representative in the attached packet.

Farwell to Director Stokes. In recognition of Director Stokes' last board meeting, Chairman Moad again thanked him for his service. Director Stokes expressed his gratitude and personal growth stating it was an honor and a privilege to serve.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 1:57 PM.

Read and Approved

_____, 2026

_____, Idaho

WILLIAM H. MOAD, CHAIRMAN
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 5 th Ave.	D5
June 16 & 17	Boise	8150 W. Chinden Blvd.	D3
July 15 & 16	Coeur d'Alene	600 W. Prairie Ave.	D1
August 19 & 20	Rigby	206 N. Yellowstone Hwy.	D6
September 16 & 17	Lewiston	2600 Frontage Road	D2
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 26 - 30A

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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

Presenter's Name Lisa McClellan	Presenter's Title DMV Administrator
Preparer's Name Heather Fleck	Preparer's Title DMV Stakeholder Engagement Program Specialist

Subject

Trucking Advisory Council (TAC) - Membership Reappointment, District 2		
Key Number	District	Route Number

Background Information

Transportation Board Policy 4042 established the Trucking Advisory Council (TAC). This policy requires the DMV Administrator to recommend TAC members to the Board. The District 2 member's term expired in December 2025 and is interested in serving another term.

Idaho Transportation Department DMV Administrator, in consultation with the trucking industry, recommends the reappointment of incumbent District 2 TAC member to the following term as a member of the Trucking Advisory Council.

District 2 Member, Tim Christopherson, January 1, 2026 through December 31, 2028.

The Trucking Advisory Council is an important council that is entrusted to advise the department on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Recommendations *(Action items require a resolution)*

Approval of District 2 reappointment.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

Presenter's Name Lisa McClellan	Presenter's Title DMV Administrator
Preparer's Name Heather Fleck	Preparer's Title DMV Stakeholder Engagement Program Specialist

Subject

Trucking Advisory Council (TAC) - Membership Reappointment, District 5		
Key Number	District	Route Number

Background Information

Transportation Board Policy 4042 established a Trucking Advisory Council (TAC). This policy requires the DMV Administrator to recommend TAC members to the Board. The District 5 member's term expired in December 2025 and is interested in serving another term.

Idaho Transportation Department DMV Administrator, in consultation with the trucking industry, recommends the reappointment of incumbent District 5 TAC member to the following term as a member of the Trucking Advisory Council.

District 5 Member, Dave McNabb, January 1, 2026 through December 31, 2028.

The Trucking Advisory Council is an important council that is entrusted to advise the department on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Recommendations *(Action items require a resolution)*

Approval of District 5 reappointment.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

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

Subject

Transportation Alternatives Programming Adjustments		
Key Number Various	District	Route Number

Background Information

The Local Highway Technical Assistance Council (LHTAC) manages federal funds for several programs on behalf of Local Sponsors throughout the state. LHTAC has prepared a program adjustment for the Transportation Alternatives Program (TAP), advancing a project and delaying others to balance out appropriated federal funds.

Due to project development delays from extended coordination on the design, the Marey L Gooding Park S Sidewalk and Crossing, City of Shoshone, KN 23922 project construction is requested to be delayed to FY2027. This also allows for the upgrade of additional accessibility barriers and extends the project limits into a Leading Idaho Local Bridge Program project, scheduled for construction in FY2027. To accommodate this delay, LHTAC recommends advancing project designs into the current year. The programming requests are outlined in the summary.

These changes keep the program balanced and use all TAP available funding for the sponsors.

LHTAC requests approval of the programming requests made below to accommodate updated project schedules and balance the Transportation Alternatives Program.

Transportation Alternatives Program							
Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY26	FY27
Delay CN to FY27	23922	4	2026	MAREY L GOODING PARK S SIDEWALK AND CROSSING, SHOSHONE	CE, CN	(\$173)	\$481
Advance Design to FY26	24673	6	2027	LITTLE SAND PATH; 49TH S TO 17TH ST, AMMON	PC, PL	\$116	(\$116)
Advance Design to FY26	24674	3	2027	MAIN ST SIDEWALK PH 1 & PH 2, CASCADE	PC, PL	\$116	(\$116)
Advance Design to FY26	24675	5	2027	ROOSEVELT ST IMPRV; MAIN ST TO PARK AVE, FIRTH	PC, PL	\$76	(\$76)
Advance Design to FY26	24677	1	2027	BIKE PATH CONNECTIONS, HARRISON	PC, PL	\$76	(\$76)
Advance Design to FY26	24683	5	2027	S 5TH AVE PED IMPRV; JASON AVE TO POCATELLO LIMIT, POCATELLO	PC, PL	\$76	(\$76)



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

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

Subject

Federal Land Access Programming Adjustments		
Key Number 22606	District 3	Route Number STC-3811

Background Information

The Local Highway Technical Assistance Council (LHTAC) manages federal funds for several programs on behalf of local sponsors throughout the state. LHTAC has prepared a Federal Lands Access Program (FLAP) adjustment advancing a project as directed by Western Federal Lands.

Western Federal Lands has directed LHTAC to advance \$3,202,862 in construction funds from FY27 to FY26 on KN 22606, Pine-Featherville Road Rehabilitation (sponsored by the Mountain Home Highway District). The proposed advancement will balance the FLAP budget for Western Federal Lands. The project team has completed design and the project is ready for construction obligation in FY26.

LHTAC requests approval of the programming request made in this item to accommodate direction from Western Federal Lands.

Recommendations *(Action items require a resolution)*

For the Board to approve the advancement of construction on KN 22606 from FY27 to FY26 in the approved FY2026 – FY2032 ITIP.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☒ Informational Calendar Item ☐

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

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

Subject

TMA Program Adjustments		
Key Number New	District 3	Route Number Local

Background Information

COMPASS manages the Regional Transportation Improvement Program (TIP) on behalf of agencies in Ada and Canyon Counties. COMPASS prepared a program adjustment to the Local Transportation Management Area (TMA) Program to add one new project to the FY2026-2032 TIP, funded with savings from other projects. The new project is summarized in the table below:

Action	KN	District	Project Name	Route	Year	Phase	Amount
Add	New	3	43 rd Street, Ustick Road to Boise River, Garden City	LOCAL	FY2026	Right of Way	\$100,000

The Ada County Highway District requests to add a new project: **43rd Street, Ustick Road to the Boise River Greenbelt**, City of Garden City. The project would allow the purchase of right-of-way for a future project to rehabilitate the roadway and improve pedestrian and bicycle travel.

Recommendations *(Action items require a resolution)*

Approve adding the project described above to the approved FY2026-2032 ITIP.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name Chad Clawson P.E.	Presenter's Title Chief Engineer/Div. Admin. Const & Ops
Preparer's Name Monica Crider P.E.	Preparer's Title State Design Engineer

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

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

NOTE:

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

Year to Date Bid Summary 10/01/25 to 06/30/26					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
57	22	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 06/01/26 to 06/30/26	
ITD	Local
10	3

FUTURE ACTIONS

The Current Advertisement Report is attached

Recommendations *(Action items require a resolution)*

For Information Only.

Monthly Status Report to the Board

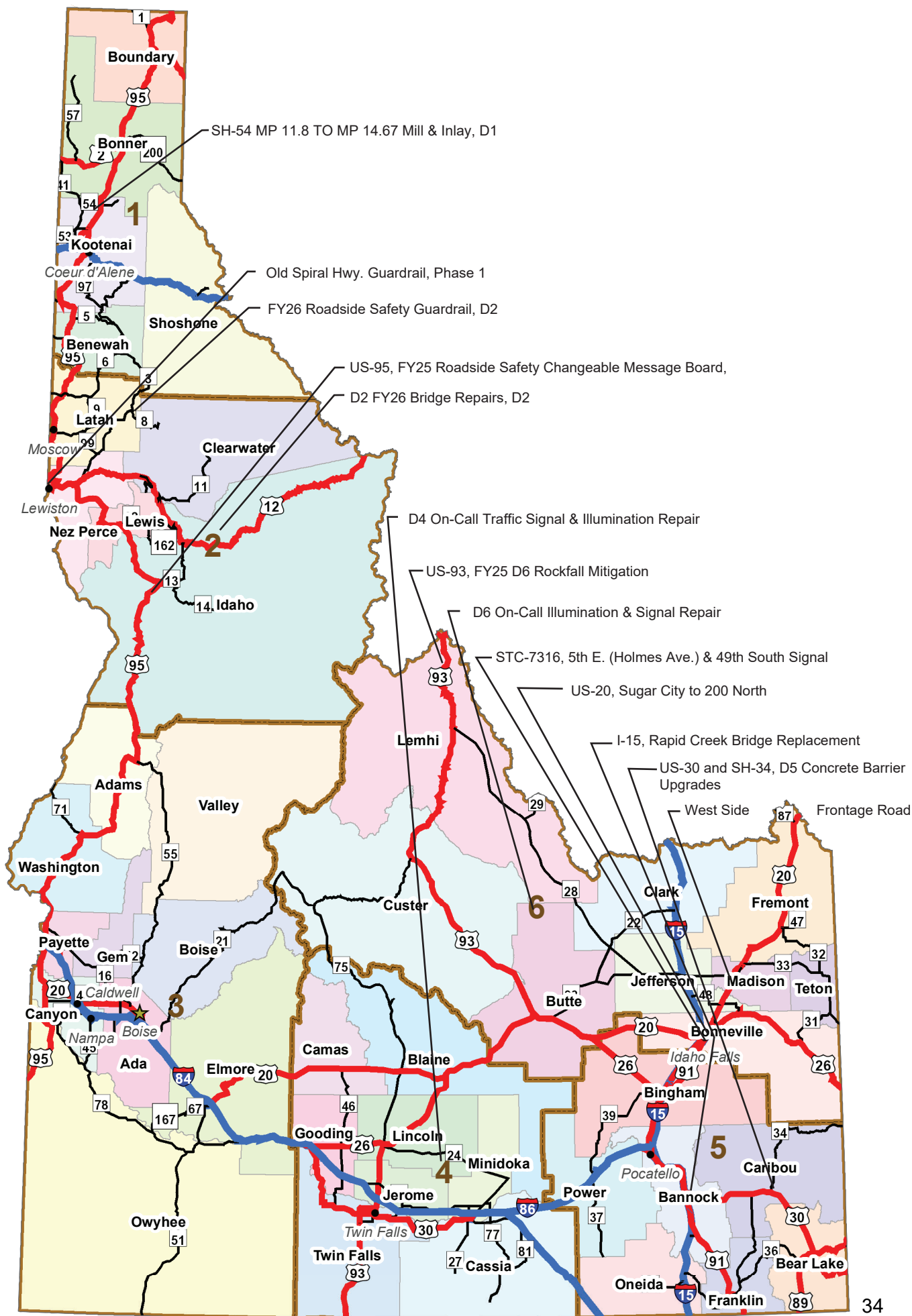
PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

ITD State Infrastructure Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	23254	US-20	6/9/2026	3	\$4,436,069.80	\$3,563,405.00	(\$872,664.80) 80%
US-20, Sugar City to 200 North Contractor: Knife River Corporation - Mountain West Federal							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	22279	I-15	6/30/2026	4	\$1,319,751.11	\$1,117,654.58	(\$202,096.53) 85%
I-15, Rapid Creek Bridge Replacement Contractor: JM Concrete Inc Federal							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	25393	SH-54	6/30/2026	3	\$2,381,985.13	\$1,144,572.50	(\$1,237,412.63) 48%
SH-54 MP 11.8 TO MP 14.67 Mill & Inlay, D1 Contractor: Central Washington Asphalt Inc State							

ITD Supporting Infrastructure Asset (SIA) Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity FPVQ	Fixed Price	Quantity Bid
5	24090 SIA	US-30 & SH-34	6/2/2026	2	3,417 FT	\$204,000.00	1100.00 Rejected by District
US-30 & SH-34, D5 Concrete Barrier Upgrades Contractor: Cannon Builders Inc State							
District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity FPVQ	Fixed Price	Quantity Bid
2	25117 SIA	SH-8	6/2/2026	3	11,111 FT	\$500,000.00	11713.00
FY26 Roadside Safety Guardrail, D2 Contractor: Ideal Fencing Corp LLC State							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	24102 SIA	US-93	6/9/2026	4	\$379,500.00	\$296,495.00	(\$83,005.00) 78%
US-93, FY25 D6 Rockfall Mitigation Contractor: Rock Supremacy LLC State							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	23719t SIA	Various	6/9/2026	3	\$400,000.00	\$357,700.00	(\$42,300.00) 89%
D6 On-Call Illumination & Signal Repair Contractor: Mountain West Electric Inc State							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	25066 SIA	US-95	6/23/2026	4	\$678,840.00	\$429,380.00	(\$249,460.00) 63%
US-95, FY25 Roadside Safety Changeable Message Board, D2 Contractor: Razz Construction Inc State							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	23719u	Various	6/23/2026	2	\$479,500.00	\$474,560.00	(\$4,940.00) 99%
D4 On-Call Traffic Signal & Illumination Repair Contractor: Electric 1 West Inc State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	25124 SIA	Various	6/30/2026	1	\$178,000.00	\$160,789.00	(\$17,211.00) 90%
FY26 Bridge Repairs, D2					State		
Contractor: Razz Construction Inc							

Local (LHTAC/ACHD) Infrastructure Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(6)	23889	OFF SYS	6/2/2026	4	\$1,802,036.20	\$1,237,289.00	(\$564,747.20) 69%
STC-7316, 5th E. (Holmes Ave.) & 49th South Signal					Federal		
Contractor: Suncore Construction & Materials							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(2)	24342	OFF SYS	6/3/2026	4	\$1,280,000.00	\$869,913.00	(\$410,087.00) 68%
Old Spiral Hwy. Guardrail, Phase 1 - Added Option Bidding					Federal		
Contractor: S&L Industrial LLC							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(6)	20599	OFF SYS	6/30/2026	5	\$3,686,463.60	\$2,584,251.75	(\$1,102,211.85) 70%
West Side Frontage Road					Federal		
Contractor: Suncore Construction Materials							



Monthly Contract Advertisements As of 06-30-2026

District	Key No.	Route	Bid Opening Date
LHTAC(5)	24257	OFF SYS	7/14/2026
Pendlebury LN, Christensen to Alice St, Blackfoot			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
2	25130 SIA	US-95	7/14/2026
Lapwai Creek RR Bridge #29815			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
4	25394 SIA	SH-50 & US-30	7/14/2026
490 Culvert Cleaning			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
5	24090 SIA	US-30 & SH-34	7/21/2026
US-30 & SH-34, D5 Concrete Barrier Upgrades			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
4	25053 SIA	SH-75	7/28/2026
Fy25 Tree Removal			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
LHTAC(4)	23736	OFF SYS	7/28/2026
100 West Road, Burley Highway District			
\$2,500,000 to \$5,000,000			

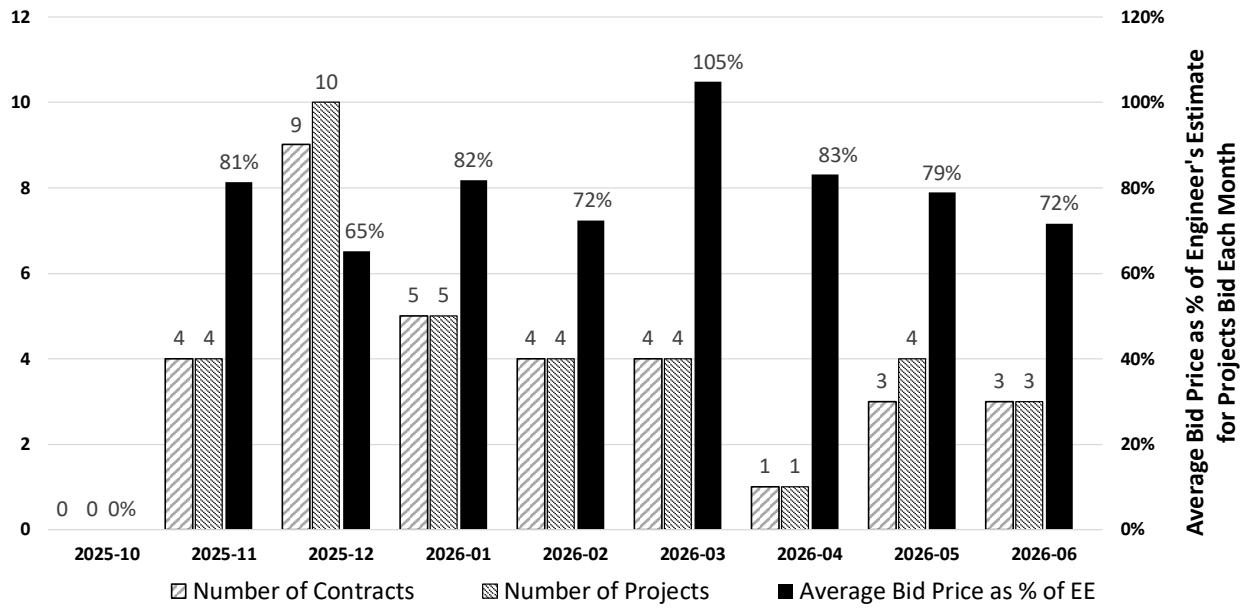
District	Key No.	Route	Bid Opening Date
4	26578	SH-81	7/28/2026
SH-81, Rover Ports, D4			
\$500,000 to \$1,000,000			

FFY26 State Infrastructure Project Bid Results: YTD Summary By Cost

35 Projects YTD through June 30, 2026

YTD Total for all 35 projects:

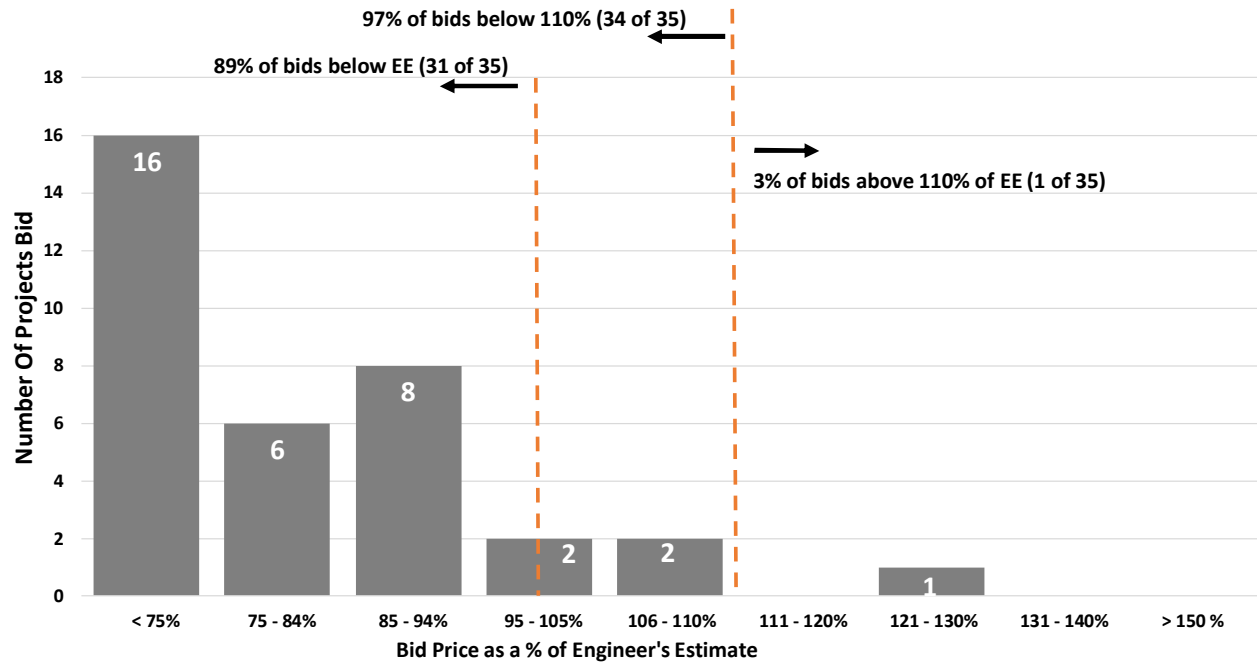
Ratio of Bid Costs / Engineer's Estimates = \$156.7M / \$204.0M = 77%



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

35 Projects YTD through June 30, 2026



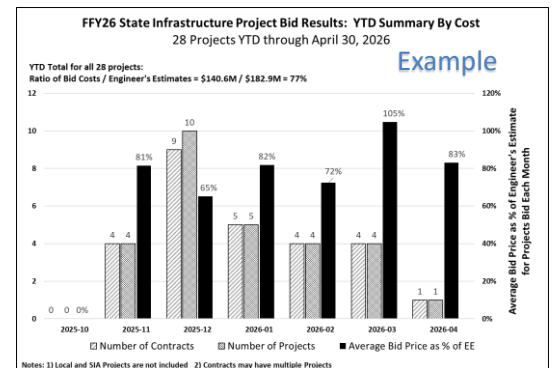
Note: Local and SIA Projects are not included

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.

