



A G E N D A

District 3 Tour/Outreach and Board Meeting of the Idaho Transportation Board

June 16 & 17, 2026

June 16 & 17, 2026

OPEN HOUSE

Courtyard Marriott, 1789 S. Eagle Road, Meridian

PROJECT TOUR

	Time*
Tour attendees meet at Courtyard Marriott, 1789 S. Eagle Rd.	8:15
Depart for SH-16 and Valnova Way	8:30
Driving tour of SH-16 from Valnova Way to Franklin Road	9:00
Depart for Courtyard Marriott	10:40
Project briefing	11:00
Lunch	12:00

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.

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



June 17, 2026

District 3, Mountain Conference Room
8150 Chinden Blvd.
Garden City, Idaho

Listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2862 367 0795
- 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

Time*

BOARD GROUP PHOTO

8:10

Budget Workshop

Information Items

- | | |
|--|-------------|
| 1. Introduction and Overview – Financial Controller Swajkoski | 8:30 |
| 2. Revenue Trends – Economic and Research Mgr. Thompson | 8:35 |
| 3. FY28 Budget Overview – Financial Specialist, Principal Josephson | 8:50 |
| 4. Six-Year Capital Facilities Plan – Capital Facilities Mgr. Pirc | 9:00 |
| 5. Highway Maintenance Equipment – Fleet Manager Dick | 9:15 |
| 6. FY28 Budget Line Item Details – Financial Manager Weiskircher | 9:30 |
| 7. Summarize FY28 Budget Request – Financial Manager Weiskircher | 9:40 |
| 8. Break | 9:50 |

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June 17, 2026

Business

Page # Time*

Action Item 1. CALL MEETING TO ORDER 10:05

Info Item 2. SAFETY “CLUTCH MOMENT” SHARE: Staff Engineer Nisson

Action Item 3. BOARD MINUTES – May 13 & 14, 2026..... 5

Info Item 4. BOARD MEETING DATES 17
The next board meeting is July 15 & 16, 2026, in Coeur d’Alene, District 1

Action Item 5. CONSENT CALENDAR18
HWY ___ FY26 allocation of one-time additional federal apportionments19
HWY ___ Modify the Rail-Highway Crossing Program..... 21
HWY ___ Safety Rest Areas and Oasis Partnership Map update.....22
HWY ___ 2025 Statewide Functional Classification Map update26
HWY ___ Local Transportation Alternatives Programming adjustments.....31
HWY ___ Contract to award33

Info Items 6. INFORMATIONAL CALENDAR
HWY ___ Contract awards and advertisements 38
HWY ___ Monthly reporting of Federal Formula Program funding through June 145
HWY ___ Professional Services Agreements and Term Agreement Work Task Report ...47
HWY ___ State fiscal year 2026 financial statements..... 58

7. ADOPT-A-HIGHWAY PRESENTATION 10:10
Member DeLorenzo: K&N Trucking

8. ADJUSTMENTS SUBCOMMITTEE REPORT: Member Watkins 10:15

9. POLICIES SUBCOMMITTEE REPORT: Member Osborn 10:20

10. DIRECTOR’S MONTHLY REPORT: Director Stokes 10:25

11. DISTRICT ENGINEER REPORT: District Engineer Brinkman 10:45

12. AGENDA ITEMS

Information Item

HWY ___ I-84 mobility improvements – Garrity to Wye82 11:00
Brinkman

13. BREAK 11:10

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Garden City, Idaho

Page # Time*

Information Item

HWY ____ SH-44, I-84 to Star Rd. planning and environmental linkage study, Canyon Co... 84 11:20
Trimboli

Action Items

HWY ____ Changes to the current fiscal year 2026-2032 Idaho Transportation Investment ... 85A 11:30
Schroeder Program (Resolution on page 85B)

HWY ____ Draft FY2027 – 2033 Idaho Transportation Investment Program..... 86 11:40
Schroeder/Wonacott/Jahns (Resolution on page 88)

Action Item 14. EXECUTIVE SESSION (Forest Conference Room) 12:15
PERSONNEL ISSUES [SECTION 74-206(a), (b)], LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

Information Item

COM ____ Zero Traffic Fatality Award, Gem County 89 1:00
Middleton/Captain Barry

Action Items

COM ____ FFY27 Annual Grant Application and FFY27-29 Triennial Highway Safety 90 1:05
Middleton Plan (Resolution on page 91)

HWY ____ Interstates 15, 84 & 86 – Truck speed limits and transition to uniform speed limits 92 1:10
Sablan (Resolution on page 116)

HWY ____ Request to approve consultant agreement 117 1:25
Crider (Resolution on page 120)

HWY ____ Reclassification request Bonneville Metropolitan Planning Organization 121 1:30
Fernandez (Resolution on page 129)

HWY ____ Reclassification request City of Gooding 130 1:35
Fernandez (Resolution on page 140)

HWY ____ Reclassification request City of New Plymouth..... 141 1:40
Fernandez (Resolution on page 161)

HWY ____ Reclassification request Kootenai Metropolitan Planning Organization 162 1:45
Fernandez (Resolution on page 182)

15. FAREWELL TO DIRECTOR STOKES 1:50

16. ADJOURNMENT (estimated time) 2:00

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD
May 13 & 14, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, May 13, 2026, in Pocatello, 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
John Bulger, Member – District 5
Scott Stokes, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

District 4 Member Mitch Watkins and District 6 Member were unable to attend.

District 5 Tour. The Board toured the Riverton Road Bridge project, I-15 Third Lane projects between Pocatello and Fort Hall and the Inkom corridor bridges.

Open House. A stakeholder outreach session was held at the Chubbuck City Hall in Chubbuck. Member Bulger 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 Don Durgin 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.

May 14, 2026

The Idaho Transportation Board convened at 8:30 AM on Thursday, May 14, 2026, at the District 5 Idaho State Police office in Pocatello, Idaho. Members from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Associate Engineer Bo Frasure reported on the importance of temporary traffic control signals and following the posted speed limit.

Board Minutes. Member Bulger made a motion to approve the minutes of April 15 & 16, 2026, seconded by Member DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is June 16 & 17, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB26-25 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Local highway block grant rural programming adjustments, Local off system bridge programming adjustments, and Transportation Management Area program adjustment.

1) Local highway block grant rural programming adjustments. The Local Highway Technical Assistance Council (LHTAC) is requesting to advance five projects due to bid savings this year to use the available funding in the Local-Rural program totaling \$5,028,000.

2) Local off system bridge programming adjustments. LHTAC is requesting adjustments to advance a project, delay and add two bridge projects to balance the Local Bridge Program totaling \$3,166,000. The addition of the Whiskey Jack, Bonner County and Cow Creek Road, Idaho County bridges were approved by LHTAC Council in March 2026.

3) Transportation Management Area program adjustment. On behalf of the Ada County Highway District, the Community Planning Association of Southwest Idaho requests to add the 5th Street (design only) project totaling \$1.75 million to the FY26-FY32 Transportation Improvement Program. COMPASS approved the TIP adjustment in April 2026.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through April 30. Idaho received obligation authority (OA) through September 30, 2026, via a continuing resolution passed on February 3, 2026. Current OA is \$364.7 million. Idaho received apportionments of \$421.1 million. Allotted program funding through September 30th is \$441.4 million with \$190.6 million remaining as of April 30th.

3) Professional services agreements and term agreements work tasks report. From March 24, 2026 to April 25, 2026, 19 new professional services agreements and work tasks were

processed totaling \$5,111,472. Thirteen supplemental agreements to existing professional services agreements were processed during this period for \$4,298,726.

Adopt-A-Highway (AAH) Presentation. Member Bulger presented the AAH 2025 Group of the Year Award to the Rotary Club of Preston. The Club adopted a section of US-91 from mile posts 4.7 to 6.9. The Club has been active in the program since 2001. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes thanked staff for their time at the Open House in Chubbuck yesterday and opportunity to visit with community members.

Director Stokes reported on a peer exchange opportunity, employee appreciation week, ITD's Impact Awards, and upcoming retirements. Some highlights included a nationwide department of transportation peer exchange event was held with attendance from all six districts to collaborate on topics such as the future of striping on roadways and best practices. He shared a video produced by Utah Transportation Department. Several events were held in recognition of the Governor's declared Employee Appreciation Week starting May 4th. And as part of those events, ITD's Impact Awards were held virtually for the first time. Of the 89 nominations received, several employees statewide received awards for the nine award categories. Director Stokes honored District 2 Engineer Doral Hoff for his 30 years of service and upcoming retirement along with Lead Deputy Attorney General Tim Thomas' retirement and 28 years of service. He thanked staff for supporting one another and the amazing ITD caring culture.

District Engineer Annual Report. Chief Operations Officer (COO) Todd Hubbard, former District 5 Engineer (DE-5), presented part of the annual report as the new D5 engineer Don Durgin was promoted only 3 weeks ago. COO Hubbard reported on winter mobility, project delivery and major projects. Some highlights included D5's winter mobility rating is 92% - recognizing it was a light winter. They delivered all seven of their programmed projects. He highlighted the I-86/I-15 System Interchange that was a complex transformational project taking three years to complete. The American Falls Pocatello Ave. project is a new alignment from a T-intersection with a steep grade that will also address truck safety needs. COO Hubbard introduced DE-5 Durgin who has been with ITD for about one year prior to his promotion and relocation from Texas.

DE-5 Durgin reported on the I-15, Northgate to Fort Hall project, I-15, Inkom Bridges, and US-30 Rocky Point Wildlife Crossing. Some highlights included the Northgate to Fort Hall south project is done. The southern portion is anticipated to be done by next spring. The Inkom Bridges project is nearing completion with the south done last year and northbound done this fall. Three wildlife bridges will be built on US-30 to help mitigate the 8,000 – 10,000 deer tracked along that traverse. The new Preston Maintenance building will be done this fall.

Quarterly State Fiscal Year 2026 Financial Statements Report. Financial Controller Robbie Swajkoski reported on the third quarter FY26 financials (January - March). He reviewed revenue trends - actuals to forecasts and expenditures for the State Highway Fund (SHF), Highway Distribution Account (HDA), Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included revenue to the SHF are coming in strong with 14.5% increase in misc./buyback and just under 2.0% in transfers-ins. The HDA is up by \$4.5M and seeing strong growth with increases in special fuel tax of 8% and truck registration by 16%. Expenditures in the SHF for personnel, there is \$4M in savings due to a light winter. Operating costs are down about \$9M, which includes the State Street facility renovations. Any one-time savings will be transferred to contract construction that will help bridge the revenue gap between FY26 and FY27. Contract construction expenditures are on track. The AERO fund, for aviation and jet fuel tax (up 12%) and state sources (down 13% primarily due to a state plane's brief downtime) in comparison to the revised forecast. There is an internal holdback in place for AERO expenditures to ensure alignment with revenue. Operating costs are \$85,000 below forecast but no real concern and same for capital costs that will include renovations for the Orchard facility. TECM revenue reached \$100M, of which \$81M is going to debt service and remaining balance available for pay-as-you-go (PAUG). Cigarette tax revenue is expected in late May. TECM expenditures pay-as-you-go are \$47.8M – includes \$12M in engineering contracts and \$20M for contract construction. Legislative 2026 actions will not be shown until 4th quarter regarding SIPF transfers (\$45M holdback and interest revenue). The net gain of \$20M is unplanned one-time revenue for FY26 and FY27. The total program balance is \$450.6M. FY26 Year-to-date (YTD) expenditures for GARVEE are \$61.3M and TECM \$280.5M. YTD expenses for the CARES Act funding for public transit are \$400K.

In response to Chairman Moad's question regarding higher jet fuel cost and price increases for state plane ridership, Controller Swajkoski stated he would look into it and report back.

In response to Member Bulger's inquiry regarding the state's interest in doing something similar to the federal government's talks about a federal gas tax holiday, Controller Swajkoski offered his staff is doing a 5-year look back analysis on fuel tax revenue. Chief External Affairs Officer Mollie McCarty stated she is not aware of any legislative action at this point; however, staff will monitor developments that arise for the next session.

FY27-33 Draft Idaho Transportation Investment Program (ITIP) Preparation. Highway Division Administrator Amy Schroeder provided a recap of the Strategic Initiatives Program Fund (SIPF) revenue reduction and the significant impacts to the 7-year ITIP. As a result of the reduction (\$165M per year in the 7-year ITIP), ITD is removing more than \$1 billion of programmed projects and move them into early development, which is an unfunded category of the ITIP. Staff is looking for Board feedback on how to develop the ITIP prior to it going out for public comment. The focus today is on high priority projects whereas last month it was on federally required projects, maintaining bridge and pavement investments (follow up

conversation on investment levels will continue in the coming months), and other elective but critical programs. The Board expressed an interest in keeping project development going to the greatest extent possible because of the collection of additional one-time revenue from bid savings and some under-programming from the start of FY26, additional unanticipated revenue from interest earnings, and carryover into FY27 to do specific high priority projects.

DA Schroeder stated the district engineers (DE) will present their list of high priority projects focusing on development and early acquisition including some construction projects with high impact. Most are pavement and safety projects. DA Schroeder reviewed the revenue highlights and focus areas from the April Workshop noting the topic of bonding and timing. The current plan assumes no bond sale and using that money as TECM pay-as-go instead of debt service. Bonding will be a Board decision with continued conversations at a later date.

DA Schroeder outlined the format where each DE would review their list of high priority projects. She prefaced the immense coordination amongst the DEs that went into the process and the level of difficulty in making tough decisions knowing they all are important projects to communities and stakeholders.

The DEs reviewed their respective Draft Priority FY2027 ITIP Projects (High Priority Projects) as shown as Exhibit 589, which is made a part hereof with like effect. Of special note, the DEs from Districts 1, 3 and 4 mentioned Studies that are included in the consultant agreement approval board item for the following – District 1: Rathdrum Prairie; District 3: SH-44, I-84 to Middleton and District 4: Red Cap Corner to I-84 and US-93, Third River Crossing. The latter study was not included on the high priority project list because funding has already been identified. Also of special note, the District 3 DE highlighted the SH-44, Star Road to SH-16 project shown on his list under construction. Currently, there is no funding shown for that project; however, it is bid ready and could go to construction this summer should funding become available. Total cost is \$10 million for construction only.

DA Schroeder provided closing comments stating not every corridor project was listed because many are prior year funded. More than 80% of the projects listed are early development projects to continue project development and delivery and continued acquisitions and corridor studies.

Chairman Moad offered feedback for each districts' projects and other needs around the state such as SH-21, US-95 between Payette and Weiser, Shoshone to I-84, Gooding to Arco and Mountain Home to Sun Valley.

Member DeLorenzo expressed concerns regarding the defunding of SH-44, Star Road to SH-16 project. Citing by not finishing the ¾-mile project, when the SH-16 to I-84 extension is done, it would create a bottleneck in front of Star's City Hall. She requested reconsideration for that project and flexibility to find funds within District 3's budget.

Director Stokes commented that no decisions are being made today – only feedback. Next month, staff will bring forward a resolution to go out for public comment on the draft ITIP (not approval of projects). The Board will approve the draft ITIP in September. Director Stokes addressed the timing element on bonding, which has yet to be discussed. Projects such as the one Member DeLorenzo highlighted and other capacity and expansion projects that were proposed to be paid for with bonds would be part of a future conversation with the Board. It's not that the SH-44 project was defunded, but rather a lack of determination on bonding and how to reconcile it. There is an interest to bond; however, the timing is tenuous and the resulting available funds would not be enough to sustain over the next five years. Conversation could potentially resume within the year or by next March. The focus now is on keeping the system running smoothly and being ready for when funding becomes available.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for CE&I and design services. The projects, as shown in the resolution, are US-30, Bickell Railroad Overpass by Forsgren Associates; Statewide Asset and Attribute Inventory by Cyclomedia Technology; I-15, UPRR, Blackfoot Interchange by Dave Evans & Associates (DEA); SH-55, Farmway Rd. to Middleton Rd., by Keller Associates; US-93, Third River Crossing Study by Horrocks Engineers; US-95, Rathdrum Prairie Area Transportation Study by HDR Engineering; SH-44, I-84 to Star Rd. Corridor Study by DEA; I-90, US-95 IC, Emma Ave. to Neider Ave. by DEA; and SH-50, Red Cap Corner to I-84 by HDR. Crider reviewed the project background and justification for each and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB26-26 authorize professional services agreements greater than \$1,000,000 and each
 subsequent cost increase, work task agreements greater than \$500,000,
 cumulative work task agreements on a project greater than \$1,500,000, and
 consultant two-year work task agreements total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to this agreement before they are executed.

NOW THEREFORE BE IT RESOLVED, that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

PREVIEW

KEY NUMBER/SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
21899 ¹ / Design	US-30, Bickell Railroad Overpass, Twin Falls County	4	\$802,651	-	\$447,938	\$1,250,589
22185, 23747, 23755 ¹ / Design	Statewide Asset & Attribute Inventory (SWAAI)	HQ	\$5,328,603	\$5,330,000	\$3,055,173	\$8,383,776
22241, 22242 ¹ / Design	I-15, UPRR, S Blackfoot IC #89 SBL & NBL, Bingham County	5	\$4,187,789	\$4,188,000	\$2,967,270	\$7,155,059
22715 ¹ / CE&I	SH-55, Farmway Rd to Middleton Rd, Canyon County	3 TECM	\$2,506,056	\$2,516,426	\$2,727,485	\$5,233,541
23340 ¹ / Design	US-93, Third River Crossing Study, Twin Falls	4	\$2,354,977	\$2,400,000	\$4,993,211	\$7,348,188
23349 ¹ / Design	US-95, Rathdrum Prairie Area Transportation Study, Kootenai County	1	\$2,267,481	\$2,276,984	\$398,643	\$2,666,124
23630 ¹ / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	\$3,426,786	\$3,427,046	\$578,031	\$4,004,817
243951 / Design	I-90, US-95 IC, Emma Ave to Neider Ave, Kootenai County	1 TECM	\$10,743,223	\$10,803,571	\$6,921,830	\$17,665,053
247191 / Design	SH-50, Red Cap Corner to I-84 Eval/Design, Twin Falls	4	\$1,992,504	\$1,992,504	\$41,516	\$2,034,020

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

Division of Aeronautics SFY26 Idaho Airport Aid Program (IAAP) Funding. Transportation Planner Chris Johnson presented the request for SFY26 IAAP funding. Some highlights included funding for the IAAP is primarily through aviation and jet fuel taxes. In SFY25, \$10 million was allocated from the Governor’s Community Airport Initiative Grant for capital projects and airport programs. This request is for the remaining \$500,000 to provide funding for nine general aviation airport projects and to Aeronautics for small miscellaneous projects. The Aeronautics Advisory Board endorsed staff’s funding recommendations.

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

RES. NO. WHEREAS, at the Idaho Transportation Board has the authority to design, construct, ITB26-27 reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

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

WHEREAS, the Idaho State Legislature approved \$500,000 through the Governor’s 2024 Community Airport Initiative; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on April 13, 2026.

NOW THEREFORE BE IT RESOLVED, that Board approves the SFY 2026 Idaho Airport Aid Program in the amount of \$500,000.

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

Revisions to Board 4001/Administrative 5001 Policies, Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. State Design Engineer Monica Crider reviewed the major revisions to Board Policy 4001. Changes included organizational updates, increased thresholds for consultant agreements from \$1 million to \$2 million and for contract awards - adds a qualifier on bids greater than \$500,000 for bids exceeding 10% of the engineer’s estimate.

In response to Member Franz’ question regarding increasing thresholds and potential authority changes due to the director reporting to the Governor starting July 1, Director Stokes

stated the Board's authority is not changing. The operations and authority of the Board will remain the same. DAG Thomas concurred with Director Stokes' remarks.

SDE Crider reviewed revisions to Administrative Policy 5001 stating they are similar to 4001. Some highlights included the chief engineer will approve the required justification memos for bids that exceed the engineer's estimate by 10% on bids up to \$500,000. District engineers are authorized to approve construction and maintenance contracts for less than \$50,000. The authority matrix for 5001 has also been updated to reflect respective threshold signature approvals.

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

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing policies
ITB26-28 for the Idaho Transportation Department; and

WHEREAS, Board Policy 4001 and Administrative Policy 5001, Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts, have been updated to address department organizational changes, formatting between policies, Director Memo District delegated bidding authority, and increase agreement and contract thresholds requiring Board Approval; and

WHEREAS, the policy revisions were presented to Transportation Board's Subcommittee on Policies its April 7, 2026 meeting; and

WHEREAS, agreement and contract threshold information was presented to the Board at the April 16, 2026, Board meeting for the Board's consideration; and

WHEREAS, the Board supported increasing agreement and contract thresholds during the April 16, 2026, Board meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4001 Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5001 Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts.

Revisions to Board 4024/Administrative 5024 Policies, Public Hearings. Project Manager Angie Heuring outlined the revisions to Board Policy 4024 and Administrative Policy 5024. Some highlights included the last policy revision was in 2013. Many of the changes are administrative updates for clarity, consistency, removal of outdated language and roles. Revisions do not

reduce public involvement but clarifies the difference between when a hearing versus a meeting is required and aligns with authority. Both policies specifically apply to highway projects and related project development. The revision removes the requirement for a public hearing officer. Policy 5024 incorporates ITD’s Guide to Public Involvement.

PM Heuring reported an editorial note for the strike-through edits on Policy 4024, Line 81, citing the word “or” should be inserted at the end of the sentence. The final version is correct.

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

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing policies
ITB26-29 for the Idaho Transportation Department; and

WHEREAS, Board Policy 4024, Public Hearings and Administrative Policy 5024, Public Hearings were due for review and have been updated to improve clarity, align with current public involvement and public hearing practices, and incorporate public involvement requirements for project development; and

WHEREAS, the updates also distinguish between public meetings and public hearings, clarify when hearings are required or may be waived, and align responsibilities with current organizational structure; and

WHEREAS, the Transportation Board’s Subcommittee on Policies concurred with the recommended revisions at its April 7, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4024 Public Involvement and Public Hearings for Project Development.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5024 Public Involvement and Public Hearings for Project Development.

At the request of Highway Safety Manager Josephine Middleton, Chairman Moad adjusted the agenda to hear the road safety audit item next.

Road Safety Audit (RSA), Soda Springs, Caribou County. District 5 Traffic Engineer Kevin Sonico presented the City of Soda Springs road safety audit reviewing definitions, benefits, process steps, RSA team membership, and the audit location. Some highlights included the RSA was done at the request of the Soda Spring Mayor to address safety concerns in the community and a recent accident. The RSA estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The RAS Team includes

local representation along with LHTAC and the Office of Highway Safety. The audit area was US-30 running through town and SH-34 that included a school zone.

Southeast Idaho Council of Government Representative Haley Reed outlined the RSA observations and suggestions for short, mid and long term. Some observations included warning signal ahead signs and lane markings were not very visible either at night or day and some intersections did not have lighting. Consideration for high visibility crosswalk markings and restriping roadways were some recommended short-term solutions and adding advance pedestrian warning signs for crosswalks and evaluating lighting were some mid-term. A suggested long-term solution was to consider constructing bulb-outs at intersections.

In response to Chairman Moad's question regarding improvement cost estimates, Chief Operations Officer Todd Hubbard shared some rough estimates - \$5,000 for a push button and \$40,000 to construct bulb-outs. He stated staff can work with the locals regarding costs.

Zero Fatality Awards, Franklin County. HSM Middleton reported there were seven crash fatalities for the month of April, which is historically low. They are uncertain if increasing gas prices are having an impact on driving and fatalities. In 2025, Franklin County had 175 crashes with zero fatalities. Representatives from Idaho State Police and Franklin County Sheriff's Office were present to accept a Zero Fatality Award. Honorees from emergency medical services and ITD's maintenance crews were invited but not present at the time of award.

2027 Legislative Ideas. Governmental Affairs Manager Colby Cameron reported that in the last few years ITD had focused on specific items that were of benefit to the customer or process improvement. According to the Administrative Procedures Act that codified an 8-year review process of all rules, ITD had three rules this year. Per guidance they received from the governor's office, staff is moving two of the three rules to statute. The two rules are in the DMV area. The first one is for Rules Governing Legalization of Overloaded Vehicles and when they have to come into compliance. There is a small provision asking the vehicle to stop at a port of entry to come into compliance, but depending on load type, they can continue onto a safe place if they are unable to do so. The second is Rules Governing Special Provisions Applicable to Fees of Service to normalize fees that are charged to provide records to customers. Staff will bring proposed draft legislation to the Board in June or July.

In response to Member Bulger's question regarding penalty provisions or fees for overloaded vehicles because they cannot safely unload, GAM Colby stated he understood there may have been some contemplation but would bring that feedback to the team. Chairman Moad commented he thought citations were issued at the ports of entry and added staff should consider enhancing the penalty provision.

GAM Cameron concluded stating there will be some additional work and follow-up regarding HB14 Idaho Cleanup Act that became law.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:25 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz seconded the motion, and it passed unanimously by roll call vote. The meeting will adjourn at the end of executive session.

The executive session discussions were on department personnel issues. The Board ended executive session at 12:00 PM and whereupon, the Idaho Transportation Board adjourned its regular monthly meeting.

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 19 - 37

WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY26 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 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

FY26 Allocation of One-Time Additional Federal Apportionments		
Key Number N/A	District N/A	Route Number N/A

Background Information

In May, 2026, ITD received \$399,969 additional redistributed federal apportionments. The apportionments are sub-allocated to be used in urban or rural population areas of Idaho on projects eligible for Surface Transportation Block Grant (STBG) and Transportation Alternatives (TAP) funding. These one-time apportionments did not come with obligation authority, so we are not able to utilize the additional funding unless we receive sufficient “redistribution” obligation authority in August 2026. In the event that we do receive obligation authority to allow the use of these funds in FY26, we are proposing the distribution of these funds to State and Local programs as described below.

Consistent with the methods described in Board Policy 4028, it is proposed to distribute the additional one-time FY26 apportionments as shown below:

Policy 4028 Distribution:

TOTAL ADDITIONAL APPORTIONMENTS	399,969
Less ADDITIONAL TAP	-37,127
subtotal	\$362,842
Local programs 12.6%	\$45,718
50% to be used in Rural (pop. <5K) areas	\$22,859
50% to be used in Urban areas	\$22,859

<u>Urban Areas by Population Share</u>		
TMA (pop. greater than 200K)	34%	7,772
Large Urban (pop. 50K to <200K)	45%	10,287
Small Urban (pop. 5K to <50K)	21%	4,800
		\$22,859



Board Agenda Item

Exhibit 2: Proposed one-time additional FY26 Program allocations

Local TAP-TMA program	5,159	}	21% Local
Local TAP (non-TMA) program	31,968		
Local TMA program	7,772		
Local Large Urban program	10,287		
Local Small Urban program	4,800		
Local Rural program	22,859		
State Highway programs	<u>317,124</u>		79% State
	\$399,969		

State and Local allocations are shown for additional “one-time” funds only.
 Full FY26 local allocation percentages are higher as they include Safety, Freight, Rail, and Carbon Reduction projects.

Legend

- STBG – Surface Transportation Block Grant
- TAP – Transportation Alternatives Program
- TMA – Transportation Management Area

- All sub-allocated funding will be obligated to projects located in the areas for which they are designated by FHWA.

Recommendations *(Action items require a resolution)*

Approve allocation of one-time FY26 additional apportionments to Local and State programs as shown.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: _____

Presenter's Name Blaine Schwendiman	Presenter's Title Planner, Transportation SR
Preparer's Name Blaine Schwendiman	Preparer's Title Planner, Transportation SR

Subject

Modify the Rail-Highway Crossing Program in the approved ITIP		
Key Number 23377 / New	District 1 & 4	Route Number Offsys / SH25

Background Information

The purpose of this consent item is to adjust the Rail-Highway Crossing Program (RHCP). Per Administrative Policy 5011 *Idaho Transportation Investment Program (ITIP)* and Administrative Policy 5085 *Rail-Highway Crossing Program*, ITD can reprioritize RHCP funding for 1) project advancements, 2) unforeseen cost increases due to change in standards or conditions, 3) minor (or emergency) safety enhancements, or 4) experimental features at public rail highway crossings.

Remove Project: Remove and de-obligate funding of Key Number 23377, Fish Hatchery Rd, RRX 091166D, Bonner County. The road authority has identified this crossing as being incorrectly identified as a public crossing, when it is actually a private crossing and is not under their authority. Federal rail funding is not eligible for improvements on private crossings.

Add New: FFY2027, SH25, Eastern Idaho Railroad, RRX 819042D, Minidoka County for the upgrade of the crossing surfacing. This crossing has deteriorated and is in need of upgrading. This project is being funded by deobligation of funds from KN23377.

District	Key #	Project Name	Road Authority	Program Year	Previous Funding		Revised Funding	
					State Funded	Federal Funded	State Funded	Federal Funded
1	23377	Fish Hatchery Rd Bonner Co DOT#091166D	Private	FFY26/27		FFY26/ \$34K FFY27/ \$500K		\$0 Remove
4	NEW	SH25, City of Rupert, Minidoka Co DOT#819042D	ITD	FFY26/27		New		FFY26/ \$34K FFY27/ \$500K

Recommendations (Action items require a resolution)

Staff requests approval of the project adjustments to the Rail-Highway Crossing Program and a new key number in the FY26-32 ITIP.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: _____

Presenter's Name Ty Winther	Presenter's Title Maintenance Operations Manager
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Coordinator

Subject

Update to Safety Rest Areas and Oasis Partnerships		
Key Number	District	Route Number
	Staewide	Statewide

Background Information

In accordance with Board Policies 4044 & 5044, this is an update to the Safety Rest Area program and includes an updated (2025) rest area map and chart.

The map and chart reflect current rest area locations and Oasis partnership agreements available to travelers. The 2026 rest area chart was updated to reflect current (2025) Average Daily Traffic count data. Most rest area facilities currently meet requirements (MR) in the first section. Second section shows rest area facilities either programmed or not programmed for future rehabilitation or expansion.

Current Rest Area Projects

FY26 – Blacks Creek EB well pump replacement; \$12,127.

FY26 – Clark Hill water pressure issues resolved after repair of holes in existing pipe; \$680

FY26 – Sheep Creek received a new well; \$181,269.18. The District is currently working with the Contractor to resolve water testing and plumbing issues.

FY25 – Snake River View landscape contract was completed in fall 2024 at a cost of \$256,785.

Rest Area Projects Programmed

FY27 – Clark Hill minor rest area enhancements. Replace cantilevered sidewalk to scenic overview and install system to capture and discard clay sediment prior to entering building.

FY28 – Bliss EB additional truck parking.

FY28 – Bliss & Juniper rest areas are programmed to include update ADA requirements, and building improvements at both facilities.

FY29 – North Blackfoot SB rest area will receive building improvements & ADA updates.

FY30 – North Blackfoot NB rest area will receive building improvements & ADA updates.

Future projects not yet programmed include evaluating Sheep Creek rest area for increase truck parking.