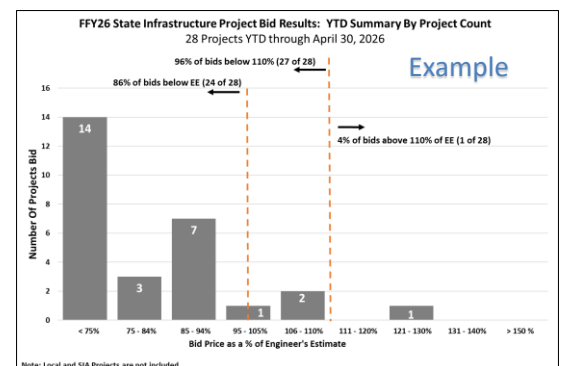
Table FFY26 State Infrastructure Project Bid Results: YTD Summary by Cost

- 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 July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

Monthly Reporting of Federal Formula Program Funding Through June 30, 2026.		
Key Number N/A	District N/A	Route Number 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 6/30/26.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Exhibit 2:

Allotments of Available Formula Funding w/Match and Amount Remaining

Program	Allotted Program Funding through 9/30/26	Program Funding Remaining as of 6/30/26
All Other SHS Programs	\$271,889	\$26,168
GARVEE Formula Debt Service*	\$63,541	\$359
State Planning and Research*	\$9,623	\$506
Metropolitan Planning*	\$2,599	\$24
Freight	\$7,704	\$7,771
Railroad Crossings	\$1,612	(\$200)
Recreational Trails	\$1,160	\$2,124
STBG - Transportation Mgt. Area	\$9,253	\$3,747
Transportation Alternatives (TMA)*	\$1,249	(\$3)
Carbon - TMA	\$2,564	\$0
STBG - Local Large Urban	\$6,976	\$9,419
Carbon - Large Urban	\$7,617	\$5,980
STBG - Local Small Urban	\$3,461	\$2,889
STBG – Local Rural	\$12,819	\$5,348
Transportation Alternatives (Urban/Rural)*	\$7,737	\$5,227
Local Bridge*	\$16,668	\$17,116
Off System Bridge*	\$6,936	\$6,260
Local Safety	\$7,956	\$3,531
Total	\$441,364	\$96,266

- 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 June 30th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

Recommendations (Action items require a resolution)

For Information



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number	District	Route Number
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Background Information

For all Agreements:

Consultant Services processed 30 new professional services agreements and work tasks totaling **\$11,358,854** and 9 supplemental agreements to existing professional services agreements totaling **\$10,267,519** from May 24, 2026, through June 20, 2026.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	1	2	3	4	5	6	HQ	MGMT	AERO	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing	1	1	1	3						6
Material/Geotechnical			1							1
Bridge Inspection							3			3
Engineer of Record			1	1						2
Environmental			2							2
Hydraulics	1									1
Surveying					3					3
Planning				1			1			2
Local Public Agency Projects	1	1	1	3	2	2				10
Total	3	2	6	8	5	2	4			30



Board Agenda Item

ITD 2210 (Rev. 12-23)

For ITD District Projects:

20 new professional services agreements and work tasks were processed during this period totaling **\$9,159,460**. 8 supplemental agreements totaling **\$10,264,389** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 54, SH 41 TO GREYSTONE LANE, KOOTENAI CO; I 90, SH 41 TO US 95 - EAST, KOOTENAI CO; SH 53, PLEASANT VIEW IC, KOOTENAI CO; I 90, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services - Sampling/Testing & Closeouts	Individual Project Solicitation	Strata, Inc.	\$775,108
STATE, FY28 D1 BRIDGE REPAIR	Resources not Available Hydraulics Services	Hydraulics Services	RFI from Term Agreement	HMH, LLC	\$94,400

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, LEWISTON HILL TO THORN CR RD, NEZ PERCE & LATAH CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Strata, Inc.	\$274,333



Board Agenda Item

ITD 2210 (Rev. 12-23)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	2nd year of CE&I Services for project	Individual Project Solicitation	Keller Associates, Inc.	Prev: \$2,506,818 This: \$2,714,818 Agreement Total to Date: \$5,220,874 Board Approved: \$5,233,541 On: 5/14/2026
MONARCH BUTTERFLY CCAA MONITORING	Resources not Available Environmental Services	Monitoring Services for the Nationwide Candidate Conservation Agreement with Assurances for Monarch Butterflies on Energy and Transportation Lands (CCAA)	RFI from Term Agreement	Forsgren Associates, Inc.	\$25,392
STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & CANYON	Resources not Available Environmental Services	Wet weather monitoring and MS4 support	RFI from Term Agreement	HDR Engineering, Inc.	Prev: \$111,347 This: \$64,022 Agreement Total to Date: \$175,369
SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	Prev: \$527,740 This: \$187,380 Agreement Total to Date: \$715,120
SH 55, JCT SH 52 TO PAYETTE RV BR, BOISE CO	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Direct from Term Agreement	Terracon Consultants, Inc.	Prev: \$53,446 This: \$14,614 Agreement Total to Date: \$68,060



Board Agenda Item

ITD 2210 (Rev. 12-23)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 93, 3250 N TO 3800 N, TWIN FALLS CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Horrocks, LLC	Prev: \$471,103 This: \$497,933 Agreement Total to Date: \$969,036
I 84, FY25 BLISS RA PARKING EXPANSION	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Horrocks, LLC	Prev: \$969,036 This: \$343,107 Agreement Total to Date: \$1,312,143
STATE, FY25 D4 PLANNING & SCOPING	Resources not Available Planning	Feasibility/Planning Services	Direct from Term Agreement	Landslide Technology	\$74,914
US 30, BLUE LAKES BLVD TO EASTLAND DR, TWIN FALLS	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	Civil Science, Inc.	Prev: \$429,715 This: \$25,077 Agreement Total to Date: \$454,792
STATE, FY26 D4 BRIDGE REPAIR; SH 46, CITY OF GOODING	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I	Individual Project Solicitation	Horrocks, LLC	\$354,104



Board Agenda Item

ITD 2210 (Rev. 12-23)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY26 D5 SURVEY SUPPORT	Resources not Available Surveying Services	On Call Survey Support Services	Direct from Term Agreement	David Evans and Associates, Inc. (DEA)	\$150,000
STATE, FY26 D5 SURVEY SUPPORT	Resources not Available Surveying Services	On Call Survey Support Services	Direct from Term Agreement	Dioptra LLC	\$100,000
STATE, FY26 D5 SURVEY SUPPORT	Resources not Available Surveying Services	Survey Monument Preservation Services	Direct from Term Agreement	Johnson Contracting & Engineering, Inc. (JCE)	\$100,000

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY26 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Underwater Bridge Inspection Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates, Inc.	\$145,378
FY26 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Individual Project Solicitation	Jacobs Engineering Group, Inc.	\$141,916



Board Agenda Item

ITD 2210 (Rev. 12-23)

FY26 STATEWIDE ASSET & ATTRIBUTE INVENTORY (SWAAI)	Resources not Available Planning	Feasibility/Planning - Ancillary Asset Extraction Services	Individual Project Solicitation	CycloMedia Technology, Inc.	Prev: \$5,328,603 This: \$3,055,173 Agreement Total to Date: \$8,383,776 Board Approved: \$8,383,776 On: 5/14/2026
FY26 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	Prev: \$550,513 This: \$21,791 Agreement Total to Date: \$572,304

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	I 90, PASSAGE MULTI PLATE CULVERT, KOOTENAI CO	Keller Associates, Inc.	5/19/2025, Repair Multi Plate Culvert Services	Project development tasks, including the geotechnical engineering report, roadway materials report, public involvement, design study report, final design, and plans, specifications and estimate (PS&E)	Prev: \$256,965 This: \$1,501,092 Agreement Total to Date: \$1,758,057



Board Agenda Item

ITD 2210 (Rev. 12-23)

1	I 90, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	David Evans and Associates, Inc. (DEA)	9/5/2024, Roadway Design, Traffic Design, Bridge Design, Traffic Control, Public Involvement, Materials/Geotechnical, Survey, Environmental, and ROW Assistance Services.	Final design of Construction Package 1, intermediate design of Construction Packages 2 and 3, and the entirety of design of the change order package.	Prev: \$10,743,223 This: \$6,852,742 Agreement Total to Date: \$17,595,965 Board Approved: \$17,665,053 On: 5/14/2026
1	US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTENAI CO	HDR Engineering, Inc.	6/13/2022, NEPA Study, Phase A: Gather and review previous NEPA information	Additional work for criteria development, complete additional analyses and develop an additional public meeting for level 3.	Prev: \$2,267,481 This: \$398,643 Agreement Total to Date: \$2,666,124 Board Approved: \$2,666,124 On: 5/14/2026
2	US 95, HAT CR BRIDGE, IDAHO COUNTY	David Evans and Associates, Inc. (DEA)	11/5/2025, Engineer of Record Services	Continuation of EOR Services	Prev: \$52,524 This: \$49,971 Agreement Total to Date: \$102,495
3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	David Evans and Associates, Inc. (DEA)	11/22/2023, Engineer of Record Services	On call EOR services including bridge engineering and roadway engineering.	Prev: \$698,797 This: \$134,629 Agreement Total to Date: \$833,426



Board Agenda Item

ITD 2210 (Rev. 12-23)

3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY	David Evans and Associates, Inc. (DEA)	5/22/2023, Phase I: Planning and Environmental Linkage (PEL)	Refine design and impacts of all four alternatives from the FHWA accepted PEL Study. Continue traffic analysis updated to the 2055 COMPASS Regional Travel Model. Complete additional stakeholder engagement and update the project GIS map.	Prev: \$3,426,786 This: \$578,031 Agreement Total to Date: \$4,004,817 Board Approved: \$4,004,817 On: 5/14/2026
6	US 20, JCT I-15 CONNECTOR, IDAHO FALLS	HDR Engineering, Inc.	3/24/2021, Preliminary Design and Environmental Services.	Additional Project Management, Environmental Technical Analysis and Reports to Support NEPA, Further design tasks, Traffic Engineering Analysis and Design Tasks and Public Involvement.	Prev: \$9,410,220 This: \$669,299 Agreement Total to Date: \$10,079,519 Board Approved: \$15,200,000 On: 11/17/2022



Board Agenda Item

ITD 2210 (Rev. 12-23)

6	US 20, CHESTER TO ASHTON, FREMONT CO	NV5, Inc.	10/12/2018, Roadway Design, Ph A: Staff Augmentation for Design of Project	Additional geotechnical borings and reporting to properly assess the footing locations of the recently selected single span bridge type.	Prev: \$4,698,146 This: \$79,982 Agreement Total to Date: \$4,778,128 Board Approved: \$4,912,472 On: 1/21/2026
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Board Agenda Item

ITD 2210 (Rev. 12-23)

For Local Public Agency Projects:

10 new professional services agreements totaling **\$2,199,394** were processed during this period.
1 supplemental agreement totaling **\$3,130** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STC-2710, RIVER ROAD GUARDRAIL IMPROVEMENT, GOODING CO	BLISS HIGHWAY DISTRICT 2	CE&I	RFI from Term Agreement	HMH, LLC	\$96,431
I 84, PATHWAY (GARRITY BLVD), STAMM LN TO 39TH ST, NAMPA	CITY OF NAMPA	Pathway Design Services	RFI from Term Agreement	Precision Engineering, LLC	\$105,871
SH 31, PATHWAY CONNECTION TO SOCCER FIELDS, VICTOR	CITY OF VICTOR	Pathway Design Services	RFI from Term Agreement	Keller Associates, Inc.	\$98,804
LOCAL, BEESLY RD & 5000 E SAFETY IMPRV, MADISON COUNTY	MADISON COUNTY	Roadway Design Services	RFI from Term Agreement	HMH, LLC	\$307,055
OFFSYS, THREE MILE CR BR ON LUKES GULCH RD, IDAHO CO	IDAHO COUNTY	Bridge Design Services	Individual Project Solicitation	JUB Engineers, Inc.	\$740,519
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO	WORLEY HIGHWAY DISTRICT	Roadway Design Services	Individual Project Solicitation	JUB Engineers, Inc.	Prev: \$192,737 This: \$112,539 Agreement Total to Date: \$305,276



Board Agenda Item

ITD 2210 (Rev. 12-23)

LOCAL, IMPROVED WALKWAYS IN RUPERT	CITY OF RUPERT	CE&I Services	RFI from Term Agreement	Forsgren Associates, Inc.	\$101,588
OFFSYS, KILPATRICK BR, BLAINE CO	BLAINE COUNTY	Engineer of Record	Individual Project Solicitation	Keller Associates, Inc.	\$42,878
SMA-7071, POLE LINE RD; W ALAMEDA TO W QUINN, POCATELLO	CITY OF POCATELLO	To enhance the current roadway infrastructure by upgrading the existing four lanes to five.	Individual Project Solicitation	Keller Associates, Inc.	\$433,650
STC-1888, FERRY BUTTE BRIDGE REHAB, BINGHAM CO	BINGHAM COUNTY	CE&I Services	RFI from Term Agreement	Keller Associates, Inc.	\$171,542

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
4	OFFSYS, CLOVER CR BRIDGE (S 100 E), BLISS HD	Keller Associates, Inc.	10/7/2025, Engineering Services	Additional Archaeological Survey that was identified by ITD Cultural staff after submittal of 1500 Form.	Prev: \$521,713 This: \$3,130 Agreement Total to Date: \$524,843

Recommendations (Action items require a resolution)

For Information Only



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Chief Deputy Director
Preparer's Name Lorraine Dennis	Preparer's Title Business Executive to the Board

Subject

Draft Division of Financial Management (DFM) FY27-30 Strategic Plan 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, including the fiscal year for which it is submitted, to DFM. New this year, reports are due in August along with ITD's budget submission and FY26 Performance Report.

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 attached Draft Strategic Plan is an opportunity for the Board to review and provide feedback.

Recommendations *(Action items require a resolution)*

For preliminary review and feedback.



Idaho Transportation Department

FY27- 30 Strategic Plan

Your Safety • Your Mobility 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.

Applicable major division: All Divisions

Goal: Continually improve the employee experience.

Objective: Hold employee total turnover rate to 10%

Achievement: FY26 turnover rate of 10.7%

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 July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Chief Deputy Director
Preparer's Name Lorraine Dennis	Preparer's Title Business Executive to the Board

Subject

Draft Division of Financial Management FY26 Performance Report		
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 August to include the performance results and performance target goals 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

Because FY26 financial year-end data closeout is still in progress, revenues and expenditures are estimates in the draft report and will be updated next month.

Recommendations *(Action items require a resolution)*

Draft Report provided for the Board's review and feedback.

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
Bill Moad, Chairman	Alberto Gonzalez, Director
Paul Franz, District 1	David B. Kuisti, Chief Deputy
Gary Osborn, Vice Chair, District 2	Brenda Williams, Chief Innovation Experience Officer
Julie DeLorenzo, District 3	Mollie McCarty, Chief External Affairs Officer
Mitch Watkins, District 4	Vacant, Chief Administrative Officer
John Bulger, District 5	Todd Hubbard, Chief Operations Officer
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 –Estimates Pending Year-end Closeout--

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	\$4,875,653
Federal	\$206,808	\$256,216	\$83,489	\$269,695
State Highway Account Fund				
State	\$383,253,599	\$405,032,887	\$421,997,861	\$411,338,810
Federal	\$386,473,094	\$508,378,407	\$492,938,251	\$408,188,185
Local	\$7,467,054	\$12,266,284	\$15,230,976	\$10,815,790
Strategic Initiatives Program ^{4,7}				
State	\$338,354,238	\$342,241,494	\$413,961,554	\$191,234,251
Trans. Expansion & Congestion Mitigation ^{5,8} State	\$90,225,025	\$92,286,824	\$104,023,057	\$107,172,540
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	\$1,136,089,483
Expenditures ¹⁻⁶	FY 2023	FY 2024	FY 2025	FY 2026
Personnel Costs	\$141,132,213	\$143,379,659	\$143,052,536	\$152,711,536
Operating Expenditures	\$106,004,538	\$115,813,795	\$108,366,120	\$118,020,703
Capital Outlay ³	\$710,791,426	\$807,786,548	\$848,001,242	\$804,891,984
Trustee/Benefit Payments	\$95,659,199	\$262,075,316	\$120,000,012	\$181,454,540
Total	\$1,053,587,376	\$1,329,055,318	\$1,219,419,910	\$1,257,078,763

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

²Expenditures include cash expenditures and encumbrances.

³Capital Outlay includes GARVEE & TECM debt-service payments.

⁴Strategic Initiatives Program Fund as established in Idaho Code 40-719.

⁵TECM as established in Idaho Code 40-720.

⁶CARES 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

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

²Data 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

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

²System 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%	10.7%	---
	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

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

²Data 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 July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

Administrative Settlements in Right-of-Way Acquisitions		
Key Number	District State-wide	Route Number

Background Information

The Board has delegated to staff, in Board Policy 4005, the authority to negotiate settlements for the acquisition of real property by ITD that did not exceed \$200,000 over the fair market value as established by an ITD approved Review Appraiser. The Board asked to receive reports twice each year summarizing administrative settlements.

During the semi-annual period of January 1, 2026 through June 30, 2026, the Right of Way Section processed 34 parcels. Of those 34 parcels, 13 parcels had an Administrative Settlement. Attached is a report showing parcels with Administrative Settlements. Parcels included in projects on which right-of-way acquisitions are ongoing have been excluded from this report and will be provided on future reports.

Also included on this report are Administrative Settlements which were omitted from previous reports due to ongoing acquisitions within their respective projects.

Recommendations *(Action items require a resolution)*

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**RIGHT OF WAY ACQUISITIONS
ADMINISTRATIVE SETTLEMENTS**
January 1, 2026 to June 30, 2026*

Dist.	Program	Major Program	Project Name	Admin. Settlements	Justification
			*Sum of Administrative Settlements:	\$1,365,610.53	

Total number of parcels processed with administrative settlements: 13
Total number of parcels processed: 34
Total value of all parcels processed: \$7,865,180.88

*Parcels included in projects on which right-of-way acquisitions are ongoing have been omitted, but will be included in future reports.

Parcels omitted from previous reports due to ongoing acquisitions within the project					
Dist.	Program	Major Program	Project Name	Admin. Settlements	Justification
3	23456	I253220	MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN, ADA COUNTY	\$2,459.53	Increased land valuation
			Sum of Administrative Settlements:	\$2,459.53	



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

SH-25 Adding School Zone Speed Limit at Minico High School in Rupert		
Key Number	District 4	Route Number SH-25

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 July 2026.

Paul & Rupert:

Route	Beg Milepost	End Milepost	Zone Type	Speed	
				Old	New
SH-25	48.870	49.410	Permanent	45	45
SH-25	48.930	49.310	School	45	35

At the request of Minico High School and local police, District 4 completed an evaluation of traffic operations along the stretch of SH 25 fronting Minico High School located between Paul and Rupert reviewing vehicle operating speeds, roadside activity, and crash experience. District 4 plans to implement a 35 mph school zone within the permanent 45 mph zone in efforts to address community concerns over highway operations during school hours. The 35 mph school zone will be in effect at the start and at the end of the school day with flashing beacons in operations notifying motorists that the lower school zone speed limit is in effect.

Recommendations *(Action items require a resolution)*

Information only.

Minico High School Signing Plan





Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 07/16/2026

No Presentation: Consent Item ☐ Informational Calendar Item ☒

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

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

Subject

State Fiscal Year 2026 Financial Statements		
Key Number	District	Route Number

Background Information

Fiscal Year 2026 Financial Statements

Period: July 1, 2025 – May 31st, 2026 (Eleven Months)

Revenues to the State Highway Account from all sources are 1.8% above forecast. State-sourced revenues continue to perform well, up 0.9%. The Highway Distribution Account, Fuels/Registration Direct, and Ethanol revenues collectively exceed forecast by 1.4%, while Miscellaneous and Buy-Back Revenues are tracking -2.1% below forecast due to our Buyback occurring in June, not May.

State fuel tax revenues directed to the State Aeronautics Fund were initially down -24.9% through October, leading to a mid-year downward revision of the annual forecast by \$875K. With the revised forecast in place, the fund is now above expectations at 4.5%. Overall state-sourced revenues for the Aeronautics Fund are 5.8% above the updated forecast. Notably, State Fuel Tax Revenue is now performing 23.5% above projections, showing improvement. The budget team remains optimistic and will continue close monitoring as the fiscal year progresses.

Year-to-date expenditures remain within budget. Variances observed during the previous eleven months are primarily due to timing differences and encumbrances. Personnel costs reflect savings of \$5.9M, or 3.9%, 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 vacancy durations and maintain stable staffing.

Contract construction expenditures in the State Highway Account totaled \$418.4M through May. Comparative spending for the same eleven-month period in previous years was:

- \$503.8M in FY25
- \$521.9M in FY24
- \$387.2M in FY23



Board Agenda Item

ITD 2210 (Rev. 12-23)

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 \$875.5M, compared to:

- \$986.3M in FY25
- \$914.5M in FY24
- \$687.1M in FY23

As of the end of May, the State Highway Fund holds \$197.2M in long-term investments committed to construction projects and encumbrances. Combined with a cash balance of \$134.9M, the total fund balance is \$332.1M.

Expenditures from the Strategic Initiatives Program Fund total \$67.2M through May. This fund received the Governor's \$165M "Leading Idaho" transfer in November, and earned \$13.8M in interest on its cash balance. Per legislation, \$45M of the initial transfer will 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, \$73.3M has been applied to TECM bond debt service, and \$44.9M has been expended on TECM Pay-As-You-Go construction.

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 May.

Construction spending from the TECM Capital Project Fund totals \$346.1M through May. No spending has occurred from the GARVEE Capital Projects Fund; related activity is now shifted to GARVEE Debt Service, which totals \$62.1M year-to-date.

Recommendations *(Action items require a resolution)*

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JULY
ITD BOARD PACKET

MAY
FY26
FINANCIAL STATEMENTS

User ID: whaszier
 Report ID: AD-FN-GL-010
 Run Date: 08 Jun 2026
 % of Time
 Remaining: 8.3

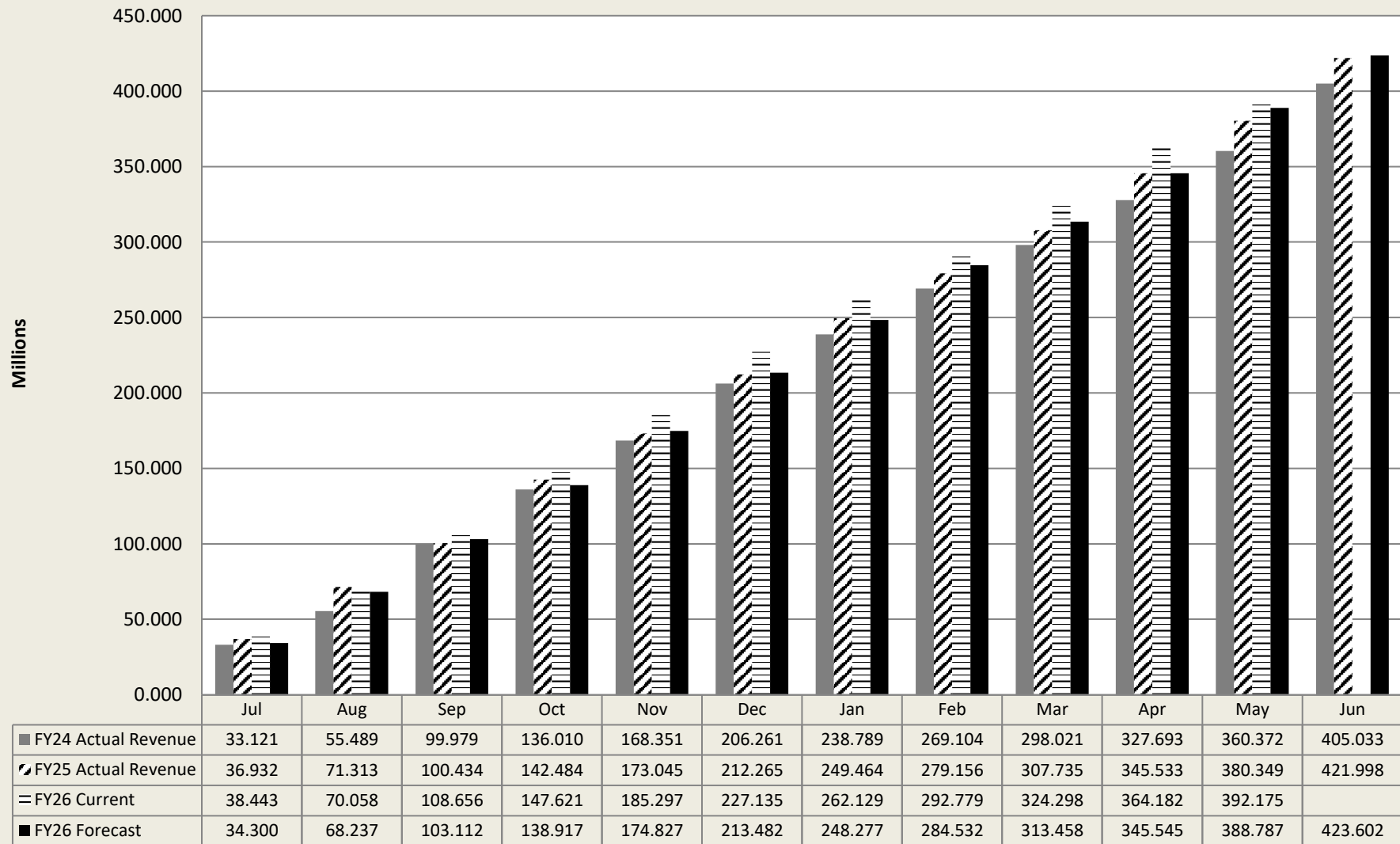
Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 5/31/2026
 (all amounts in '000)

Fiscal Year: 2026

Funds Received					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Forecast YTD	FY26 to FY25 Actual	FY 26 to Forecast
State Highway Account					
Federal Reimbursements	417,950	388,787	378,482	-7.0%	2.7%
State (Inc. H.D.A.)	380,349	392,175	388,787	3.1%	0.9%
Local	13,651	9,780	9,506	-28.4%	2.9%
Total State Highway Account:	811,	790,742	776,775	-2.5%	1.8%
State Aeronautics Fund					
Federal Reimbursements	77	270	313	251.5%	-13.8%
State	5,237	4,671	4,415	-10.8%	5.8%
Total State Aeronautics Fund:	5,3	4,941	4,728	- %	4.5%
Total Fund Received:	81 ,26	795,683	781,502	-2.6%	1.8%
Disbursements (includes Encumbrances)					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Construction Payouts	503,824	418,369	494,676	-17.0%	-15.4%
Operations Expenses					
Highways	232,944	272,834	264,937	17.1%	3.0%
DMV	28,882	32,383	35,134	12.1%	-7.8%
Administration	25,491	32,289	31,982	26.7%	1.0%
Facilities	46,501	38,199	48,358	-17.9%	-21.0%
Aeronautics	13,277	14,676	14,948	10.5%	-1.8%
Total Operations Expenses:	347,095	390,381	395,358	12.5%	-1.3%
Transfers					
Debt Service	10,362	9,675	0	-6.6%	0.0%
Total Transfers:	10,362	9,675	0	-6.6%	0.0%
Total Disbursements:	861,281	818,425	890,034	-5.0%	-8.0%
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Expenditures by Type					
Personnel	131,332	146,555	152,458	11.6%	-3.9%
Operating	85,196	97,516	98,637	14.5%	-1.1%
Capital Outlay	95,838	113,277	107,102	18.2%	5.8%
Sub-Grantee	34,729	33,033	37,160	-4.9%	-11.1%
Totals Operations Expenses:	347,095	390,381	395,358	12.5%	-1.3%
Contract Construction	503,824	418,369	494,676	-17.0%	-15.4%
Totals (excluding Transfers):	850,918	808,750	890,034	-5.0%	-9.1%

State Highway Fund 0260
Fiscal Year 2026
State Revenue Source Forecast vs Actual
May - For Period Ending 5/31/2026