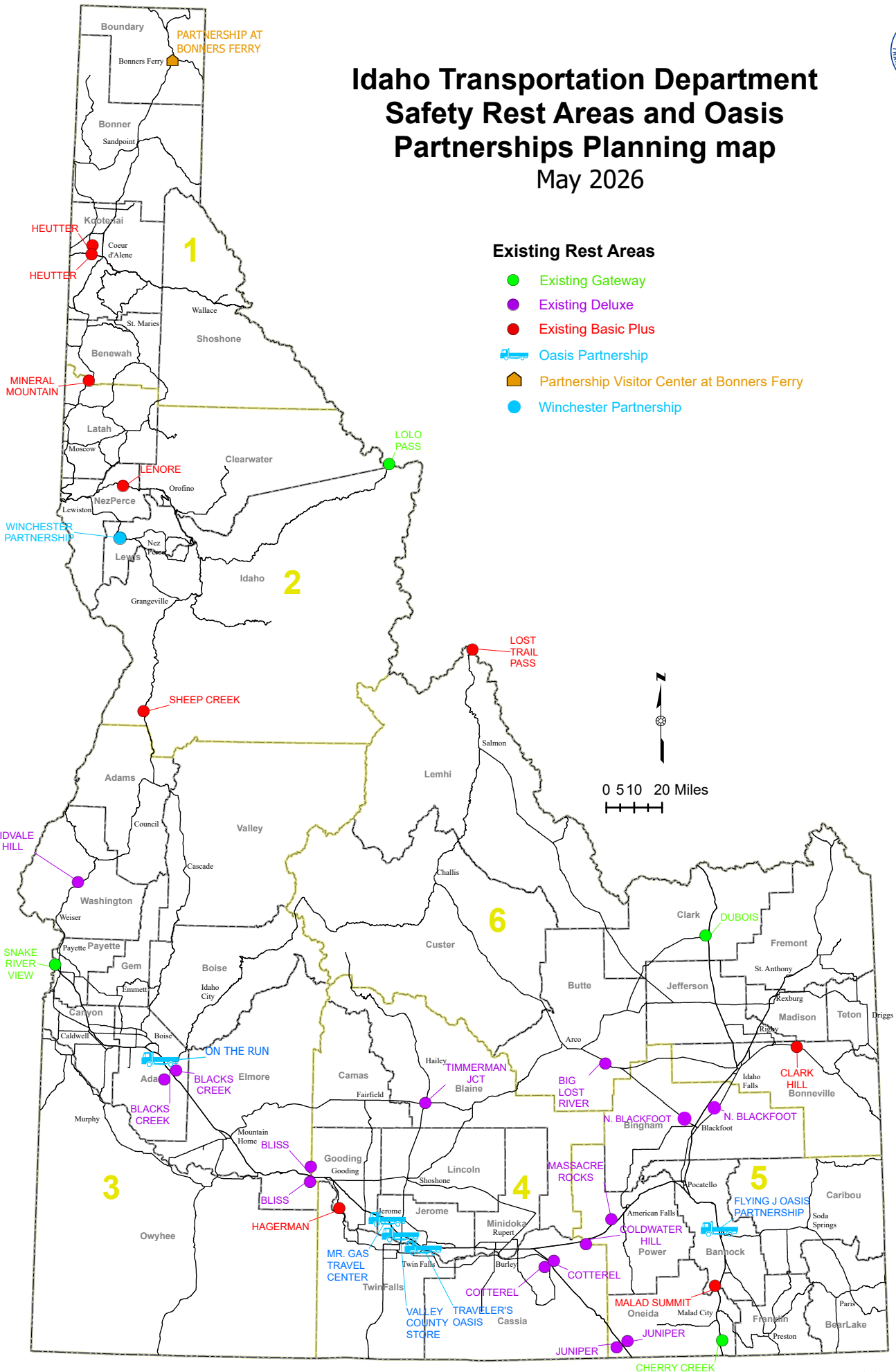
Attached are the revised safety rest area chart and map for Board approval.

Recommendations *(Action items require a resolution)*

Approve attached Rest Area Map and Chart.



Idaho Transportation Department Safety Rest Areas and Oasis Partnerships Planning map May 2026



2026
SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM

BASIC PLUS – a public roadside facility that is located in areas directly accessible to low to a medium volume State or US highways. A Basic Plus Safety Rest Area will provide the basic human needs to the traveling public plus furnish other amenities such as potable water, flush toilets, and picnic tables.

DELUXE – a public roadside facility that is located in areas directly accessible to a medium to high volume State, US, or Interstate highways. A Deluxe Safety Rest Area will include all of the amenities of a Basic Plus Safety Rest Area plus vending machines, designated pet areas and traveler information. The preferred design includes vestibules, where climactic conditions warrant, and at least one family-assist restroom to accommodate people with small children and those assisting others with disabilities.

GATEWAY – a public roadside facility that is located in areas directly accessible to a medium or high-volume State, US or Interstate highway and located near important regions of the state or tourist entrances into the state. A Gateway Safety Rest Area will include all of the amenities of a DELUXE Safety Rest Area plus adequate space for a staffed Visitor Information Center.

SAFETY REST AREA CLASSIFICATION

Existing Safety Rest Area Meeting Requirements

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2025
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,500
MR	Deluxe	Midvale	3	US-95	101	4,400
MR	Deluxe	Blacks Creek EB	3	I-84	62	30,000
MR	Deluxe	Blacks Creek WB	3	I-84	62	30,000
MR	Gateway	Snake River View	3	I-84	1	27,000
MR	Deluxe	Cotterell EB	4	I-84	229	12,000
MR	Deluxe	Cotterell WB	4	I-84	229	12,000
MR	Basic Plus	Hagerman	4	US-30	184	2,200
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	2,400/ 4,700
MR	Gateway	Cherry Creek	5	I-15	7	13,500
MR	Deluxe	Big Lost River	6	US-20/26	265	2,900
MR	Basic Plus	Clark Hill	6	US-26	357	5,700
MR	Gateway	Dubois	6	I-15	167	3,600

**Existing Safety Rest Area
(Rehabilitation, Expansion or Proposed Reconstruction Upgrade)**

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2025
RE	Basic Plus	Huetter WB	1	I-90	8	61,000
RE	Basic Plus	Huetter EB	1	I-90	8	61,000
RE	Basic Plus	Lenore	2	US-12	28	3,800
RE	Basic Plus	Sheep Creek	2	US-95	189	2,600
FY28	Deluxe	Bliss EB	4	I-84	133	20,000
FY28	Deluxe	Bliss WB	4	I-84	133	20,000
FY28	Deluxe	Juniper NB	4	I-84	269	12,000
FY28	Deluxe	Juniper SB	4	I-84	269	12,000
FY29	Deluxe	North Blackfoot SB	5	I-15	101	29,000
FY30	Deluxe	North Blackfoot NB	5	I-15	101	29,000
RE	Basic Plus	Malad Summit	5	I-15	25	12,500
RE	Deluxe	Coldwater	5	I-86	19	8,100
RE	Deluxe	Massacre Rocks	5	I-86	31	7,500

Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2025
MR	Oasis Partnership with On The Run at Boise	3	I-84/ Gowen IC	59	34,500
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	7,100
MR	Winchester Partnership Rest Area	2	US-95	252	3,900
MR	Oasis Partnership with Valley County Store at Twin Falls	4	I-84	173	30,000
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	25,500
MR	Oasis Partnership with Travelers Oasis at Twin Falls	4	I-84	182	25,500

Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2025
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	13,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	740
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	650

Total – 35 facilities (29 rest area facilities; 6 partnerships)

MR – Indicates rest areas that currently meet requirements.

RE – Indicates rest area projects not currently programmed that may need rehabilitation or expansion to meet requirements based on facility assessments.

FY – Indicates rest area projects currently programmed for rehabilitation or expansion to meet ADA, truck parking & building requirements based on facility assessments.

Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed:

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

Subject

2025 (Calendar Year) Statewide Functional Classification Update		
Key Number N/A	District N/A	Route Number N/A

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county highways shall be reviewed and updated in cooperation with local jurisdictions.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

From January to December 2025, changes to the system include the relinquishment of a segment of US-95 Thorncreek to Moscow (MP 338.558 to MP 343.764) to North Latah Highway District with reclassification to major collector and the addition of the new US-95 segment (MP 335.161 to MP 339.766) with the classification to freeway/expressway. The reclassification of Courthouse Drive and S. St. Charles Street in Salmon, ID from local road to major collector. The reclassification of 16 roads from the Bannock Transportation Planning Organization including 4 to principal arterial, 1 to minor arterial, 8 to major collector and 3 to local.

The 2025 Idaho Federal Aid System Functional Classification map is attached. Below is the current centerline mileage (rounded to the nearest mile) by functional classification.

Classification	Centerline Mileage
Interstate	612
Other Freeway or Expressway	139
Principle Arterial	2081
Minor Arterial	2129
Major Collectors	6781
Minor Collectors	35
Total Statewide Highway Mileage	11777

Source: ITD Roadway Data



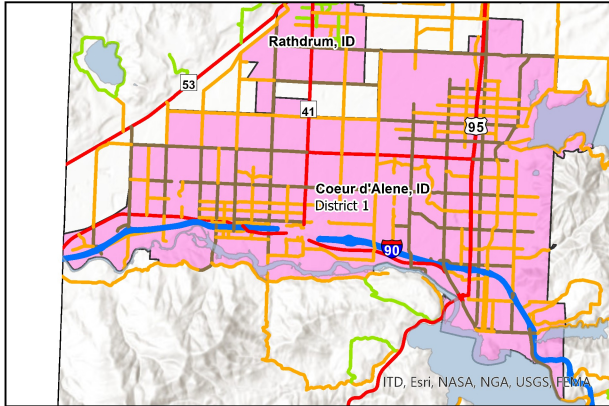
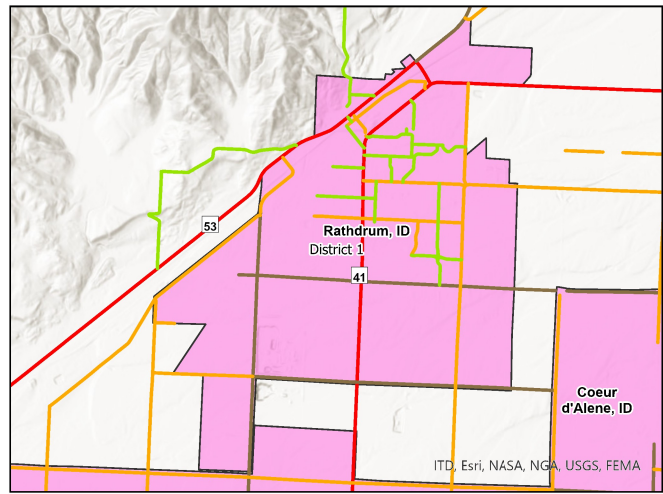
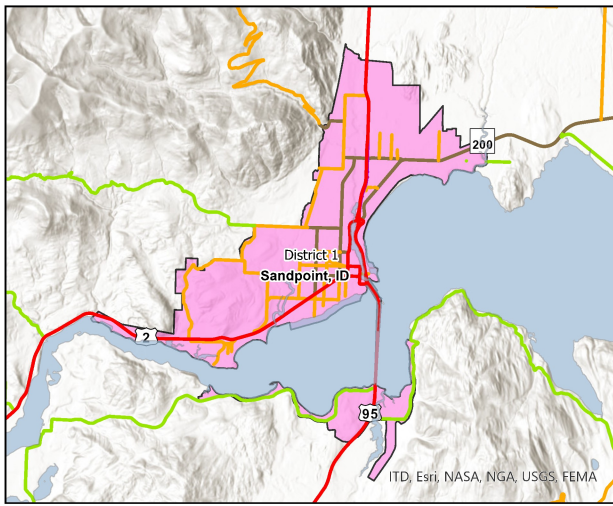
Board Agenda Item

ITD 2210 (Rev. 12-23)

See 2025 Functional Classification Map attached.

Recommendations *(Action items require a resolution)*

Staff recommends the Idaho Transportation Board adopts the 2025 Statewide Functional Classification map.

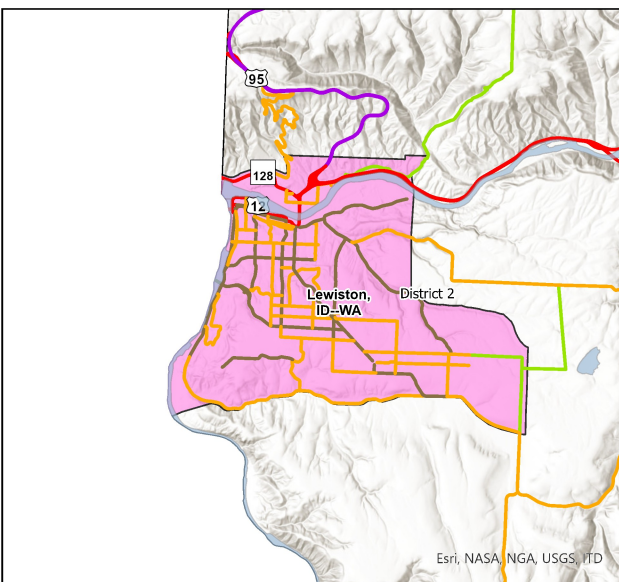
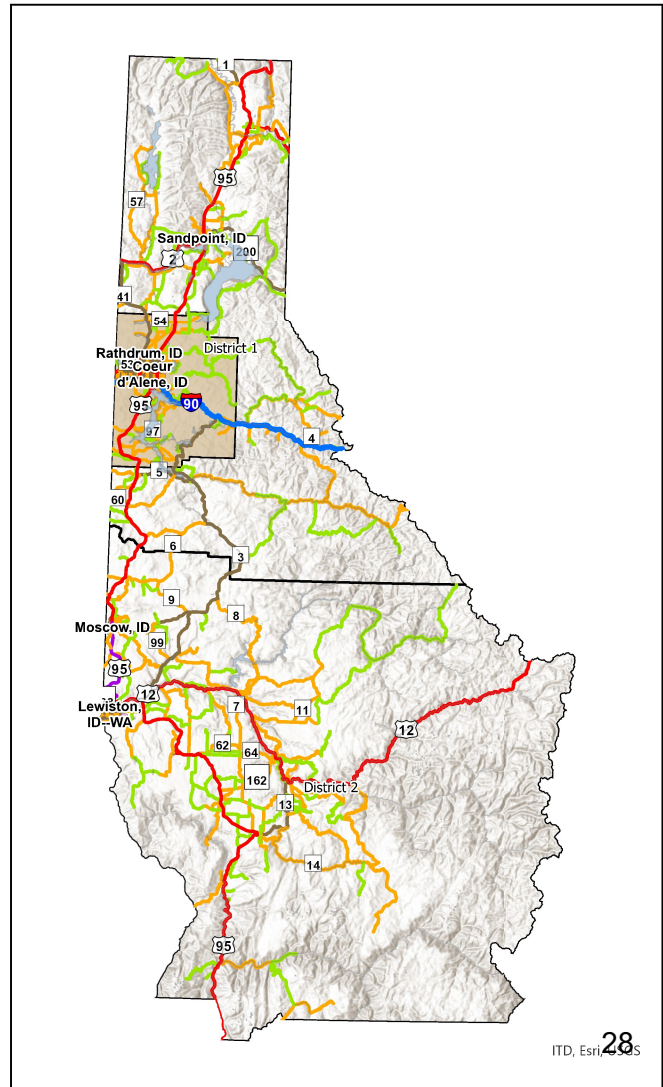
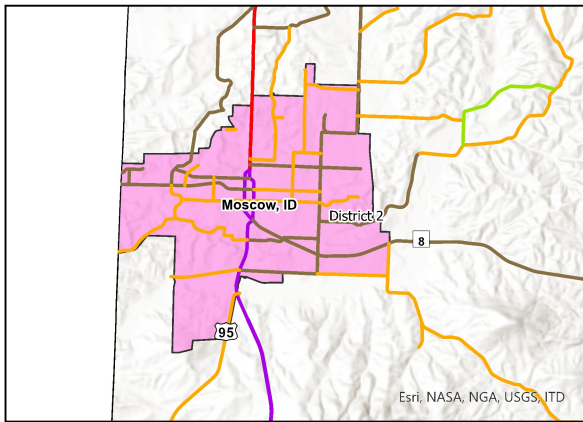


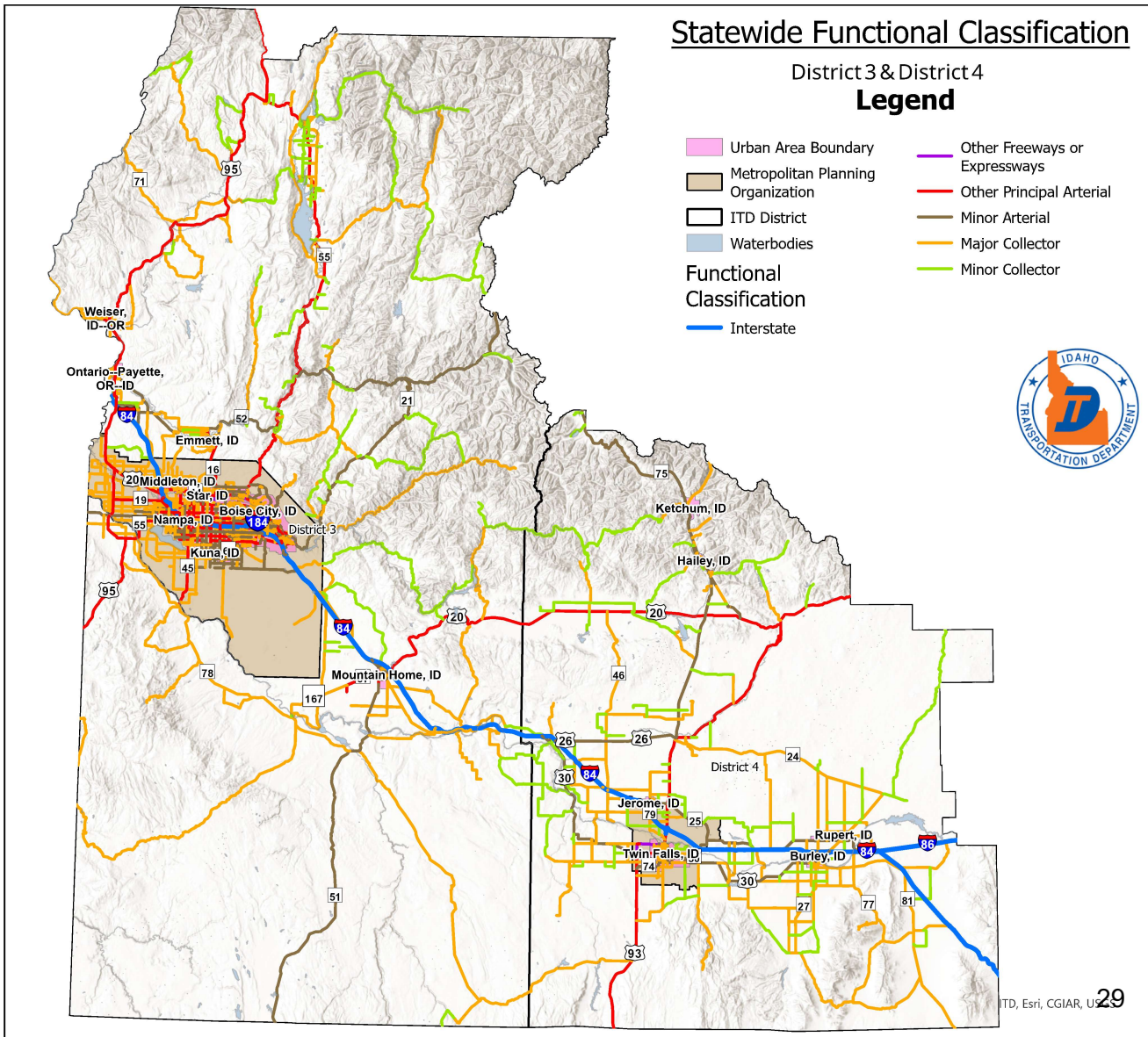
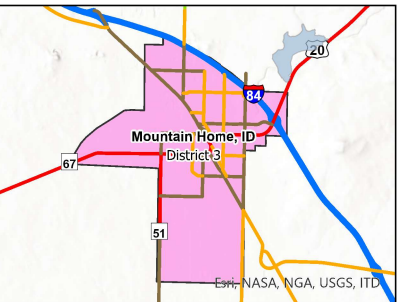
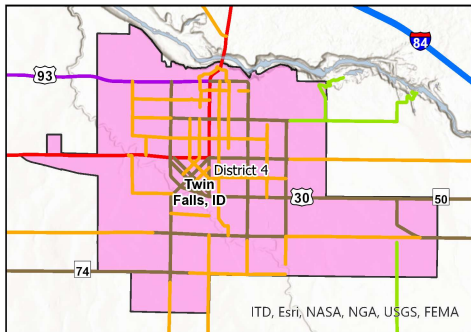
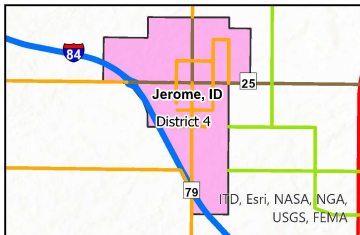
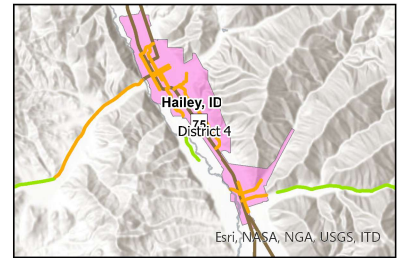
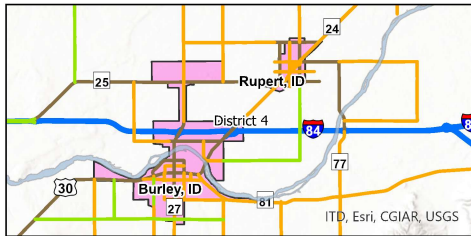
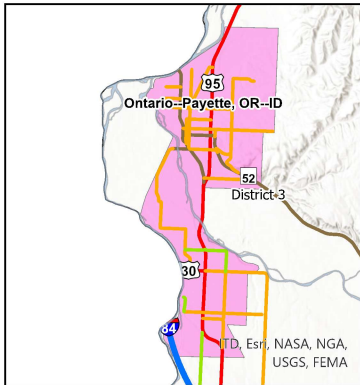
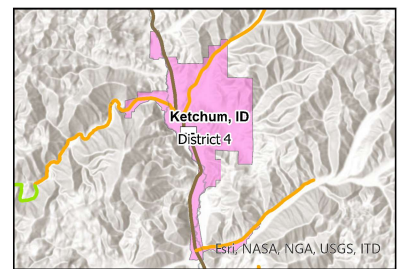
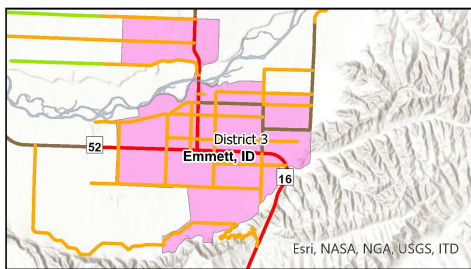
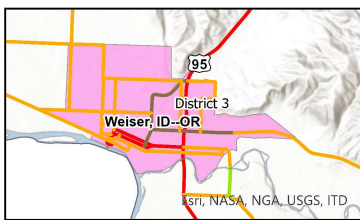
Statewide Functional Classification

District 1 & District 2

Legend

- | | |
|------------------------------------|-------------------------------|
| Urban Area Boundary | Other Freeways or Expressways |
| Metropolitan Planning Organization | Other Principal Arterial |
| ITD District | Minor Arterial |
| Waterbodies | Major Collector |
| Functional Classification | Minor Collector |
| Interstate | |



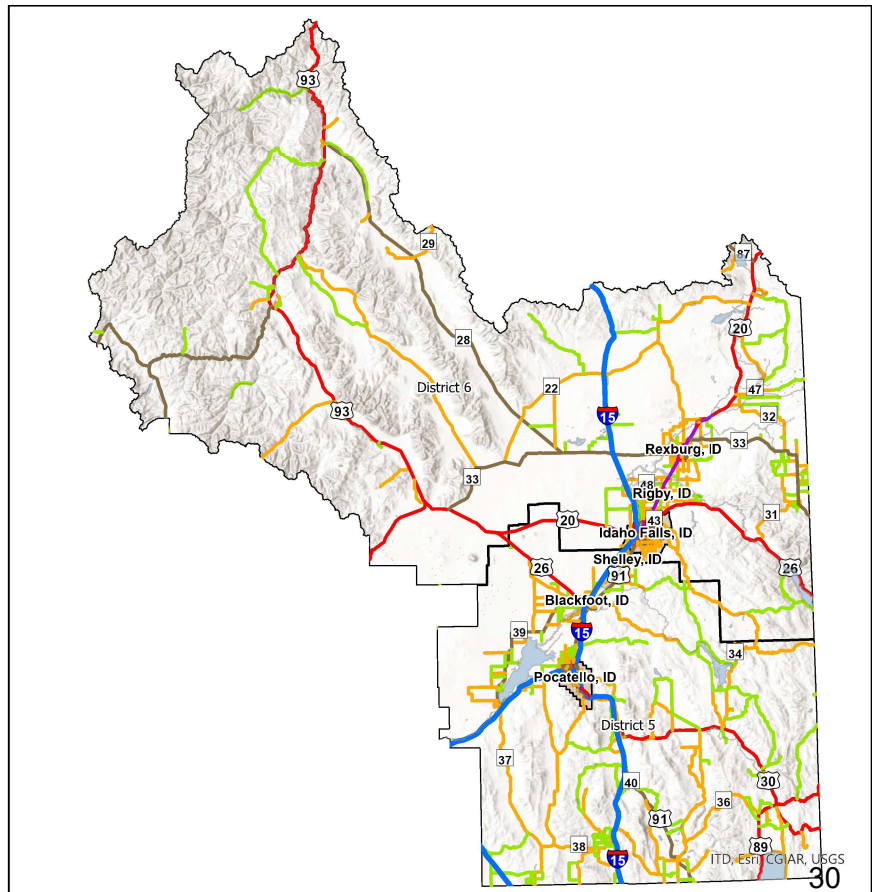
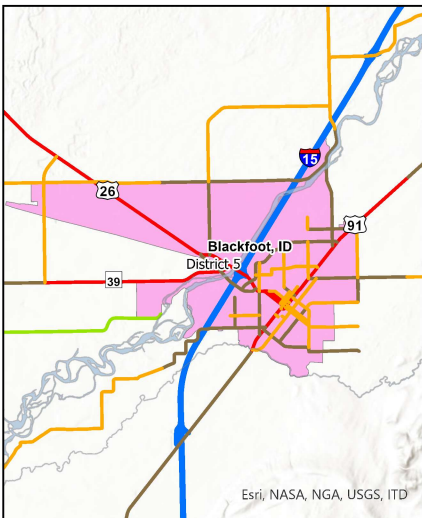
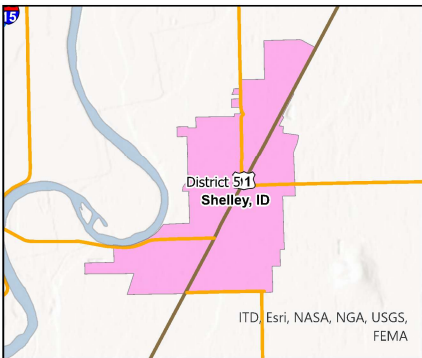
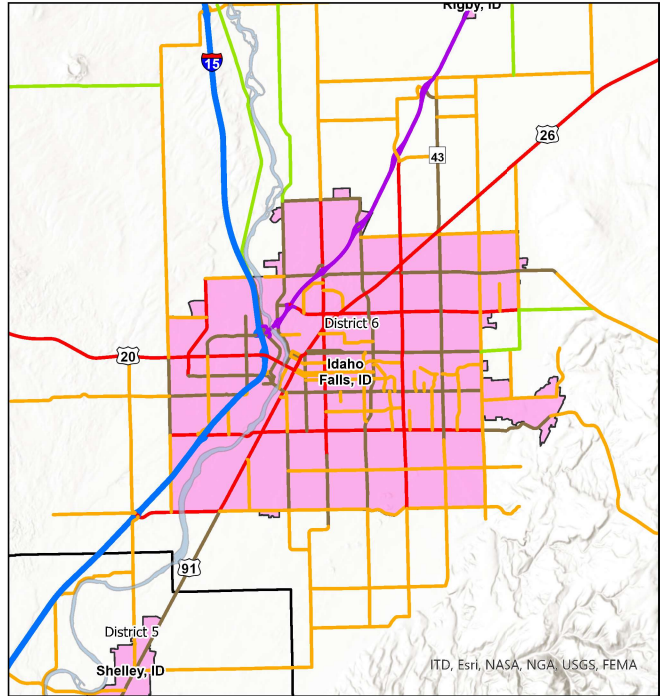
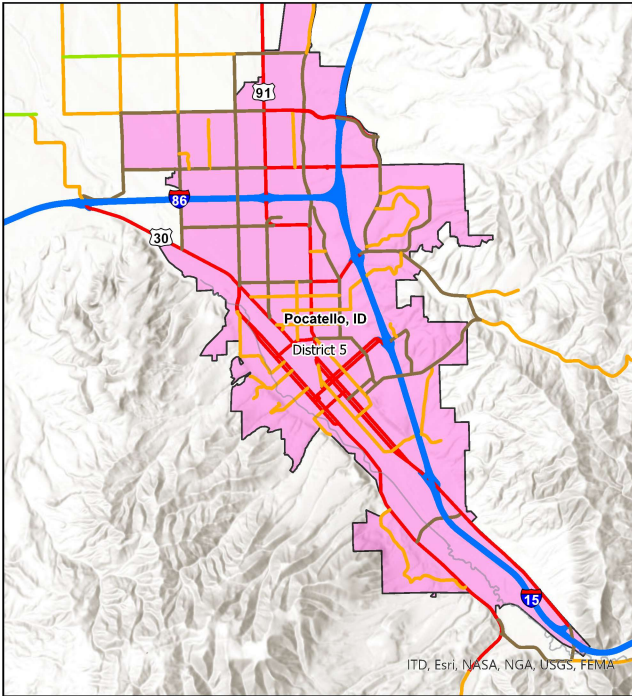
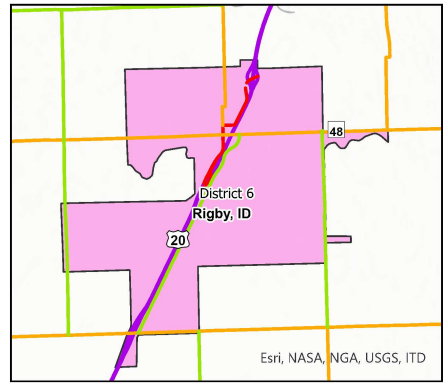
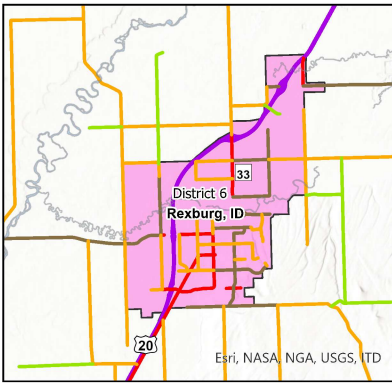


Statewide Functional Classification

District 5 & District 6

Legend

- Urban Area Boundary
- Metropolitan Planning Organization
- ITD District
- Waterbodies
- Interstate
- Other Freeways or Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector





Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 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

Local 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 federal funds. The main projects to be delayed are the Stites Main Street Sidewalk Project, Stites (KN 23900) delaying construction from FY26 to FY27, the Kamiah Sidewalk Improvement project, Kamiah (KN 23920), and I 86B, Highway 39 Bike/Ped. Tunnel, Phase 2, American Falls (KN 23890), both delaying construction from FY26 to FY30.

The funds from the FY26 delays will be utilized to advance designs currently scheduled in FY27 for Tautphaus Park East Loop (KN 24678), Idaho Canal Path Lovejoy to Lincoln (KN 24679) both in Idaho Falls, Pedestrian and Crossing Improvement, Sugar City (KN 24690), and several other design and construction increases, along with TAP Program Administration. The programming requests are outlined in the attached programming summary.

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

LHTAC requests approval of the programming requests shown in the table to accommodate updated project schedules and balance federal funding between multiple programs.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Transportation Alternatives Program									
Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands			
						FY26	FY27	FY30	
Delay Construction to FY28	23900	2	2026	STITES MAIN STREET SIDEWALK, PH 1	CE, CN	\$ (442)	\$ 442		
Delay Construction to FY27	23920	2	2026	KAMIAH SIDEWALK IMPROVEMENTS	CE, CN	\$ (449)		\$ 449	
Delay Construction to FY27	23890	5	2026	HWY 39 BIKE/PED TUNNEL, PH 2	CE, CN	\$ (733)		\$ 733	
Advance Design	24678	6	2028	TAUTPHAUS PARK EAST LOOP PATH, IDAHO FALLS	PE, PL, PC	\$ 50	\$ (50)		
Advance Design	24679	6	2028	IDAHO CANAL PATH, LOVEJOY TO LINCOLN, IDAHO FALLS	PE, PL, PC	\$ 50	\$ (50)		
Advance Design	24690	6	2028	PEDESTRIAN AND CROSSING IMPRV, SUGAR CITY	PE, PL, PC	\$ 74	\$ (74)		
Construction Increase	23914	6	2026	49TH STREET COMMUNITY TRAIL PROJECT, AMMON	CN	\$ 330			
Design Increase	24680	2	2027	8TH ST, 5TH AVE TO 11TH AVE BIKE-PED, LEWISTON	PC	\$ 75			
Design Increase	24684	6	2028	TETON RIVER CONNECTING PATH & PED BRIDGE, REXBURG	PC	\$ 365			
Design Increase	24691	6	2027	PATHWAY CONNECTION TO SOCCER FIELDS, VICTOR	PC	\$ 40			
Increase Administration	24693	9	2026	FY26 LHTAC TAP PROGRAM ADMINISTRATION		\$ 640			
Increase Administration	24694	9	2027	FY27 LHTAC TAP PROGRAM ADMINISTRATION			\$ (268)		
Decrease Set-aside	15008	9	2030	SHORT PROGRAM SET-ASIDE				\$ (1,182)	
(PE) Design Engineering by ITD; (PC) Design Services by Consultant; (PL) Design Engineering by LHTAC; (CE) Construction Engineering by Idaho Transportation Department; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by LHTAC						Totals	\$ -	\$ -	\$ -



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 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

Board Approval for Contract to Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 10/01/25 to 05/31/26					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
47	19	2	0	0	0

ACTION

In accordance with Board Policy 4001*, the construction contract on the attached report exceeded the engineer's estimate by more than ten percent (10%) but is recommended for award with Board approval.