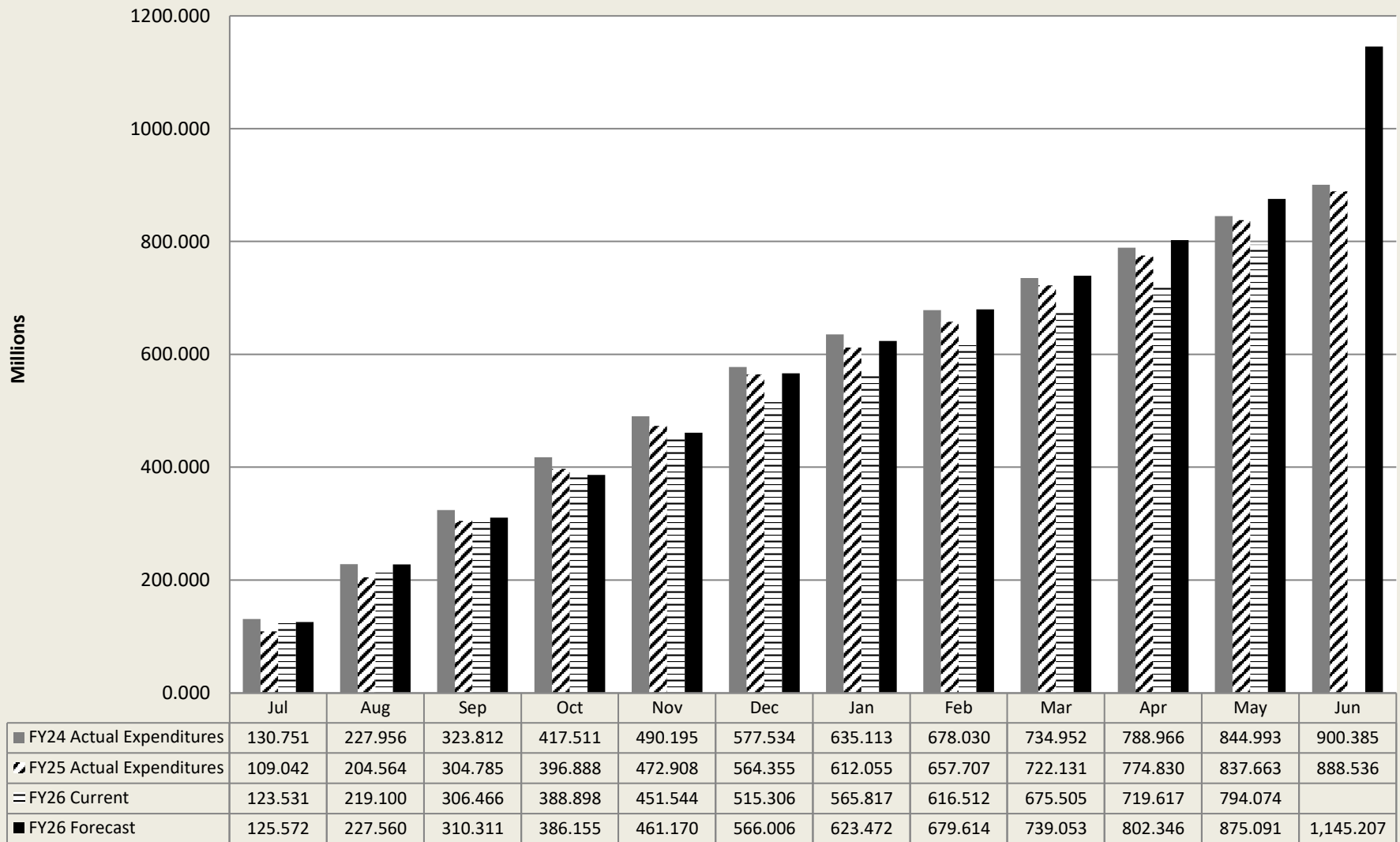


State Highway Fund 0260

Fiscal Year 2026

Expenditures

May - For Period Ending 5/31/2026

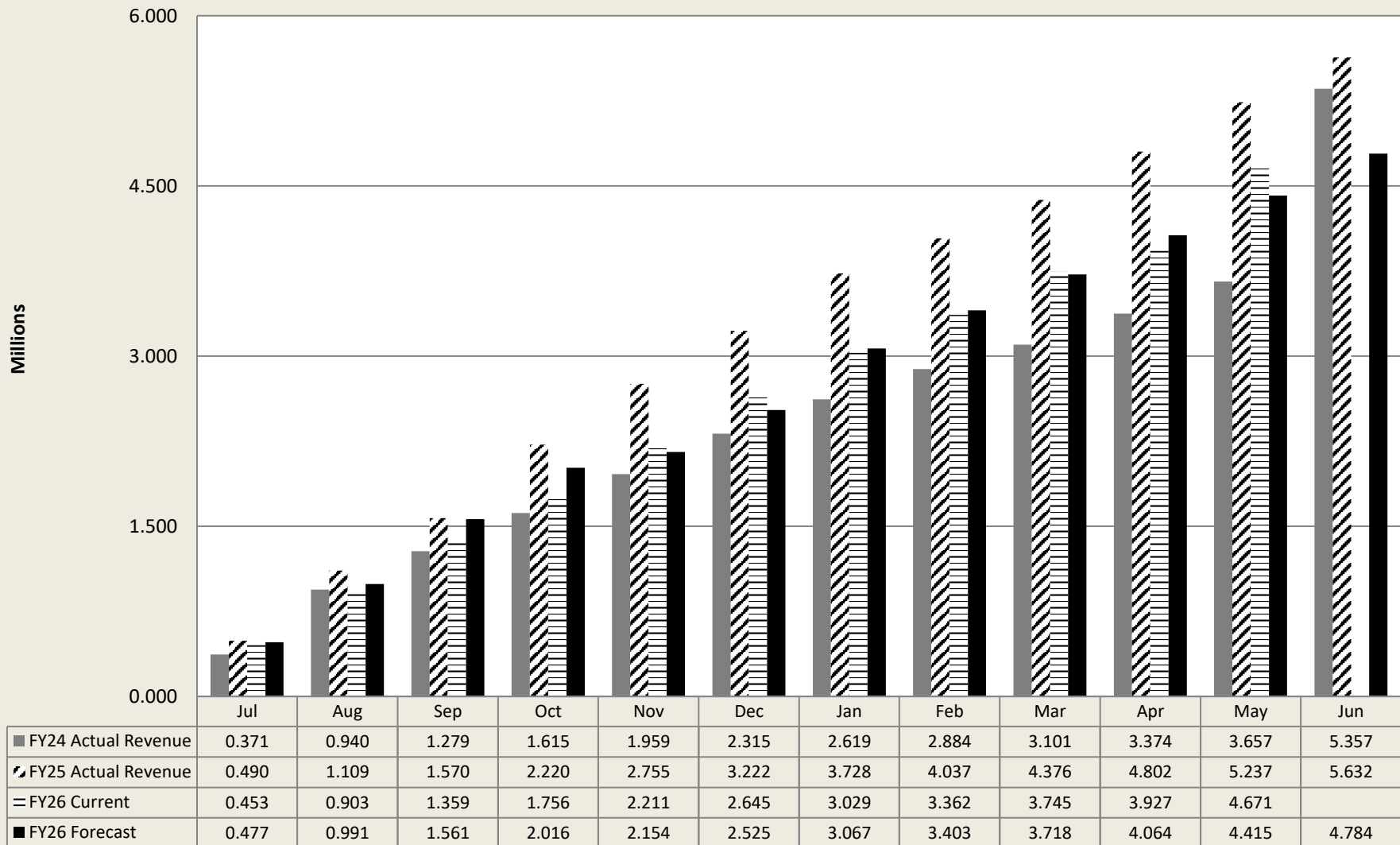


Aeronautics Fund 0221

Fiscal Year 2026

State Revenue Sources Forecast vs Actual

May - For Period Ending 5/31/2026



Interagency revenue is now Dedicated/State

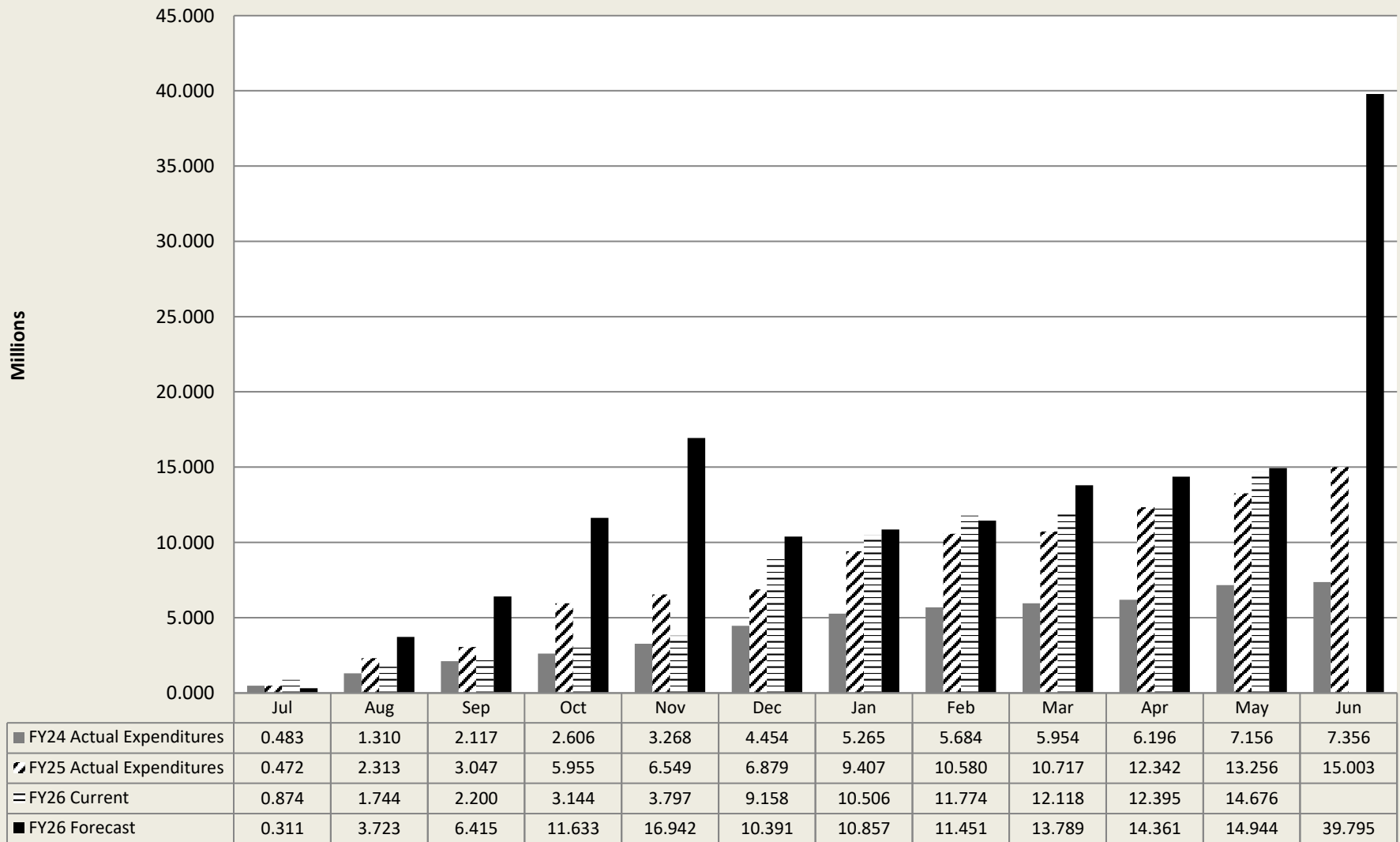
Misc. Revenue (RTA \$0) and Transfers - In

Aeronautics Fund 0221

Fiscal Year 2026

Expenditures

May - For Period Ending 5/31/2026



UserID: whaszier
 Report ID: AD-FN-GL-002
 Run Date: 08 Jun 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2026

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Apr-26	May-26	Apr-26	May-26	Apr-26	May-26
ASSETS						
Cash on Hand (Change Fund)	0	0	4,600	4,600	0	0
Cash in Bank (Daily Operations)	23,414,497	23,013,663	134,524,871	134,858,362	196,729,636	192,422,609
Investments (Long Term: STO - Diversified Bond Fund)	2,135,631	2,142,304	196,577,737	197,195,141	0	0
Total Cash & Investments	25,550,128	25,155,967	331,107,208	332,058,104	196,729,636	192,422,609
Receivables - Other	(0)	0	227,804	235,645	0	0
- Due From Locals (Project Overruns)	(0)	0	1,043,482	1,447,062	0	0
- Inter Agency	12,485	39,027	8,721	5,577	0	0
Total Receivables	12,485	39,027	1,280,006	1,688,283	0	0
Inventory on Hand	0	0	22,583,861	21,554,042	0	0
Total Assets:	25,562,613	25,194,994	354,971,075	355,300,429	196,729,636	192,422,609
LIABILITIES						
Vouchers Payable	(0)	0	0	116	(0)	0
Sales Tax Payable	0	0	24,321	26,211	0	0
Deferred Revenue (Local Projects Match)	0	0	32,293,800	32,923,212	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	144,311	148,548	0	0
Total Liabilities:	(0)	0	32,462,432	33,098,087	(0)	0
FUND BALANCE						
Reserve for Encumbrance	514,483	1,632,051	86,943,399	103,615,566	0	0
Fund Balance	25,048,131	23,562,943	235,565,244	218,586,775	196,729,636	192,422,609
Total Fund Balance:	25,562,613	25,194,994	322,508,643	322,202,341	196,729,636	192,422,609
Total Liabilities and Fund Balance	25,562,613	25,194,994	354,971,075	355,300,429	196,729,636	192,422,609

UserID: whaszier
 Report ID: AD-FN-GL-002
 Run Date: 08 Jun 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2026

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	Apr-26	May-26	Apr-26	May-26	Apr-26	May-26	Apr-26	May-26
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	448,387,286	446,283,929	316,678,049	267,588,807	4,039,392	4,051,009	769,104,726	717,923,745
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	448,387,286	446,283,929	316,678,049	267,588,807	4,039,392	4,051,009	769,104,726	717,923,745
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:	448,387,286	446,283,929	316,678,049	267,588,807	4,039,392	4,051,009	769,104,726	717,923,745
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	448,210,035	446,106,678	316,678,049	267,588,807	4,039,392	4,051,009	768,927,475	717,746,494
Total Fund Balance:	448,387,286	446,106,678	316,678,049	267,588,807	4,039,392	4,051,009	769,104,726	717,746,494
Total Liabilities and Fund Balance	448,387,286	446,283,929	316,678,049	267,588,807	4,039,392	4,051,009	769,104,726	717,923,745

UserID: whaszier
Report ID: AD-FN-GL-002
Run Date: 08 Jun 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2026

	CARES Act Covid-19 0345	
	Apr-26	May-26
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(41,953)	(61,726)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(41,953)	(61,726)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	19,773
- Inter Agency	0	0
Total Receivables	0	19,773
Inventory on Hand	0	0
Total Assets:	(41,953)	(41,953)
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	1,786,310	1,766,537
Fund Balance	(1,828,263)	(1,808,490)
Total Fund Balance:	(41,953)	(41,953)
Total Liabilities and Fund Balance	(41,953)	(41,953)

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 08 Jun 2026
 % of Time
 Remaining: 8.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources						
FHWA - Highway	348,651,500	357,232,818	27,141,093	8,581,318	2.46 %	442,263,500
FHWA - COVID Relief	500,000	1,080,424	169,491	580,424	116.08 %	2,000,000
FHWA - Indirect Cost	0	(115,910)	0	(115,910)	0.00 %	0
Federal Transit Authority	23,000,000	15,609,945	565,656	(7,390,055)	-32.13%	30,556,000
NHTSA - Highway Safety	6,000,000	4,084,407	172,569	(1,915,593)	-31.93%	6,430,400
Other Federal Aid	330,000	10,895,295	0	10,565,295	3201.60 %	4,555,000
Total Federal Sources:	378,481,500	388,786,978	28,048,809	10,305,478	2.72 %	485,804,900
State Sources						
Equipment Buy Back	18,058,000	5,099,212	710,388	(12,958,788)	-71.76%	18,058,000
Miscellaneous	38,912,300	50,645,415	4,530,185	11,733,115	30.15 %	43,359,000
Total State Sources:	56,970,300	55,744,626	5,240,573	(1,225,674)	-2.15%	61,417,000
Local Sources						
Match For Local Projects	9,506,100	9,772,414	577,688	266,314	2.80 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
Total Local Sources:	9,506,100	9,779,914	577,688	273,814	2.88 %	10,500,000
TOTAL REVENUES:	444,957,900	454,311,518	33,867,070	9,353,620	2.10 %	557,721,900
TRANSFERS-IN						
Highway Distribution	239,663,900	244,529,966	16,592,889	4,866,066	2.03 %	261,625,100
Fuel/Registration Direct	73,070,100	72,706,424	5,029,182	(363,676)	-0.50%	79,860,000
Ethanol Fuels Tax	19,082,800	19,194,406	1,130,279	111,606	0.58 %	20,700,000
TOTAL TRANSFERS-IN:	331,816,800	336,430,796	22,752,350	4,613,996	1.39 %	362,185,100
TOTAL REV AND TRANSFERS-IN:	776,774,700	790,742,314	56,619,420	13,967,616	1.80 %	919,907,000

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 08 Jun 2026
 % of Time
 Remaining: 8.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	99,181,107	98,685,797	8,166,111	0	495,310	0.50 %	111,216,224	12,530,427	11.27 %
Board, Hourly, OT, Shift	4,746,555	2,051,099	84,818	0	2,695,456	56.79 %	5,312,514	3,261,415	61.39 %
Fringe Benefits	47,037,564	44,357,766	3,807,864	0	2,679,798	5.70 %	51,667,562	7,309,796	14.15 %
Travel Expense	2,591,280	1,924,367	214,060	0	666,913	25.74 %	2,733,683	809,316	29.61 %
Operating Expense	94,420,478	77,015,509	11,018,536	17,033,877	371,091	0.39 %	143,171,389	49,122,002	34.31 %
Capital Equipment Expense	60,883,239	32,207,583	2,137,346	36,662,290	(7,986,634)	-13.12%	71,290,880	2,421,007	3.40 %
Capital Facilities Expense	38,689,722	20,995,097	871,371	16,653,917	1,040,707	2.69 %	50,971,134	13,322,120	26.14 %
Trustee & Benefit Payments	32,864,672	18,135,926	1,272,978	9,981,888	4,746,858	14.44 %	38,765,600	10,647,786	27.47 %
Total Operations Expense:	380,414,616	295,373,144	27,573,084	80,331,972	4,709,500	1.24 %	475,128,985	99,423,869	20.93 %
Contract Construction									
Operating Expense	10,455,500	7,186,870	416,097	1,874,409	1,394,222	13.33 %	13,432,048	4,370,770	32.54 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	275,000	275,000	100.00 %
Capital Projects	481,000,000	407,651,725	24,597,231	2,036	73,346,239	15.25 %	652,098,208	244,444,447	37.49 %
Trustee & Benefit Payments	3,220,500	1,654,105	78,472	0	1,566,395	48.64 %	4,272,782	2,618,678	61.29 %
Total Contract	494,676,000	416,492,699	25,091,801	1,876,445	76,306,856	15.43 %	670,078,039	251,708,895	37.56 %
TOTAL EXPENDITURES:	875,090,616	711,865,844	52,664,885	82,208,417	81,016,355	9.26 %	1,145,207,024	351,132,764	30.66 %
TRANSFERS OUT									
Operating	0	9,675,031	0	0	(9,675,031)	0.00 %	0	(9,675,031)	0.00 %
TOTAL TRANSFERS OUT:	0	9,675,031	0	0	(9,675,031)	0.00 %	0	(9,675,031)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	875,090,616	721,540,874	52,664,885	82,208,417	71,341,324	8.15 %	1,145,207,024	341,457,733	29.82 %

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 08 Jun 2026
 % of Time
 Remaining: 8.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026										
Budget Fiscal Year: 2026										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	3,050,000	2,427,970	59,515	677,844	(55,814)	-1.83%	3,478,366	372,552	10.71 %
Operating Expenditures	Federal	7,400,000	4,757,962	356,582	1,196,565	1,445,473	19.53 %	9,754,100	3,799,573	38.95 %
Operating Expenditures	Local	5,500	937	0	0	4,563	82.96 %	199,583	198,646	99.53 %
Total Operating Expenditures		10,455,500	7,186,870	416,097	1,874,409	1,394,222	13.33 %	13,432,048	4,370,770	32.54 %
Capital Outlay										
Capital Outlay	Dedicated	115,000,000	70,799,901	3,347,977	149	44,199,949	38.43 %	172,095,541	101,295,490	58.86 %
Capital Outlay	Federal	355,000,000	327,213,865	20,328,028	1,887	27,784,248	7.83 %	466,460,944	139,245,192	29.85 %
Capital Outlay	Local	11,000,000	9,637,958	921,227	0	1,362,042	12.38 %	13,541,724	3,903,765	28.83 %
Total Capital Outlay		481,000,000	407,651,725	24,597,231	2,036	73,346,239	15.25 %	652,098,208	244,444,447	37.49 %
Capital Equipment Expense										
Capital Equipment Expense	Dedicated	0	0	0	0	0	0.00 %	275,000	275,000	100.00 %
Total Capital Equipment Expense		0	0	0	0	0	0.00 %	275,000	275,000	100.00 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	90,000	52,275	885	0	37,725	41.92 %	663,978	611,702	92.13 %
Trustee & Benefit Payments	Federal	3,125,000	1,601,829	77,587	0	1,523,171	48.74 %	3,408,805	1,806,975	53.01 %
Trustee & Benefit Payments	Local	5,500	0	0	0	5,500	100.00 %	200,000	200,000	100.00 %
Total Trustee & Benefit Payments		3,220,500	1,654,105	78,472	0	1,566,395	48.64 %	4,272,782	2,618,678	61.29 %
Total Contract Construction:		494,676,000	416,492,699	25,091,801	1,876,445	76,306,856	15.43 %	670,078,039	251,708,895	37.56 %

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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 5/31/2026

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	7,791,300	7,172,540	559,977	(618,760)	-7.94%	8,500,000
TOTAL REVENUES:	7,791,300	7,172,540	559,977	(618,760)	-7.94%	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:	107,791,300	107,172,540	559,977	(618,760)	-0.57%	108,500,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Contract Construction - Capital Projects	54,500,000	44,950,961	4,867,004	0	9,549,039	17.52 %	180,714,079	135,763,118	75.13 %
TOTAL EXPENDITURES:	54,500,000	44,950,961	4,867,004	0	9,549,039	17.52 %	180,714,079	135,763,118	75.13 %
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:	135,400,000	125,190,902	4,867,004	0	10,209,098	7.54 %	261,614,079	136,423,177	52.15 %

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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 5/31/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		11,038,400	13,766,064	1,294,447	2,727,664	24.71 %	12,000,000
TOTAL REVENUES:		11,038,400	13,766,064	1,294,447	2,727,664	24.71 %	12,000,000
TRANSFERS-IN							
Statutory		0	165,000,000	0	165,000,000	0.00 %	0
TOTAL TRANSFERS-IN:		0	165,000,000	0	165,000,000	0.00 %	0
TOTAL REV AND TRANSFERS-IN:		11,038,400	178,766,064	1,294,447	167,727,664	1519.49 %	12,000,000

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Capital Projects		105,000,000	67,012,141	3,397,804	177,251	37,810,608	36.01 %	110,000,000	42,810,608	38.92 %
TOTAL EXPENDITURES:		105,000,000	67,012,141	3,397,804	177,251	37,810,608	36.01 %	110,000,000	42,810,608	38.92 %
TOTAL EXPD AND TRANSFERS OUT:		105,000,000	67,012,141	3,397,804	177,251	37,810,608	36.01 %	110,000,000	42,810,608	38.92 %

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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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	8,115,800	12,310,829	910,759	4,195,029	51.69 %	9,000,000
TOTAL REVENUES:	8,115,800	12,310,829	910,759	4,195,029	51.69 %	9,000,000
TOTAL REV AND TRANSFERS-IN:	8,115,800	12,310,829	910,759	4,195,029	51.69 %	9,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Trustee & Benefit Payments	180,000,000	141,200,000	50,000,000	0	38,800,000	21.56 %	200,000,000	58,800,000	29.40 %
TOTAL EXPENDITURES:	180,000,000	141,200,000	50,000,000	0	38,800,000	21.56 %	200,000,000	58,800,000	29.40 %
TOTAL EXPD AND TRANSFERS OUT:	180,000,000	141,200,000	50,000,000	0	38,800,000	21.56 %	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.