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

Contract requiring Board Approval to Award - Justification received 5/01/26 to 05/31/26	
ITD	Local
1	0

Recommendations (Action items require a resolution)

In accordance with *Board Policy 4001, prior to the May 14, 2026 revision, the construction contract on the attached report is recommended for award with Board approval.

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL TO AWARD

ITD Supporting Infrastructure Asset (SIA) Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	24098 SIA	US-89	5/5/2026	3	\$252,975.00	\$316,023.00	\$63,048.00 125%
US-89, Geneva Summit to Caribou National Forest							
Contractor: Gale Lim Construction LLC				State		Board Approval to Award Required*	

*Although this project does meet the criteria of being 10% or more over the Engineer's Estimate but the bid being greater than \$500k it was bid prior to the Board approval of Board Policy 4001 on May 14, 2026. This will be the last project meeting this criteria that will require Board approval. All future projects that meet this criteria will follow the new policy of requiring the Chief Engineer's approval.

DATE OF BID OPENING - MAY 5, 2026

IDAHO PROJECT
US-89, GENEVA SUMMIT TO CARIBOU NATIONAL FOREST
Bear Lake County
Key No. 24098

DESCRIPTION: The work on this project consists of repairing a soft spot on US-89

BIDDERS:

GALE LIM CONSTRUCTION LLC BLACKFOOT, ID	\$316,023.00
HK CONTRACTORS, INC IDAHO FALLS, ID	\$321,437.00

2 BIDS ACCEPTED, 1 Irregular Power of Attorney

ENGINEER'S ESTIMATE - \$252,975.00

LOW BID - 125% Percent of the Engineer's Estimate

NET +/- OF EE \$63,048

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

Approval to award or reject this project is based on Bid Review and Evaluation.

Karen Hanna
Digitally signed
by Karen Hanna
Date:
2026.05.06
15:33:42 -06'00'

Karen Hanna
Contracts Manager

Department Memorandum

Idaho Transportation Department



DATE: May 18, 2026 **Program Number(s)** A024(098)

TO: Monica Crider, PE *MC* **Key Number(s)** 24098
 State Design Engineer

FROM: Don Durgin, PE *[Signature]* **Program ID, County, Etc.** US-898, GENEVA
 SUMMIT TO CARIBOU
 NATIONAL FORREST
 District 5 Engineer
ZAMARY JENSEN For Don Durgin

RE: Justification for Award of Bid

On May 5, 2026, 3 bids were opened for the above-referenced project. The low bid of \$316,023.00 was 25% higher than the Engineer's estimate. Regular bids were within 2% of each other.

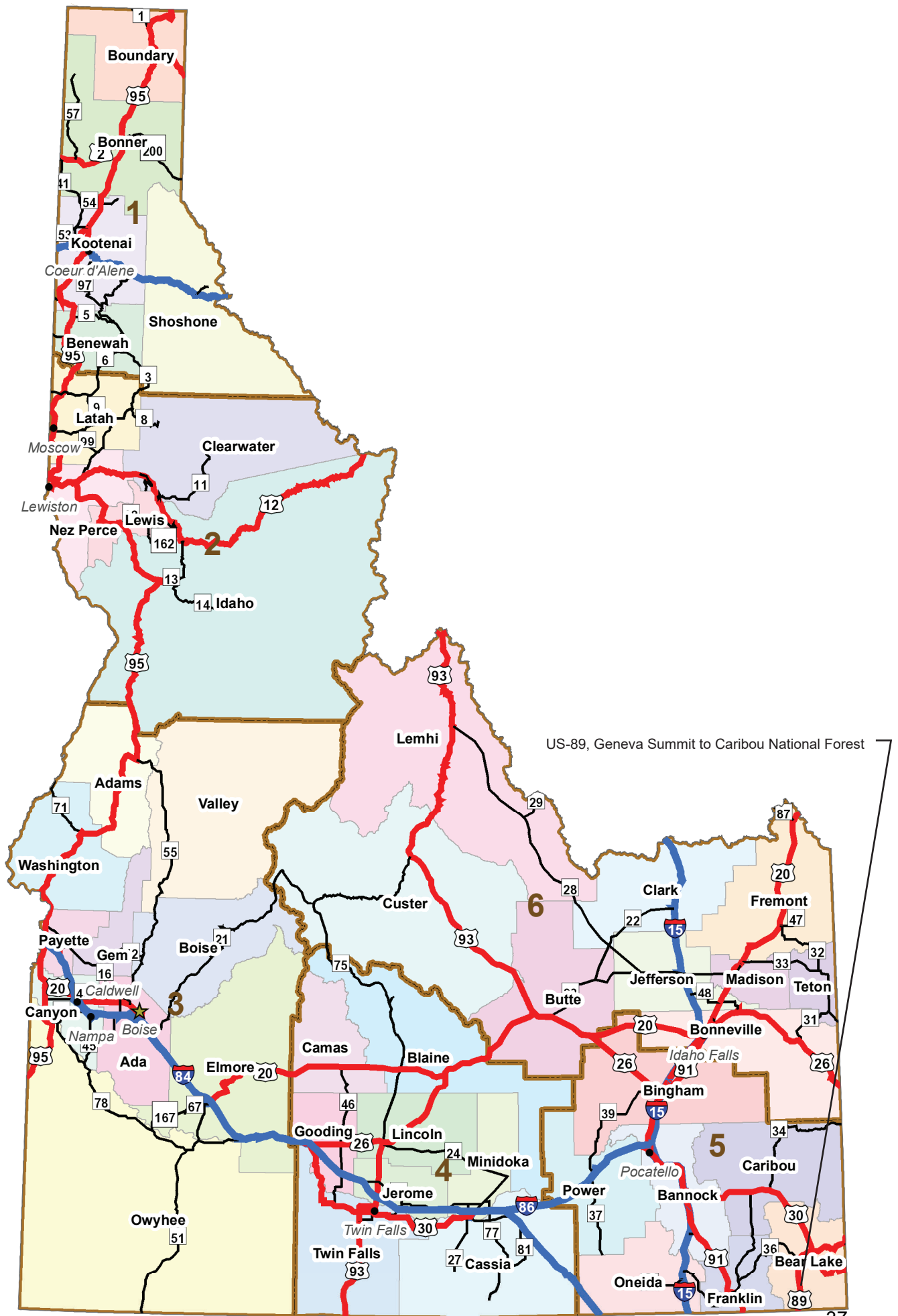
The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Cost	Bid Unit Price	\$ Difference
301-005A	Granular Subbase	1300 Ton	\$24.00	\$62.00	\$49,400.00
303-022A	¾" Type B Aggregate For Base	370 Ton	\$40.00	\$69.00	\$10,730.00
Z629-05A	Mobilization	1 LS	\$45,000.00	\$64,250.000	\$19,250.00
Total Difference from these Items					\$ 79,380.00

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience with similar projects. Had we considered the project's remote location and the small quantities in this project, it should have brought the Engineer's Estimate within 110% of the low bid.

This project addresses a growing soft spot on the highway that is causing a significant bump on US-89.

The district has obtained additional funds through Statewide Balancing. The district does not believe that re-advertisement will result in lower estimates. The district recommends awarding this contract.



US-89, Geneva Summit to Caribou National Forest



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 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 05/31/26					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
47	19	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.

Contract Requiring no action from the Board 05/01/26 to 05/31/26	
ITD	Local
3	2

FUTURE ACTIONS

The current advertisement report is attached.

Recommendations (*Action items require a resolution*)

For Information Only.

Monthly Status Report to the Board

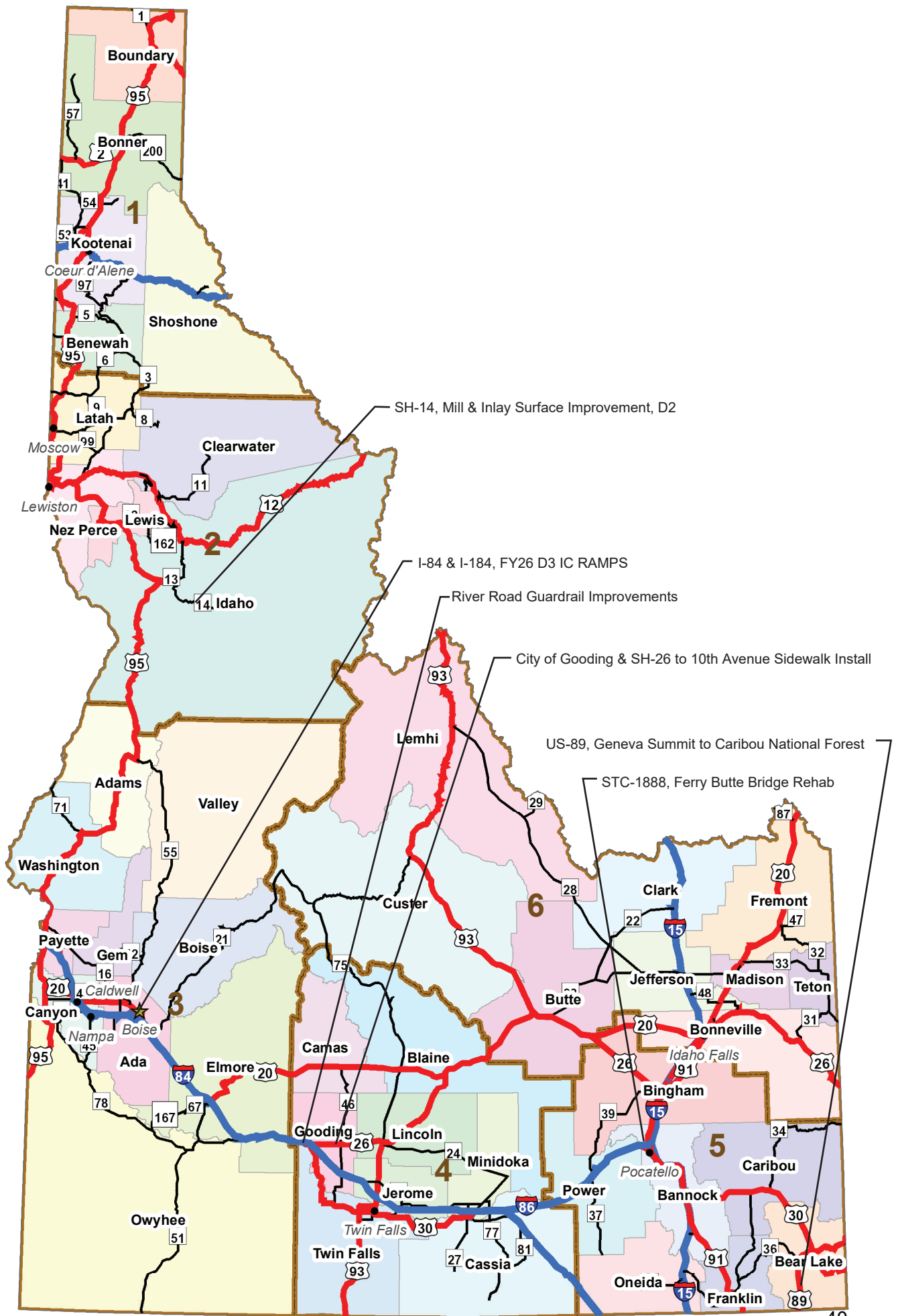
PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

ITD State Infrastructure Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	23544	I-84 & I-184	5/5/2026	3	\$6,342,472.35	\$4,467,290.00	(\$1,875,182.35) 70%
I-84 & I-184, FY26 D3 IC RAMPS Contractor: Staker & Parson Companies DBA Idaho Materials & Constructor Federal							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	21812/24594	SH-26	5/12/2026	4	\$5,481,647.27	\$4,622,079.00	(\$859,568.27) 84%
City of Gooding & SH-26 to 10th Avenue Sidewalk Install Contractor: Knife River Corporation- Mountain West Federal							
District	Key No.	Route	Opening Date	No. of Bids Received	Predicted Quantity FPVQ	Fixed Price	Quantity Bid
2	25241	SH-14	5/12/2026	3	57,250 SY	\$1,145,000.00	61,545 SY
SH-14, Mill & Inlay Surface Improvement, D2 Contractor: Valley Paving & Asphalt, Inc State							

ITD Supporting Infrastructure Asset (SIA) Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	24098 SIA	US-89	5/5/2026	3	\$252,975.00	\$316,023.00	\$63,048.00 125%
US-89, Geneva Summit to Caribou National Forest Contractor: Gale Lim Construction LLC State Board Approval to Award Required*							

*Although this project does meet the criteria of being 10% or more over the Engineer's Estimate but the bid being greater than \$500k, it was bid prior to the Board approval of Board Policy 4001 on May 14, 2026. This will be the last project meeting this criteria that will require Board approval. All future projects that meet this criteria will follow the new policy of requiring the Chief Engineer's approval.

Local (LHTAC/ACHD) Infrastructure Projects							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(4)	24343	OFF SYS	5/5/2026	4	\$523,204.09	\$345,345.00	(\$177,859.09) 66%
River Road Guardrail Improvements Contractor: Ideal Fencing Corp. LLC Federal							
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(5)	24339	OFF SYS	5/19/2026	4	\$1,133,811.19	\$719,440.20	(\$414,370.99) 63%
STC-1888, Ferry Butte Bridge Rehab Contractor: Cannon Builders Inc Federal							



Monthly Contract Advertisements As of 05-31-2026

District	Key No.	Route	Bid Opening Date
LHTAC(6)	23889	OFF SYS	6/2/2026
STD-7316, 5th E (Holmes Ave.) & 4th South Signal			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
5	24090 SIA	US-30 & SH-34	6/2/2026
US-30 & SH-34, D5 Concrete Barrier Upgrades			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
2	25117 SIA	SH-8	6/2/2026
FY26 Roadside Safety Guardrail, D2			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	24342	OFF SYS	6/3/2026
Old Spiral Hwy. Guardrail, Phase 1			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
6	23254	US-20	6/9/2026
US-20, Sugar City to 200 North			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	24102 SIA	US-93	6/9/2026
FY25 D6 Rockfall Mitigation			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
6	23719t SIA	Various	6/9/2026
D6 On-Call Illumination & Signal Repair			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
2	25066 SIA	US-95	6/23/2026
US-95, FY25 Roadside Safety Changeable Message Board, D2			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
4	23719u SIA	Various	6/23/2026
D4 On-Call Traffic Signal & Illumination Repair			
\$250,000 to \$500,000			

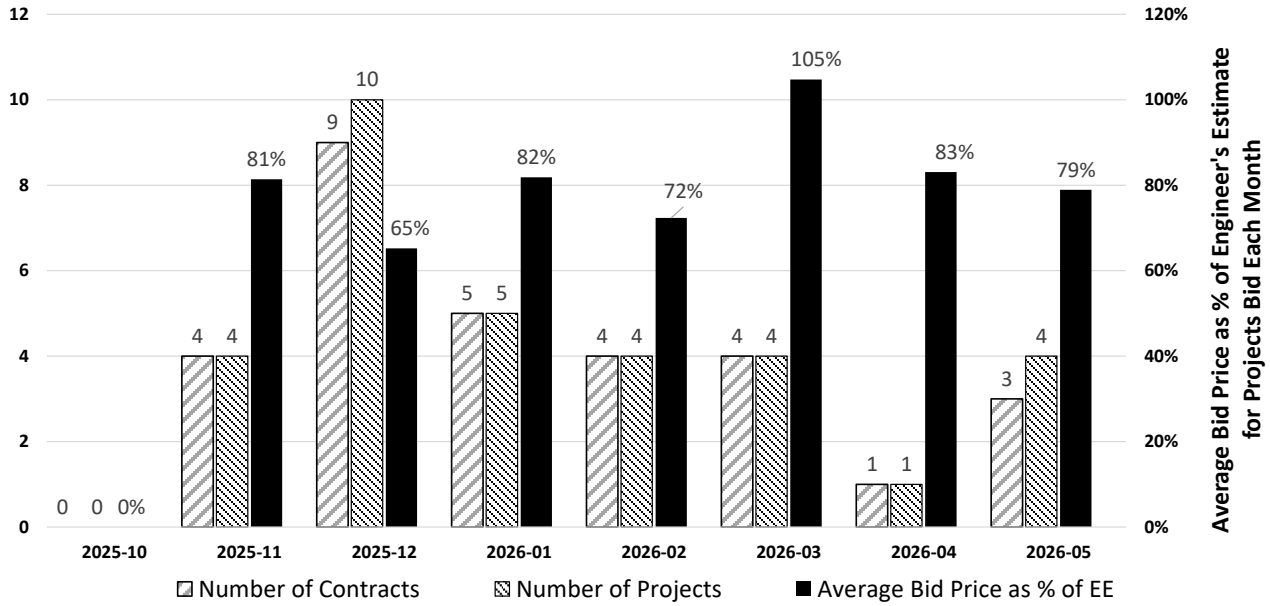
District	Key No.	Route	Bid Opening Date
5	22279	I-15	6/30/2026
I-15, Rapid Creek Bridge Replacement			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
2	25124 SIA	Various	6/30/2026
FY26 Bridge Repairs, D2			
\$100,000 to \$250,000			

FFY26 State Infrastructure Project Bid Results: YTD Summary By Cost

32 Projects YTD through May 31, 2026

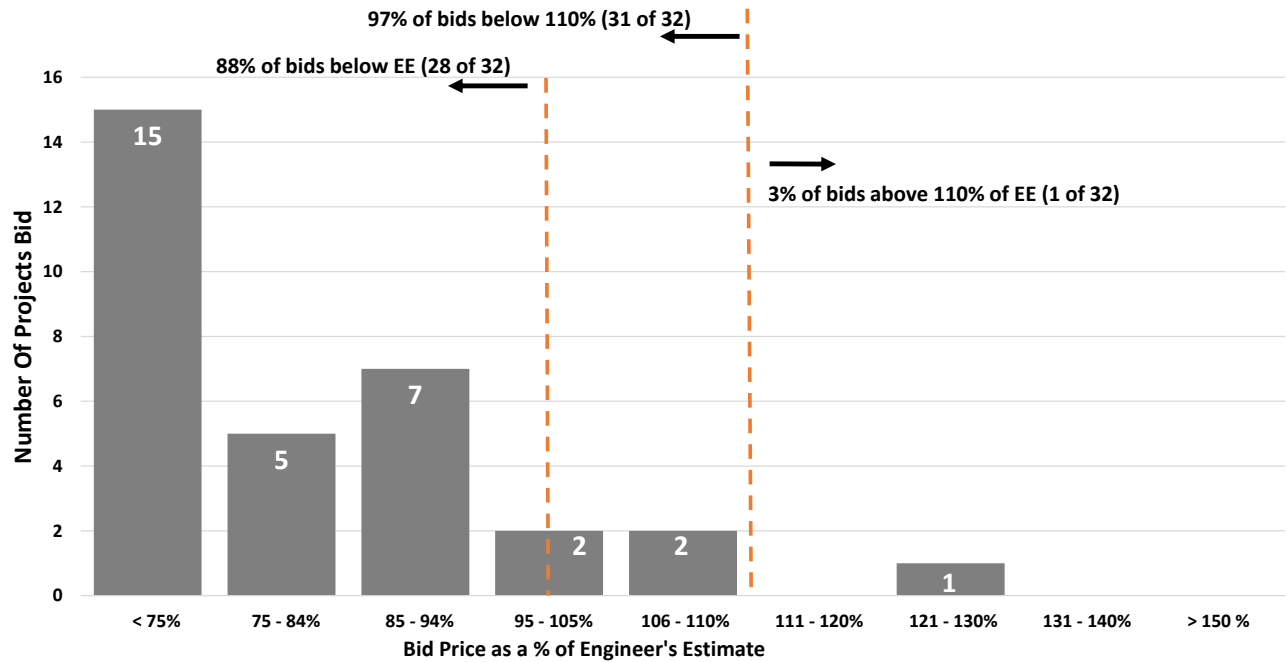
YTD Total for all 32 projects:
 Ratio of Bid Costs / Engineer's Estimates = \$150.8M / \$195.8M = 77%



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

32 Projects YTD through May 31, 2026



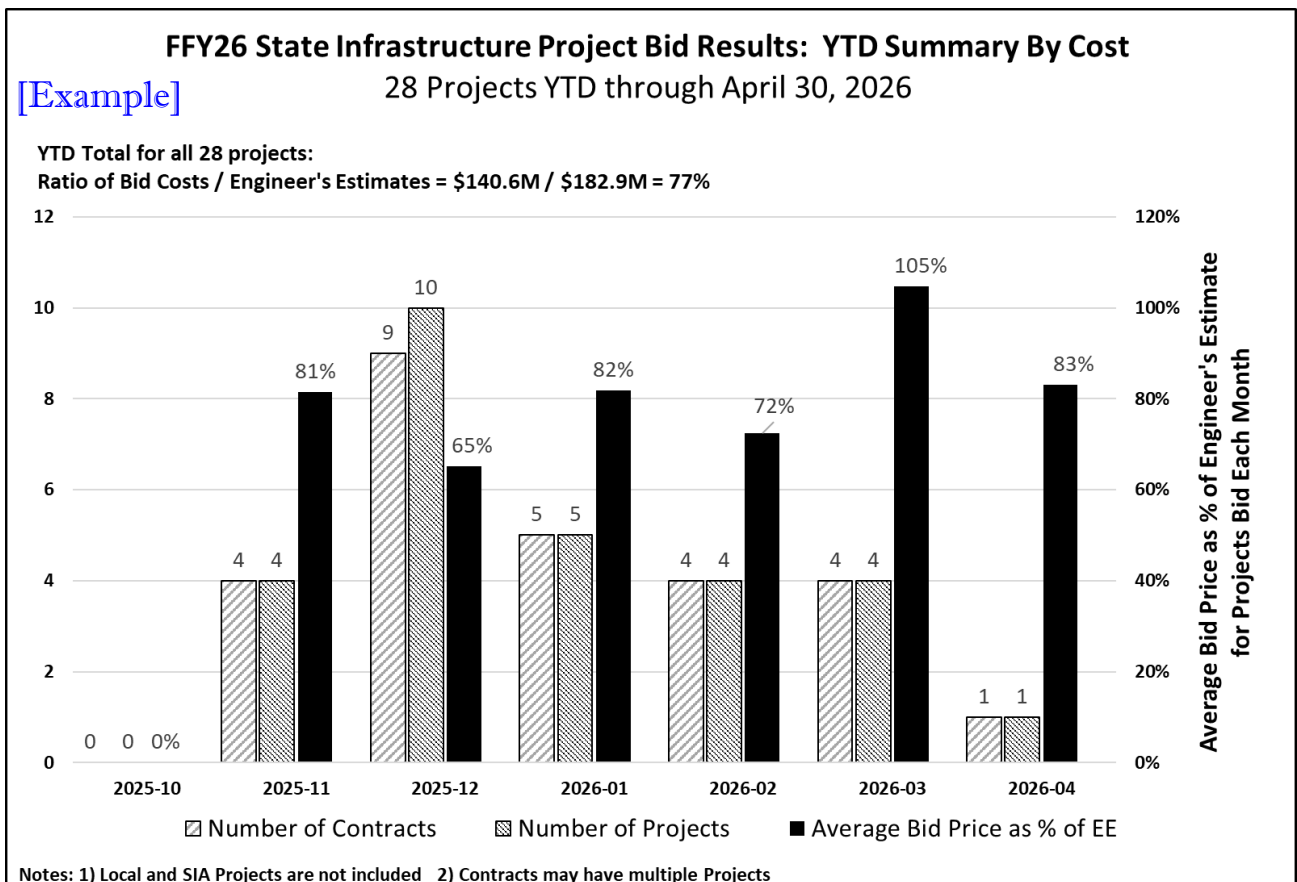
Note: Local and SIA Projects are not included

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.

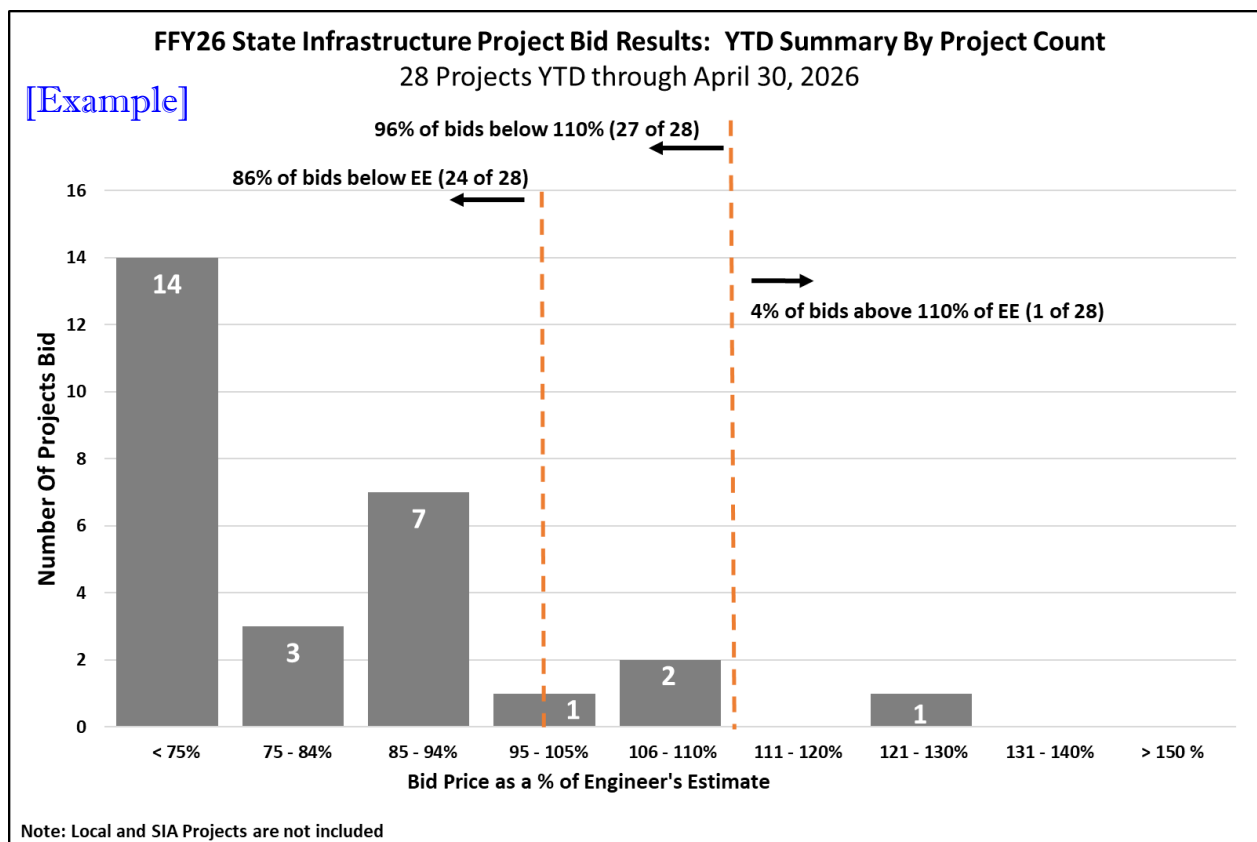
Table FFY26 State infrastructure Project Bid Results: YTD Summary by Cost

- 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 June 17, 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 1, 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 was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho has received apportionments of \$421.1 million. FY26 obligation authority through September 30, 2026 is 86.6% of apportionments.

Exhibit 1: Formula Funding for FY2026

IIJA FY2026	
Apportionments + Hwy Infra.	
Federal Aid Only	\$421,089
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 6/1/26.



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 6/1/26
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 1st.
- * 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 June 17, 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

Background Information

For all Agreements:

Consultant Services processed 36 new professional services agreements and work tasks totaling **\$9,828,802** and 8 supplemental agreements to existing professional services agreements totaling **\$13,483,950** from April 26, 2026, through May 23, 2026.

New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District									Total
	1	2	3	4	5	6	HQ	MGMT	AERO	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing	2	1	1	3	2	2	1			12
Roadway Design			2							2
Material/Geotechnical	1	1	3		1					6
Bridge Inspection							1			1
Engineer of Record			2							2
Local Public Agency Projects	2	1	3	5		2				13
Total	5	3	11	8	3	4	2			36



Board Agenda Item

For ITD District Projects:

23 new professional services agreements and work tasks were processed during this period totaling **\$7,908,735**. 5 supplemental agreements totaling **\$13,386,179** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	HDR Engineering, Inc.	Prev: \$1,987,127 This: \$1,447,736 Agreement Total to Date: \$3,434,863 Board Approved: \$3,435,955 On: 3/18/2026
I 90, SH 41 INTERCHANGE, KOOTENAI CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	Prev: \$7,168,930 This: \$1,199,865 Agreement Total to Date: \$8,368,795 Board Approved: \$8,428,443 On: 6/12/2025
I 90, WALLACE VIADUCT MSE WALL REPAIR, SHOSHONE CO	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Individual Project Solicitation	Shannon & Wilson, Inc.	\$794,313



Board Agenda Item

ITD 2210 (Rev. 12-23)

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, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	HMH, LLC	Prev: \$209,981 This: \$724,742 Agreement Total to Date: \$934,723
STATE, FY25 D2 MATERIALS RECON	Resources not Available Materials / Geotechnical	Materials/Geotechnical	Direct from Term Agreement	Strata, Inc.	\$142,084

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	RFI from Term Agreement	Atlas Technical Consultants LLC	\$410,388
STATE, FY26 D3 BRIDGE REPAIR	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	Forsgren Associates, Inc.	\$92,284



Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$157,266
US 20, N GLENWOOD ST TO I 184, ADA CO	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Direct from Term Agreement	Strata, Inc.	\$122,949
SH 45, DEER FLAT RD TO I84B, CANYON CO	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Direct from Term Agreement	Shannon & Wilson, Inc.	Prev: \$99,987 This: \$45,331 Agreement Total to Date: \$145,318
SH 21, MORES CR BRIDGE REPAIR, ADA COUNTY	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	HDR Engineering, Inc.	\$110,451
US 95, NORTH OF TAMARACK TO NEW MEADOWS SCL	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Direct from Term Agreement	GeoEngineers, Inc.	Prev: \$64,398 This: \$28,811 Agreement Total to Date: \$93,209
SH 45, ELIJAH CULVERT REPAIR, NAMPA	Resources not Available Roadway Design	Roadway Design Services	RFI from Term Agreement	Ardurra Group, Inc.	Prev: \$257,030 This: \$56,648 Agreement Total to Date: \$313,678



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>
I 84, FY25 BLISS RA PARKING EXPANSION; US 93, 3250 N TO 3800 N, TWIN FALLS CO; US 30, BLUE LAKES BLVD TO EASTLAND DR, TWIN FALLS	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Horrocks, LLC	\$471,103
SH 75, ELKHORN RD TO RIVER ST, KETCHUM	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Civil Science, Inc.	Prev: \$489,435 This: \$504,770 Agreement Total to Date: \$994,205
US 93, CAREY TO HOTSPRINGS, BLAINE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	RFI from Term Agreement	Horrocks, LLC	Prev: \$278,052 This: \$30,156 Agreement Total to Date: \$308,208



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>
US 30, JCT OLD US 91 TO TOPAZ BRIDGE, BANNOCK CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Strata, Inc.	\$137,537
STATE, FY27 D5 BRIDGE REPAIR	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services	Direct from Term Agreement	JLT Consultants LLC	\$28,809
I 15, RIVERTON RD BRIDGE, BINGHAM CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Horrocks, LLC	\$866,156

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, IDAHO FALLS TO RIGBY MILL AND OVERLAY	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Strata, Inc.	\$87,650



Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 33, REXBURG MILL AND INLAY	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services	Individual Project Solicitation	Strata, Inc.	\$62,441
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Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY26 SHS OVERHEAD SIGN STRUCTURE INSPECTION	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Overhead Sign Structure Inspection Services	Individual Project Solicitation	HMH, LLC	\$238,497
STATE, FY26 STWD BRIDGE FATIGUE MITIGATION & INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services	Direct from Term Agreement	CONSOR North America, Inc.	\$148,748

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>
3	SH 55, N FK OF THE PAYETTE RIVER, RAINBOW BR	Modjeski and Masters, Inc.	11/8/2023, Surveying Services.	Complete the full bridge and roadway design through intermediate, final, and PS&E delivery with a usable load rating tool.	Prev: \$2,998,986 This: \$5,384,559 Agreement Total to Date: \$8,383,545 Board Approved: \$8,383,545 On: 4/15/2026



Board Agenda Item

ITD 2210 (Rev. 12-23)

4	SH 50, RED CAP CORNER TO I 84 EVAL/DESIGN, TWIN FALLS	HDR Engineering, Inc.	11/7/2025, Roadway Design, Feasibility/Planning, Traffic Design, Bridge Design, Public Involvement, and Survey Services	Archaeological monitoring on site during the preliminary geotechnical drilling activities to satisfy environment requirements that are required.	Prev: \$1,992,504 This: \$40,999 Agreement Total to Date: \$2,033,503 Board Approved: \$2,034,020 On: 5/14/2026
4	US 93, THIRD RIVER CROSSING PEL STUDY, TWIN FALLS	Horrocks, LLC	4/22/2022, Provide Environmental & Feasibility/Planning Services.	Initial phase of the Environmental/NEPA, resulting in the preparation of the Environmental Impact Statement (EIS).	Prev: \$2,354,977 This: \$4,993,211 Agreement Total to Date: \$7,348,188 Board Approved: \$7,348,188 On: 5/14/2026
5	I 15, UPRR, S BLACKFOOT IC #89 NBL, BINGHAM CO; I 15, UPRR, S BLACKFOOT IC #89 SBL, BINGHAM CO	David Evans and Associates, Inc. (DEA)	4/18/2024, Roadway Design Services.	Final design and continue through PS&E by continuing to work on roadway, drainage, and geotechnical design.	Prev: \$4,187,789 This: \$2,932,430 Agreement Total to Date: \$7,120,219 Board Approved: \$7,155,059 On: 5/14/2026
6	US 26, JCT HITT ROAD (25TH E), BONNEVILLE CO	Horrocks, LLC	1/29/2021, Provide Project Development Services.	Minor Design changes due to ROW acquisition differences and FHWA office re-evaluating the environmental document for this job is now requiring ITD to provide an (ARDR) Aquatic Resource Delineation Report.	Prev: \$1,118,995 This: \$34,979 Agreement Total to Date: \$1,153,974 Board Approved: \$1,153,974 On: 4/15/2026



Board Agenda Item

For Local Public Agency Projects:

13 new professional services agreements totaling **\$1,920,067** were processed during this period.
 3 supplemental agreements totaling **\$97,771** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
LOCAL, S 2ND ST SW; DAKOTA TO W COLLEGE AVE, ST MARIES; LOCAL, ST MARIES SIDEWALK IMPROVEMENTS, PH 2	CITY OF ST MARIES	CE&I Services	Direct from Term Agreement	HMH, LLC	\$80,013
STC-6712, 1ST ST INT IMPROVEMENTS, AMMON	BONNEVILLE COUNTY	Roadway/Traffic Design Services	Individual Project Solicitation	JUB Engineers, Inc.	\$150,524
LOCAL, NORTH MOUNTAIN VIEW PEDESTRIAN IMPROVEMENTS; LOCAL, SOUTH MOUNTAIN VIEW PEDESTRIAN IMPROVEMENTS	CITY OF MOSCOW	CE&I Services	RFI from Term Agreement	HMH, LLC	\$169,812
SH 75, SUN VALLEY/DOLLAR RD INT IMPRV, SUN VALLEY	City of Sun Valley	Roadway Design Services	Individual Project Solicitation	S&C Associates	\$268,134
NHS-7046, SCIENCE CENTER; N BLVD TO HOLMES, IDAHO FALLS	CITY OF IDAHO FALLS	CE&I - Independent Assurance	Direct from Term Agreement	Atlas Technical Consultants LLC	\$23,188



Board Agenda Item

ITD 2210 (Rev. 12-23)

OFFSYS, MARKETPLACE BLVD RSA, NAMPA	CITY OF NAMPA	Roadway Design Services - Pathways	Direct from Term Agreement	Keller Associates, Inc.	\$64,977
STC-3921, WOOLEY AVE PATH; DAVIS AVE TO DIVOT LN, MCCALL	CITY OF MCCALL	Roadway Design/Pathways Services	RFI from Term Agreement	Jacobs Engineering Group, Inc.	\$97,179
STC-2841, BIRCH CR RD SAFETY IMPRV, OAKLEY HD	MURTAUGH HIGHWAY DISTRICT	CE&I Services	RFI from Term Agreement	Civil Science, Inc.	Prev: \$198,815 This: \$121,456 Agreement Total to Date: \$320,271
LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	ADA COUNTY HIGHWAY DISTRICT	CE&I Services	Direct from Term Agreement	GeoTek, Inc.	\$143,577
LOCAL, 3200 N SAFETY IMPROVEMENTS, TWIN FALLS CO	MURTAUGH HIGHWAY DISTRICT	CE&I Services	RFI from Term Agreement	Forsgren Associates, Inc.	Prev: \$159,202 This: \$112,160 Agreement Total to Date: \$271,362
SMA-7522, EAST 5TH N ST WIDENING, BURLEY	CITY OF BURLEY	Roadway Design Services	Individual Project Solicitation	Forsgren Associates, Inc.	\$466,743
SMA-7072, INT WASHINGTON ST AND FILER AVE, TWIN FALLS	CITY OF TWIN FALLS	Roadway Design	Individual Project Solicitation	Civil Science, Inc.	Prev: \$263,461 This: \$217,276 Agreement Total to Date: \$480,737
OFFSYS, RAPID LIGHTNING CR BR #5, BONNER CO	BONNER COUNTY	Engineer Record Services	Individual Project Solicitation	NV5, Inc.	Prev: \$16,903 This: \$5,028 Agreement Total to Date: \$21,931



Board Agenda Item

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>
3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	Precision Engineering, LLC	10/29/2024, Pathway, Roadway Design, Survey, Public Involvement, Environmental, and Geotech Services.	Additional design services to realign the ORR Drain pathway as directed by NMID along parcels 5, 6, and 7. This also requires rewriting the permanent easement legals for those 3 parcels and staking the 3 parcels for ROW delineation.	Prev: \$380,349 This: \$12,985 Agreement Total to Date: \$393,334
6	LOCAL, HIBBARD BIKE LANE, MADISON CO	HMH, LLC	11/20/2025, Roadway Design Services	Preliminary design along an alternate alignment for the proposed pathway.	Prev: \$80,455 This: \$35,019 Agreement Total to Date: \$115,474
6	STC-6867, GARDEN CREEK RD, PH 2, CUSTER CO	Civil Science, Inc.	9/23/2024, Roadway Design Services	Additional survey, subsurface utility investigation and additional work for environmental clearance.	Prev: \$366,574 This: \$49,767 Agreement Total to Date: \$416,341

Recommendations *(Action items require a resolution)*

For Information Only



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17th 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 – April 30, 2026 (Ten Months)

Revenues to the State Highway Account from all sources are 4.3% above forecast. State-sourced revenues continue to perform well, up 5.4%. The Highway Distribution Account, Fuels/Registration Direct, and Ethanol revenues collectively exceed forecast by 3.7%, while Miscellaneous and Buy-Back Revenues are tracking 16.9% above forecast.

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 only slightly below expectations at -4.1%. Overall state-sourced revenues for the Aeronautics Fund are -3.4% below the updated forecast. Notably, State Fuel Tax Revenue is now performing 6.1% 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 ten months are primarily due to timing differences and encumbrances. Personnel costs reflect savings of \$5M, or 3.6%, 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 \$393.5M through April. Comparative spending for the same ten-month period in previous years was:

- \$473.9M in FY25
- \$494.4M in FY24
- \$353.8M in FY23



Board Agenda Item

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 \$813.7M, compared to:

- \$883.6M in FY25
- \$850.4M in FY24
- \$607.9M in FY23

As of April, the State Highway Fund holds \$196.6M in long-term investments committed to construction projects and encumbrances. Combined with a cash balance of \$134.5M, the total fund balance is \$331.1M.

Expenditures from the Strategic Initiatives Program Fund total \$63.8M through April. This fund received the Governor’s \$165M “Leading Idaho” transfer in November, and earned \$12.5M in interest on its cash balance. Per legislation, \$45M of the initial transfer will be returned to the General Fund, 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, \$66.5M has been applied to TECM bond debt service, and \$40.1M 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 April.

Construction spending from the TECM Capital Project Fund totals \$316.3M through April. No spending has occurred from the GARVEE Capital Projects Fund; related activity is now shifted to GARVEE Debt Service, which totals \$61.7M year-to-date.

Recommendations *(Action items require a resolution)*

**JUNE
ITD BOARD PACKET**

**APRIL
FY26
FINANCIAL STATEMENTS**

User ID: whaszier
 Report ID: AD-FN-GL-010
 Run Date: 11 May 2026
 % of Time
 Remaining: 16.7

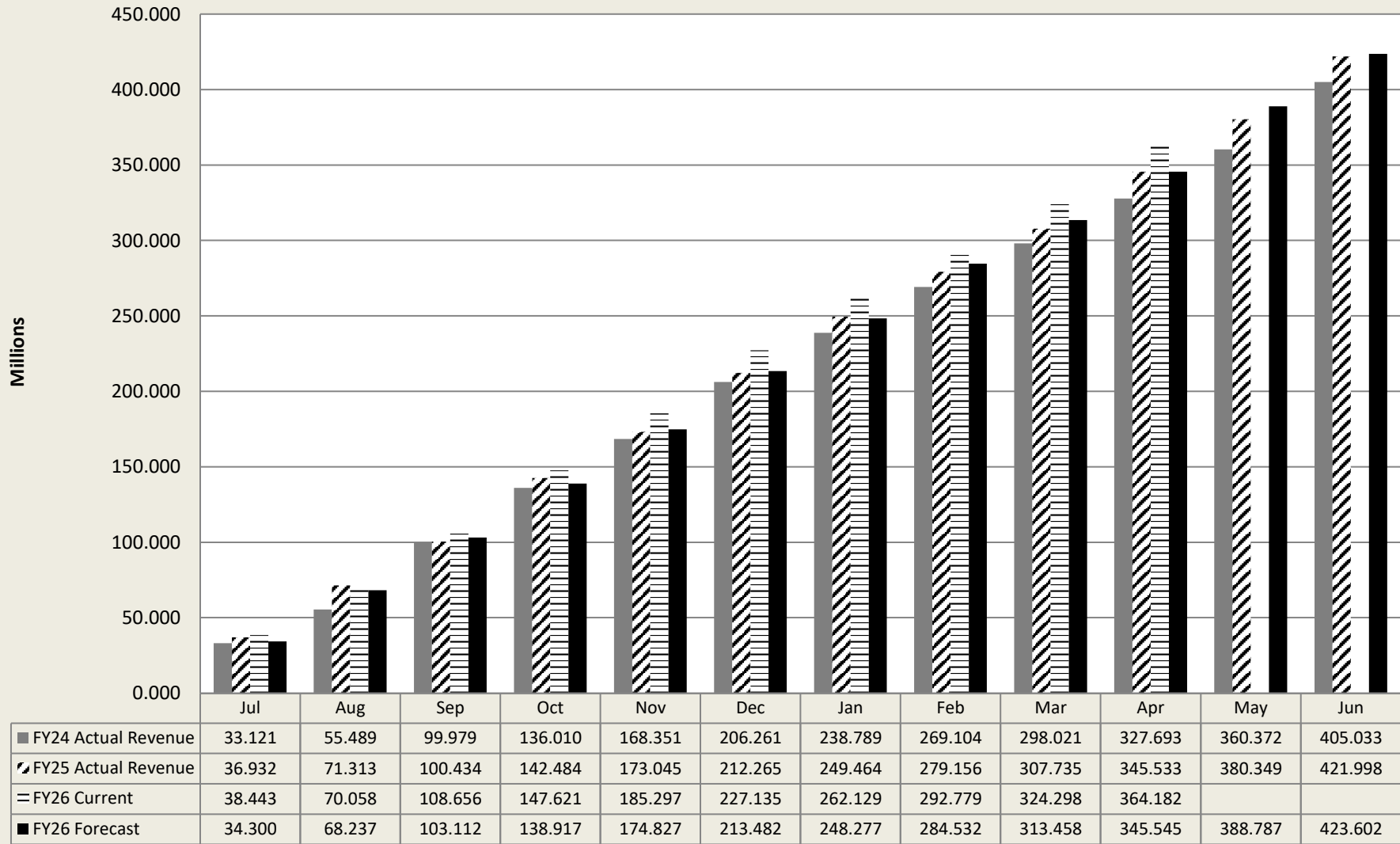
Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2026
 (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
<u>State Highway Account</u>					
Federal Reimbursements	388,020	360,738	349,902	-7.0%	3.1%
State (Inc. H.D.A.)	345,533	364,182	345,545	5.4%	5.4%
Local	13,041	9,202	8,620	-29.4%	6.8%
Total State Highway Account:	746,594	734,123	704,066	-1.7%	4.3%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	77	266	306	246.7%	-13.1%
State	4,802	3,927	4,064	-18.2%	-3.4%
Total State Aeronautics Fund:	4,878	4,193	4,370	-14.1%	-4.1%
Total Fund Received:	751,473	738,316	708,437	-1.8%	4.2%
Disbursements (includes Encumbrances)					
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
Construction Payouts	473,991	393,470	457,140	-17.0%	-13.9%
<u>Operations Expenses</u>					
Highways	206,267	233,587	237,053	13.2%	-1.5%
DMV	26,956	30,469	32,371	13.0%	-5.9%
Administration	23,694	27,389	30,471	15.6%	-10.1%
Facilities	43,917	34,702	45,308	-21.0%	-23.4%
Aeronautics	12,346	12,395	14,365	0.4%	-13.7%
Total Operations Expenses:	313,181	338,542	359,567	8.1%	-5.8%
<u>Transfers</u>					
Debt Service	10,362	9,675	0	-6.6%	0.0%
Total Transfers:	10,362	9,675	0	-6.6%	0.0%
Total Disbursements:	797,534	741,686	816,707	-7.0%	-9.2%
	FY25 Actual YTD	FY26 Actual YTD	FY26 Budget YTD	FY26 to FY25 Actual	FY 26 to Budget
<u>Expenditures by Type</u>					
Personnel	120,065	134,372	139,384	11.9%	-3.6%
Operating	77,798	85,493	93,751	9.9%	-8.8%
Capital Outlay	83,833	96,033	92,127	14.6%	4.2%
Sub-Grantee	31,485	22,644	34,305	-28.1%	-34.0%
Totals Operations Expenses:	313,181	338,542	359,567	8.1%	-5.8%
Contract Construction	473,991	393,470	457,140	-17.0%	-13.9%
Totals (excluding Transfers):	787,172	732,011	816,707	-7.0%	-10.4%

State Highway Fund 0260
Fiscal Year 2026
State Revenue Source Forecast vs Actual
April - For Period Ending 4/30/2026

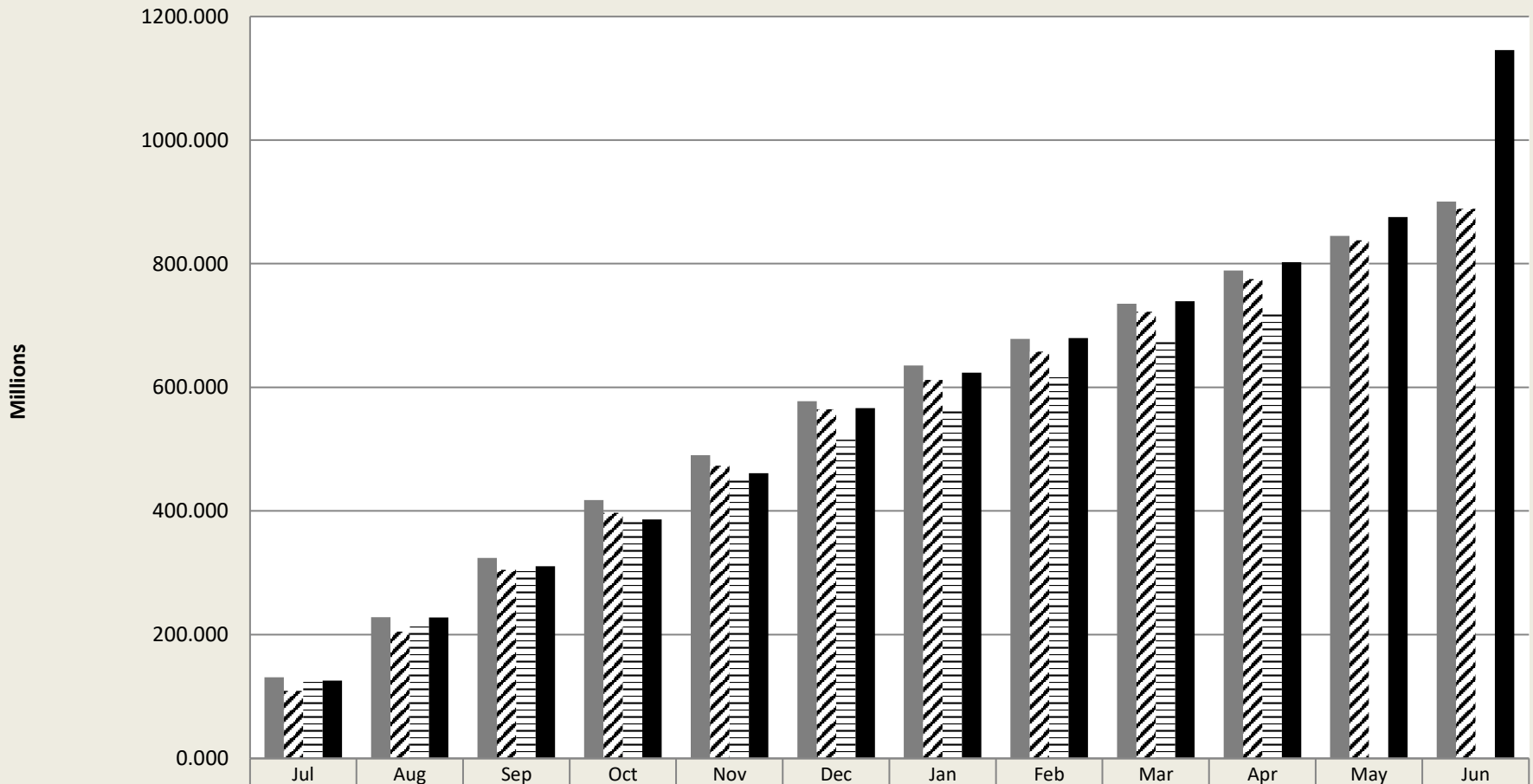


State Highway Fund 0260

Fiscal Year 2026

Expenditures

April - For Period Ending 4/30/2026



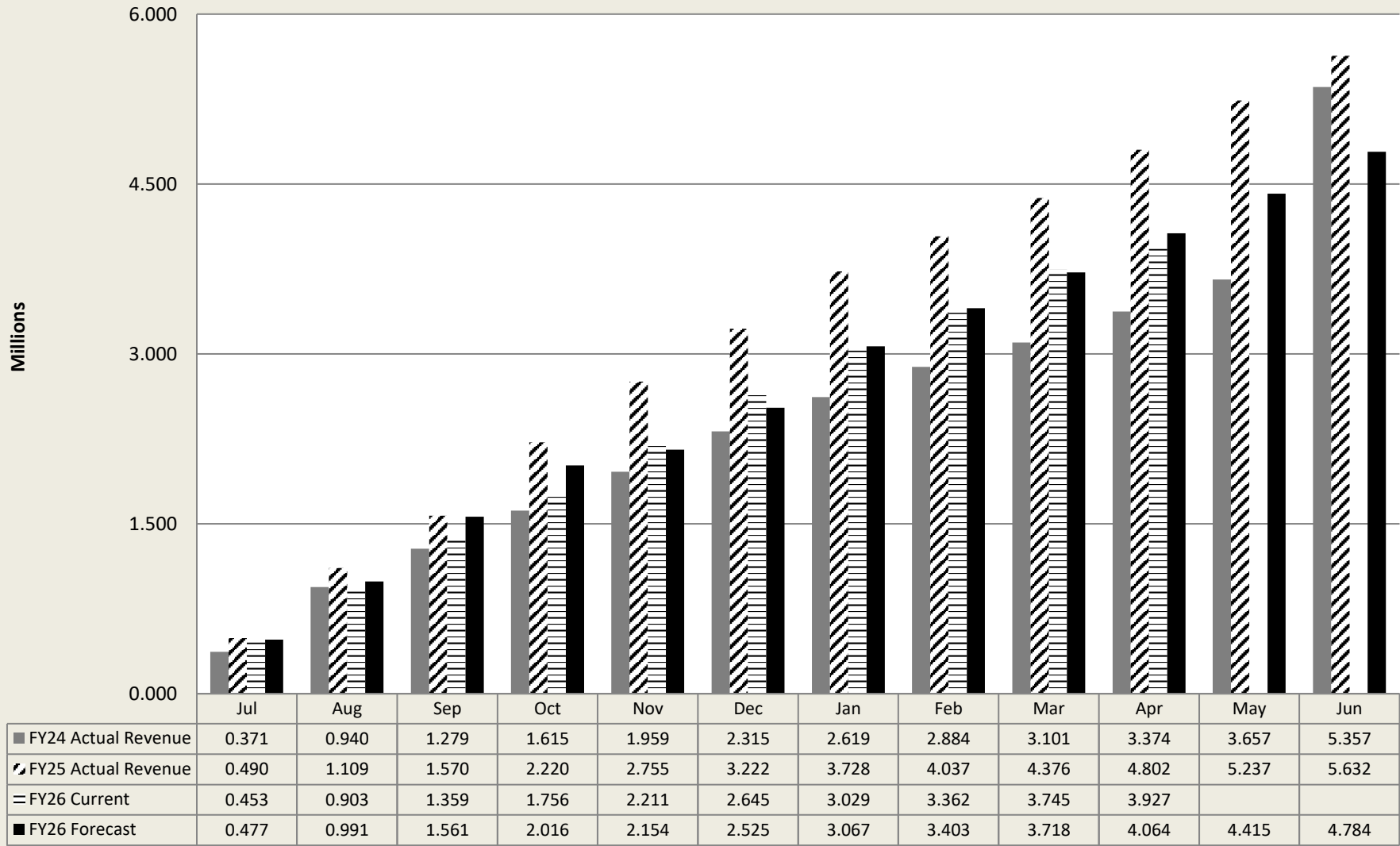
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY24 Actual Expenditures	130.751	227.956	323.812	417.511	490.195	577.534	635.113	678.030	734.952	788.966	844.993	900.385
▨ FY25 Actual Expenditures	109.042	204.564	304.785	396.888	472.908	564.355	612.055	657.707	722.131	774.830	837.663	888.536
▬ FY26 Current	123.531	219.100	306.466	388.898	451.544	515.306	565.817	616.512	675.505	719.617		
■ FY26 Forecast	125.572	227.560	310.311	386.155	461.170	566.006	623.472	679.614	739.053	802.346	875.091	1,145.207

Aeronautics Fund 0221

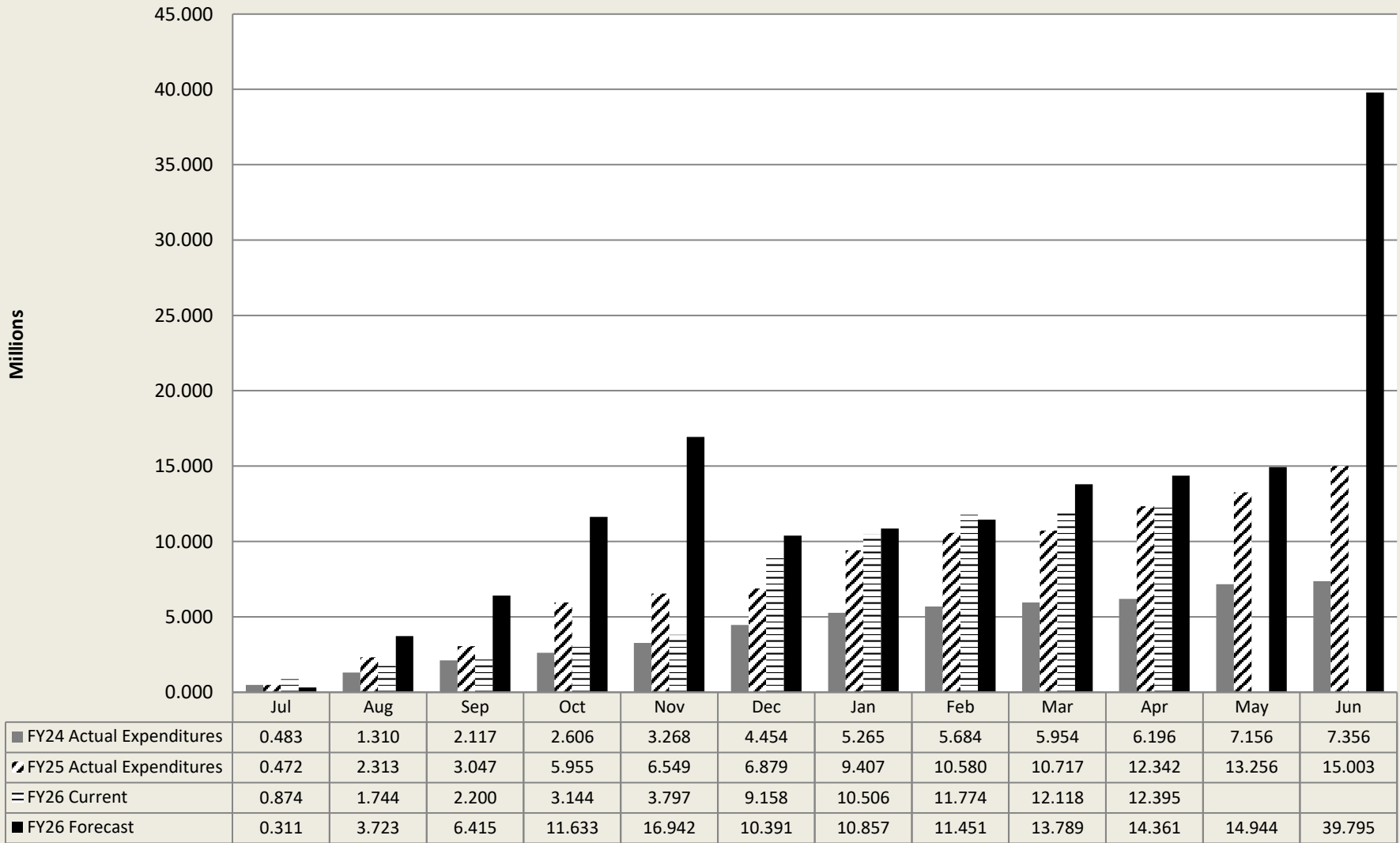
Fiscal Year 2026

State Revenue Sources Forecast vs Actual

April - For Period Ending 4/30/2026



Aeronautics Fund 0221
Fiscal Year 2026
Expenditures
April - For Period Ending 4/30/2026



UserID: whaszier
 Report ID: AD-FN-GL-002
 Run Date: 11 May 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2026

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Mar-26	Apr-26	Mar-26	Apr-26	Mar-26	Apr-26
ASSETS						
Cash on Hand (Change Fund)	0	0	4,600	4,600	0	0
Cash in Bank (Daily Operations)	23,684,820	23,414,497	126,840,899	134,524,871	188,446,018	196,729,636
Investments (Long Term: STO - Diversified Bond Fund)	2,128,958	2,135,631	195,960,411	196,577,737	0	0
Total Cash & Investments	25,813,778	25,550,128	322,805,910	331,107,208	188,446,018	196,729,636
Receivables - Other	(0)	0	228,662	227,804	0	0
- Due From Locals (Project Overruns)	(0)	0	748,411	1,043,482	0	0
- Inter Agency	14,116	12,485	5,033	8,721	0	0
Total Receivables	14,116	12,485	982,106	1,280,006	0	0
Inventory on Hand	0	0	22,543,308	22,583,861	0	0
Total Assets:	25,827,894	25,562,613	346,331,323	354,971,075	188,446,018	196,729,636
LIABILITIES						
Vouchers Payable	(0)	0	0	0	(0)	0
Sales Tax Payable	0	0	32,902	24,321	0	0
Deferred Revenue (Local Projects Match)	0	0	33,399,611	32,293,800	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	134,835	144,311	0	0
Total Liabilities:	(0)	0	33,567,348	32,462,432	(0)	0
FUND BALANCE						
Reserve for Encumbrance	694,410	514,483	90,829,421	86,943,399	0	0
Fund Balance	25,133,484	25,048,131	221,934,554	235,565,244	188,446,018	196,729,636
Total Fund Balance:	25,827,894	25,562,613	312,763,975	322,508,643	188,446,018	196,729,636
Total Liabilities and Fund Balance	25,827,894	25,562,613	346,331,323	354,971,075	188,446,018	196,729,636

UserID: whaszier
 Report ID: AD-FN-GL-002
 Run Date: 11 May 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2026

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270		
	Mar-26	Apr-26	Mar-26	Apr-26	Mar-26	Apr-26	Mar-26	Apr-26	
	ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	450,579,891	448,387,286	315,701,996	316,678,049	4,026,942	4,039,392	770,308,829	769,104,726	
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0	
Total Cash & Investments	450,579,891	448,387,286	315,701,996	316,678,049	4,026,942	4,039,392	770,308,829	769,104,726	
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:	450,579,891	448,387,286	315,701,996	316,678,049	4,026,942	4,039,392	770,308,829	769,104,726	
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	183,242	177,251	0	0	0	0	183,242	177,251	
Fund Balance	450,396,649	448,210,035	315,701,996	316,678,049	4,026,942	4,039,392	770,125,587	768,927,475	
Total Fund Balance:	450,396,649	448,210,035	315,701,996	316,678,049	4,026,942	4,039,392	770,125,587	768,927,475	
Total Liabilities and Fund Balance	450,579,891	448,387,286	315,701,996	316,678,049	4,026,942	4,039,392	770,308,829	769,104,726	

UserID: whaszier
 Report ID: AD-FN-GL-002
 Run Date: 11 May 2026

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2026

	CARES Act Covid-19 0345	
	Mar-26	Apr-26
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(49,582)	(41,953)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(49,582)	(41,953)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
Total Assets:	(49,582)	(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	1,810,713	1,786,310
Fund Balance	(1,860,295)	(1,828,263)
Total Fund Balance:	(49,582)	(41,953)
Total Liabilities and Fund Balance	(49,582)	(41,953)

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 11 May 2026
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

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	323,651,500	330,091,725	15,212,460	6,440,225	1.99 %	442,263,500
FHWA - COVID Relief	450,000	910,933	0	460,933	102.43 %	2,000,000
FHWA - Indirect Cost	0	(115,910)	(99,136)	(115,910)	0.00 %	0
Federal Transit Authority	20,000,000	15,044,289	609,697	(4,955,711)	-24.78%	30,556,000
NHTSA - Highway Safety	5,500,000	3,911,838	115,442	(1,588,162)	-28.88%	6,430,400
Other Federal Aid	300,000	10,895,295	573,583	10,595,295	3531.77 %	4,555,000
Total Federal Sources:	349,901,500	360,738,169	16,412,046	10,836,669	3.10 %	485,804,900
State Sources						
Equipment Buy Back	8,058,000	4,388,824	0	(3,669,176)	-45.53%	18,058,000
Miscellaneous	35,151,200	46,115,229	5,179,096	10,964,029	31.19 %	43,359,000
Total State Sources:	43,209,200	50,504,053	5,179,096	7,294,853	16.88 %	61,417,000
Local Sources						
Match For Local Projects	8,619,800	9,194,727	1,039,529	574,927	6.67 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
Total Local Sources:	8,619,800	9,202,227	1,039,529	582,427	6.76 %	10,500,000
TOTAL REVENUES:	401,730,500	420,444,449	22,630,671	18,713,950	4.66 %	557,721,900
TRANSFERS-IN						
Highway Distribution	218,474,200	227,937,076	25,437,808	9,462,876	4.33 %	261,625,100
Fuel/Registration Direct	66,460,100	67,677,242	7,321,674	1,217,142	1.83 %	79,860,000
Ethanol Fuels Tax	17,401,500	18,064,127	1,945,633	662,627	3.81 %	20,700,000
TOTAL TRANSFERS-IN:	302,335,800	313,678,445	34,705,115	11,342,645	3.75 %	362,185,100
TOTAL REV AND TRANSFERS-IN:	704,066,300	734,122,894	57,335,786	30,056,595	4.27 %	919,907,000

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 11 May 2026
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