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	157,358	11,617	157,358	0.00 %	0
TOTAL REVENUES:	0	157,358	11,617	157,358	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	157,358	11,617	157,358	0.00 %	0

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Trustee & Benefit Payments	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %
TOTAL EXPENDITURES:	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %
TOTAL EXPD AND TRANSFERS OUT:	7,600,000	3,715,247	0	0	3,884,753	51.12 %	7,600,000	3,884,753	51.12 %

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

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources - Federal Transit Authority	3,400,000	2,194,559	19,773	(1,205,441)	-35.45%	4,074,000
TOTAL REVENUES:	3,400,000	2,194,559	19,773	(1,205,441)	-35.45%	4,074,000
TOTAL REV AND TRANSFERS-IN:	3,400,000	2,194,559	19,773	(1,205,441)	-35.45%	4,074,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
EXPENDITURES									
Trustee & Benefit Payments	517,915	400,024	0	0	117,891	22.76 %	565,000	164,976	29.20 %
TOTAL EXPENDITURES:	517,915	400,024	0	0	117,891	22.76 %	565,000	164,976	29.20 %
TOTAL EXPD AND TRANSFERS OUT:	517,915	400,024	0	0	117,891	22.76 %	565,000	164,976	29.20 %

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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 5/31/2026

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	809,860	79,179	809,860	0.00 %	0
TOTAL REVENUES:	0	809,860	79,179	809,860	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	81,049,802	79,179	81,049,801	0.00 %	0

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
EXPENDITURES									
Bond Principal / Interest	73,306,500	73,306,919	6,762,621	0	(419)	0.00%	80,069,000	6,762,081	8.45 %
TOTAL EXPENDITURES:	73,306,500	73,306,919	6,762,621	0	(419)	0.00%	80,069,000	6,762,081	8.45 %
TOTAL EXPD AND TRANSFERS OUT:	73,306,500	73,306,919	6,762,621	0	(419)	0.00%	80,069,000	6,762,081	8.45 %

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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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	390,000,000	346,091,170	29,791,516	(43,908,830)	-11.26%	425,000,000
TOTAL REVENUES:	390,000,000	346,091,170	29,791,516	(43,908,830)	-11.26%	425,000,000
TOTAL REV AND TRANSFERS-IN:	390,000,000	346,091,170	29,791,516	(43,908,830)	-11.26%	425,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
EXPENDITURES									
Capital Projects	390,000,000	346,115,221	29,789,349	0	43,884,779	11.25 %	425,000,000	78,884,779	18.56 %
TOTAL EXPENDITURES:	390,000,000	346,115,221	29,789,349	0	43,884,779	11.25 %	425,000,000	78,884,779	18.56 %
TOTAL EXPD AND TRANSFERS OUT:	390,000,000	346,115,221	29,789,349	0	43,884,779	11.25 %	425,000,000	78,884,779	18.56 %

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

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
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

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

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 Remaining: 8.3

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2026						
Budget Fiscal Year: 2026						
REVENUES						
State Sources - Misc	0	112,556	4,016	112,556	0.00 %	0
TOTAL REVENUES:	0	112,556	4,016	112,556	0.00 %	0
TRANSFERS-IN						
Operating	0	4,700,000	0	4,700,000	0.00 %	0
State Sources - Operating	0	9,675,911	0	9,675,911	0.00 %	0
TOTAL TRANSFERS-IN:	0	14,375,911	0	14,375,911	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	14,488,467	4,016	14,488,467	0.00 %	0

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2026									
Budget Fiscal Year: 2026									
EXPENDITURES									
Bond Principal / Interest	62,102,100	62,101,696	409,841	0	404	0.00 %	62,512,000	410,304	0.66 %
TOTAL EXPENDITURES:	62,102,100	62,101,696	409,841	0	404	0.00 %	62,512,000	410,304	0.66 %
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:	62,102,100	62,102,296	409,841	0	(196)	0.00%	62,512,000	409,704	0.66 %

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

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 Remaining: 8.3

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2026

Fund: 0221 State Aeronautics Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2026						
REVENUES						
Federal Sources - FAA	313,000	269,695	3,747	(43,305)	-13.84%	668,500
State Sources - Misc	1,994,800	1,682,168	111,825	(312,632)	-15.67%	2,158,500
TOTAL REVENUES:	2,307,800	1,951,863	115,572	(355,937)	-15.42%	2,827,000
TRANSFERS-IN						
Operating	2,419,700	2,989,228	632,622	569,528	23.54 %	2,625,000
TOTAL TRANSFERS-IN:	2,419,700	2,989,228	632,622	569,528	23.54 %	2,625,000
TOTAL REV AND TRANSFERS-IN:	4,727,500	4,941,091	748,194	213,591	4.52 %	5,452,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2026									
EXPENDITURES									
Permanent Staff Salaries	992,005	998,347	84,053	0	(6,342)	-0.64%	1,083,972	85,625	7.90 %
Board, Hourly, OT, Shift Diff	60,600	58,573	4,247	0	2,027	3.34 %	74,000	15,427	20.85 %
Fringe Benefits	440,220	403,067	35,294	0	37,153	8.44 %	479,228	76,161	15.89 %
Travel Expense	103,922	99,304	5,294	0	4,618	4.44 %	119,222	19,918	16.71 %
Internal Holdback -	0	0	0	0	0	0.00 %	1,100,000	1,100,000	100.00 %
Operating Expenditures	1,521,486	1,248,390	45,512	194,713	78,383	5.15 %	2,206,878	763,775	34.61 %
Capital Equipment Expense	5,444,900	5,178,648	21,749	62,688	203,564	3.74 %	5,613,500	372,164	6.63 %
Capital Facilities Expense	2,084,600	266,171	2,357	1,250,632	567,796	27.24 %	2,134,600	617,796	28.94 %
Trustee & Benefit Payments	4,295,800	4,915,249	857,327	0	(619,449)	-14.42%	26,983,557	22,068,309	81.78 %
TOTAL EXPENDITURES:	14,943,533	13,167,748	1,055,834	1,508,033	267,751	1.79 %	39,794,957	25,119,175	63.12 %
TOTAL EXPD AND TRANSFERS OUT:	14,943,533	13,167,748	1,055,834	1,508,033	267,751	1.79 %	39,794,957	25,119,175	63.12 %



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Ryan Hawkins	Presenter's Title District Engineer D1
Preparer's Name Ryan Hawkins	Preparer's Title District Engineer D1

Subject

FY27 Board Unallocated Fund Request Signal Installation at US 95 & Dufort Road		
Key Number	District 1	Route Number US 95

Background Information

The purpose of this agenda item is to seek FY27 Board Unallocated Funds to complete the installation of a signalized intersection at Dufort Road on US 95. The District has been involved in many community outreach sessions to improve safety on the US 95 corridor - this project was selected as the top priority.

This work is recommended at this time because accident frequency and severity prompted the District to perform a signal warrant analysis. Several signal warrants were met, this coupled with public safety concerns and recent development activity has prompted the District to seek a board unallocated project.

We are asking for FY27 Board Unallocated Funds. The signalized intersection project is estimated to cost \$1,000,000.

Recommendations *(Action items require a resolution)*

Resolution on page 97.

IDAHO TRANSPORTATION BOARD
STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2027
as of 6/30/26, following Board approval

					<i>Beginning Balance</i>	\$ 10,000,000
<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>		
REQUEST	1	NEW	US 95, DUFORT RD TRAFFIC SIGNAL INSTALLATION, D1	\$ 1,000,000		
				Total	\$	1,000,000
					<i>Ending Balance</i>	\$ 9,000,000

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 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Lisa McClellan/CJ Kendrick	Presenter's Title DMV Administrator/Deputy DMV Administrator
Preparer's Name Heather Fleck	Preparer's Title Stakeholder Engagement Specialist

Subject

DMV Modernization Update		
Key Number	District	Route Number

Background Information

1. Dealer Advisory Board Member

New Dealer Advisory Board Member David Blewett from Kendall Automotive Group.

2. Community Outreach Efforts and Success Stories

The DMV Port of Entry (POE) program helped the town with impromptu roving ports of entry to address high volume of trucks bypassing the Declo POE and using the town as a bypass.

3. Innovation Efforts

Update on Artificial Intelligence projects that have been completed by DMV. We modernized Idaho's Administrative License Suspension (ALS) process by introducing AI-powered document intelligence that automates the intake, classification, and data extraction of handwritten law-enforcement packets. This innovation replaced a slow, error-prone manual workflow with a fast, accurate, and transparent system that keeps ITD compliant with statutory deadlines even as volumes grow. The solution saves over 1,625 staff hours annually - plus another 625 hours from automated email-to-SharePoint ingestion, while improving accuracy, consistency, and overall confidence in ALS case handling. This project was recently submitted to the Gartner Eye on Innovation Awards for ITD.

County DMV Combined offices update. The model is growing rapidly and will enable counties to meet the demand of future customers. Fiscal Year 2026 started with three counties using this model, and closed with 11 counties either converted or scheduled to convert before end of August.

4. Skip the Trip (One Strategic Goal)

Skip the Trip (STT) has hit over 2 million transactions in both CY 2025 and FY 2026. The program started eight years ago with multiple efforts to provide alternative methods for customers to receive DMV services without having to go into an office. At that time, only 250,000 transactions were completed via a STT method.

Kiosks

DMV Now Kiosks are in testing phase. The pilot will launch at the end of summer in the Treasure Valley where they will be installed in Albertsons and Fred Meyer grocery stores, providing more options for customers to access services. Customers will be able to renew registrations and driver's licenses.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Dealer Portal

Dealer Portal Phase 2 is scheduled to launch early fall and will provide dealers with a fully electronic method to submit title applications and pay application fees. This enhancement is expected to streamline the process, reduce processing times, and create cost savings for dealerships (estimate \$1 million in savings at 75% adoption rate). To support adoption of the portal, the department has dedicated a liaison to meet face-to-face with dealerships across the state, particularly those with high transaction volumes, to assist with portal registration.

eDMV Outreach

Many Idahoans face obstacles that prevent them from traveling to a county office. DMV staff recently visited the Boise VA Home to assist veterans with processing identification requests remotely using a tablet or smartphone. The combination of innovative eDMV technology and strong community support made this outreach effort a success.

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Jerry Wilson	Presenter's Title District 1 Engineering Manager
Preparer's Name Jerry Wilson	Preparer's Title District 1 Engineering Manager

Subject

Rathdrum Prairie Area Transportation Study		
Key Number 23349	District 1	Route Number US95

Background Information

District 1 will present the recommended alternatives from the US95, RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY (KN 23349) that evaluated ways to improve safety, keep traffic moving efficiently and make the system more reliable as Kootenai County continues to grow.

ITD District 1 and the Kootenai County Metropolitan Planning Organization (KMPO) partnered on this project to plan for a transportation system that would address the current and future safety in areas with high numbers of crashes, proactively plan for increasing traffic in the area, and to create new, safer and better connections for drivers that also support walkers, bikers, and transit users.

The area wide traffic study began in summer of 2022 and covered from the Idaho/Washington State Line on westside, SH53 on the northside, US95 on the eastside, and Interstate 90 on the southside. The study shows without significant improvements, the increase in traffic volumes within the Rathdrum Prairie Area by the study year of 2045 will create Level of Service (LOS) E & F on the state highway routes and LOS D, E, and F on the local routes.

Since 2022, ITD and KMPO have gathered input from community members, stakeholders and agencies through interviews, workshops and five public meetings. The feedback helped shape the current screening criteria, alternatives and recommendations. ITD and KMPO also formed a Community Working Group to bring together stakeholders from neighborhoods, agencies, organizations or employers as representatives of the larger community with a vested interest in the study.

This group evaluated various alternatives to improve the transportation system within the study area for traffic performance, impacts and benefits, and cost and implementation. Through three screening levels of the original 53 alternatives, the study has reduced them down to the four and has also completed a detailed evaluation of these four individually and combined to show how they will improve transportation within the study area.

The Rathdrum Prairie Area Study will be completed this fall and the District will recommend the final four alternatives moving forward into the NEPA process.

Recommendations *(Action items require a resolution)*



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 7/16/26

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Josephine Middleton/Dustin Stilbred	Presenter's Title Highway Safety Manager/ Alliance HS Representative
Preparer's Name Josephine Middleton	Preparer's Title Highway Safety Manager

Subject

District 1 Highway Safety Partners		
Key Number	District	Route Number

Background Information

In February 2026, the Idaho Office of Highway Safety (OHS) sponsored the Choices Matter program at Timberlake High School, North Idaho Christian School, Genesis Preparatory School, Bonners Ferry High School, Elevate High School, and Wallace Junior and Senior High School. The Alliance Highway Safety will present information on the content shared and student participation at these and other District 1 events. We will also present information on OHS and the Alliance's participation in the America 250 celebration held on July 4th in Boise.

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 7/16/26

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Colby Cameron	Presenter's Title Governmental Affairs Manager
Preparer's Name Colby Cameron/Brendan Floyd	Preparer's Title Governmental Affairs Manager/Policy Specialist

Subject

2027 ITD Legislative Proposals		
Key Number	District	Route Number

Background Information

Staff recommend the two attached draft legislative proposals as Executive Agency Legislative proposals for the 2027 legislative session. The Governor's Division of Financial Management has approved the legislative ideas. If the Board approves the two enclosed draft proposals then staff will continue with the Executive Agency Legislative process.

The goal of these drafts is to move current administrative rule to statute consistent with Title 67 Chapter 5292 Idaho Code.

The 2027 draft legislative proposals are:

1. Legalization of Overloaded Vehicles

Reason: Streamlining and efficiency of agency efforts

- Idaho Code:
- IDAPA 39.03.80 - Rules Governing Legalization of Overloaded Vehicles
- This idea would move current rule provisions into statute. The current rule provides that certain overweight vehicles must stop at the place of weighing to come into compliance. It provides that an overweight load may continue to a safe place of coming into compliance depending on the load type.

2. Fee for Providing Automated Records

Reason: Streamlining and efficiency of agency efforts

- Idaho Code: 49-202
- IDAPA 39.02.41 – Rules Governing Special Provision Applicable to Fees of Service
- This idea would move current rule provisions into statute. The current rule contains fees that are charged for providing records to customers (including the public and various political subdivisions).

ITD agency legislation will follow the Executive Agency Legislative process as outlined by the Governor's office. The proposed legislative drafts are due to DFM in early August.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Recommendations (Action items require a resolution)

Staff recommends approval of the resolution on page 127.

49-113. Definitions — L. (1) "Laned highway" means a highway which is divided into two (2) or more clearly marked lanes for vehicular traffic.

(2) "Lane of travel." (See "Traffic lane", section [49-121](#), Idaho Code)

(3) "Legal owner" means any person notated as "lienholder" of a vehicle, the notation appearing on the title records of the department and on the respective certificate of title.

(4) "Legalization" means the act of bringing a vehicle or load into compliance with applicable weight limitations by adjusting or shifting the load on the vehicle or by off-loading a portion of the load to another vehicle or place of storage.

~~(4)~~(5) "License" or "license to operate a motor vehicle" means any driver's license or any other license or permit to operate a motor vehicle issued under, or granted by, the laws of this state, including:

(a) Any temporary license or instruction permit;

(b) Any nonresident's operating privilege;

(c) Any special permit issued by the department.

~~(5)~~(6) "Licensing authority" as used in chapter 20 of this title with reference to Idaho, means the department.

~~(6)~~(7) "Lien" or "encumbrance" means every security interest in any vehicle other than security interests in vehicles held in inventory for sale.

~~(7)~~(8) "Lienholder" means a person holding a security interest in a vehicle.

~~(8)~~(9) "Light weight" or "unladen weight" means the scale weight of a vehicle equipped for operation, but without any cargo on it.

~~(9)~~(10) "Limit line" or "stop line" means a solid white line extending across a highway indicating the point behind which vehicles are required to stop, which must conform to the manual and specifications adopted by the board pursuant to section [49-201](#), Idaho Code.

~~(10)~~(11) "Local authorities" means every county, highway district, municipal and other local board or body having authority to enact regulations, resolution and/or ordinances relating to traffic on the highways, public rights-of-way and streets under their jurisdiction under the constitution and laws of this state.

49-117. Definitions — P. (1) "Park" or "parking" means the standing of a vehicle, whether occupied or not, other than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

(2) "Park model recreational vehicle" means a recreational vehicle that is designed to provide temporary accommodations for recreational, camping or seasonal use, is built on a single chassis, was originally mounted on wheels, has a gross trailer area not exceeding four hundred (400) square feet in the set-up mode and is certified by its manufacturer as complying with the American National Standards Institute (ANSI) A119.5 Standard for Recreational Park Trailers, and includes park models, park trailers and recreational park trailers.

(3) "Part-time salesman" means any person employed as a vehicle salesman on behalf of a dealer fewer than thirty (30) hours per week.

(4) "Peace officer." (See section [19-5101](#)(d), Idaho Code)

(5) "Pedestrian" means any person afoot and any person operating a wheelchair or a motorized wheelchair or an electric personal assistive mobility device.

(6) "Pedestrian path" means any path, sidewalk or way set aside and used exclusively by pedestrians.

(7)(a) "Person" means every natural person, firm, fiduciary, copartnership, association, corporation, trustee, receiver or assignee for the benefit of creditors, political subdivision, state or federal governmental department, agency, or instrumentality and, for the purposes of [chapter 22, title 49](#), Idaho Code, shall include a private, common or contract carrier operating a vehicle on any highway of this state.