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									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	90,798,178	90,519,686	8,220,985	0	278,492	0.31 %	111,216,224	20,696,538	18.61 %
Board, Hourly, OT, Shift	4,277,626	1,966,281	135,398	0	2,311,345	54.03 %	5,312,514	3,346,233	62.99 %
Fringe Benefits	42,942,832	40,549,902	3,833,087	0	2,392,930	5.57 %	51,667,562	11,117,660	21.52 %
Travel Expense	2,295,234	1,710,306	236,995	0	584,927	25.48 %	2,733,683	1,023,376	37.44 %
Operating Expense	89,885,807	65,996,973	6,490,544	16,308,792	7,580,042	8.43 %	143,171,389	60,865,624	42.51 %
Capital Equipment Expense	48,908,135	30,070,237	8,991,877	26,399,516	(7,561,618)	-15.46%	71,290,880	14,821,127	20.79 %
Capital Facilities Expense	35,689,722	20,123,726	1,063,069	13,915,966	1,650,030	4.62 %	50,971,134	16,931,442	33.22 %
Trustee & Benefit Payments	30,408,725	16,862,948	961,782	1,722,735	11,823,042	38.88 %	38,765,600	20,179,917	52.06 %
Total Operations Expense:	345,206,258	267,800,060	29,933,738	58,347,009	19,059,190	5.52 %	475,128,985	148,981,917	31.36 %
Contract Construction									
Operating Expense	9,305,000	6,770,772	897,970	2,066,708	467,520	5.02 %	13,432,048	4,594,568	34.21 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	275,000	275,000	100.00 %
Capital Projects	445,000,000	383,054,494	15,518,146	2,036	61,943,470	13.92 %	652,098,208	269,041,678	41.26 %
Trustee & Benefit Payments	2,835,000	1,575,633	26,724	0	1,259,367	44.42 %	4,272,782	2,697,150	63.12 %
Total Contract	457,140,000	391,400,899	16,442,841	2,068,744	63,670,357	13.93 %	670,078,039	276,608,396	41.28 %
TOTAL EXPENDITURES:	802,346,258	659,200,959	46,376,578	60,415,753	82,729,547	10.31 %	1,145,207,024	425,590,313	37.16 %
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:	802,346,258	668,875,989	46,376,578	60,415,753	73,054,516	9.11 %	1,145,207,024	415,915,282	36.32 %

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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 4/30/2026

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	2,900,000	2,368,455	268,375	710,688	(179,143)	-6.18%	3,478,366	399,222	11.48 %
Operating Expenditures	Federal	6,400,000	4,401,380	629,425	1,356,020	642,600	10.04 %	9,754,100	3,996,700	40.97 %
Operating Expenditures	Local	5,000	937	170	0	4,063	81.26 %	199,583	198,646	99.53 %
Total Operating Expenditures		9,305,000	6,770,772	897,970	2,066,708	467,520	5.02 %	13,432,048	4,594,568	34.21 %
Capital Outlay										
Capital Outlay	Dedicated	105,000,000	67,451,925	2,088,411	149	37,547,926	35.76 %	172,095,541	104,643,466	60.81 %
Capital Outlay	Federal	330,000,000	306,885,838	12,944,482	1,887	23,112,276	7.00 %	466,460,944	159,573,220	34.21 %
Capital Outlay	Local	10,000,000	8,716,731	485,253	0	1,283,269	12.83 %	13,541,724	4,824,992	35.63 %
Total Capital Outlay		445,000,000	383,054,494	15,518,146	2,036	61,943,470	13.92 %	652,098,208	269,041,678	41.26 %
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	80,000	51,391	219	0	28,609	35.76 %	663,978	612,587	92.26 %
Trustee & Benefit Payments	Federal	2,750,000	1,524,242	26,505	0	1,225,758	44.57 %	3,408,805	1,884,563	55.29 %
Trustee & Benefit Payments	Local	5,000	0	0	0	5,000	100.00 %	200,000	200,000	100.00 %
Total Trustee & Benefit Payments		2,835,000	1,575,633	26,724	0	1,259,367	44.42 %	4,272,782	2,697,150	63.12 %
Total Contract Construction:		457,140,000	391,400,899	16,442,841	2,068,744	63,670,357	13.93 %	670,078,039	276,608,396	41.28 %

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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 4/30/2026

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year: 2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES						
State Sources - Misc	7,083,000	6,612,564	583,662	(470,436)	-6.64%	8,500,000
TOTAL REVENUES:	7,083,000	6,612,564	583,662	(470,436)	-6.64%	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:	107,083,000	106,612,564	583,662	(470,436)	-0.44%	108,500,000

Fiscal Year: 2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES									
Contract Construction - Capital Projects	49,500,000	40,083,957	(7,699,957)	0	9,416,043	19.02 %	180,714,079	140,630,122	77.82 %
TOTAL EXPENDITURES:	49,500,000	40,083,957	(7,699,957)	0	9,416,043	19.02 %	180,714,079	140,630,122	77.82 %
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:	130,400,000	120,323,898	(7,699,957)	0	10,076,102	7.73 %	261,614,079	141,290,181	54.01 %

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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 4/30/2026

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		10,076,700	12,471,617	1,396,818	2,394,917	23.77 %	12,000,000
TOTAL REVENUES:		10,076,700	12,471,617	1,396,818	2,394,917	23.77 %	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:		10,076,700	177,471,617	1,396,818	167,394,917	1661.21 %	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		97,500,000	63,614,338	3,589,423	177,251	33,708,411	34.57 %	110,000,000	46,208,411	42.01 %
TOTAL EXPENDITURES:		97,500,000	63,614,338	3,589,423	177,251	33,708,411	34.57 %	110,000,000	46,208,411	42.01 %
TOTAL EXPD AND TRANSFERS OUT:		97,500,000	63,614,338	3,589,423	177,251	33,708,411	34.57 %	110,000,000	46,208,411	42.01 %

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

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 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		7,240,200	11,400,071	976,053	4,159,871	57.46 %	9,000,000
TOTAL REVENUES:		7,240,200	11,400,071	976,053	4,159,871	57.46 %	9,000,000
TOTAL REV AND TRANSFERS-IN:		7,240,200	11,400,071	976,053	4,159,871	57.46 %	9,000,000

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Trustee & Benefit Payments		140,000,000	91,200,000	0	0	48,800,000	34.86 %	200,000,000	108,800,000	54.40 %
TOTAL EXPENDITURES:		140,000,000	91,200,000	0	0	48,800,000	34.86 %	200,000,000	108,800,000	54.40 %
TOTAL EXPD AND TRANSFERS OUT:		140,000,000	91,200,000	0	0	48,800,000	34.86 %	200,000,000	108,800,000	54.40 %

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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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

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		0	145,741	12,450	145,741	0.00 %	0
TOTAL REVENUES:		0	145,741	12,450	145,741	0.00 %	0
TOTAL REV AND TRANSFERS-IN:		0	145,741	12,450	145,741	0.00 %	0

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

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0345 CARES Act Covid-19

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							
Federal Sources - Federal Transit Authority		3,100,000	2,174,786	32,032	(925,214)	-29.85%	4,074,000
TOTAL REVENUES:		3,100,000	2,174,786	32,032	(925,214)	-29.85%	4,074,000
TOTAL REV AND TRANSFERS-IN:		3,100,000	2,174,786	32,032	(925,214)	-29.85%	4,074,000

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Trustee & Benefit Payments		470,832	400,024	0	0	70,808	15.04 %	565,000	164,976	29.20 %
TOTAL EXPENDITURES:		470,832	400,024	0	0	70,808	15.04 %	565,000	164,976	29.20 %
TOTAL EXPD AND TRANSFERS OUT:		470,832	400,024	0	0	70,808	15.04 %	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 4/30/2026

Fund: 0372 TECM Debt Service Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		0	730,681	106,372	730,681	0.00 %	0
TOTAL REVENUES:		0	730,681	106,372	730,681	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	80,970,622	106,372	80,970,622	0.00 %	0

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										
Bond Principal / Interest		66,544,000	66,544,299	6,762,621	0	(299)	0.00%	80,069,000	13,524,701	16.89 %
TOTAL EXPENDITURES:		66,544,000	66,544,299	6,762,621	0	(299)	0.00%	80,069,000	13,524,701	16.89 %
TOTAL EXPD AND TRANSFERS OUT:		66,544,000	66,544,299	6,762,621	0	(299)	0.00%	80,069,000	13,524,701	16.89 %

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

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0373 TECM Capital Project Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		355,000,000	316,299,654	33,868,841	(38,700,346)	-10.90%	425,000,000
TOTAL REVENUES:		355,000,000	316,299,654	33,868,841	(38,700,346)	-10.90%	425,000,000
TOTAL REV AND TRANSFERS-IN:		355,000,000	316,299,654	33,868,841	(38,700,346)	-10.90%	425,000,000

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		355,000,000	316,325,872	35,806,113	0	38,674,128	10.89 %	425,000,000	108,674,128	25.57 %
TOTAL EXPENDITURES:		355,000,000	316,325,872	35,806,113	0	38,674,128	10.89 %	425,000,000	108,674,128	25.57 %
TOTAL EXPD AND TRANSFERS OUT:		355,000,000	316,325,872	35,806,113	0	38,674,128	10.89 %	425,000,000	108,674,128	25.57 %

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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 % of Time Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0374 GARVEE Capital Project Fund

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

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)
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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 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		0	108,540	5,609	108,540	0.00 %	0
TOTAL REVENUES:		0	108,540	5,609	108,540	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	14,484,451	5,609	14,484,451	0.00 %	0

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										
Bond Principal / Interest		61,692,200	61,691,856	409,841	0	344	0.00 %	62,512,000	820,144	1.31 %
TOTAL EXPENDITURES:		61,692,200	61,691,856	409,841	0	344	0.00 %	62,512,000	820,144	1.31 %
TRANSFERS OUT										
Operating		0	600	600	0	(600)	0.00 %	0	(600)	0.00 %
TOTAL TRANSFERS OUT:		0	600	600	0	(600)	0.00 %	0	(600)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		61,692,200	61,692,456	410,441	0	(256)	0.00%	62,512,000	819,544	1.31 %

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

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 11 May 2026
 % of Time Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2026

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
Federal Sources - FAA		306,000	265,948	8,997	(40,052)	-13.09%	668,500
State Sources - Misc		1,843,000	1,570,343	102,009	(272,657)	-14.79%	2,158,500
TOTAL REVENUES:		2,149,000	1,836,291	111,006	(312,709)	-14.55%	2,827,000
TRANSFERS-IN							
Operating		2,221,300	2,356,607	80,080	135,307	6.09 %	2,625,000
TOTAL TRANSFERS-IN:		2,221,300	2,356,607	80,080	135,307	6.09 %	2,625,000
TOTAL REV AND TRANSFERS-IN:		4,370,300	4,192,897	191,086	(177,402)	-4.06%	5,452,000

Fiscal Year:	2026	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2026	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Permanent Staff Salaries		908,104	914,294	84,053	0	(6,190)	-0.68%	1,083,972	169,678	15.65 %
Board, Hourly, OT, Shift Diff		55,000	54,326	0	0	674	1.23 %	74,000	19,674	26.59 %
Fringe Benefits		402,152	367,773	34,832	0	34,379	8.55 %	479,228	111,455	23.26 %
Travel Expense		102,352	94,010	5,217	0	8,342	8.15 %	119,222	25,212	21.15 %
Internal Holdback -		0	0	0	0	0	0.00 %	1,100,000	1,100,000	100.00 %
Operating Expenditures		1,467,928	1,202,878	47,584	180,354	84,696	5.77 %	2,375,478	992,246	41.77 %
Capital Equipment Expense		5,444,900	5,156,898	23,114	62,688	225,313	4.14 %	5,444,900	225,313	4.14 %
Capital Facilities Expense		2,084,600	263,815	67,453	39,710	1,781,075	85.44 %	2,134,600	1,831,075	85.78 %
Trustee & Benefit Payments		3,895,800	4,057,922	108,380	0	(162,122)	-4.16%	26,983,557	22,925,636	84.96 %
TOTAL EXPENDITURES:		14,360,836	12,111,914	370,632	282,752	1,966,169	13.69 %	39,794,957	27,400,289	68.85 %
TOTAL EXPD AND TRANSFERS OUT:		14,360,836	12,111,914	370,632	282,752	1,966,169	13.69 %	39,794,957	27,400,289	68.85 %



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 10 min

Presenter's Name Jason Brinkman	Presenter's Title District 3 Engineer
Preparer's Name Vincent Trimboli	Preparer's Title District 3 Transportation Program Manager

Subject

I-84 MOBILITY IMPROVEMENTS - GARRITY TO WYE		
Key Number	District 3	Route Number Interstate 84

Background Information

District 3 will present the finding from the recently conducted I-84, Mobility Improvements Study, KN 24665, that recommends moving forward from the study phase into preliminary design projects, including Interchange Modification Reports and a corridor wide environmental study.

Given the steadily increasing traffic volumes on Interstate 84, the district’s goal with this project was to determine a viable, long-term solution to the existing and anticipated future congestion in the corridor. The study included the interchanges starting with the Flying Wye, Eagle Road, Meridian Road, Ten Mile Road, SH-16, and Garrity Road.

The extensive traffic study began in summer of 2025. The study shows traffic volumes on I-84 have increased over the last five years by an annual average of nearly 10%, with larger increases in the western segments. The entrance ramps at interchanges to I-84 experience significant congestion during commute times resulting in vehicle queues onto the local cross streets. The exit ramps have similar congestion issues during commute times, slowing and queuing traffic on I-84. These factors lead to delays that cost travelers and businesses time and money.

The study evaluated a range of capacity expanding improvements and operational strategies to improve traffic flow and reduce congestion and bottlenecks in the I-84 corridor. Recommendations include adding auxiliary lanes to the four existing mainline directional lanes between interchanges in the corridor and adding an additional lane (to a total of six lanes) westbound from the I-184 “Wye” Interchange west to the SH-55/Eagle Road Interchange. The recommendations are estimated to improve travel time and reliability with user cost savings estimated to be up to \$64,000 per day and \$16 million annually.

Other potential operational strategies to investigate include ramp metering, travel time displays, improvements to traffic signal timing and operation, automated incident detection and stopped vehicle detection.



Board Agenda Item

ITD 2210 (Rev. 12-23)

In a subsequent board item, Highway Division Administrator Amy Schroeder will recommend updating the FY26-32 to include \$5 million in the current fiscal year (FY26) to fund the move forward into the preliminary engineering and environmental phase of this project.

Recommendations *(Action items require a resolution)*



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/17/2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 10 min

Presenter's Name Vincent Trimboli	Presenter's Title Transportation Program Manager
Preparer's Name Vincent Trimboli	Preparer's Title Transportation Program Manager

Subject

SH-44, I-84 TO STAR ROAD PEL STUDY CANYON COUNTY, UPDATE		
Key Number 23630	District 3	Route Number SH-44

Background Information

District 3 will present an informational update on significant progress for the SH-44, I-84 to Star Road Planning and Environmental Linkages Study (PEL), KN23630.

The working purpose of this PEL study was to determine primary alternatives and perform environmental analysis that will be moved forward into the future NEPA process on the Idaho State Highway 44 (SH-44) corridor from Star Road west to Interstate 84. This is an approximately 10-mile stretch of SH-44 through the rapidly growing communities of Star and Middleton. State Highway 44 is a primary east/west commuter route providing direct regional access to growing Eagle and downtown Boise. ITD has worked on and off planning for safety and mobility improvement in this corridor since 1999.

The SH-44 PEL started in the summer of 2023 and was approved by the Federal Highway Administration (FHWA) in May of 2026. This is the first completed Planning and Environmental Linkages Study completed by the department since the development of the ITD's new PEL guidelines.

The goal of this PEL was to streamline subsequent alternatives analysis heading into the NEPA process, the next phase of the project. Public involvement has been a heavy focus throughout the project and will continue to be a focal point in future project phases. ITD kicked off the work by conducting a PEL training workshop with FHWA and agency stakeholders to explain the relatively new process. Additionally, the project team held a visioning workshop with stakeholders to determine regional concerns and opportunities, along with gaining valuable input to develop the project Purpose and Need statement and goals. This information was the backbone for all the future public and stakeholder meetings. Along with several larger stakeholder meetings, four public meetings helped to drive extensive alternative analysis using the publicly developed purpose and need as the screening criteria. Key jurisdictional stakeholders included the city of Middleton, the city of Star, Canyon County, Highway District 4, Middleton School District, COMPASS and Ada County Highway District.

The public input centered around the different alternatives that were further screened with each of the meetings. Nearly 80% of the citizens that commented preferred alternative 2, which would build an alternate route south of town. Most concerns and comments outside of the City of Middleton



Board Agenda Item

centered around improving access onto SH-44 at more than a dozen primary intersections between the interstate and Star Road.

The following four alternatives, in addition to the “No Build” alternative, were evaluated and moved forward after the final PEL screening:

- Alternative 1: SH-44 Widening and Improvements on Existing Alignment
- Alternative 2: SH-44 South Alternate Route around Middleton at Ballard Lane
- Alternative 3: SH-44 South Alternate Route around Middleton at Cemetery Road
- Alternative 4: SH-44 One-Way Couplet through Middleton to South

As part of pre-NEPA, the department is further evaluating the four alternatives above to determine whether any will be screened out, along with a economic resources technical memo before the full environmental study begins. ITD is also addressing specific concerns voiced by Middleton, such as wastewater treatment plant impacts, Middleton Middle School access, and planned commercial development impacts.

The expectation is to determine a class of action, either Environmental Assessment or Environmental Impact Statement, and file a Notice of Intent (NOI) to move into the NEPA process later this year or early in 2027. In accordance with Board Policy 4031, the Board has to approve all work in the Early Development program. A request will be submitted to the Board for an additional \$5 million in the Draft FY 2027-2033 ITIP to finish the environmental study including preliminary engineering. There are no construction funds budgeted for the project.

Recommendations *(Action items require a resolution)*



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 10 min

Presenter's Name Amy Schroeder	Presenter's Title Division Administrator - Planning & TECM
Preparer's Name Amy Schroeder	Preparer's Title Division Administrator - Planning & TECM

Subject

Changes to the Current Fiscal Year 2026-2032 Idaho Transportation Investment Program (ITIP)		
Key Number	District Statewide	Route Number

Background Information

During the April Board Workshop discussion about Revenue and Idaho Transportation Investment Program (ITIP) Investment Levels, staff presented that available one-time funds in Fiscal Year (FY) 2027 includes interest earned on several state funds, FY2026 construction project bids being below engineer's estimates, and pay-as-you-go from the Transportation Expansion & Congestion Mitigation (TECM) fund released due to bid savings on bonded projects and not completing a bond sale in FY2026.

The Board provided feedback to staff that supported programming available one-time funds toward ongoing studies, continuing project development to the greatest extent possible, strategic early property acquisitions, and construction of select preservation and safety projects.

At the May Board business meeting, a list of proposed high priority projects was presented by each District Engineer. Board feedback was once again received regarding support of the proposed project list and the possibility of funding construction of an expansion project adjacent to SH-16 in the community of Star. Staff noted that several of the projects listed would benefit from funds in the current fiscal year.

Board Policy 4011, Idaho Transportation Investment Program, states mid-year changes to the ITIP which require a scope or delivery change requires Board approval. The following list from the May Board meeting and one additional project are recommended to be funded in the current fiscal year in order to advance the project in the specified phase:

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

* \$12.2 million total project cost for construction – proposed to be funded in FY2026 and FY2027.

** This design is for SH-75, Birch Street to Spruce Street, which will be a new construction project added to FY27-33 ITIP.

Recommendations *(Action items require a resolution)*

Approval of resolution on page 85B.

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of 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



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 35 min

Presenter's Name Schroeder, Wonacott and Jahns	Presenter's Title DA - Plng & TECM, ITIP Program Manager, Sr. PIO
Preparer's Name Amy Schroeder	Preparer's Title Division Administrator - Planning & TECM

Subject

Draft Fiscal Year 2027-2033 Idaho Transportation Investment Program (ITIP)		
Key Number	District Statewide	Route Number

Background Information

From January through June each year, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborate to create the Draft Idaho Transportation Investment Program (ITIP). The ITIP is a seven-year, fiscally-constrained summary of investments in Idaho’s road network as well as other divisions and programs. Board Policy 4011, Idaho Transportation Investment Program, describes the annual update process and that projects shall be based on prioritized needs, funding projections, and resource availability.

The reduction in the availability of Strategic Initiatives Program Fund (SIPF) has had a significant impact to the development of the draft ITIP this year, with more than \$1 billion over the seven-year ITIP needing to be moved from a funded program to the Early Development program with no funding year. This is approximately one-third of the total investment in the state highways system. Board Policy 4031, Early Development Program, states that projects included in the Early Development Program shall be approved by the Board and reflect the need to have the project ready to capitalize on funding opportunities or to match a Board approved funding strategy. In order to balance project programming with available funds, a list of projects that have been moved into the Early Development Program can be found in the draft ITIP, and a summary is attached for reference.

ITD continues to be judicious in our contingency planning – both for increased revenues like we have experienced the past few years and also for this revenue reduction in the FY2027-2033 ITIP. As a result of this reduced revenue of general fund transfers into the SIPF, ITD is focusing on its core responsibility of maintaining, operating and preserving the state highway system. Expansion and capacity projects are primarily at risk due to the reduction in SIPF general fund transfers.

Board feedback has been critical in determining programs and funding levels as a result of the reduced revenue, which was programmed for all seven years of the ITIP. Presentations in recent months and Board feedback have all guided the preparation of the Draft FY2027-2033 ITIP:

January 2026: The board indicated that the ITIP update should focus on core strategic programs and maintaining the current investment in pavements and bridges (\$200 million and \$100 million each, respectively). ITD acknowledges these investment targets are not sufficient to maintain the state



Board Agenda Item

ITD 2210 (Rev. 12-23)

highway system and meet performance metrics, however, the ITIP must be fiscally-constrained and therefore these investment levels are fixed at this time. If revenue is restored or increases, the Board will be presented with investment options for adjusting the pavement and bridge programs to account for the effects of inflation and to maintain the condition of pavements and bridges.

April 2026: Two important topics were discussed with the Board. There was a summary of funds available for the current year and the next seven years, which showed available one-time funds in FY2027 as a result of interest earned on several state funds, some additional revenue above prior forecasts, FY2026 construction project bids being below the engineer's estimates, and pay-as-you-go from the Transportation Expansion & Congestion Mitigation (TECM) fund as a result of bid savings on bonded projects. There was also a recommended list of various ITIP programs, such as required federal programs and state-funded programs and contingency strategies, that the Board provided feedback on.

May 2026: Available one-time funds in FY2027 summarized for the Board, will allow ITD to make strategic investments toward continuing studies and the development of projects for potential restoration of revenue in coming years. Strategic property acquisitions and select high priority preservation and safety construction projects were also presented and discussed. The Board continued to support the investment of identified one-time funds to provide for project development of high priority projects in case funding levels improve.

The listing of projects for the FY2027-2033 draft ITIP has been provided to Board members for review. Projects in the ITIP are divided into separate programs with specific objectives. Projects require funds to be developed (preliminary engineering, design, and environmental approval), possibly for right-of-way acquisition, and for contract construction (including construction engineering). Project costs are shown accordingly in the draft ITIP with the program year listed being the year by which all funds will be obligated with the State or Federal government. Projects are sequenced in each program by program year and district.

The draft program is multimodal in nature and includes projects from the following categories: highway construction, planning, public transportation, alternative transportation (i.e. bicycle/pedestrian), electric vehicle infrastructure, carbon reduction, and aeronautics.

Upon receiving Board direction, ITD will proceed with a 30-day public comment period scheduled to occur during the month of July. Board action on this item indicates concurrence to begin public involvement and is not meant to indicate Board approval of the projects in the Draft ITIP. Final review and subsequent approval of the ITIP is scheduled for the September 2026 board meeting.

Recommendations *(Action items require a resolution)*

Approval of resolution directing staff to proceed with a 30-day public comment period in the month of July. Resolution on page 88.

EARLY DEVELOPMENT (UNFUNDED) IN FY27-FY33 DRAFT ITIP

Project Name & Location	Unfunded Cost Estimate (\$000s)	Program(s) & Previous Fiscal Year	Key Number
DISTRICT 1			
US 2, PRIEST RIVER CITY LIMITS, BONNER COUNTY	5,355	Pavement FY30	20365
I 90B, POST FALLS BUSINESS LOOP, POST FALLS	5,019	Pavement FY31	23649
I 90, RAMP REPAIR, SHOSHONE COUNTY	1,748	Pavement FY31	25078
I 90, WALLACE VIADUCT MSE WALL REPAIR, SHOSHONE CO	4,667	Pavement FY32	24190
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM	2,688	Safety & Capacity FY30	21937
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	11,800	Safety & Capacity FY30	21939
SH 53, N BRUSS TO MP 8.3, KOOTENAI CO	24,640	Safety & Capacity FY30	24162
US 95, W ELMIRA; MT MEADOWS, KOOTENAI TRAIL INT IMP	2,923	Safety & Capacity FY30	22798
STATE, SPIRIT BEND AVE, ATLAS	1,558	Safety & Capacity FY30	22799
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTENAI CO	13,454	Safety & Capacity FY32	23429
DISTRICT 2			
US 95B, COTTONWOOD BUSINESS LOOP, IDAHO CO	1,212	Pavement FY29	22737
STATE, D2 PAVEMENT PRESERVATION	1,066	Pavement FY31	24557
SH 13B, MIDDLE FK CLEARWATER RV BR, KOOSKIA	28,315	Bridge FY30	22295
US 95, CULDESAC CANYON PASSING LN PH 5, NEZ PERCE CO	22,477	Safety & Capacity / Bridge FY31	20444
US 95, CULDESAC CANYON PASSING LN PH 4, NEZ PERCE CO	31,218	Safety & Capacity FY28	20395
US 95, D2 TRAFFIC SIGNAL UPGRADES, LATAH CO	8,256	Safety & Capacity FY28	24195
US 95, S WINCHESTER TO CHAINUP TURNOUT, LEWIS CO	9,241	Safety & Capacity FY29	20426
US 95, RODEO DR TO ESTES RD, MOSCOW	4,600	Safety & Capacity FY29	23213
SH 13, CURVE IMPROVEMENT, NR KOOSKIA	2,653	Safety & Capacity FY29	19861
US 95, MISSION CR TO GOLDEN EAGLE RD, NEZ PERCE CO	10,704	Safety & Capacity FY30	13002
US 95, JCT SH 6 POTLATCH INTERSECTION, LATAH CO	7,338	Safety & Capacity FY30	13004
US 95, FREEZE RD TO BEPLATE RD SB PASSING LN, LATAH CO	6,646	Safety & Capacity FY30	20029
SH 8, EB ACCELERATION LN, MOSCOW	455	Safety & Capacity FY30	23216
US 95, RAPID RV BR TO RIGGINS, IDAHO CO	11,070	Safety & Capacity FY31	23650
SH 128, DOWN RV RD INTERSECTION IMPROVEMENT, LEWISTON	1,997	Safety & Capacity FY31	23652
US 95, SHEEP CREEK REST AREA TURNBAY, IDAHO CO	1,912	Safety & Capacity FY31	23653
US 95, RED DUCK LN TURNBAYS, NEZ PERCE CO	2,540	Safety & Capacity FY31	24193
SH 64, CURVE IMPROVEMENTS PH1, LEWIS CO	1,760	Safety & Capacity FY31	24196
US 95, CROOKS HILL, LATAH COUNTY	8,825	Safety & Capacity FY32	23654
US 95, WESTLAKE RD TURNBAYS, LEWIS CO	1,906	Safety & Capacity FY32	23655
SH 13, US 95 AND W MAIN ST JCT IMPROVEMENT, GRANGEVILLE	380	Safety & Capacity FY32	23656
US 12, VALLEY VIEW DR TO KOOSKIA WIDENING, IDAHO CO	2,200	Safety & Capacity FY32	23651
US 12, ARROW BRIDGE, NEZ PERCE CO	105,050	Safety & Capacity (ED)	23333
DISTRICT 3			
I 84, EXIT 90 TO EXIT 95 RESTORATION, MOUNTAIN HOME	230,500	Pavement FY31	23540
I 84, BLACK CANYON RD TO SAND HOLLOW, PAYETTE CO	100,000	Pavement (ED)	23557
SH 55, PEAR LANE TO FARMWAY RIGHT-OF-WAY ACQUISITION, CALDWELL	14,000	Safety & Capacity FY28	23335
US 95, NE 16TH ST & N WHITLEY DR INT IMPRV, FRUITLAND	1,178	Safety & Capacity FY31	25087
SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	7,553	Safety & Capacity FY32	23638
SH 55, ROUND VALLEY PASSING LANES, VALLEY CO	4,845	Safety & Capacity FY32	24093
I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2,072	Safety & Capacity (ED)	22712
SH 55, BANKS INTERSECTION IMPROVEMENTS, BOISE CO	50,000	Safety & Capacity (ED)	24378
SH 44, I 84 INTERCHANGE REPLACEMENT, CANYON CO	97,874	Safety & Capacity / Bridge FY32	23188
SH 51, GATE AND DMS INSTALL, OWYHEE COUNTY	895	System Support FY31	24538
SH 44, DUFF LANE INTERSECTION	-	Developer Funded - New	ORN25380
DISTRICT 4			
US 93, JEROME BUTTE TO R CANAL	28,552	Safety & Capacity / Bridge FY32	24321
US 93, 3800 N TO IC 93/30, TWIN FALLS CO	3,968	Safety & Capacity FY30	22455
I 84, SALT LAKE IC TO 400 SOUTH, CASSIA CO	4,624	Safety & Capacity FY31	23193
SH 46, LITTLE CITY OF ROCKS TO SCHOOLER CR, GOODING CO	2,818	Safety & Capacity FY31	23600
SH 24, MINIDOKA CO LN TO KIMAMA, LINCOLN CO	4,809	Safety & Capacity FY32	22704
SH 50, SH 50 & ROCK CREEK RD, TWIN FALLS CO	7,027	Safety & Capacity FY32	24100
SH 75, BELLEVUE TO FOX ACRES, BLAINE CO	45,000	Safety & Capacity (ED)	24303

EARLY DEVELOPMENT (UNFUNDED) IN FY27-FY33 DRAFT ITIP

Project Name & Location	Unfunded Cost Estimate (\$000s)	Program(s) & Previous Fiscal Year	Key Number
DISTRICT 5			
US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELLO	13,943	Safety & Capacity FY31	22687
US 91, SIPHON TO TYHEE RD, BANNOCK CO	12,215	Safety & Capacity FY32	23171
I 15, 5TH ST INTERCHANGE RAMPS, BANNOCK CO	9,500	Safety & Capacity (ED)	24944
US 91, UTAH STATE LINE TO BEAR RIVER BR, PRESTON	6,120	Pavement (ED) - New	ORN25207
DISTRICT 6			
US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS	3,084	Safety & Capacity FY30	20539
US 93, TOMCAT HILL CURVES, BLAINE CO	6,798	Safety & Capacity FY31	20663
SH 28, SHOULDER WIDENING AND RUMBLE STRIPS, LEMHI CO	5,250	Safety & Capacity FY31	23601
US 20, EXIT 337 RAMP EXT, MADISON CO	2,635	Safety & Capacity FY31	24084
SH 33, 6000 S TWO WAY LEFT TURN LN, TETON CO	3,196	Safety & Capacity FY31	24089
SH 32, SHOULDER WIDENING AND RUMBLE STRIPS, FREMONT CO	9,449	Safety & Capacity FY31	24095
SH 33, SHOULDER WIDENING, REXBURG	1,833	Safety & Capacity FY31	24322
US 20, EXPRESSWAY MEDIAN CABLE BARRIER, BONNEVILLE CO	7,744	Safety & Capacity FY32	20114
US 20, MP 273 TO BONNEVILLE CO LINE	69,500	Pavement (ED)	24097
US 20, INL PUZZLE TO MP 273, BUTTE/BINGHAM CO	55,500	Pavement (ED)	23572
US 20, JCT SH 87 TO MT ST LN (TARGHEE PASS) PH 1 & PH 2	21,741	Pavement (ED)	14054
STATE, US 20/26 CONNECTOR, IDAHO FALLS	20,500	Pavement (ED)	22689
US 20, I15 / US20 CONNECTOR RIGHT-OF-WAY ACQUISITION, IDAHO FALLS	50,000	Safety & Capacity (ED)	22222
US 20, AUXILIARY LANES LEWISVILLE IC TO S RIGBY IC	28,444	Pavement & Safety (ED)	23246

1,278,840

PROPOSED TECM BONDED (UNFUNDED) IN FY27-FY33 DRAFT ITIP

Project Name & Location	Unfunded Cost Estimate (\$000s)	Program(s) & Previous Fiscal Year	Key Number
DISTRICT 1			
I 90, US 95 IC, EMMA AVE TO NEIDER AVE, KOOTENAI CO	131,360	Safety & Capacity / TECM Bonding	24395
DISTRICT 2			
US 95, SPALDING BRIDGE, NEZ PERCE CO	154,150	Safety & Capacity / TECM Bonding	23334
DISTRICT 3			
US 20/26, MIDDLETON ROAD TO STAR ROAD, CANYON COUNTY	125,500	Safety & Capacity / TECM Bonding	24309
SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	53,967	Safety & Capacity / TECM Bonding	25077
SH 55, PEAR LANE TO FARMWAY, PH1 & PH2, CALDWELL	80,560	Safety & Capacity / TECM Bonding	25084/5
I 84, MOBILITY IMPROVEMENTS	250,000	Safety & Capacity / TECM Bonding	25068
DISTRICT 4			
SH 75, MCKERCHER TO BROADWAY RUN, BLAINE CO (w/o grant)	48,900	Safety & Capacity / TECM Bonding	24304
DISTRICT 5			
I 15, US 26 IC & UPRR BRIDGE ST BRIDGE NBL & SBL, BLACKFOOT	171,000	Safety & Capacity / TECM Bonding	22692/3
I 15, WIDENING MP 89.4 TO 91.8, BINGHAM CO	120,800	Safety & Capacity / TECM Bonding	24396
I 15, UPRR, S BLACKFOOT IC #89 NBL & SBL, BINGHAM CO	143,200	Safety & Capacity / TECM Bonding	22241/2
DISTRICT 6			
US 20, BONNEVILLE CO LINE TO MP 291	81,411	Pavement / TECM Bonding	24149
US 20, CHESTER TO ASHTON PH 1, FREMONT CO	134,850	Safety & Capacity / TECM Bonding	20053

1,495,698

RESOLUTION

WHEREAS, Board Policy 4011 directs the Department to establish, maintain, 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

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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/17/2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 min

Presenter's Name Captain Barry/Deputy Martin	Presenter's Title Gem County Sheriff
Preparer's Name Josephine Middleton	Preparer's Title HSM

Subject

Zero Traffic Fatality Awards		
Key Number	District D3	Route Number

Background Information

Gem County recorded a total of nineteen (19) traffic fatalities from 2020 to 2024. In 2025, there were 150 crashes but no fatalities. Representatives from Idaho State Police, the Gem County Sheriff's Office, and the ITD District 3 Gem County maintenance staff have been invited to attend the board meeting to accept an award recognizing their efforts in traffic safety and emergency response.

Recommendations *(Action items require a resolution)*

--



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/17/2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 min

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

Subject

FFY27 Annual Grant Application and FFY27-29 Triennial Highway Safety Plan Approval		
Key Number	District	Route Number

Background Information

The Office of Highway Safety (OHS) will present information on the FFY27 Annual Grant Application (AGA) and the FFY27-29 Triennial Highway Safety Plan (THSP) for Board approval. The THSP will be submitted to the National Highway Traffic Safety Administration on July 1, 2026, and the AGA will be submitted on August 1, 2026, to request funding for 55 local community grant projects and 21 program administration, planning, and statewide media projects.

Recommendations *(Action items require a resolution)*

The Board approves the FFY 2027 Annual Grant Application and FFY27-29 Triennial Highway Safety Plan to be submitted to the National Highway Traffic Safety Administration unless a 30-day consideration is desired. Resolution on page 91.

RESOLUTION

WHEREAS, Idaho recorded 28,128 reportable traffic crashes, 252 traffic 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 15 min

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

Subject

Interstates 15, 84 and 86 - Truck Speed Limits and Transition to Uniform Speed Limits		
Key Number	District	Route Number

Background Information

Following the passage of Idaho House Bill 664 during the 2026 legislative session, the Idaho Transportation Department (ITD) initiated an engineering study to evaluate a uniform speed limit standard. HB 664 amended Idaho Code § 49-654 by eliminating the mandated 10 mph lower limit for heavy commercial trucks. ITD evaluated the 80 mph corridors along Interstates 15, 84, and 86 analyzing operating speeds, pace speed bands, speed differential between cars and trucks, and historical crash data.

Key Data Findings - Operational data highlights a clear speed variance between vehicle classes along these corridors:

- **Overall Traffic:** The 85th percentile speed for all vehicles is 85 mph, with the primary pace speed band sitting between 75 mph and 85 mph.
- **Commercial Traffic:** The eighty-fifth percentile speed for Commercial Motor Vehicles (CMV) is 74 mph. While 63% of CMVs operate within a 64 mph to 73 mph pace band; a notable 28% already track over the 70 mph truck speed limit, between 71 mph and 80 mph.

Projected Operational Impacts - Implementing a uniform 80 mph speed limit for all vehicle classes is anticipated to deliver safety and efficiency gains:

- **Smoother Traffic Flow:** Standardizing the limit is expected to narrow the current 11 mph operational speed gap, creating a more stable traffic platoon and reducing sudden deceleration conflicts between cars and CMVs.
- **Reduced Vehicle Conflict:** Normalizing speeds is anticipated to reduce erratic lane-changing maneuvers from motorists attempting to bypass slower commercial trucks, enhancing overall highway capacity and reducing CMV-involved incidents.
- **Optimized Enforcement:** An 80 mph threshold accommodates current CMV operating levels without regulatory penalty.

ITD Traffic Staff Recommendations - Eliminate differential truck speed limits and transition to 80 mph uniform speed limits for all vehicles on rural segments of Interstate Highways 15, 84, and 86.

Recommendations *(Action items require a resolution)*

Resolution on page 116.



Your Safety • Your Mobility
Your Economic Opportunity

Speed and Crash Data Study on Interstate Highways with 80 MPH Speed Limit

Interstates 15, 84, and 86



June 3, 2026

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Executive Summary

Background & Objective

Following the passage of House Bill 664 during the 2026 legislative session, the Idaho Transportation Department (ITD) initiated this engineering study to evaluate a uniform speed limit standard. HB 664 amended Idaho Code § 49-654 by eliminating the mandated 10 mph lower limit for heavy commercial trucks. ITD evaluated the 80 mph corridors along Interstates 15, 84, and 86 (the green routes shown in Figure 1), analyzing operating speeds, pace speed bands, speed differential between cars and trucks, and historical crash data.

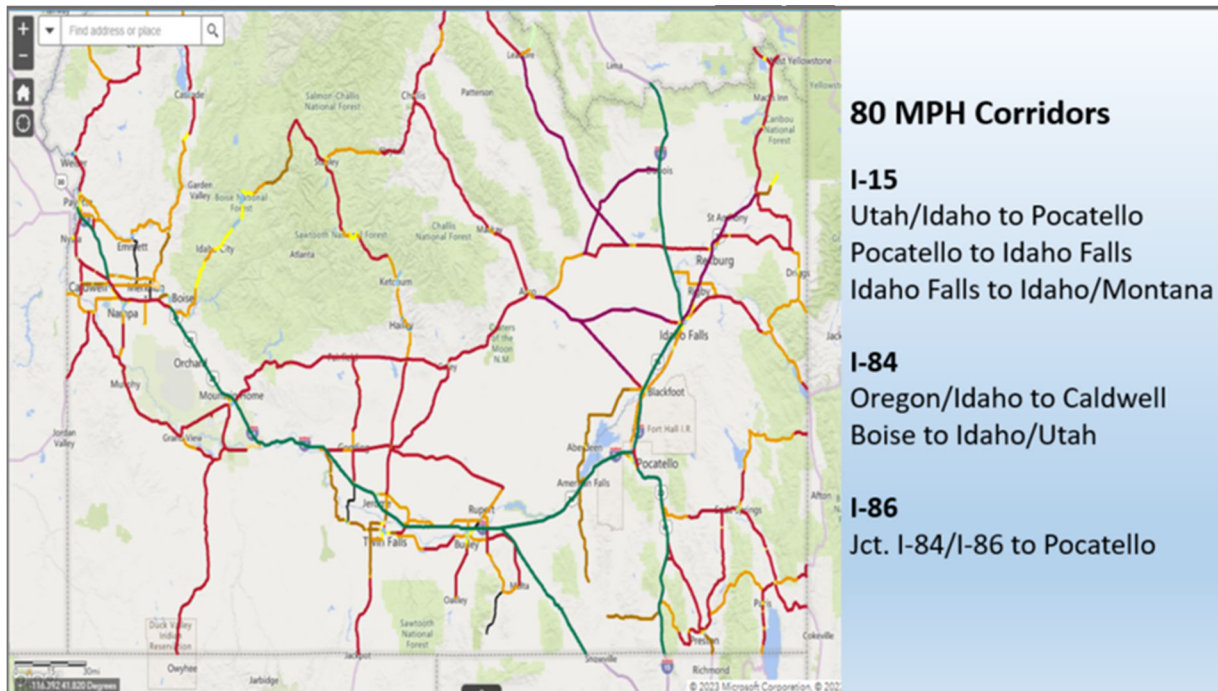


Figure 1. Southern Idaho State Highway Routes

Key Data Findings

Operational data highlights a clear speed variance between vehicle classes along these corridors:

- **Overall Traffic:** The 85th percentile speed for all vehicles is 85 mph, with the primary pace speed band sitting between 75 mph and 85 mph.
- **Commercial Traffic:** The eighty-fifth percentile speed for Commercial Motor Vehicles (CMV) is 74 mph. While 63% of CMVs operate within a 64 mph to 73 mph pace band; a notable 28% already track over the 70 mph truck speed limit, between 71 mph and 80 mph.

Projected Operational Impacts

Implementing a uniform 80 mph speed limit for all vehicle classes is anticipated to deliver safety and efficiency gains:

- **Smoother Traffic Flow:** Standardizing the limit is expected to narrow the current 11 mph operational speed gap, creating a more stable traffic platoon and reducing sudden deceleration conflicts between cars and CMVs.
- **Reduced Vehicle Conflict:** Normalizing speeds is anticipated to reduce erratic lane-changing maneuvers from motorists attempting to bypass slower commercial trucks, enhancing overall highway capacity and reducing CMV-involved incidents.
- **Optimized Enforcement:** An 80 mph threshold accommodates current CMV operating levels without regulatory penalty.

Historical Context

Prior to 1996, Idaho maintained a uniform 65 mph speed limit on rural interstates. Following the repeal of the national maximum speed limit via the National Highway System Designation Act of 1995, the Idaho Legislature passed Senate Bill 1432 in 1996. This raised the maximum interstate speed limit to 75 mph for all vehicles, including CMVs.

In 1998, Idaho House Bill 623 established a pilot program increasing allowable CMV weights from 105,000 to 129,000 pounds. As a legislative compromise to address public concerns over heavier vehicles travelling at higher speeds, HB 623 also included a mandate that capped CMV speeds at 10 mph below the normal speed limit.

During the 2014 session, Idaho Senate Bill 1284a authorized interstate speed limits to increase to 80 mph, contingent upon an engineering study and Idaho Transportation Board concurrence. Consequently, in July 2014, ITD raised the limit to 80 mph on rural sections of Interstates 15, 84, and 86 based on observed 85th percentile speeds; as required by Idaho Code, truck speed limits were automatically set to 70 mph.

Most recently, during the 2026 legislative session, the passage of Idaho House Bill 664 amended Idaho Code § 49-654 to eliminate the mandatory 10 mph lower limit for CMVs, effective July 1, 2026. This statutory shift triggered this engineering study to re-evaluate truck speed limits along 80 mph interstate corridors, specifically reviewing vehicle operating speeds, primary 10 mph pace speeds, differential speeds between light and heavy vehicles, and historical crash data.

Interstate Speed Zones and Monitored Locations

Idaho collects traffic speed, volume, and classification data at automated traffic recorder (ATR) sites deployed state wide; depicted in Figure 2 in red pentagon shapes.

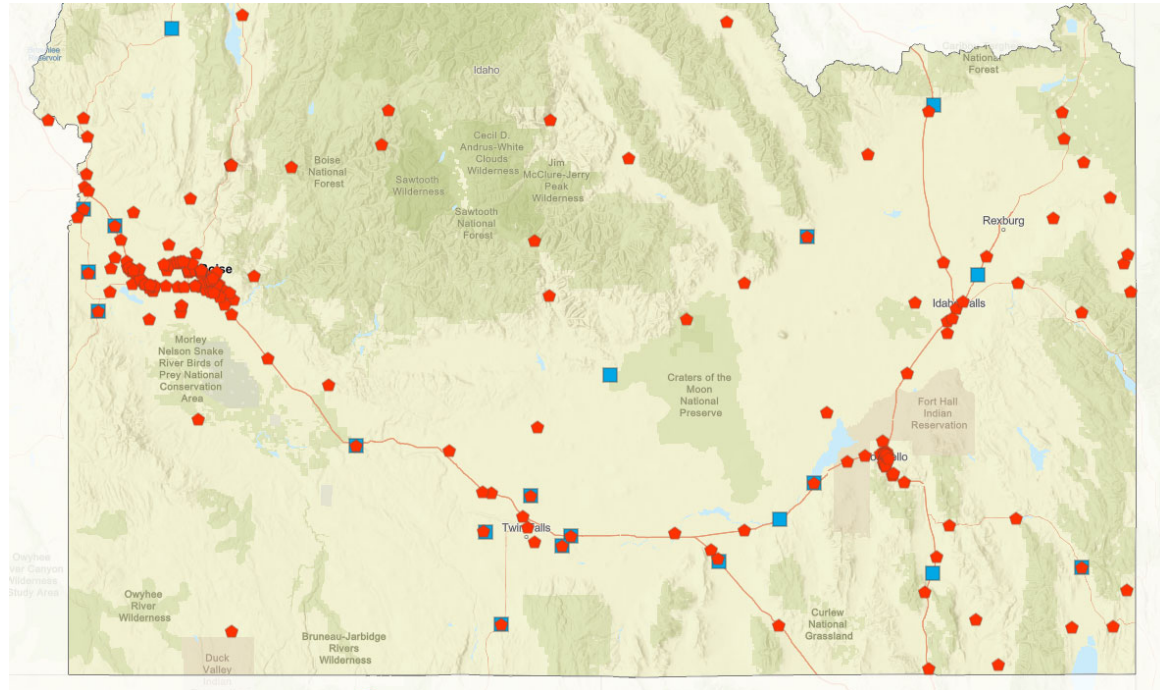


Figure 2. Permanent Continuous Count Sites

The ATR sites used to monitor operations within the 80 mph corridors are listed below.

Interstate 15

The 80 mph corridor extends from the Utah border to milepost 66.78 in Pocatello, from milepost 73.655 near Chubbuck to milepost 117.757 in Idaho Falls, and from milepost 119.69 in Idaho Falls to the Montana border at milepost 196.

Vehicle speeds within the 80 mph corridor are continuously monitored by the following automatic traffic recorder stations along Interstate 15:

- Malad – Milepost 1.965, 0.6 miles south of Woodruff Interchange
- Marsh Valley – Milepost 24.37, 6.5 miles south of the junction with SH-40
- South Pocatello – Milepost 61.87, 1.2 miles southeast of Portneuf Interchange
- Rose Road – Milepost 96.06, 1.6 miles south of Rose-Firth Interchange
- New Sweden – Milepost 114.645, 0.15 miles north of New Sweden School Road underpass
- Roberts – Milepost 132.78, 1.8 miles south of the junction with SH-48
- Spencer – Milepost 176, 4.4 miles south of Spencer Interchange

Interstate 84

The 80 mph corridor on Interstate 84 extends from the Oregon border to mileposts 25.5 near Caldwell and then from milepost 55 in southeast Boise to the Utah border at milepost 275.65.

Vehicle speeds within the 80 mph corridor are continuously monitored by the following automatic traffic recorder stations along Interstate 84:

- Black Canyon – Milepost 15.1, 2.2 miles southeast of Black Canyon Interchange
- Sand Hollow – Milepost 19.1, 1.8 miles southeast of Sand Hollow Interchange
- Jean’s Place – Milepost 58.357, 1.4 miles southeast of Gowen Rd Interchange
- Simco Rd – Milepost 78.1, 3.7 miles east of Simco Road underpass
- Jerome – Milepost 159.23, 2.6 miles east of the junction with SH-46
- East Jerome – Milepost 170.88, 2.133 miles west of US-93 overpass
- Eden – Milepost 186.315, 0.02 miles E of Eden Road
- Yale Road – Milepost 227.58, 0.4 miles northwest of SH-81
- Sweetzer – Milepost 257.424, 3.6 miles southeast of Sweetzer Road Interchange

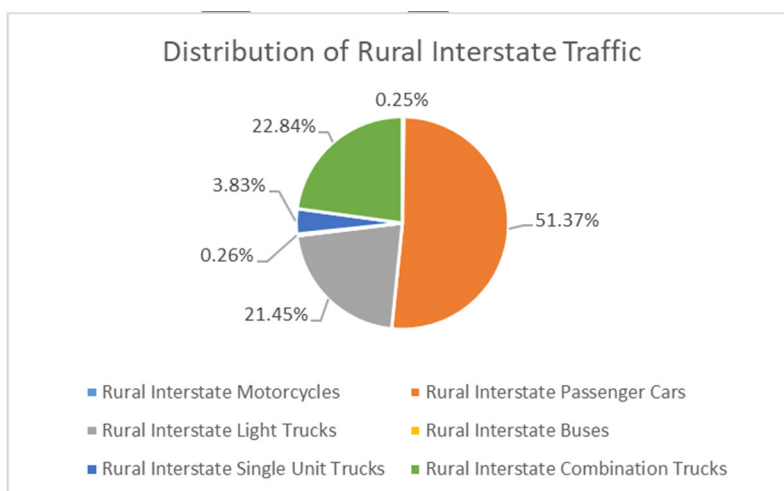
Interstate 86

The 80 mph corridor on Interstate 86 spans nearly its entire length from its junction with Interstate 84 to milepost 61.288 in Chubbuck.

Vehicle speeds within the 80 mph corridor are continuously monitored by the following automatic traffic recorder stations along Interstate 86:

- Raft River – Milepost 14.41, 0.4 miles east of Raft River Interchange
- Arbon Valley – Milepost 50.859, 1.63 miles west of Arbon Valley Interchange
- Pocatello Airport – Milepost 56.4, 1.7 miles west of US-30 Interchange

Distribution of Rural Interstate Traffic



The pie chart shows the 2024 distribution of vehicle classifications travelling on Idaho’s rural interstate highways. CMVs, composed of Single Unit and Combination Trucks, make up 26.67% of rural interstate traffic.

Eighty-fifth Percentile Speeds of All Vehicles (Trucks Included)

The Manual on Uniform Traffic Control Devices, 11th edition (MUTCD) provides guidance for setting speed limits on rural interstate freeways. It outlines completing an engineering study to identify the eighty-fifth percentile speed of observed free-flowing traffic. On rural interstate settings, the MUTCD specifies the speed limit should be set within 5 mph of the eighty-fifth percentile speed of free-flowing traffic. The eighty-fifth percentile speed means that eighty-five percent of all vehicles are traveling at that speed or slower. The 80 mph speed limits on rural sections of Interstates 15, 84, and 86 were established based on observations of the eighty-fifth percentile speeds of all vehicles, including trucks.

Figures 3 and 4 show the observed monthly eighty-fifth percentile speeds on Interstates 15, 84, and 86 in 2024.

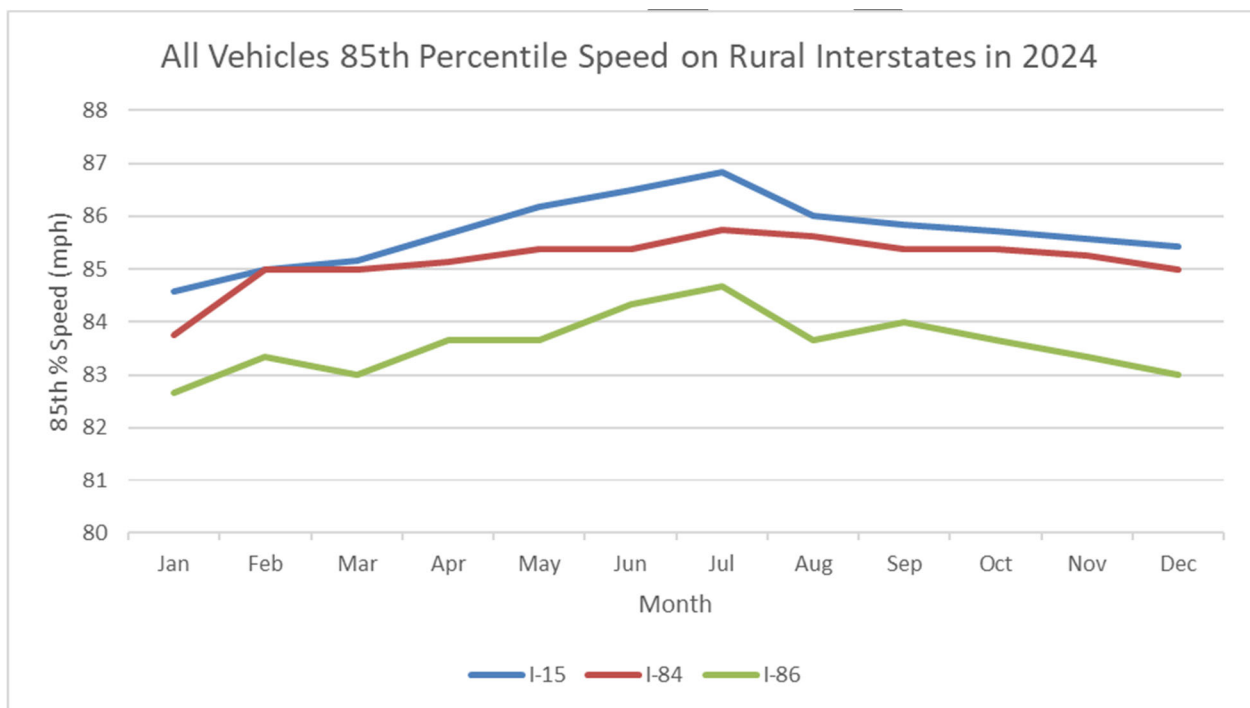


Figure 3. 85th Percentile Speeds of All Vehicles

Figure 3 shows the eighty-fifth percentile speeds of all vehicles, including CMV. The eighty-fifth percentile speed of all vehicles averages 85 mph across the 80 mph corridors: 86 mph on I-15, 85 mph on I-84, and 84 mph on I-86.

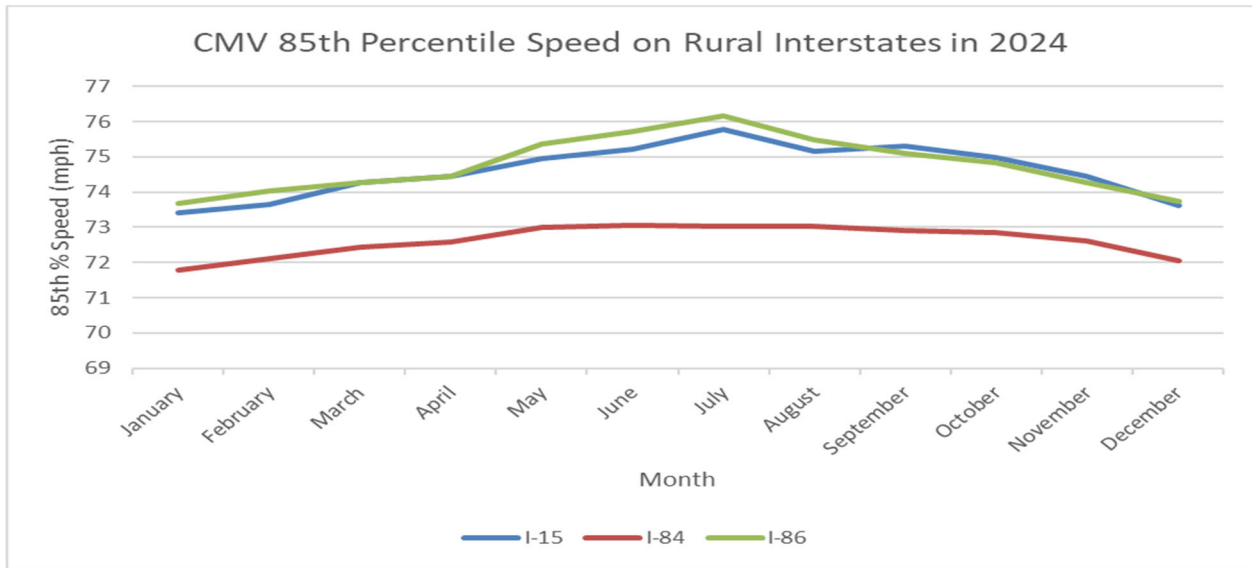


Figure 4. Commercial Vehicle Average 85th Percentile Speeds

Figure 4 shows the average CMV eighty-fifth percentile averages 74 mph across the 80 mph corridors: 75 mph on I-15, 73 mph on I-84, and 75 mph on I-86.

In addition to the eighty-fifth percentile speeds, Figures 3 and 4 gives a picture of the seasonal fluctuation of operating speeds throughout the year; lower during the winter and peaking in the summer. The seasonal speed variation ranges between 1 and 3 mph.

Figures 5 through 7 shows a chronology of interstate speeds since January 2011 with speeds typically peaking in the summer months and dipping in the winter. The break in the line indicates when the 80 mph speed limit (70 mph for trucks) was implemented in July 2014.

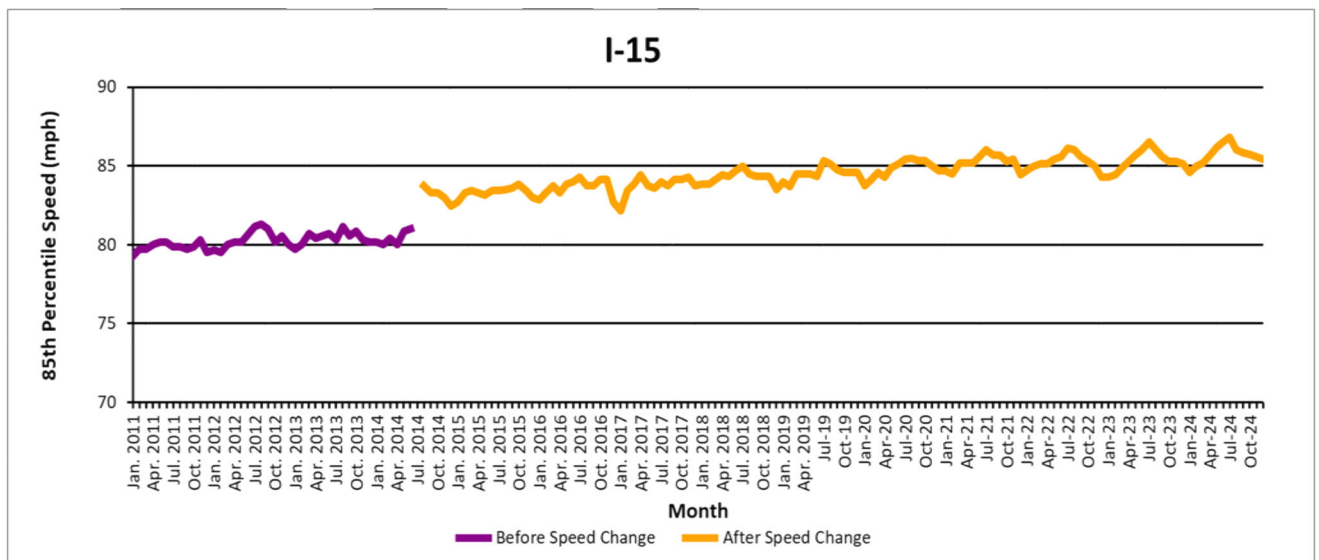


Figure 5. Chronology of Interstate 15 Speeds of All Vehicles

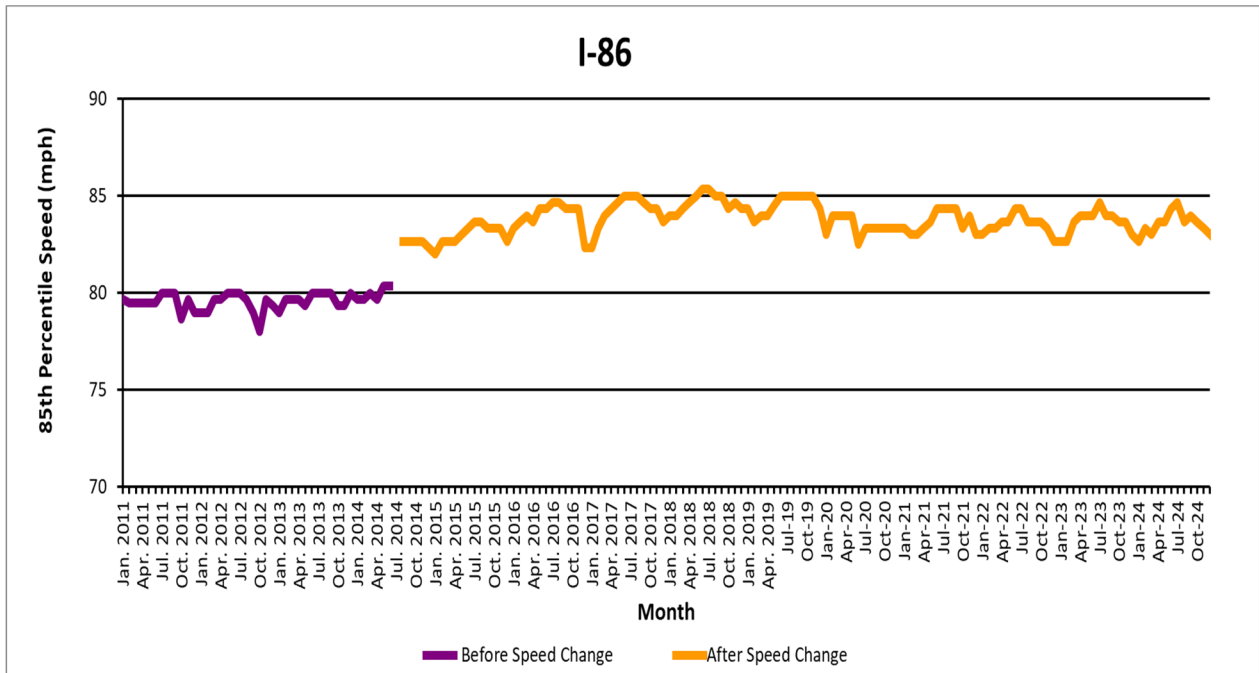


Figure 6. Chronology of Interstate 84 Speeds of All Vehicles

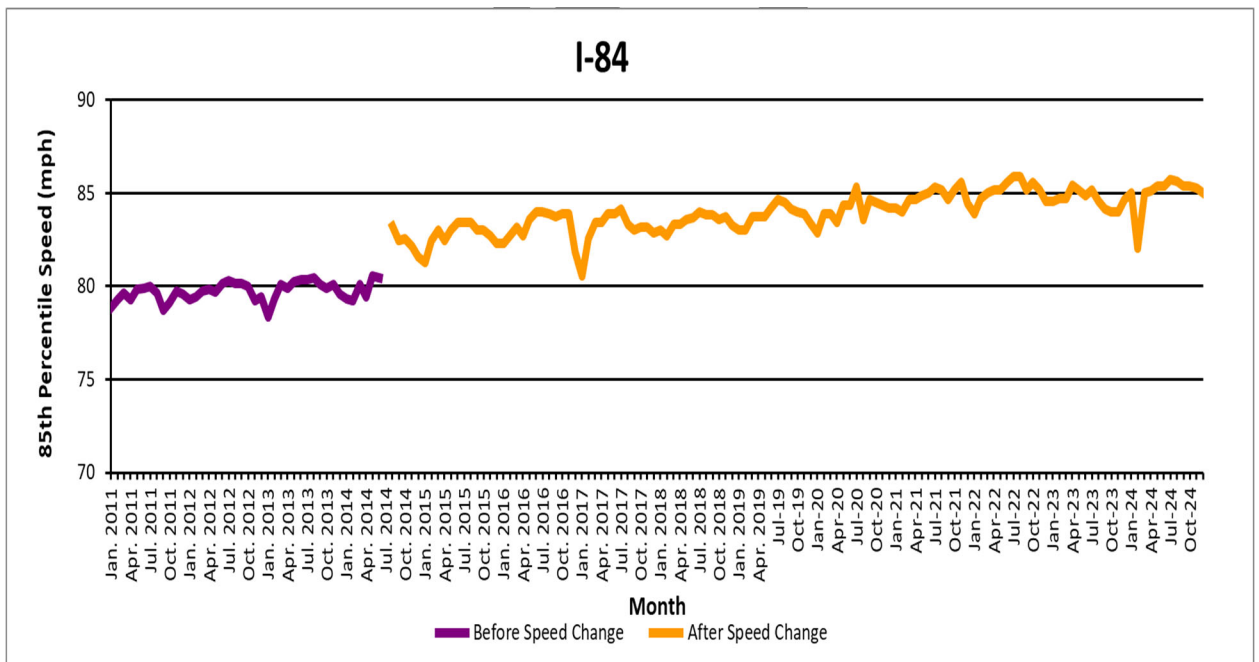


Figure 7. Chronology of Interstate 86 Speeds of All Vehicles

Current observed operating speeds justify maintaining the 80 mph limit. Furthermore, adopting a uniform 80 mph limit allows CMVs to continue traveling at their prevailing flow of 74 mph without facing unwarranted penalties, thereby enabling law enforcement to focus resources toward flagrant speed violators.