(b) "Person with a disability" means:

(i) A person who is unable to walk two hundred (200) feet or more unassisted by another person;

(ii) A person who is unable to walk two hundred (200) feet or more without the aid of a walker, cane, crutches, braces, prosthetic device or a wheelchair; or

(iii) A person who is unable to walk two hundred (200) feet or more without great difficulty or discomfort due to the following impairments: neurological, orthopedic, respiratory, cardiac, arthritic disorder, blindness, or the loss of function or absence of a limb.

(iv) For the purposes of chapters 3 and 4, [title 49](#), Idaho Code, a person with a permanent disability is one whose physician certifies that the person qualifies as a person with a disability pursuant to this paragraph and further certifies that there is no expectation for a fundamental or marked change in the person's condition at any time in the future.

(8) "Personal delivery device" means an electrically powered device that is operated on sidewalks, crosswalks, and the sides or berms of highways and is intended primarily to transport property; weighs less than five hundred fifty (550) pounds, excluding cargo; operates at a maximum speed of ten (10) miles per hour when on sidewalks; and is equipped with technology to allow for operation of the device with or without the active control or monitoring of a natural person. A personal delivery device shall not be defined as a vehicle or motor vehicle in any section of the law, unless expressly so stated.

(9) "Personal delivery device operator" means an entity or its agent that exercises direct physical control or monitoring over the navigation system and operation of a personal delivery device. For the purposes of this subsection, the term "agent" means a person charged by the entity with the responsibility of navigating, monitoring, or operating the personal delivery device. The term "personal delivery device operator" does not include an entity or person who requests the services of a personal delivery device for the purpose of transporting property or an entity, nor does it include a person who merely arranges for and dispatches the requested services of a personal delivery device.

(10) "Personal information" means information that identifies an individual, including an individual's photograph or computerized image, social security number, driver identification number, name, address, telephone number, and medical or disability information, but does not include information on vehicular accidents, driving or equipment-related violations, the five-digit zip code of the person's address, or status of the driver's license or motor vehicle registration.

(11) "Place of weighing" means that location where a vehicle, trailer, or combination thereof, is weighed to determine its legal allowable axle, combination of axles, or gross weight on a scale that is certified by the Idaho Department of Agriculture..

~~(11)~~(12) "Pneumatic tire." (See "tires," section [49-121](#), Idaho Code)

~~(12)~~(13) "Pole trailer." (See "trailer," section [49-121](#), Idaho Code)

~~(13)~~(14) "Possessory lien" means a lien dependent upon possession for compensation to which a person is legally entitled for making repairs or performing labor upon, and furnishing supplies or materials for, and for the towing, storage, repair, or safekeeping of any vehicle of a type subject to registration.

~~(14)~~(15) "Possessory lienholder" means any person claiming a lien, which lien claimed to have accrued on a basis of services rendered to the vehicle that is the subject of the lien.

~~(15)~~(16) "Preceding year" means, for the purposes of section [49-434](#), Idaho Code, a period of twelve (12) consecutive months fixed by the department, prior to July 1 of the year immediately preceding the commencement of the registration or license year for which proportional registration is sought. The department in

fixing the period shall make it conform to the terms, conditions and requirements of any applicable agreement or arrangement for the proportional registration of vehicles.

~~(16)~~ (17) "Pressure regulator valve" means a device or system that governs the load distribution and controls the weight borne by a variable load suspension axle in accordance with a predetermined valve setting.

~~(17)~~ (18) "Principal place of business" means an enclosed commercial structure located within the state, easily accessible and open to the public at all reasonable times, with an improved display area large enough to display five (5) or more vehicles of the type the dealer is licensed to sell, immediately adjoining the building, and at which the business of a dealership, including the display and repair of vehicles, may be lawfully carried on in accordance with the terms of all applicable building codes, zoning and other land-use regulatory ordinances, and in which building the public shall be able to contact the dealer or his salesmen in person or by telephone at all reasonable times. The books, records and files necessary to conduct the business of the dealership must be kept or reproduced electronically at the dealership's licensed location(s). A dealership keeping its physical books, records and files at an off-site location must notify the department in writing of such location at least thirty (30) days in advance of moving such books, records and files off-site. Physical books, records and files must be made available to the department upon request within three (3) business days of such request. The principal place of business shall display an exterior sign permanently affixed to the land or building, with letters clearly visible to the major avenue of traffic. In no event shall a room or rooms in a hotel, rooming house, or apartment house building or a part of any single or multiple unit dwelling house be considered a "principal place of business" within the terms and provisions of this title unless the entire ground floor of that hotel, apartment house, or rooming house building or dwelling house be devoted principally to and occupied for commercial purposes, and the office or offices of the dealer be located on the ground floor.

~~(18)~~ (19) "Private property open to the public" means real property not owned by the federal government or the state of Idaho or any of its political subdivisions, but is available for vehicular traffic or parking by the general public with the permission of the owner or agent of the real property.

~~(19)~~ (20) "Private road" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

~~(20)~~ (21) "Proof of financial responsibility" means proof of ability to respond in damages for liability, on account of accidents occurring subsequent to the effective date of the proof, arising out of the ownership, maintenance or use of a motor vehicle, in the amount of twenty-five thousand dollars (\$25,000) because of bodily injury to or death of one (1) person in any one (1) accident and, subject to the limit for one (1) person, in the amount of fifty thousand dollars (\$50,000) because of bodily injury to or death of two (2) or more persons in any one (1) accident, and in the amount of fifteen thousand dollars (\$15,000) because of injury to or destruction of property of others in any one (1) accident.

~~(21)~~ (22) "Proper authority" means a public highway agency.

~~(22)~~ (23) "Public highway agency" means the state transportation department, any city, county, highway district or any other state agency that has jurisdiction over public highway systems and public rights-of-way.

~~(23)~~ (24) "Public right-of-way" means a right-of-way open to the public and under the jurisdiction of a public highway agency, where the public highway agency has no obligation to construct or maintain said right-of-way for vehicular traffic.

~~(24)~~ (25) "Public road jurisdiction" means a public highway agency.

~~(25)~~ (26) "Purchase." (See "sell," "sold," and "buy," section [49-120](#), Idaho Code)

49-121. Definitions - T. (1) "Temporary supplemental lot" means a location other than the principal place of business, or supplemental lot within the same or adjacent county as the principal place of business, where a licensed dealer may secure a license to conduct the business and is licensed for a period of time not to exceed ten (10) days for a specific purpose such as auto shows, auctions, shopping center promotions, tent sales, etc. Temporary supplemental lots shall meet all local zoning and building codes for the type of business being conducted. The requirements for a principal place of business shall not be applicable to temporary supplemental lot locations. The adjacent county restriction shall not apply if the dealer holds the franchise for the products to be displayed or sold and has approval from a manufacturer for the location where the proposed temporary supplemental lot license will be issued by the department. Nonfranchised dealers shall be permitted to temporarily display or sell their products within a one hundred seventy-five (175) mile radius of their principal place of business, upon approval by the department.

(2) "Tires" means:

(a) Metal. Every tire the surface of which in contact with the highway is wholly or partly of metal or other hard, nonresilient material.

(b) Pneumatic. Every tire in which compressed air is designed to support the load.

(c) Snow tire. Every rubber tire with tread design or material embedded in the tire to improve winter traction except studded tires.

(d) Solid rubber. Every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

(e) Studded tire. Every tire with built-in lugs of tungsten carbide or other suitable material designed to contact the road surface for improved winter traction.

(3) "Traffic" means pedestrians, ridden or herded animals, vehicles, streetcars and other conveyances either singly or together while using any highway for purposes of travel.

(4) "Traffic lane" or "lane of travel" means that portion of the roadway for movement of a single line of vehicles.

(5) "Traffic-control device" means any device, whether manually, electrically or mechanically operated, placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

(6) "Trailer" means:

(a) General. Every vehicle without motive power designed for carrying persons or property and for being drawn by a motor vehicle.

(b) Fifth-wheel trailer. A vehicular unit equipped in the same manner as a travel trailer but constructed with a raised forward section that allows a bi-level floor plan. This style is designed to be towed by a vehicle equipped with a device known as a fifth-wheel hitch, which is typically installed in the bed of a pickup truck.

(c) Fold down camping trailer. A vehicular portable unit mounted on wheels and constructed with collapsible partial side walls, which fold for towing by another vehicle and unfold at the campsite to provide temporary living quarters, for recreational, camping or travel use.

(d) Pole trailer. Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

(e) Semitrailer. Every vehicle without motive power, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed

that some part of its weight and that of its load rests upon or is carried by the towing vehicle.

(f) Travel trailer. A vehicular unit, mounted on wheels designed to provide temporary living quarters for recreational, camping, travel or emergency use and of such size or weight as not to require special highway movement permits when towed by a motorized vehicle.

(g) Utility trailer. (See "Utility trailer," section [49-122](#), Idaho Code)

(7) "Transitional ownership document" means a document used to perfect a lien against creditors or subsequent purchasers when the primary ownership document is not available and the selling dealer, new security interest holder or their agent, to the best of their knowledge, will not have possession of the primary ownership document, within thirty (30) days of the sale, or if no sale is involved, the date the contract or security agreement being perfected was signed, and contains all of the following:

(a) The date of sale or if no sale is involved, the date the contract or security agreement being perfected was signed;

(b) The name and address of each owner of the vehicle;

(c) The name and address of each security interest holder;

(d) If there are multiple security interest holders, the priorities of interest if the security interest holders do not jointly hold a single security interest;

(e) The vehicle identification number;

(f) The name of the security interest holder or person who submits the transitional ownership document for the security interest holder; and

(g) Any other information the department may require for its records.

(8) "Transportation," for the purposes of [chapter 22, title 49](#), Idaho Code, means the movement of any regulated quantity of hazardous material or hazardous waste within, through, or to any destination in this state upon the highways of this state.

(9) "Transporter" means every person engaged in the business of delivering vehicles of a type required to be registered from a manufacturing, assembling or distributing plant to dealers or sales agents of a manufacturer, except in [chapter 22, title 49](#), Idaho Code, where it means any person who transports a hazardous material or hazardous waste within, through, or to any destination upon the highways of this state.

(10) Travel Authorization. A document authorizing a specific vehicle and its load to travel in an overweight condition from its place of weighing to the safest practicable point of legalization.

~~(10)~~ (11) "Truck" means:

(a) Refuse/sanitation. Any vehicle designed and used solely for the purpose of transporting refuse.

(b) General. Every motor vehicle exceeding eight thousand (8,000) pounds gross weight designed, used or maintained primarily for the transportation of property.

(c) Pickup truck. Every motor vehicle eight thousand (8,000) pounds gross weight or less which is designed, used or maintained primarily for the transportation of property.

(d) Truck camper. A portable unit constructed to provide temporary living quarters for recreational, travel or camping use, consisting of a roof, floor, and sides, designed to be loaded onto and unloaded from the bed of a pickup truck, and containing at least one (1) of the following facilities: stove; refrigerator or icebox; self-contained toilet; heater or air conditioner; potable water supply including a faucet and sink; separate 110-125 volt electrical power supply; or LP-gas supply. Truck campers originally constructed with an overall length of six (6) feet or longer shall be titled as provided in chapter 5 of this [title 49](#). A truck camper does not include pickup hoods, shells or canopies.

(e) Truck tractor. Every motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

~~(11)~~(12) "True mileage driven" means the mileage of the vehicle as registered by the odometer within the manufacturer's designed tolerance.

49-1001. ALLOWABLE GROSS LOADS. The gross load imposed on the highway by any vehicle or combination of vehicles shall not exceed the limits in this section. The maximum single axle gross weight shall be twenty thousand (20,000) pounds, the maximum single wheel gross weight shall be ten thousand (10,000) pounds and the maximum gross vehicle or combination weight shall be one hundred five thousand five hundred (105,500) pounds, provided that maximum gross vehicle or combination weight on United States federal interstate and defense highways of this state shall not exceed eighty thousand (80,000) pounds, except non-divisible loads as permitted under the provisions of section 49-1004, Idaho Code.

(1) The total gross weight imposed on the highway by any group of consecutive axles shall be determined by the following formula:

$$W=500((LN/N-1)+12N+36)$$

Where W is the maximum weight in pounds (to the nearest 500 pounds) carried on any group of two (2) or more consecutive axles. L is the distance in feet between the extremes of any group of two (2) or more consecutive axles, and N is the number of axles under consideration.

The formula is modified as illustrated in the following table:

Distance in feet between the extremes of any group of 2 or more consecutive axles		Maximum load in pounds carried on any group of 2 or more consecutive axles										
axle 2	3	4	5	6	7	8	9	10	11	12	13	
s	axles	axles	axles	axles	axles	axles	axles	axles	axles	axles	axles	axles
4	34,000											
5	34,000											
6	34,000											
7	34,000											
8	34,000											
8+	38,000	42,000										

TO THE LEFT

9	39,00	42,50			
	0	0			
10	40,00	43,50			
	0	0			
11	44,00				
	0				
12	45,00	50,00			
	0	0			
13	45,50	50,50			
	0	0			
14	46,50	51,50			
	0	0			
15	47,00	52,00			
	0	0			
16	48,00	52,50	58,000		
	0	0			
17	48,50	53,50	58,500		
	0	0			
18	49,50	54,00	59,000		
	0	0			
19	50,00	54,50	60,000		
	0	0			
20	51,00	55,50	60,500	66,000	
	0	0			
21	51,50	56,00	61,000	66,500	
	0	0			
22	52,50	56,50	61,500	67,000	
	0	0			
23	53,00	57,50	62,500	68,000	
	0	0			
24	54,00	58,00	63,000	68,500	74,000
	0	0			
25	54,50	58,50	63,500	69,000	74,500
	0	0			
26	55,50	59,50	64,000	69,500	75,000
	0	0			
27	56,00	60,00	65,000	70,000	75,500
	0	0			

28	57,00 0	60,50 0	65,500	71,000	76,500	82,000				
29	57,50 0	61,50 0	66,000	71,500	77,000	82,500				
30	58,50 0	62,00 0	66,500	72,000	77,500	83,000				
31	59,00 0	62,50 0	67,500	72,500	78,000	83,500				
32	60,00 0	63,50 0	68,000	73,000	78,500	84,500	90,000			
33		64,00 0	68,500	74,000	79,000	85,000	90,500			
34		64,50 0	69,000	74,500	80,000	85,500	91,000			
35		65,50 0	70,000	75,000	80,500	86,000	91,500			
36		66,00 0	70,500	75,500	81,000	86,500	92,000	98,000		
37		66,50 0	71,000	76,000	81,500	87,000	93,000	98,500		
38		67,50 0	71,500	77,000	82,000	87,500	93,500	99,000		
39		68,00 0	72,500	77,500	82,500	88,500	94,000	99,500		
40		68,50 0	73,000	78,000	83,500	89,000	94,500	100,00 0	106,00 0	
41		69,50 0	73,500	78,500	84,000	89,500	95,000	100,50 0	106,50 0	
42		70,00 0	74,000	79,000	84,500	90,000	95,500	101,00 0	107,00 0	
43		70,50 0	75,000	80,000	85,000	90,500	96,000	102,00 0	107,50 0	
44		71,50 0	75,500	80,500	85,500	91,000	96,500	102,50 0	108,00 0	114,00 0
45		72,00 0	76,000	81,000	86,000	91,500	97,500	103,00 0	108,50 0	114,50 0
46		72,50 0	76,500	81,500	87,000	92,500	98,000	103,50 0	109,00 0	115,00 0

47	73,50 0	77,500	82,000	87,500	93,000	98,500	0	104,00 0	110,00 0	115,50 0	
48	74,00 0	78,000	83,000	88,000	93,500	99,000	0	104,50 0	110,50 0	116,00 0	122,00 0
49	74,50 0	78,500	83,500	88,500	94,000	99,500	0	105,00 0	111,00 0	116,50 0	122,50 0
50	75,50 0	79,000	84,000	89,000	94,500	0	100,00 0	105,50 0	111,50 0	117,00 0	123,00 0
51	76,00 0	80,000	84,500	89,500	95,000	0	100,50 0	106,00 0	112,00 0	118,00 0	123,50 0
52	76,50 0	80,500	85,000	90,500	95,500	0	101,00 0	107,00 0	112,50 0	118,50 0	124,00 0
53	77,50 0	81,000	86,000	91,000	96,500	0	102,00 0	107,50 0	113,00 0	119,00 0	124,50 0
54	78,00 0	81,500	86,500	91,500	97,000	0	102,50 0	108,00 0	113,50 0	119,50 0	125,00 0
55	78,50 0	82,500	87,000	92,000	97,500	0	103,00 0	108,50 0	114,00 0	120,00 0	125,50 0
56	79,50 0	83,000	87,500	92,500	98,000	0	103,50 0	109,00 0	115,00 0	120,50 0	126,00 0
57	80,00 0	83,500	88,000	93,000	98,500	0	104,00 0	109,50 0	115,50 0	121,00 0	127,00 0
58		84,000	89,000	94,000	99,000	0	104,50 0	110,00 0	116,00 0	121,50 0	127,50 0
59		85,000	89,500	94,500	99,500	0	105,00 0	110,50 0	116,50 0	122,00 0	128,00 0
60		85,500	90,000	95,000	0	100,50 0	105,50 0	111,00 0	117,00 0	122,50 0	128,50 0
61		86,000	90,500	95,500	0	101,00 0	106,00 0	112,00 0	117,50 0	123,00 0	129,00 0
62		87,000	91,000	96,000	0	101,50 0	107,00 0	112,50 0	118,00 0	124,00 0	
63		87,500	92,000	96,500	0	102,00 0	107,50 0	113,00 0	118,50 0	124,50 0	
64		88,000	92,500	97,500	0	102,50 0	108,00 0	113,50 0	119,00 0	125,00 0	
65		88,500	93,000	98,000	0	103,00 0	108,50 0	114,00 0	119,50 0	125,50 0	