Distribution of Vehicle Operating Speeds

The histograms on Figures 8 through 10 show how vehicle speeds are distributed and the range of speeds within which most vehicles operate.

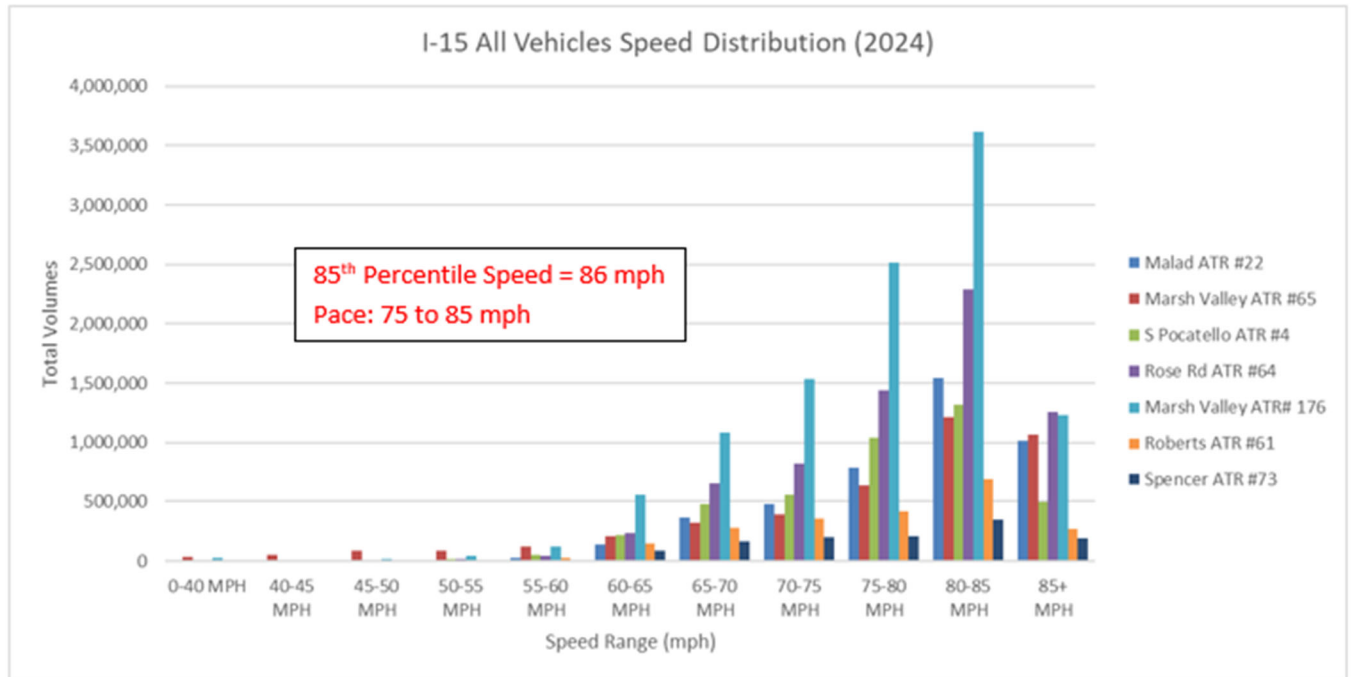


Figure 8. Speed Distribution of All Vehicles on the 80 MPH Corridors of Interstate 15

The histogram on Figure 8 shows the range of speeds that motorists are choosing to travel along the 80 mph segments of I-15. The different colored bars represent speed data collected from the various ATR sites within the corridor. From observed data collected, the pace speed can be determined. The pace speed is the 10 mph band in which the largest number of motorist choose operate. On I-15 the pace speed is between 75 mph and 85 mph. On I-15, 54% of motorists choose to travel within this range; 30% travel below the pace and 16% travel above.

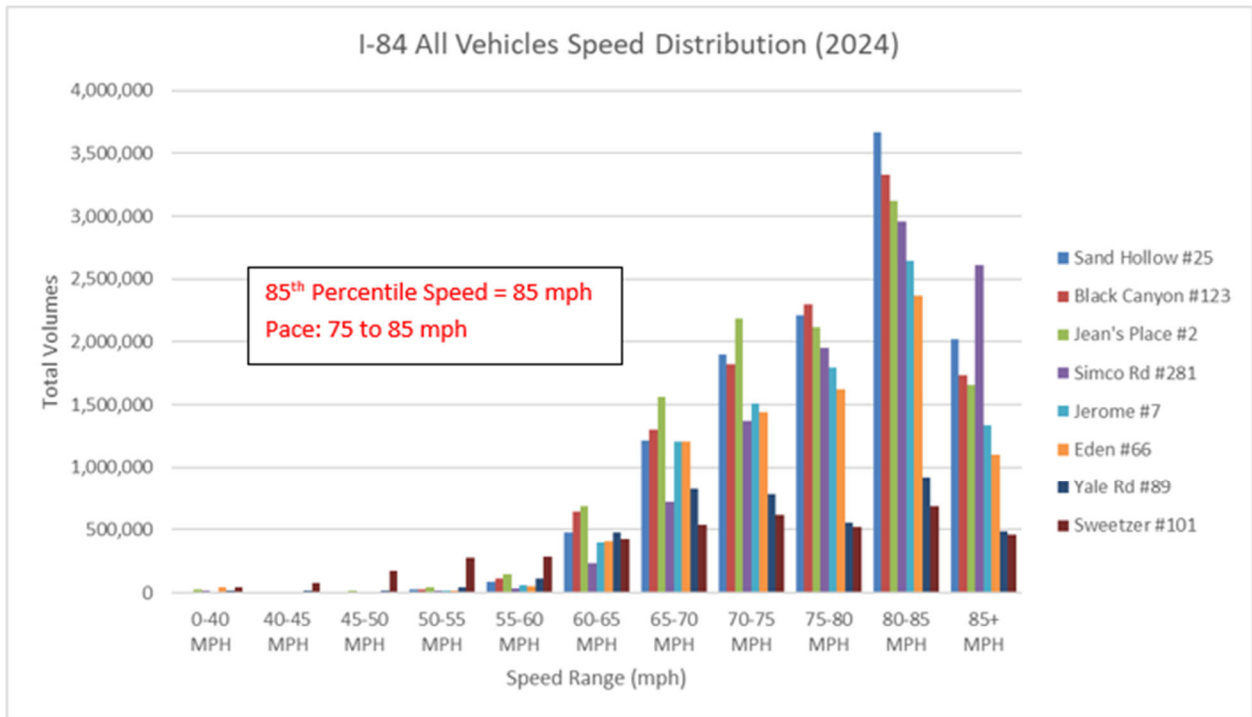


Figure 9. Speed Distribution of All Vehicles on the 80 MPH Corridors of Interstate 84

On I-84 the pace speed is between 75 mph and 85 mph. On I-84, 47% of motorists choose to travel within this range while 37% travel slower and 16% go faster.

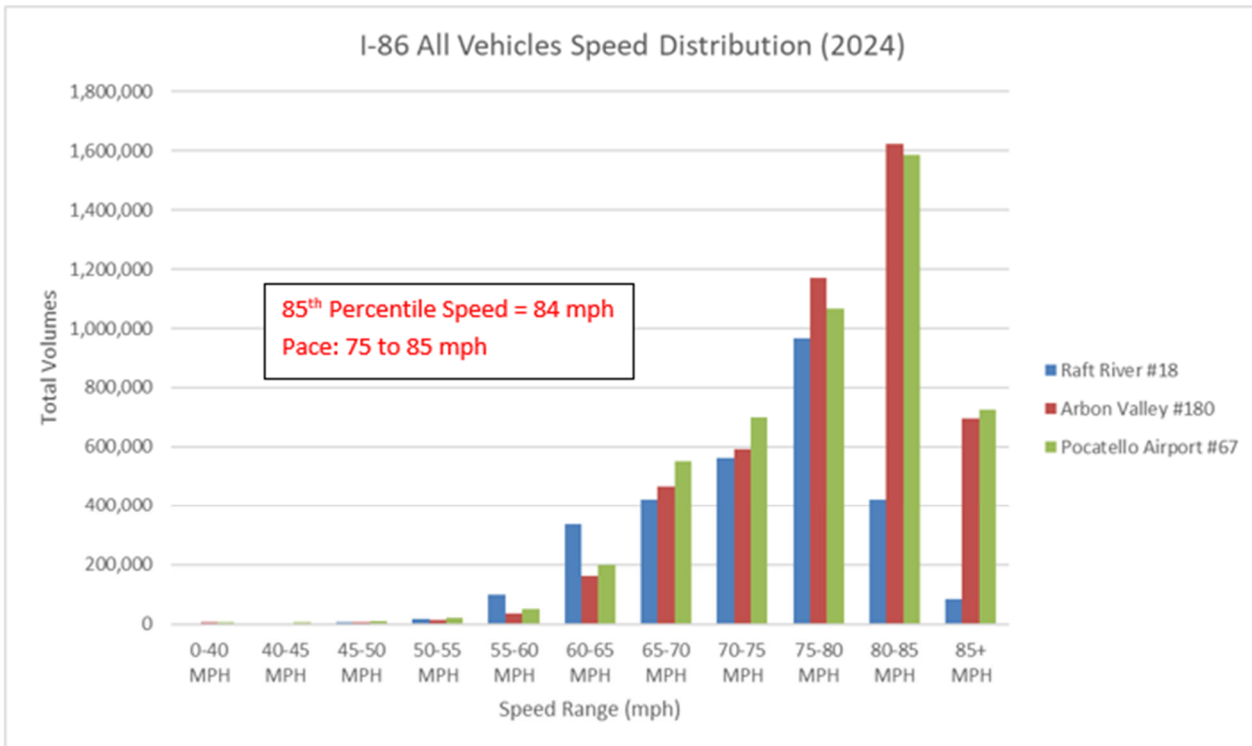


Figure 10. Speed Distribution of All Vehicles on the 80 MPH Corridors of Interstate 86

On I-86 the pace speed is between 75 mph and 85 mph. On I-86, 54% of motorists choose to travel within this range while 34% travel slower and 12% go faster.

Figure 11 shows the CMV speed distribution along the 80 mph corridors. For a more precise view of CMV operations, a more granular review of the speed data was desired; choosing to review CMV speed distributions in 1 mph increments over the 5 mph speed bands available for all vehicles. Due to the large volume of data it was decided that looking at a two-day window in July was sufficiently representative of CMV travel in the 80 mph corridors.

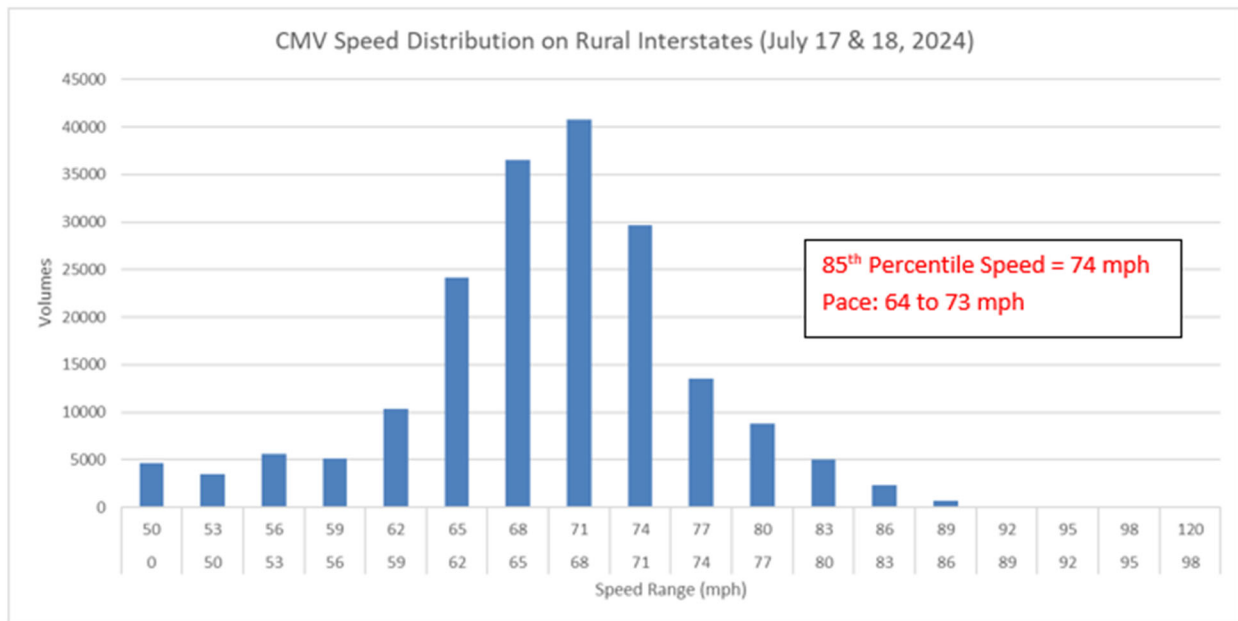


Figure 11. CMV Speed Distribution on the 80 MPH Corridors

The CMV pace is between 64 to 73 mph. The pace contains 63% of CMVs travelling the corridors, 25% of which are travelling above the 70 mph truck speed limit representing 16% of CMV traffic. Currently 28% of CMVs are travelling between 71 and 80 mph; a greater proportion over those travelling below the pace at 21%.

Differential Speeds between Light and Heavy Vehicles

Since the implementation of 80 mph speed limits, the ITD has tracked the differential operating speeds between light (passenger car – PC) and heavy (CMV) vehicles.

The differential speeds between PCs and CMV averages around 11 mph. Prior to the implementation of 80 mph speed limits, the speed differential was around 10 mph. Figure 12 shows the monthly variation in average differential in the 85th percentile speed between PCs and CMVs.

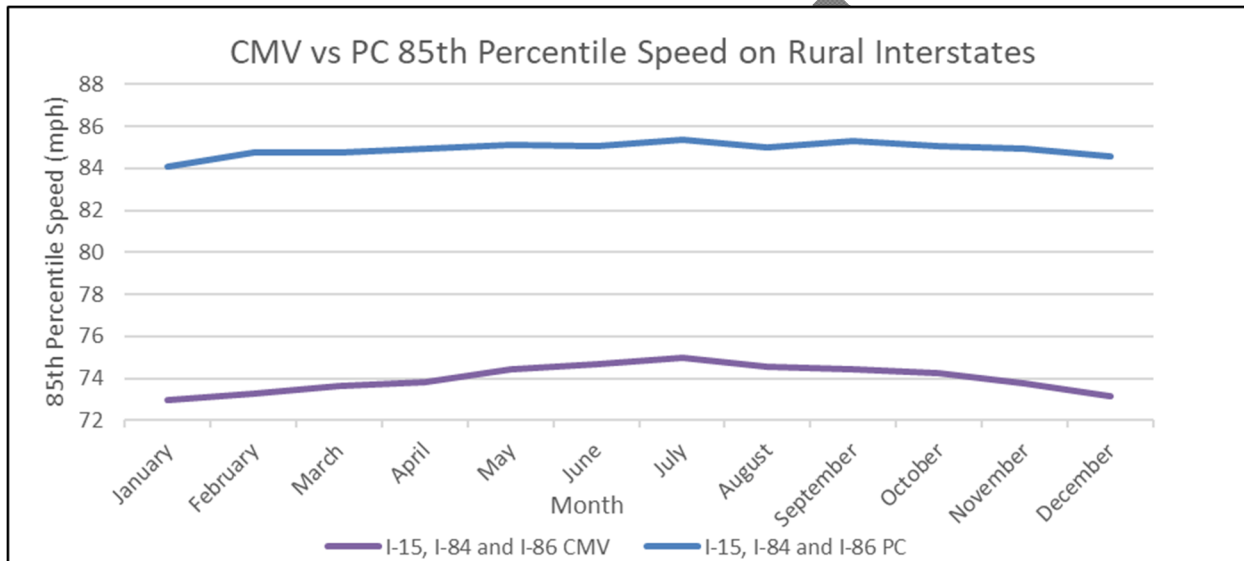


Figure 12. Differential in 85th Percentile Speeds between PC and CMV

Figure 13 shows how the speed differential between PC and CMV has changed between 2013 and 2024 on the 80 mph corridors of Interstates 15, 84, & 86.

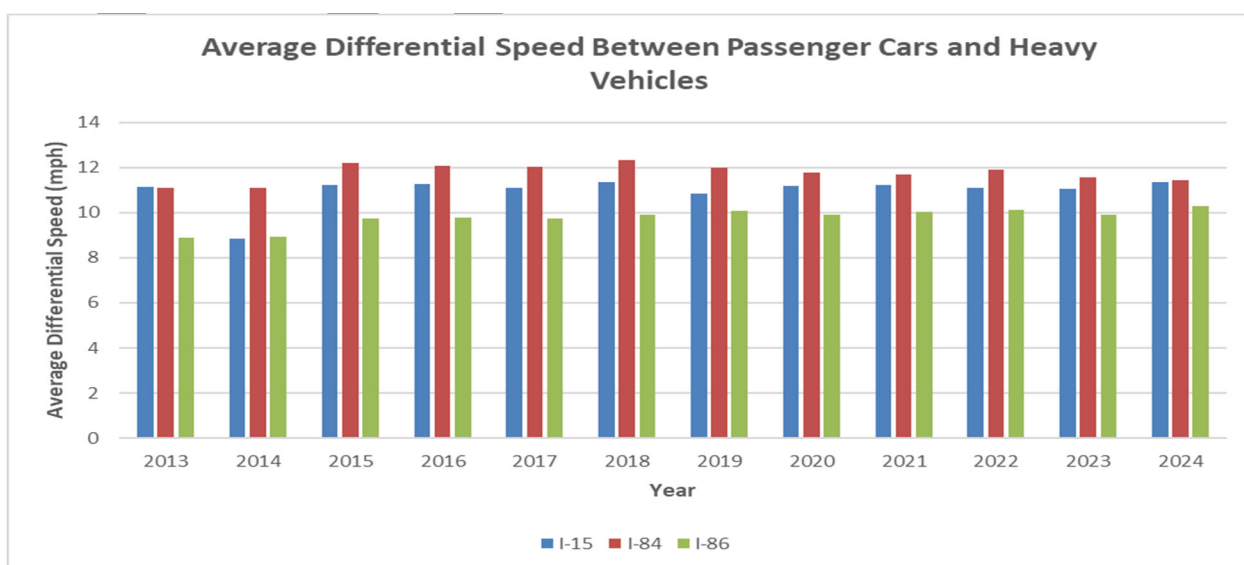


Figure 13. Average Differential Speeds between Light and Heavy Vehicles

It is expected that transitioning to a uniform speed limit will reduce the operational speed differential between vehicle classes, thereby facilitating a more stable traffic platoon resulting in less conflicts within the traffic stream. Motorists will experience fewer disruptions, such as forced deceleration and erratic lane-changing maneuvers to bypass slower commercial vehicles. Alleviating these vehicle conflicts is projected to enhance highway throughput and reduce the frequency of CMV-involved incidents.

Crash Information

Crash Numbers

The ITD Office of Highway Safety tracks the statewide crash numbers and are made available through the AASHTOWare Safety application where the 80 mph corridor crash data was retrieved. Figures 14 and 15 show the number of annual crashes on the 80 mph corridors. The vertical dashed line marks when the speed limit was raised from 75 mph (65 mph for CMV) to 80 mph (70 mph for CMV). The speed limit on Interstate 90 was not raised to 80 mph, but is included in the figures for comparative purposes.

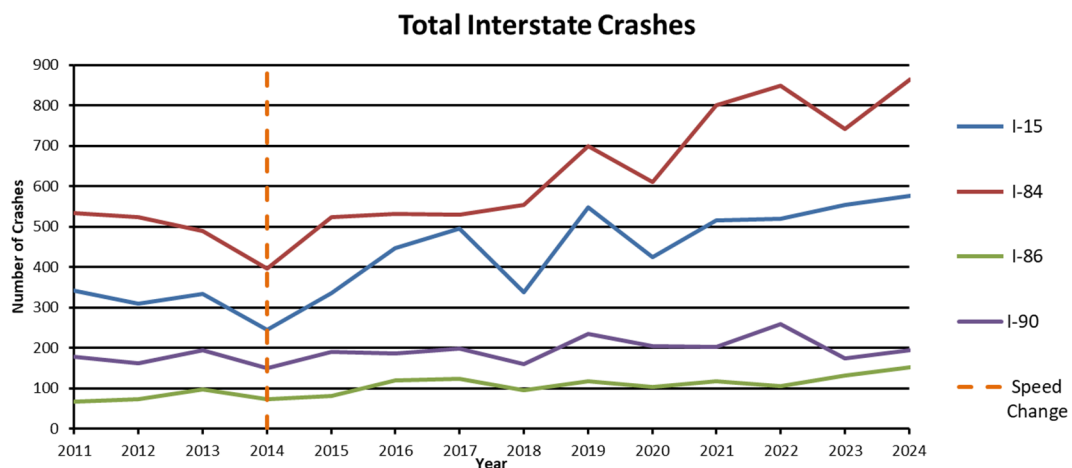


Figure 14. Total of All Crashes on Interstates 15, 84, 86 and 90

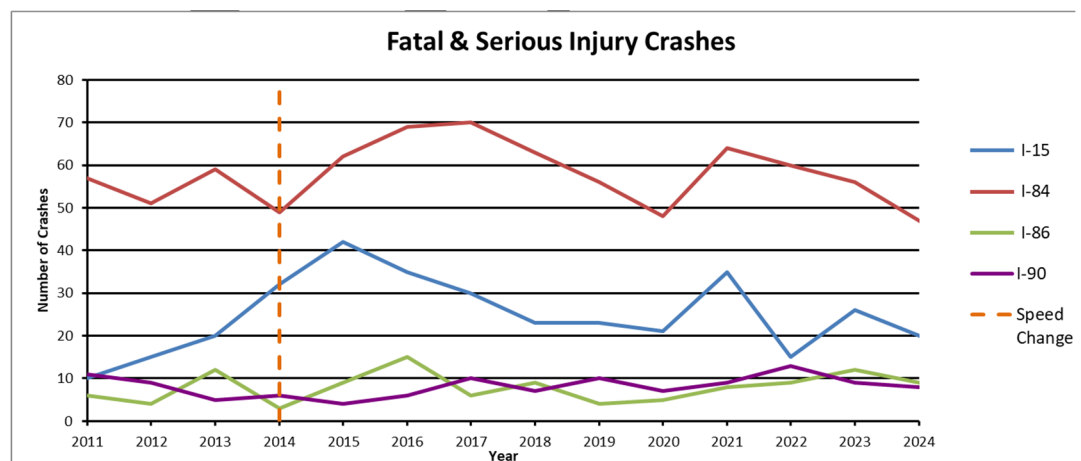


Figure 15. Total of Fatal and Serious Injury Crashes on Interstates 15, 84, 86 and 90

The number of total crashes has been increasing on Interstates 15 and 84, less so 86; while fatal and serious injury crash numbers are now close to pre-80 mph levels.

Figures 16, 17, and 18 show the average annual daily traffic (AADT) counts for I-15, I-84, and I-86 from 2011 to 2024.

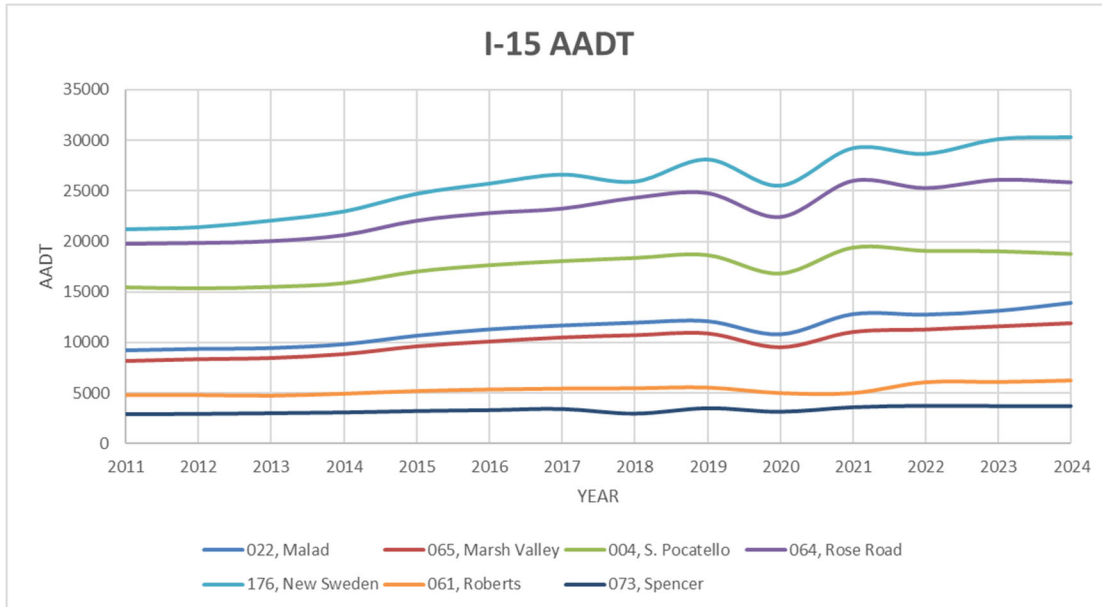


Figure 16. AADT on Interstates 15

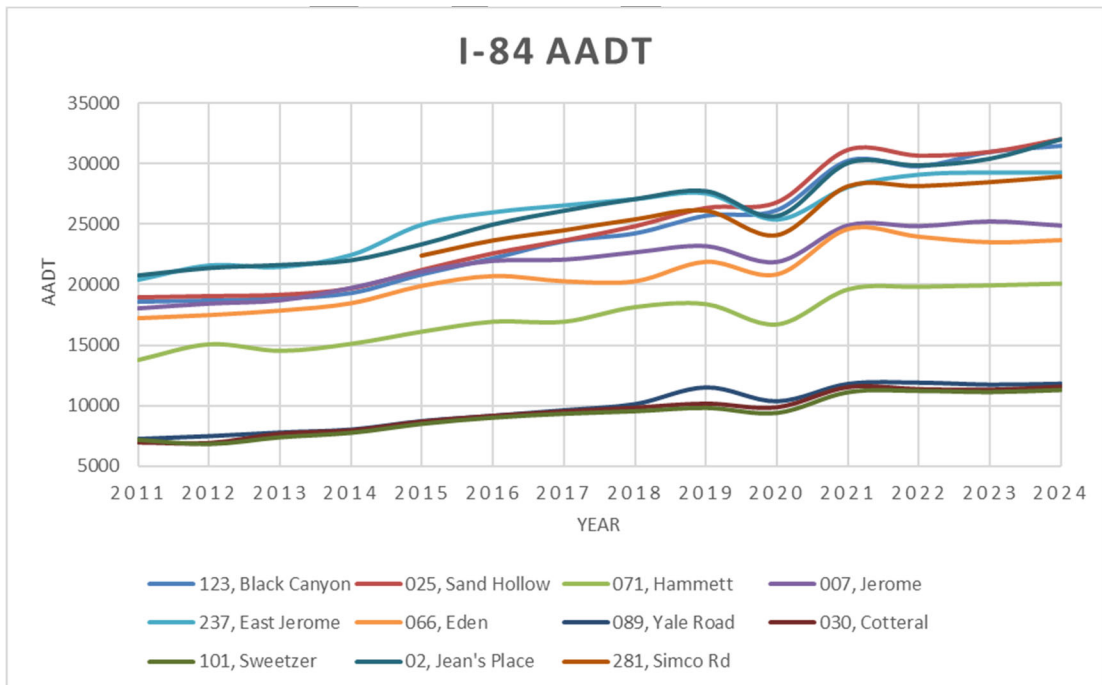


Figure 17. AADT on Interstates 84

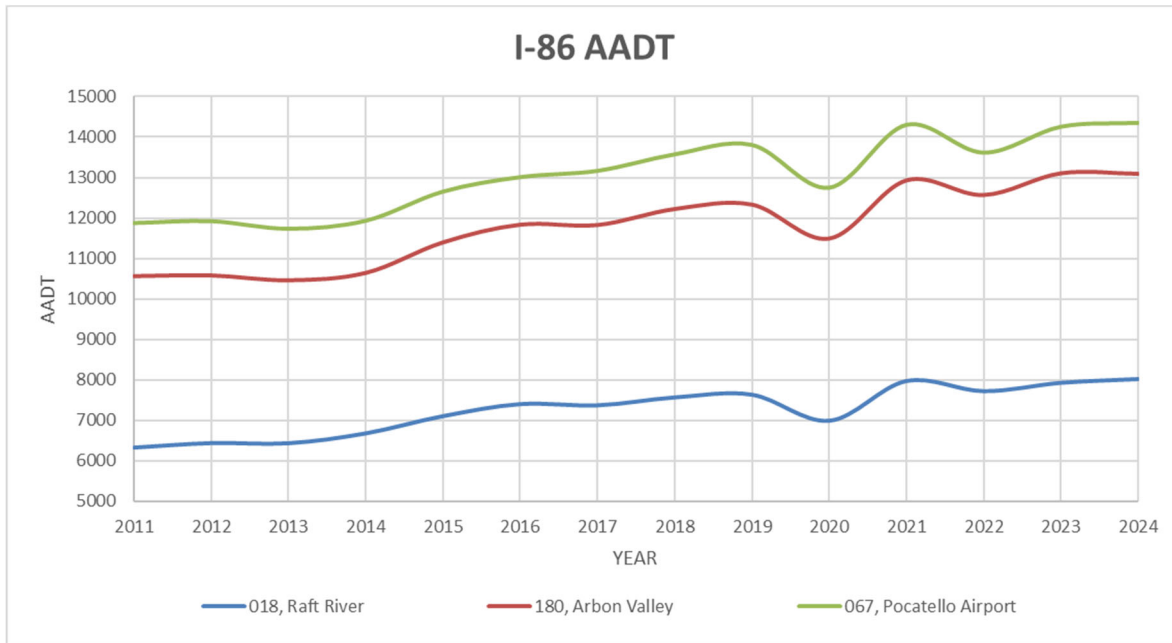


Figure 18. AADT on Interstates 86

Figures 16, 17, and 18 show how traffic volumes have increased along these routes. These figures combined with the crash numbers are used to calculate the crash rates on the 80 mph corridors. Where the crash number is just a count of the number of incidents, the crash rate identifies the risk of getting into a crash.

Crash Rates

A crash rate is the number of crashes for each 100 million vehicle-miles traveled (HMVMT) and is calculated using the following equation where C is total number of crashes, V is traffic volumes in AADT, N is number of years and L is length of highway segment in miles.

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

The following figures (Figures 19 through 22) summarize the crash rates on the 80 mph corridors showing how the frequency of various crash types are trending since 2011 (three years prior to 80 mph speeds) to present (2024).

Figure 19 shows the crash rates for all crashes and Figure 20 shows the crash rates for fatal and serious injury crashes. In the figures, Interstate 90 rates are included as a comparison; 80 mph speed limits were not implemented on I-90.