66	89,500	93,500	98,500	103,50	109,00	114,50	120,00	126,00
				0	0	0	0	0
67	90,000	94,000	99,000	104,50	109,50	115,00	121,00	126,50
				0	0	0	0	0
68	90,500	95,000	99,500	105,00	110,00	115,50	121,50	127,00
				0	0	0	0	0
69	91,000	95,500	100,00	105,50	111,00	116,00	122,00	127,50
			0	0	0	0	0	0
70	92,000	96,000	101,00	106,00	111,50	117,00	122,50	128,00
			0	0	0	0	0	0
71	92,500	96,500	101,50	106,50	112,00	117,50	123,00	128,50
			0	0	0	0	0	0
72	93,000	97,000	102,00	107,00	112,50	118,00	123,50	129,00
			0	0	0	0	0	0
73	93,500	98,000	102,50	107,50	113,00	118,50	124,00	
			0	0	0	0	0	
74	94,500	98,500	103,00	108,00	113,50	119,00	124,50	
			0	0	0	0	0	
75	95,000	99,000	103,50	109,00	114,00	119,50	125,00	
			0	0	0	0	0	
76	95,500	99,500	104,50	109,50	114,50	120,00	126,00	
			0	0	0	0	0	
77	96,000	100,00	105,00	110,00	115,00	120,50	126,50	
		0	0	0	0	0	0	
78	97,000	101,00	105,50	110,50	116,00	121,00	127,00	
		0	0	0	0	0	0	
79	97,500	101,50	106,00	111,00	116,50	122,00	127,50	
		0	0	0	0	0	0	
80	98,000	102,00	106,50	111,50	117,00	122,50	128,00	
		0	0	0	0	0	0	
81	98,500	102,50	107,00	112,00	117,50	123,00	128,50	
		0	0	0	0	0	0	
82	99,000	103,00	108,00	113,00	118,00	123,50	129,00	
		0	0	0	0	0	0	
83	100,00	104,00	108,50	113,50	118,50	124,00		
	0	0	0	0	0	0		
84	104,50	109,00	114,00	119,00	124,50			
	0	0	0	0	0			

85	105,00	109,50	114,50	120,00	125,00
	0	0	0	0	0
86	105,50	110,00	115,00	120,50	125,50
	0	0	0	0	0
87	106,00	111,00	115,50	121,00	126,00
	0	0	0	0	0
88	107,00	111,50	116,00	121,50	127,00
	0	0	0	0	0
89	107,50	112,00	117,00	122,00	127,50
	0	0	0	0	0
90	108,00	112,50	117,50	122,50	128,00
	0	0	0	0	0
91	108,50	113,00	118,00	123,00	128,50
	0	0	0	0	0
92	109,00	113,50	118,50	123,50	129,00
	0	0	0	0	0
93	110,00	114,00	119,00	124,00	
	0	0	0	0	
94	110,50	115,00	119,50	125,00	
	0	0	0	0	
95	111,00	115,50	120,00	125,50	
	0	0	0	0	
96	111,50	116,00	121,00	126,00	
	0	0	0	0	
97	112,00	116,50	121,50	126,50	
	0	0	0	0	
98	113,00	117,00	122,00	127,00	
	0	0	0	0	
99	113,50	118,00	122,50	127,50	
	0	0	0	0	
100	114,00	118,50	123,00	128,00	
	0	0	0	0	
101	114,50	119,00	123,50	129,00	
	0	0	0	0	

(a) A public highway agency may limit the application of the weights authorized in this section as to certain highways within its jurisdiction which it determines have limited structural capacity of pavements, bridges, or other appurtenances. In designating such highways, it may specify a minimum wheelbase for combinations to be operated thereon. It may also designate specific highways or portions on

which operation of a combination of vehicles with seven (7) through thirteen (13) axles will be subject to specified lesser allowable gross weights.

(b) Notwithstanding the figures shown in the table in this subsection (1), two (2) consecutive sets of tandem axles may carry a gross load of thirty-four thousand (34,000) pounds each, providing the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six (36) feet or more.

(c) Vehicles may operate with ~~reducible~~ divisible loads at gross weights greater than one hundred five thousand five hundred (105,500) pounds but not exceeding one hundred twenty-nine thousand (129,000) pounds on noninterstate highways in accordance with the provisions of section 49-1004, Idaho Code, provided such vehicles are in compliance with the weight formula specified in this subsection (1) of this section, have registered and have paid the registration fees as specified in section 49-434, Idaho Code, and are in compliance with the length restrictions set forth in section 49-1010(7), Idaho Code.

(2) The weight limitations set forth in the table in subsection (1) of this section shall not apply to any vehicle, or combination of vehicles when a greater allowed weight in pounds would be permitted such vehicles under the table provided in this subsection, except that with regard to transportation on the United States federal interstate and defense highways of this state, the following table of allowable weights shall apply only to vehicles engaged in the transportation of logs, pulp wood, stull, rough lumber, poles or piling; or to any such vehicle engaged in the transportation of ores, concentrates, sand and gravel and aggregates thereof, in bulk; or to any such vehicle engaged in the transportation of agricultural commodities, including livestock:

Distance in feet between	Allowed Load in Pounds	
the extremes of any group	Vehicles with	Vehicles with
of 2 or more consecutive	Three or Four	Five or more
axles	axles	axles
3 through 12	37,800	37,800
13	56,470	56,470
14	57,940	57,940
15	59,400	59,400
16	60,610	60,610
17	61,820	61,820
18	63,140	63,140
19	64,350	64,350
20	65,450	65,450
21	66,000	66,330
22	66,000	67,250
23	66,000	67,880

24	66,000	68,510
25	66,000	69,150
26	66,000	69,770
27	66,000	70,400
28	66,000	70,950
29	66,000	71,500
30	66,000	72,050
31		72,600
32		73,150
33		73,700
34		74,250
35		74,800
36		75,350
37		75,900
38		76,450
39		77,000
40		77,550
41		78,100
42		78,650
43 and over		79,000

The weight allowances provided in this subsection do not apply if the total gross weight of a vehicle or combination of vehicles is intended to exceed seventy-nine thousand (79,000) pounds as declared by the operator. When the provisions of this subsection are applicable to a vehicle or combination of vehicles, it shall be a violation of the provisions of this subsection if that vehicle or combination of vehicles exceeds the weights specified in this table.

(3) In determining the gross weight of a vehicle or the gross weight of any two (2) or more consecutive axles under subsection (1) or (2) or (9) of this section, the total gross weight of the vehicle or combination of vehicles or the gross weight of any two (2) or more consecutive axles shall be the sum of the axle weights.

For the purposes of this chapter the gross weight of a vehicle or the gross weight of any two (2) or more consecutive axles may be determined by accumulatively adding the separate weights of individual axles and tandem axles or groups of axles to determine gross weight. The results of any weighing at a

temporary or permanent port of entry and the records relating to the calibration and accuracy of any scale at a temporary or permanent port of entry shall be admissible in any proceeding in this state. In order to prove a violation of the provisions of this section the state must show that:

(a) The sum of the axle weights exceeds what is allowable under the provisions of subsection (1) or (2) or (9) of this section;

(b) The scale involved in the weighing was at the time of weighing calibrated in conformity with and met the accuracy requirements of the standards for the enforcement of traffic and highway laws as set forth in the latest edition of handbook 44 of the national institute of standards and technology;

(c) Weights of individual axles or axles within a commonly suspended group of axles supported by a mechanical system designed to distribute equal wheel loads to individual axles in the group were utilized only to determine gross weights of that group of axles, and that any further evaluation of gross weights of combinations of axles considered only the accumulated gross weight of each such commonly suspended group of axles.

(4) In applying the weight limitations imposed in this section, a vehicle or combination of vehicles must comply exclusively with the weight limitations in either subsection (1) or (2) or (9) of this section.

(5) In applying the weight limitations imposed in this section, the distance between axles shall be measured to the nearest even foot. When a fraction is exactly one-half ($1/2$) foot the next larger whole number shall be used.

(6) The limitations imposed in this section are in addition and supplemental to all other laws imposing limitations upon the size and weight of vehicles. Further, single axles within groups of axles are subject to the provisions and limitations of this chapter. Single axles within groups of axles may be weighed and evaluated separately.

(7) Notwithstanding the other provisions of this chapter, no vehicle, motor vehicle, trailer and/or semitrailer, or combination thereof, may be operated on the public highways of the state under loads which would result in the withholding of funds by operation of controlling federal law as provided in the Federal Aid Highway Act of 1956, as amended.

(8) Except as provided herein, no vehicle or combination of vehicles may proceed past the place of weighing at temporary or permanent ports of entry or checking stations when: the weight of a single axle exceeds the maximum limitations set forth herein by two thousand (2,000) pounds or more; the weight of a combination of axles, or gross vehicle weight exceeds the maximum allowable weight as set forth herein by seven percent (7%) or more. Vehicles or combinations of vehicles which exceed the weight limitations set forth herein shall be required to be brought into compliance with applicable weight limitations contained within this subsection at the place of weighing prior to continuing, except those vehicles or combinations of vehicles which are transporting loads which, in the determination of the board or other proper authorities in charge of or having jurisdiction over a highway, are deemed unsafe or impractical to bring into compliance at the place of weighing, and except those vehicles which do not exceed fifteen percent (15%) over maximum axle and axle group weights set forth in this section. Vehicles or combinations of vehicles transporting loads in this latter category shall obtain a travel authorization to the nearest place of safe unloading, load adjustment or other means of legalization. The safest practicable point of legalization will be determined by the weight enforcement official in consultation with the vehicle operator or other persons having interest in the vehicle or load. Additional consideration will be given to any product that will spoil or otherwise become unusable for human or animal consumption, or becomes unmarketable when not properly cared for, maintained, or preserved.

(a) The owner or operator of vehicles required to off-load portions of their load must adhere to all applicable state and federal safety regulations. Neither the state of Idaho or its employees, nor any authority and its employees in charge

of or having jurisdiction over a highway, shall be held liable for personal injury or property damage resulting from the requirements of section 49-1001(8), Idaho Code.

(b) No off-loaded commodity will be left at the place of weighing unless done so with permission of the appropriate authority. Any commodity left at the place of weighing may be removed and stored by the department at the hauler's expense. A trailer as defined by section 49-121(6), Idaho Code, may be left at the place of weighing for a reasonable time not to exceed five (5) days if the weight enforcement official determines a traffic hazard will not be created.

~~(b)~~(c) The fee for a travel authorization as set forth above shall be fifty dollars (\$50.00) and shall be on a form prescribed by the board or other proper authorities, and shall not be construed as contributing to a reduction in the penalties prescribed in section 49-1013, Idaho Code.

~~(c)~~(d) The board or other proper authorities in charge of or having jurisdiction over a highway shall adopt and enforce administrative rules as may be necessary to carry out the provisions of this section.

(9) For vehicles on all highways except the United States federal interstate and defense highways of this state, the following table shall apply:

Distance in feet between	Allowed Load in Pounds	
the extremes of any group	Vehicles with	Vehicles with
of 2 or more consecutive	Three or Four	Five or more
axles	axles	axles
3 through 12	37,800	37,800
13	56,470	56,470
14	57,940	57,940
15	59,400	59,400
16	60,610	60,610
17	61,820	61,820
18	63,140	63,140
19	64,350	64,350
20	65,450	65,450
21	66,000	66,330
22	66,000	67,250
23	66,000	67,880
24	66,000	68,510
25	66,000	69,150
26	66,000	69,770

27	66,000	70,400
28	66,000	70,950
29	66,000	71,500
30	66,000	72,050
31		72,600
32		73,150
33		73,700
34		74,250
35		74,800
36		75,350
37		75,900
38		76,450
39		77,000
40		77,550
41		78,100
42		78,650
43 and over		80,000

The weight allowances provided in this subsection do not apply if the total gross weight of a vehicle or combination of vehicles is intended to exceed eighty thousand (80,000) pounds as declared by the operator. When the provisions of this subsection are applicable to a vehicle or combination of vehicles, it shall be a violation of the provisions of this subsection if that vehicle or combination of vehicles exceeds the weights specified in this table.

(10) Variable load suspension axles shall meet the following criteria in order to be included in the computation of gross vehicle or axle weight limits for vehicles under the provisions of this section:

(a) The deployment control switch for such axles may be located inside of the driver's compartment but the pressure regulator valve for the operation of pressure on the pavement shall be located outside of and inaccessible to the driver's compartment.

(b) The manufacturer's gross axle weight rating of each such axle must not be less than the actual loading of the axle.

(c) All variable load suspension axles shall be designed to be self-steering; provided however, variable load suspension axles that are within sixty (60) inches of a drive axle or are within sixty (60) inches of a trailer axle, need not be self-steering.

(d) The manufacturer's gross tire weight rating of each tire must not be less than the actual loading of the tire.

(e) Variable load suspension axles must be fully deployed or fully raised. For applicable definitions, see sections 49-117 and 49-123, Idaho Code.

(11) Any person who operates a motor vehicle with a variable load suspension axle in violation of the provisions of this section shall be subject to the penalties provided in section 49-1013, Idaho Code.

49-1002. Allowable load per inch width of tire. (1) Load for inch width of tire for the front steer axle may not exceed the manufacturer's load rating per tire or the load rating of the axle or twenty thousand (20,000) pounds per axle whichever is less. The maximum allowable load for all other vehicle tires operated on any public highway shall not exceed six hundred (600) pounds per inch width of tire and shall not exceed the manufacturer's load rating, whichever is less. The width of a tire shall be determined by the manufacturer's description marked on the sidewall of the tire. Tires on vehicles manufactured prior to July 1, 1987, may exceed the six hundred (600) pounds per inch width of tire limit subject to a maximum of eight hundred (800) pounds per inch width of tire. This section shall not apply to ~~nonreducible-non-divisible~~ overweight and/or oversize vehicles and/or loads as authorized under section 49-1004, Idaho Code.

(2) Except as provided herein, no vehicle or combination of vehicles may proceed past the place of weighing at temporary or permanent ports of entry or checking stations when the weight carried on a single tire, as determined by dividing the weight carried on an axle or group of axles by the number of wheels on the axle or group of axles, exceeds on a single axle the allowable weight above by two thousand (2,000) pounds or more or the weight of a combination of axles exceeds the allowable weight above by seven percent (7%) or more. Vehicles or combinations of vehicles which exceed the weight limitations set forth herein shall be required to be brought into compliance with the applicable weight per inch width of tire contained within this subsection prior to continuing except those vehicles or combinations of vehicles which are transporting loads which, in the determination of the board or other proper authorities in charge of or having jurisdiction over a highway, are deemed unsafe or impractical to bring into compliance at the place of weighing. Vehicles or combinations of vehicles transporting loads in this latter category shall obtain a travel authorization to the nearest place of safe unloading, load adjustment or other means of legalization.

(a) The owner or operator of vehicles required to off-load portions of their load must adhere to all applicable state and federal safety regulations. Neither the state of Idaho or its employees, nor any authority and its employees in charge of or having jurisdiction over a highway, shall be held liable for personal injury or property damage resulting from the requirements of section 49-1001(8), Idaho Code.

(b) The fee for a travel authorization as set forth above shall be fifty dollars (\$50.00) and shall be on a form prescribed by the board or other proper authorities.

(c) The board or other proper authorities in charge of or having jurisdiction over a highway shall adopt and enforce administrative rules as may be necessary to carry out the provisions of this section.

49-1004. PERMITS FOR OVERWEIGHT OR OVERSIZE LOADS - SPECIAL ROUTES AND ANNUAL PERMITS. (1) Upon application in writing to the department or local authorities in charge of or having jurisdiction over a highway, the department or local authorities may in their discretion issue a special permit to the owner or operator of any vehicle allowing vehicles or loads having a greater weight or size than permitted by law to be moved or carried over and on the highways and bridges.

(a) Special permits shall be in either hard copy or digital format and may limit the time of use and operation over the particular highways and bridges which may be traversed and may contain any special conditions and require any undertaking or other security as the department or local authority shall deem to be necessary to protect the highways and bridges from injury, or provide indemnity for any injury to highways and bridges or to persons or property resulting from such operation.

(b) The owner or operator of an overweight or oversize vehicle shall obtain a permit or shall establish intent to obtain a permit by contacting a permit office and receiving a permit number before moving the vehicle on the highways.

(c) All special permits or evidence of intent to obtain a permit, whether in hard copy or digital format, shall be carried in the vehicles to which they refer and shall upon demand be delivered for inspection to any peace officer, authorized agent of the board or local authority, or any officer or employee charged with the care or protection of the highways.

(2) ~~Nonreducible~~ Non-divisible vehicles or combinations of vehicles hauling ~~nonreducible~~ non-divisible loads at weights in excess of those set forth in section 49-1001, Idaho Code, shall pay fees as set forth in this subsection. Such fees are based on the number of axles on the vehicle or combination of vehicles and the total gross weight.

Column 1		Column 2
Gross weight of vehicle		Gross weight of vehicle
and load in		and load in
Number of axles	pounds	pounds
2	40,001	-
3	54,001	-
4	68,001	-
5	80,001	131,001
6	97,001	148,001
7	114,001	165,001

(a) To determine the maximum allowable permit fee for vehicles with more than seven (7) axles, the table can be extended by adding seventeen thousand (17,000) pounds to the last listed weight in both columns 1 and 2 for each added axle.

(b) Permit fees for column 1 shall start at four cents (4¢) per mile and increase four cents (4¢) per mile for each additional two thousand (2,000) pound increment up to the weight indicated in column 2. Permit fees for column 2 shall start at one dollar and two cents (\$1.02) per mile and increase seven cents (7¢) per mile for each additional two thousand (2,000) pound increment.

(c) Vehicles operating at weights less than the starting weights per axle configuration listed in column 1 shall be charged four cents (4¢) per mile.

(d) For vehicles operating with axles wider than eight (8) feet six (6) inches or axles with more than four (4) tires per axle, the fee may be reduced by the board or other proper authority having jurisdiction over a highway.

(3) It shall be unlawful for any person to violate, or to cause or permit to be violated, the limitations or conditions of special permits, and any violation shall be deemed for all purposes to be a violation of the provisions of this chapter.

(4) An annual special route permit authorizing travel on designated routes shall be issued by the department or may, in its discretion, be issued by a local authority for operation of vehicles with a legal maximum gross weight of at least one hundred five thousand five hundred one (105,501) pounds but not exceeding one hundred twenty-nine thousand (129,000) pounds. Such routes on nonstate and noninterstate highways shall be determined by the local authority for those roads under its jurisdiction. No local public highway agency shall approve a route which provides a thoroughfare for interstate carriers to pass through the state. State routes designated by the department and local authorities shall be identified on a map entitled "Designated Routes up to 129K."

(5) An annual administrative permit fee for operating on designated routes at the weights specified in subsection (4) of this section shall be set by the department for travel on state routes. Effective July 1, 2019, until June 30, 2021, the annual administrative permit fee shall not exceed fifty-five dollars (\$55.00) per vehicle and such fee shall be used to defray the costs of the department to issue permits, provided however that five dollars (\$5.00) of each permit fee shall be submitted to the local authority technical analysis fund. Local authorities are authorized to issue special permits and such permits shall be in either hard copy or digital format. Administrative permit fees for permits issued by a local authority shall be retained by the local authority to cover administrative costs, and administrative permit fees for permits issued by the department shall be retained by the department to cover administrative costs. In addition to the annual administrative permit fee and the appropriate registration fee for weights up to one hundred five thousand five hundred (105,500) pounds, the appropriate vehicle registration fees for weights over one hundred five thousand five hundred (105,500) pounds shall be calculated and collected in accordance with the fee schedules set forth in section 49-432 or 49-434, Idaho Code.

(6) (a) In any action or proceeding brought for the purpose of setting aside a special permit issued pursuant to this section, in which any party seeks a stay or seeks a temporary restraining order or preliminary injunction against the department, local authority, the state of Idaho or any party requesting the permit, the court may require bond as provided in rule 65(c) of the Idaho rules of civil procedure, in an amount not to exceed ten percent (10%) of the shipper's or transporter's insured value of the product or material to be transported under the provisions of the permit. If any attorney's fees and/or costs are awarded to the department or other state actor, such bond may be used to satisfy that award and all awarded amounts shall be paid to the state highway account established in section 40-702, Idaho Code.

(b) Where there is a final judgment in an action or proceeding brought for the purpose of setting aside a special permit issued pursuant to this section against the party or parties who brought such action or proceeding, the court may determine the actual damages resulting from the action or proceeding caused to the department or other state actor and may award up to that amount to the party or parties.

49-202. DUTIES OF DEPARTMENT. (1) All registration and driver's license records in the office of the department shall be public records and open to inspection by the public during normal business hours, except for those records declared by law to be for the confidential use of the department, or those records containing personal information subject to restrictions or conditions regarding disclosure. If the department has contracted for a service to be provided by another entity, an additional fee shall be charged by that contractor whether the service is rendered during normal business hours, other than normal business hours or on weekends.

(2) In addition to other fees required by law to be collected by the department, the department shall collect the following:

- (a) For certifying a copy of any record pertaining to any vehicle license, any certificate of title, or any driver's license \$14.00
- (b) For issuing every Idaho certificate of title \$14.00
- (c) For furnishing a duplicate copy of any Idaho certificate of title \$14.00
- (d) For issuance or transfer of every certificate of title on a new or used vehicle or other titled vehicle in an expedited manner (rush titles), in addition to any other fee required by this section \$26.00
- (e) For recording a transitional ownership document, in addition to any other fee required by this section \$26.00
- (f) For furnishing a replacement of any receipt of registration \$5.00
- (g) For furnishing copies of registration or ownership of motor vehicles or driver's license records, per vehicle registration, accident report records, title or per driver's license record \$7.00
- Additional contractor fee, not to exceed \$4.00
- (h) For services in searching files of vehicle or other registrations, vehicle titles, or driver's licenses per hour \$18.00
- (i) For providing automated records for data that is not otherwise publicly published, each query\$75.00
- ~~(j)~~ (j) Placing "stop" cards in vehicle registration or title files, each \$21.00
- ~~(k)~~ (k) For issuance of an assigned or replacement vehicle identification number (VIN) \$18.00
- ~~(l)~~ (l) For a vehicle identification number (VIN) inspection whether conducted by a city or county peace officer or any other peace officer or designated agent of the state of Idaho, per inspection \$5.00
- ~~(m)~~ (m) For all replacement registration stickers, each \$2.00
- ~~(n)~~ (n) For issuing letters of temporary vehicle clearance to Idaho-based motor carriers \$18.00
- ~~(o)~~ (o) For all sample license plates, each \$21.00
- ~~(p)~~ (p) For filing release of liability statements \$3.50
- ~~(q)~~ (q) For safety and insurance programs for each vehicle operated by a motor carrier \$3.00

A lesser amount may be set by rule of the board.

(3) The fees required in this section shall not apply when the service is furnished to any entity as outlined in section 49-426(1), Idaho Code, or to any federal, state, county or city peace officer when such service is required in the performance of their duties as peace officers.

(4) The department may enter into agreements with private companies or public entities to provide the services for which a fee is collected in subsection (2)(g) and (2)(i) of this section. Such private contractor shall collect the fee prescribed and remit the fee to the department. The contractor shall also collect and retain the additional fee charged for his services.

(5)(a) The department shall pay three dollars (\$3.00) of the fee collected by a county assessor or other authorized agent of the department as provided in subsection (2)(a) through (f) of this section, and four dollars (\$4.00) as provided in subsection (2)(g) of this section, to the county assessor or sheriff of the county or authorized agent of the department collecting such fee, which shall be deposited with the county treasurer and credited to the county current expense fund when collected by the county. When fees are collected by the department or an authorized agent of the department, such fees shall be deposited with the issuing entity. The remainder of the fees collected as provided in that subsection shall be paid by the department to the state treasurer and placed in the state highway account.

(b) The fee collected under subsection (2)(k) of this section for a VIN inspection shall be placed in the city general fund if conducted by a city peace officer, in the county current expense fund if conducted by a county peace officer, shall be retained by the special agent authorized to perform the inspection, or paid to the state treasurer and placed to the credit of the Idaho state police if conducted by the Idaho state police or in the state highway account if conducted by the department.

(c) The fee collected under subsection (2)(o) of this section for filing release of liability statements shall be retained by the county assessor of the county collecting such fee and shall be deposited with the county treasurer and credited to the county current expense fund. Any fees collected by the department for filing release of liability statements shall be retained by the department. However, the fees provided for in subsection (2)(o) of this section shall not apply when a transaction is filed electronically with the department.

(d) The fee in subsection (2)(m) of this section shall not apply when the Idaho-based motor carrier or its representative obtains and prints the document using internet access.

(e) The fee collected under subsection (2)(p) of this section for motor carriers shall be paid by the department to the state treasurer and placed in the state highway account. The director and the director of the Idaho state police shall jointly determine the amount to be transferred from the state highway account to the law enforcement fund for motor carrier safety programs conducted by the Idaho state police pursuant to the provisions of section 67-2901A, Idaho Code.

(6) The department as often as practicable may provide to law enforcement agencies the record of suspensions and revocations of driver licenses via the public safety and security information system (ILETS).

(7) The department shall provide the forms prescribed in chapter 5 of this title, shall receive and file in its office in Ada county all instruments required in chapter 5 of this title to be filed with the department, shall prescribe a uniform method of numbering certificates of title, and shall maintain in the department indices for such certificates of title. All indices shall be by motor or identification number and alphabetical by name of the owner.

(8) The department shall file each registration received under a distinctive registration number assigned to the vehicle and to the owner thereof.

(9) The department shall not renew a driver's license or identification card when fees required by law have not been paid or where fees for past periods are due, owing and unpaid including insufficient fund checks, until those fees have been paid.

(10) The department shall not grant the registration of a vehicle when:

(a) The applicant is not entitled to registration under the provisions of this title; or

(b) The applicant has neglected or refused to furnish the department with the information required in the appropriate form or reasonable additional information required by the department; or

(c) The fees required by law have not been paid, or where fees for past registration periods are due, owing and unpaid including insufficient fund checks.

(11) The department or its authorized agents have the authority to request any person to submit to medical, vision, highway, or written examinations, to protect the safety of the public upon the highways. The department or its authorized agents may exercise such authority based upon evidence which may include, but is not limited to, observations made.

(12) The department shall revoke the registration of any vehicle:

(a) Which the department shall determine is unsafe or unfit to be operated or is not equipped as required by law;

(b) Whenever the person to whom the registration card or registration plate has been issued shall make or permit to be made any unlawful use of the same or permit their use by a person not entitled thereto;

(c) For any violation of vehicle registration requirements by the owner or operator in the current or past registration periods;

(d) Whenever a motor carrier requests revocation, or whenever an interstate carrier's federal operating authority has been revoked;

(e) For failure of the owner or operator to file the reports required or nonpayment of audit assessments or fees assessed against the owner by the department or the state tax commission pursuant to audit under the provisions of section 49-439, Idaho Code;

(f) Identified by any city or county administering a program established by ordinance for the inspection and readjustment of motor vehicles (which program is part of an approved state implementation plan adopted by both the state and federal governments under 42 U.S.C. 7410) as having failed to comply with an ordinance requiring motor vehicle emission inspection and readjustment; provided that no vehicle shall be identified to the department under this subsection unless:

(i) The city or county certifies to the department that the owner of the motor vehicle has been given notice and had the opportunity for a hearing concerning compliance with the ordinance and has exhausted all remedies and appeals from any determination made at such hearing; and

(ii) The city or county reimburses the department for all direct costs associated with the registration revocation procedure.

(13) The department shall not reregister or permit a vehicle to operate on a special trip permit until all fees, penalties and interest have been paid.

(14) The department shall institute educational programs, demonstrations, exhibits and displays.

(15) The department shall cancel a driver's license or identification card when fees required by law have not been paid or where fees are due, owing and unpaid including insufficient fund checks, until those fees have been paid.

(16) The department shall examine persons and vehicles by written, oral, vision and skills tests without compulsion except as provided by law.

(17) The department shall employ expert and special help as needed in the department.

(18) The department shall compile accident statistics and disseminate information relating to those statistics.

(19) The department shall cooperate with the United States in the elimination of road hazards, whether of a physical, visual or mental character.

(20) The department shall place and maintain traffic-control devices, conforming to the board's manual and specifications, upon all state highways as it shall deem necessary to indicate and to carry out the provisions of this title or to regulate, warn, or guide traffic. No local authority shall place or maintain any traffic-control device upon any highway under the jurisdiction of the department except by the latter's permission. The placement and maintenance of such a traffic-control device by a local authority shall be made according to

the board's manual and specifications for a uniform system of traffic-control devices.

(21) The department may conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and, if it shall find that the structure cannot with safety to itself withstand vehicles traveling at a speed otherwise permissible under this title, shall determine and declare the maximum speed of vehicles which the structure can safely withstand, and shall cause or permit suitable signs stating the maximum speed to be erected and maintained before each end of the structure.

(22) Whenever the department shall determine on the basis of an engineering and traffic investigation that slow speeds on any highway or part of a highway impede the normal and reasonable movement of traffic, the department may determine and declare a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law, and that limit shall be effective when posted upon appropriate fixed or variable signs.

(23) The department shall regulate or prohibit the use of any controlled-access highway by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.

(24) The department shall erect and maintain traffic-control devices on controlled-access highways on which any prohibitions are applicable.

(25) The department and local authorities are authorized to determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and may by appropriate signs or markings on the roadway indicate the beginning and end of those zones and when signs or markings are in place and clearly visible to an ordinarily observant person, every driver of a vehicle shall obey those directions.

(26) The department and local authorities in their respective jurisdictions may in their discretion issue special permits authorizing the operation upon a highway of traction engines or tractors having movable tracks with transverse corrugations upon the periphery of the movable tracks or farm tractors or other farm machinery, the operation of which upon a highway would otherwise be prohibited under this title or title 40, Idaho Code.

(27) The department and local highway authorities within their respective jurisdictions may place official traffic-control devices prohibiting, limiting or restricting the stopping, standing or parking of vehicles on any highway where such stopping, standing or parking is dangerous to those using the highway or where the stopping, standing or parking of vehicles unduly interferes with the free movement of traffic thereon.

(28) On any informational material printed after July 1, 1995, by or at the order of the department and distributed to counties, school districts or individuals for the purpose of assisting a person to successfully pass a driver's license test, the department shall include material about the state's open range law and responsibilities, liabilities and obligations of drivers driving in the open range.

(29) All employees, agents, and contractors of the department who have access to the source systems used by the division of motor vehicles shall be required to complete data security compliance training and to pass a federal bureau of investigation criminal background check. The department shall administer access to and provide for the training required pursuant to this subsection.

RESOLUTION

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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

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

Subject

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

Background Information

Board Policy 4001 delegates authority to the Director or another designee to approve routine engineering professional services agreements of up to \$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
21981, 23746, 22879, 24280 ² / CEI	Simco Rd Rehabilitation and safety improvements, Elmore County	3	\$571,825	\$571,825	\$147,019	\$718,844
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

Recommendations (*Action items require a resolution*)

Approval of resolution on page 132.

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Kevin Renfrow
Chair
Todd Smith
Vice Chair
Rod Plank
Secretary/Treasurer
Laila Kral, P.E.
Administrator

DATE: June 30 , 2026

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

FROM: Laila Kral, PE *LK*
LHTAC Administrator

Program Number(s) A021(981),
A023(746), A022(879), A024(280)

Key Number(s) 21981, 23746,
22879, 24280

Program ID, County, Etc.
SIMCO RD REHABILITATION
AND SAFETY IMPROVEMENTS,
ELMORE CO

RE: Request to approve professional services agreement authorization to greater than \$500,000 on the work task agreement by HMM, LLC professional services agreement for the Simco Rd Rehabilitation and safety improvements, Elmore County

The purpose of this project is to improve safety and mobility on Simco Road in Mountain Home Highway District by redesigning the horizontal and vertical alignment of the roadway curves, adding curve warning signs and rehabilitating 18 miles of asphalt surface.

In November 2024, through Request for Information (RFI), HMM, LLC was selected to provide Construction Engineering and Inspection (CE&I).

The initial agreement was executed in March 2025 for \$372,315. The CE&I services were intended to last from the start of construction in July 2025 until construction completion in November 2025. However, due to construction delays, this project continued into the summer of 2026. The Board authorized agreement amount up to \$571,825 in March 2026. A supplemental agreement for additional services was issued in March 2026 for \$199,510, bringing the total cost of services to \$571,825.

Due to continued delays due to the contractor means and methods resulting in 22 lane miles of failed pavement, additional services are needed for construction season 2026. The negotiated cost of services is \$147,019, bringing the total cost of services to \$718,844, which is approximately 6% of the programmed construction funding.

This request is to authorize work task agreement amount up to \$718,844. At this point in time securing a different consultant under a separate agreement would not be conducive to continuity of services and the completion of construction.

Currently, there is \$720,986 obligated for construction services by consultants and there are no other agreements written.

Association of Idaho Cities

Mayor Robert (BJ) Berlin
City of Roberts

Mayor Kari Peterson
City of Fruitland

Mayor Rod Plank
City of Kellogg

Idaho Association of Highway Districts

Commissioner Kevin Renfrow
South Latah Highway District

Commissioner Neal Gier
Buhl Highway District

Commissioner Rick Robinson
Oakley Highway District

Idaho Association of Counties

Commissioner Ted Lindsley
Idaho County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties



Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

DATE: June 16, 2026

Program Number(s): A023(095)

TO: Monica Crider, PE
State Design Engineer

Key Number(s): 23095

FROM: Rachel Speer, PE
ACHD Project Manager

Program ID, County, Etc. I-84, FIVE MILE RD
OVERPASS & WIDENING, BOISE

RE: Request to approve professional services agreement authorization to greater than \$2,000,000 on the HDR Engineering, Inc. professional services agreement for I-84, Five Mile Rd Overpass and Widening, Boise

The purpose of this project is to expand Five Mile Road to 5 lanes between Overland Road and Franklin Road and replace the existing bridge overpass with a 4-lane structure. This project also includes improvements at both the intersections of Five Mile Road and Overland Road, and Five Mile Road and Franklin Road to accommodate the roadway expansion, including widening the Ridenbaugh Canal structure. The new interstate overpass bridge span arrangement will need to accommodate additional interstate width that is anticipated to be added in the future under a different project.

In December 2022, through Request for Proposal (RFP), HDR Engineering, Inc. was selected to provide design services from conceptual through final design.

In June 2023, The Board authorized the agreement up to \$2,520,037. The agreement was written for \$2,520,037.

In February 2026, The Board authorized the agreement up to \$2,619,488 for additional design services. A Supplemental agreement was written for \$99,451.

Additional services are needed for additional engineering and environmental services to revise the Five Mile Overpass design to accommodate six future lanes of I-84 traffic in each direction beneath the structure. These services are negotiated at \$101,050, bringing the total agreement amount to \$2,720,538. This is approximately 10% of the programmed construction funding. **This request is to authorize the agreement amount up to \$2,720,538.**

Currently, there is \$2,847,000 obligated for design services by consultants and there are no other agreements written.

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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
21981, 23746, 22879, 24280 ² / CEI	Simco Rd Rehabilitation and safety improvements, Elmore County	3	\$571,825	\$571,825	\$147,019	\$718,844
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



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Chad Clawson	Presenter's Title Chief Engineer, Division Administrator
Preparer's Name Chad Clawson/ Jared Holyoak	Preparer's Title CE/ Project Manager

Subject

Construction Cost Trends		
Key Number	District	Route Number

Background Information

The Department tracks and analyzes bid pricing to improve project cost estimates and support long-range statewide transportation investment planning.

This presentation reports trends in major construction costs, including fuel, asphalt, asphalt paving, concrete, and steel. It also discusses the methods used to monitor these data and the strategies implemented to help mitigate cost impacts.

Recommendations *(Action items require a resolution)*

Informational



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date July 16, 2026

No Presentation: Consent Item ☐ Informational Calendar Item ☐

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

Presenter's Name Margaret Pridmore	Presenter's Title Roadway Data Manager
Preparer's Name Margaret Pridmore	Preparer's Title Roadway Data Manager

Subject

2025 Idaho Traffic Data Update		
Key Number	District	Route Number

Background Information

Growth in this state cannot be denied. It's all around us, including with an almost 3% increase in traffic in 2025. The 2025 Annual Vehicle Miles Traveled (AVMT) increased to 20.6 billion, up from the 2024 AVMT of 20.0 billion. However, it is important to understand the context around the data. During the prior year (2024), wildfires and road closures in many popular recreational in peak travel months reduced traffic volumes in many areas of Idaho. The 2025 slightly higher than expected growth was anticipated as people took to the campgrounds, state parks, and other recreational areas, once again. As of this reporting, even with gas prices remaining high, and likely to remain high, growth continues into 2026. It will be interesting to watch and track the impact of continued high gas prices on travel around the state, which our office will be doing.

Recommendations *(Action items require a resolution)*

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