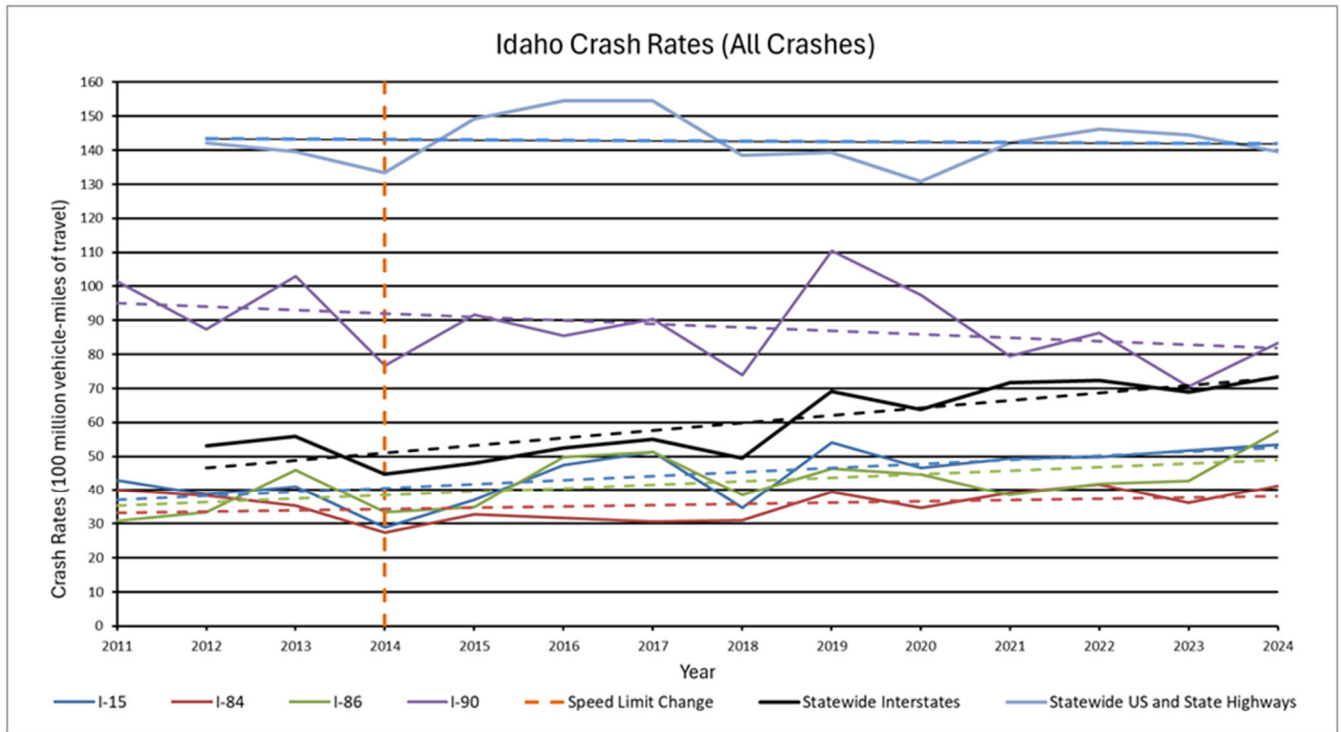


Figure 19. Crash Rates for All Crashes on Interstates 15, 84, 86 and 90

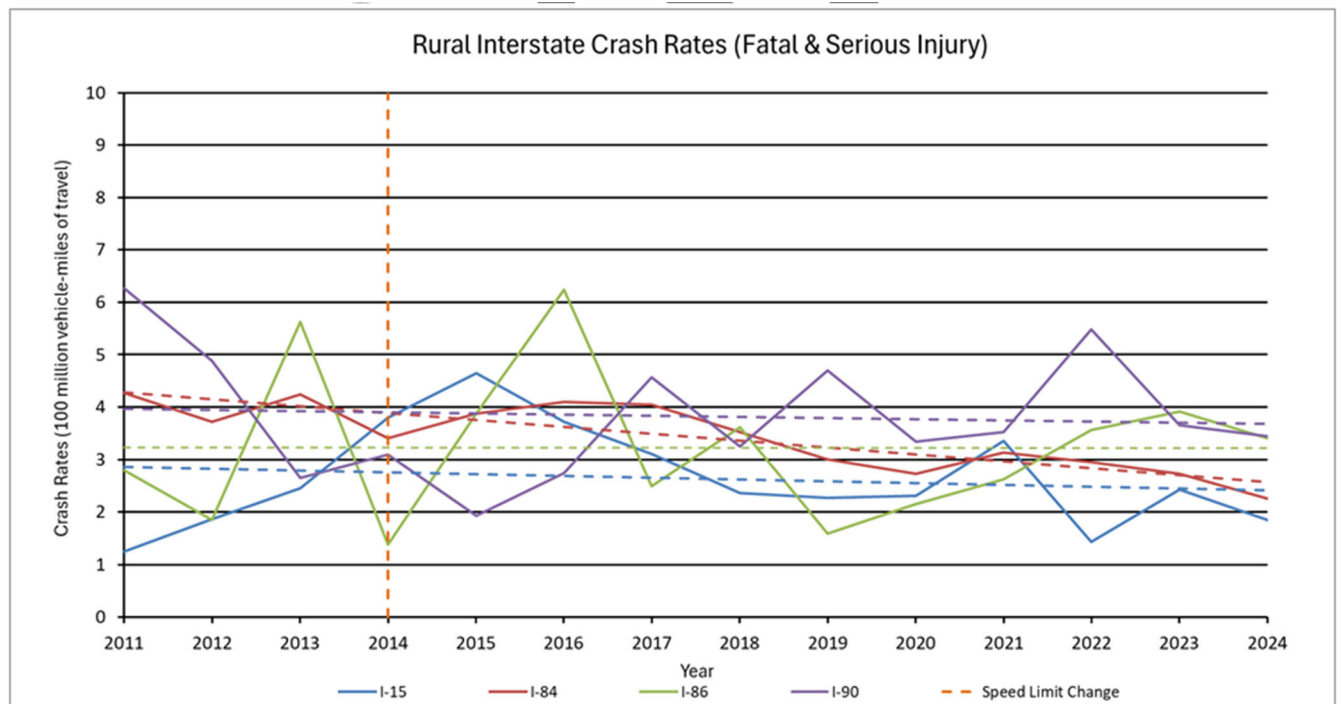


Figure 20. All Vehicles Fatal & Serious Injury Crash Rates on Interstates 15, 84, 86 and 90

Trend lines in Figure 19 show All Crashes crash rates on rural I-15, I-84 and I-86 show crashes increasing. The trend for fatal and serious injury crashes has remained relatively flat (Figure 20).

Crash rates before raising the speed limit to 80 mph (2011 through 2013):

- All Crashes: ranged between 30 and 50 crashes per HMVMT.
- Fatal and serious injury: ranged between 1.3 and 5.6 crashes per HMVMT.

2024 Crash Rates on 80 mph Corridors:

- All Crashes: I-15 = 53 per HMVMT
 - I-84 = 41 per HMVMT
 - I-86 = 57 per HMVMT
- Fatal and Serious Injury:
 - I-15 = 1.85 per HMVMT
 - I-84 = 2.25 per HMVMT
 - I-86 = 3.40 per HMVMT

2024 Statewide Crash Rates:

- Interstate
 - Total Crash = 73.33 per HMVMT
 - Fatal and Serious Injury = 2.84 per HMVMT
 - Fatal = 0.5 per HMVMT
- US and State Highways
 - Total Crash = 139.5 per HMVMT
 - Fatal and Serious Injury = 7.17 per HMVMT
 - Fatal = 1.6 per HMVMT

The crash rate for All Crashes ranging between 41 and 57 per HMVMT is lower than the 2024 statewide interstate crash rate of 73.3 per HMVMT and substantially better than statewide 139.5 per HMVMT rate of US and State Highways (cited from the ITD 2024 Idaho Traffic Crashes Report); see Appendix 6: Idaho State Wide Crash Rates.

Fatal and serious injury rates on the 80 mph corridors of I-15 & I-84 are lower than the Interstate statewide fatal and serious injury rate of 2.84 per HMVMT while the 3.40 rate on I-86 is higher. Compared to the US and State Highways rate of 7.17 per HMVMT, the 80 mph corridors on all three Interstates are much lower. Statewide fatal and serious injury crash rates were provided by the ITD Office of Highway Safety (Appendix 6).

Figure 21 shows All Crashes crash rates that involved CMV; Figure 22 shows the CMV-involved fatal and serious injury crash rates; and Figure 23 shows the CMV-involved fatal crash rate. The figures show that CMV-involved crashes are experiencing similar trends as those for all vehicles.

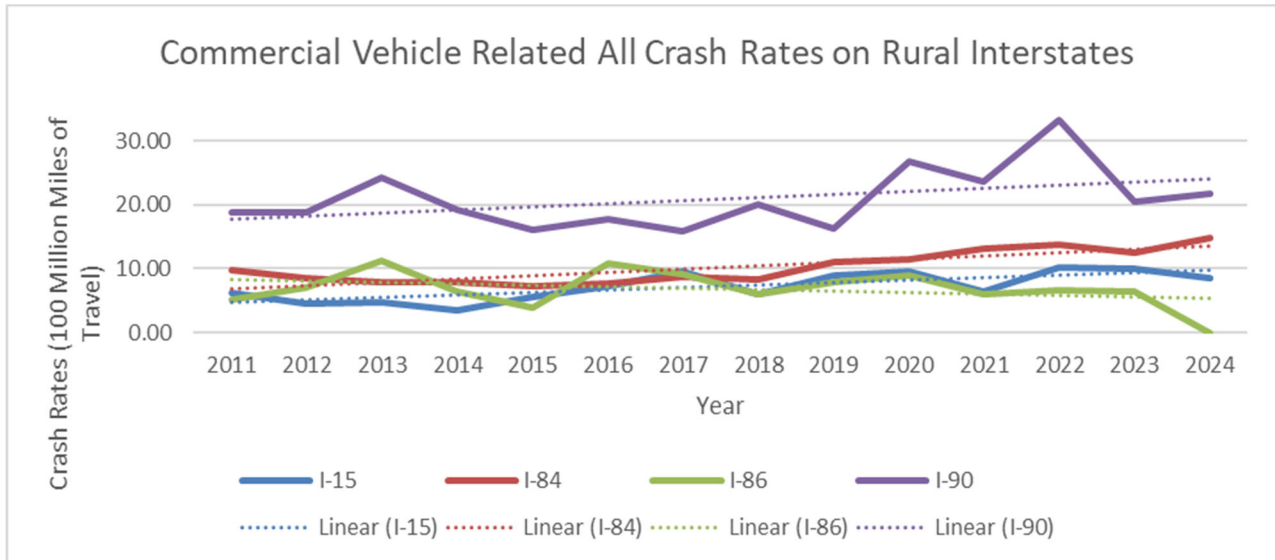


Figure 21. CMV Crash Rates on Interstates 15, 84, 86 and 90

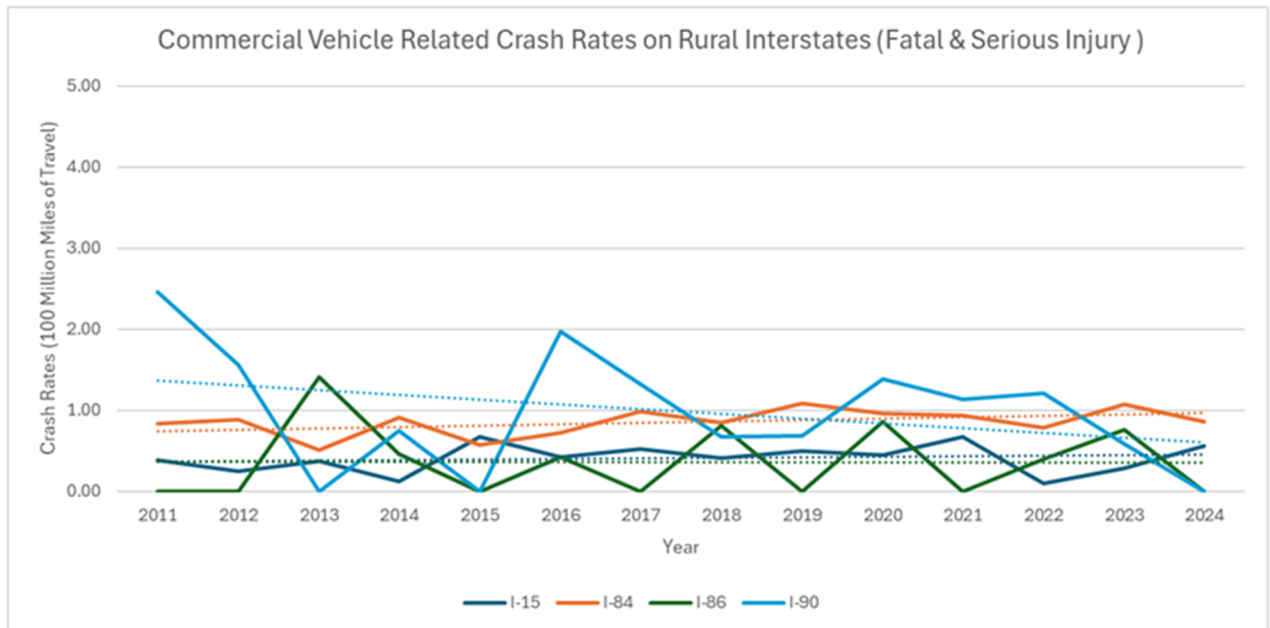


Figure 22. CMV Fatal & Serious Injury Crash Rates on Interstates 15, 84, 86 and 90

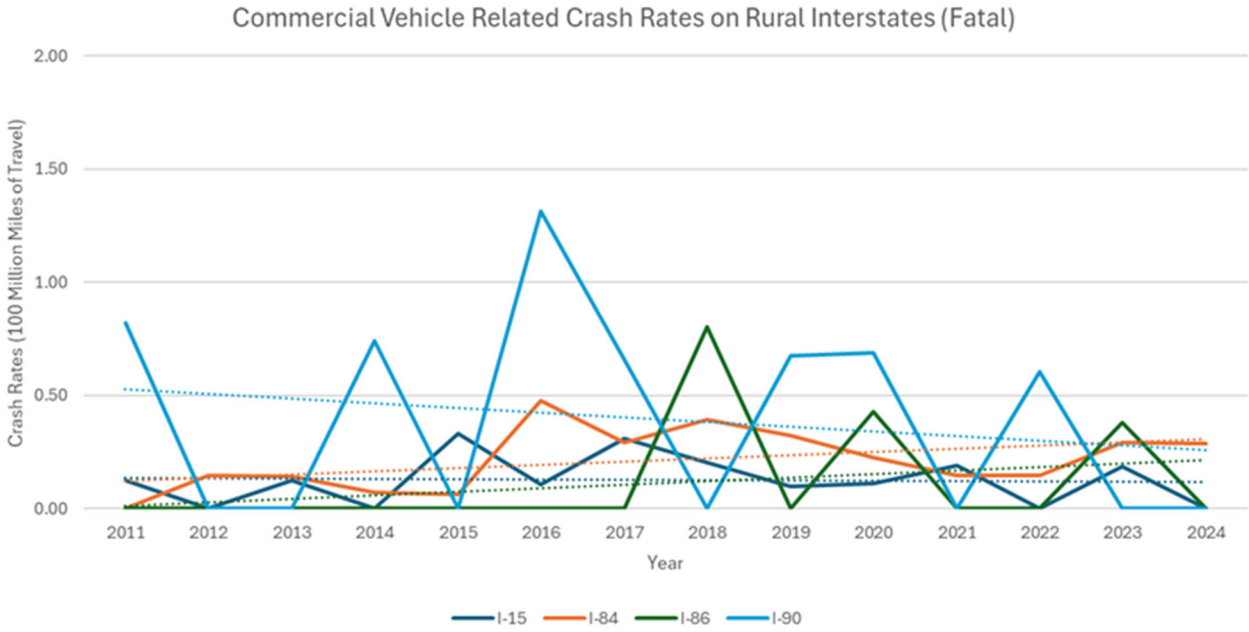


Figure 23. CMV Fatal & Serious Injury Crash Rates on Interstates 15, 84, 86 and 90

Note: For a picture of the risk trucks pose to the motoring public, total traffic volumes are used for calculating the CMV crash rates.

Figure 24 shows how the fatal crash rates on the 80 mph corridors compare to the National fatal crash rate.

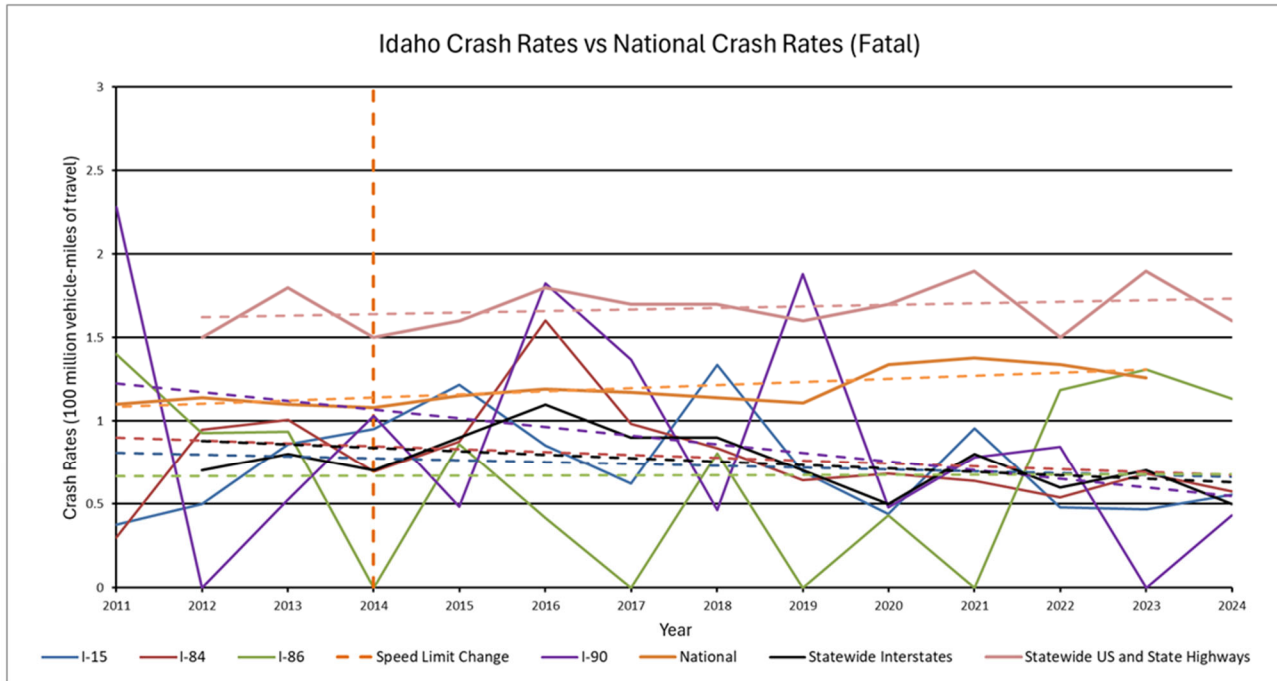


Figure 24. All Vehicles Crash Rates for Fatal Crashes on Interstates 15, 84, 86, & 90 vs. National

2024 Fatal Crash Rates on 80 mph Corridors:

- I-15 = 0.56 per HMVMT
- I-84 = 0.57 per HMVMT
- I-86 = 1.13 per HMVMT

2024 Statewide Fatal Crash Rates:

- Statewide Interstate = 0.5 per HMVMT
- Statewide US and State Highways = 1.6 per HMVMT

2024 National Fatal Crash Rate: 1.19 per HMVMT

Fatal crash rates for all vehicles on rural I-15, I-84, and I-86 ranges between 0.56 and 1.13 crashes per HMVMT. The rates have remained relatively unchanged from prior to 80 mph conditions. Although they are higher than the statewide interstate rate of 0.5 per HMVMT, in particular I-86, they compare favorably against the 1.6 per HMVMT rate of US and State Highways statewide (rates cited from the ITD 2024 Idaho Traffic Crashes Report). The current (2024) fatal crash rates on rural Interstates 15, 84, & 86 matches, if not slightly lower than, the 2024 national fatal crash rate of 1.19 crashes per HMVMT (published by the National Highway Traffic Safety Council).

Summary, Conclusions, and Recommendation

Since the implementation of the 80 mph speed limit, the Idaho Transportation Department (ITD) has conducted annual reviews of these corridors to track operating speeds and crash trends. Following a 2026 amendment to Idaho Code that removed the mandated 10 mph lower speed limit for CMVs, ITD initiated this study to evaluate a uniform speed limit on the rural 80 mph sections of Interstates 15, 84, and 86.

Key operational findings from these corridors include:

- **Operating Speeds:** Observed 85th percentile speeds average 85 mph for all vehicles combined and 74 mph for CMVs.
- **Pace Speeds (10 mph Operating Bands):**
 - The pace speed for all vehicles spans 75 to 85 mph.
 - 54% of all vehicles on I-15 & I-86 travel within the pace
 - 47% of all vehicles on I-84 travel within the pace
 - The CMV pace speed spans 64 to 73 mph, capturing 63% of total CMV traffic. Within this pace band, 25% of CMVs travel above the current 70 mph truck limit (representing 16% of total CMV traffic).
 - Currently, 28% of all CMV traffic operates between 71 and 80 mph compared to 21% that operate below the pace.
- **Speed Differential:** The operational speed gap between light and heavy vehicles averages 11 mph.
- **Safety and Crash Trends:** While total crashes across the three corridors have shown an increasing trend, the fatal and serious injury crash rates has remained stable. Safety performance along these corridors is comparable to, or slightly better than, national averages.

Conclusion

Observed vehicle speeds and crash rates indicate that the 80 mph speed limit remains suitable for these corridors. Transitioning to a uniform 80 mph speed limit for all vehicle classes is projected to improve traffic flow by narrowing the operational speed gap. Fostering a more stable traffic platoon reduces vehicle conflicts—specifically passenger cars braking and switching lanes to bypass slower commercial trucks—which is projected to enhance highway capacity and reduce the frequency of CMV-involved incidents. Furthermore, an 80 mph standard accommodates current CMV operating levels without regulatory penalty.

Recommendation

After a review of observed operating speeds, pace speeds, speed differential between cars and trucks, and crash experience this study supports a recommendation for the current 80 mph corridors of Interstate Highways 15, 84, and 86 to transition away from the 70 mph differential speed limit for CMVs and implement a uniform 80 mph speed limit for all vehicles.

APPENDICES

Appendix 1: All Vehicles AADT, Crash, and Speed Data.....	A-1
Appendix 2: CMV Crash and Speed Data.....	A-24
Appendix 3: Passenger Car Speed Data.....	A-29
Appendix 4: National Statistics.....	A-30
Appendix 5: Crash Rates (80 mph Corridors).....	A-37
Appendix 6: Statewide Crash Rates.....	A-40
Appendix 7: Distribution of Highway Traffic.....	A-44

Appendices documents available upon request.

RESOLUTION

WHEREAS, the Idaho Legislature passed Idaho House Bill 664 amending Idaho 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 10 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer
Preparer's Name 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
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

Recommendations *(Action items require a resolution)*

Approval of resolution on page 120.



DATE: June 1, 2026

Program Number(s) A020(053)

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

Key Number(s) 20053

FROM: Jason Minzghor, PE
District 6 Engineer *JM*

Program ID, County, Etc. US-20, CHESTER TO
ASHTON PH 1, FREMONT COUNTY

RE: Request to approve professional services agreement authorization to greater than \$2,000,000 on the Jacobs Engineering Group, Inc. professional services agreement for US-20, Chester to Ashton Ph 1, Fremont County

The purpose of this project is to reconstruct and widen US-20 from the towns of Chester to Ashton in order to improve safety and mobility. The project includes converting the existing two-lane highway into a four-lane divided highway with interchanges and new local access roads. This will address increasing traffic volumes and operational deficiencies while improving connectivity and access for local residents and businesses.

In August 2017, Jacobs Engineering Group, Inc. was selected through Request for Proposal (RFP) to provide Environmental services.

In October 2020, the Board authorized the agreement amount up to \$2,800,000. The agreement and two supplementals were written for \$2,172,838.

Additional services are needed to revise the Environmental Assessment (EA). These services are negotiated at \$676,324. This will bring the total agreement amount to \$2,849,162. This is approximately 4% of the programmed construction funding. **This request is to authorize the agreement amount up to \$2,849,162.**

Currently, there is \$16,546,000 obligated for design services by consultants, and this includes other consultant agreements. There is enough obligated funding for this agreement.

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
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



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 mins

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

Subject

Functional Classification Change - Bonneville Metropolitan Planning Organization (BMPO)		
Key Number NA	District D6	Route Number NA

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county roads shall be reviewed and updated in cooperation with the appropriate MPO or local jurisdictions.

BMPO is requesting a functional classification change of 6 roads adjusted to extend to the updated urban boundary, 7 reclassifications to Major Collector, 12 reclassifications to Minor Arterial and 9 reclassifications to Principal Arterial within the BMPO planning area as shown on the following pages. This request is in accordance with the 2025 Statewide Functional Classification update resulting from the 2020 U.S. decennial census and the 2024 Statewide Urban Area Adjustments.

ITD District 6 and HQ's staff have reviewed and concur with the application. The Idaho Transportation Board's Subcommittee on State Highway Adjustments met on May 7, 2026, to review the application and recommends approval.

BMPO held a public meeting on September 17, 2025, of which changes to BMPO's functional classification routes were a discussion item. No input from the public was received regarding the application. BMPO's functional classification changes were approved by the BMPO Board on September 17, 2025.

Recommendations *(Action items require a resolution)*

Board Approval of Functional Classification Request. Resolution on page 129.

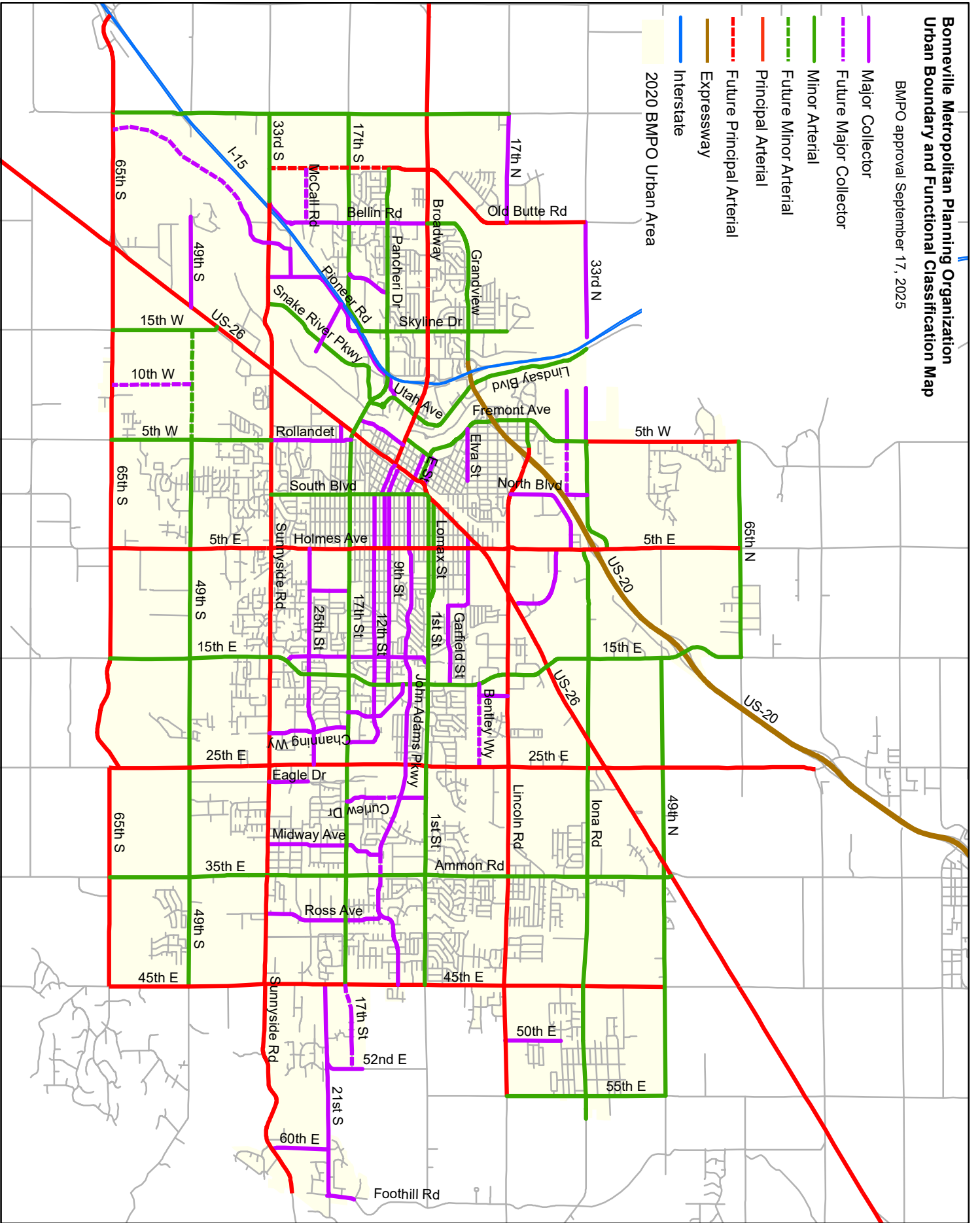
BMPO Functional Classification Requests 2026

Road	From	To	Existing 2015 FC	Proposed 2025 FC
65th North	5th West	5th East	Minor Arterial	Minor Arterial
33rd North	26th West	I-15 (west of)	Major Collector	Major Collector
17th North	35th West	Old Butte (west of)	Major Collector	Major Collector
Lincoln Road	45th East (east of)	55th East	Principal Arterial	Principal Arterial
65th South	35th West	US-26	Principal Arterial	Principal Arterial
26th West	33rd North	Honeysuckle	Principal Arterial	Principal Arterial
50th East	Free (south of)	Lincoln Road	Major Collector	Major Collector
52nd East	UA boundary	21st S (north of)	Major Collector	Major Collector
US-26	49th South	65th South	Principal Arterial	Principal Arterial
John Adams Pkwy	25th East (east of)	Katie Ct (west of)	Local	Major Collector
Curlew Drive	1st Street	John Adams (s. of)	Local	Major Collector
MK Simpson	(west of) 5th West	5th West	Local	Major Collector
Event Center Dr	Pioneer Road	Snake R Pk (east of)	NA	Major Collector
49th South	5th West	45th East	Major Collector	Minor Arterial
49th North	15th East	US-26	Major Collector	Minor Arterial*
49th North	US-26	55th East	Major Collector	Minor Arterial
33rd South	35th West	Old Butte (ex)	Major Collector	Minor Arterial
33rd South	Old Butte (ex)	I-15	Principal Arterial	Minor Arterial
Sunnyside Road	UA Boundary	UA Boundary	Minor Arterial	Principal Arterial**
Sunnyside Road	UA Boundary	Crown Crescent	Major Collector	Principal Arterial
65th South	US-26	45th East	Major Collector	Principal Arterial
35th West	17th North	Broadway	Major Collector	Minor Arterial
35th West	33rd South	65th South	Major Collector	Minor Arterial
Grizzly Ave	Pancheri Drive	17th South	Local	Major Collector
15th West	US-26	US-26 (south of)	Major Collector	Minor Arterial
15th West	US-26 (south of)	65th South	Major Collector	Minor Arterial
5th West	65th North	Hawk Hollow	Minor Arterial	Principal Arterial
5th West	Hawk Hollow	33rd North	Minor Arterial	Principal Arterial
Holmes Ave	Castle Rock (s. of)	65th South	Minor Arterial	Principal Arterial
Jennie Lee Drive	21st Street	25th Street	Local	Major Collector
Ammon Road	Sunnyside (s. of)	65th South	Major Collector	Minor Arterial
45th East	49th North	17th South	Major Collector	Principal Arterial
45th East	17th South	Sunnyside	Major Collector	Principal Arterial
45th East	Sunnyside	65th South	Major Collector	Principal Arterial
55th East	49th North	Shurtliff (south of)	Major Collector	Minor Arterial
55th East	Shurtliff (south of)	Lincoln Road	Major Collector	Minor Arterial
60th East	21st South	Sunnyside Road	Local	Major Collector

Bonneville Metropolitan Planning Organization Urban Boundary and Functional Classification Map

BMPO approval September 17, 2025

- Major Collector
- Future Major Collector
- Minor Arterial
- Future Minor Arterial
- Principal Arterial
- Future Principal Arterial
- Expressway
- Interstate
- 2020 BMPO Urban Area



February 20, 2026

DaNiel Jose
BMPO – Transportation Planner / SR2S Coordinator
545 Shoup, Suite 259
Idaho Falls, Idaho

Hi DaNiel,

I'm happy to provide the information you need regarding the new elementary school on 49th N for the Federal Highways Road classification review.

Here are the requested details:

- School completion date: May 16, 2026
- Opening date: August 2026
- Square footage: 72,422 sq. ft.
- Estimated occupancy at capacity: 820 students
- County-required road improvements: A five-lane road section along the one-mile stretch of 49th, including curb, gutter, and sidewalk.

Please let me know if you need any additional information or clarification. I'm glad to assist.

Gordon Howard
Technology/Safe Schools Director
Bonneville Joint School District 93
208-525-4494

RESOLUTION NO. 2025-1

A RESOLUTION ADOPTING REVISIONS TO ROADWAY FUNCTIONAL CLASSIFICATIONS AND THE URBAN AREA BOUNDARY WITHIN THE BONNEVILLE METROPOLITAIN PLANNING AREA

WHEREAS, the Federal Highway Administration (FHWA) and the Idaho Transportation Department requires periodic review of roadway functional classifications and urban area boundaries following each decennial census; and

WHEREAS, roadway functional classifications provide the framework for defining the role of each roadway within the regional transportation system and determines eligibility for certain federal funding programs; and

WHEREAS, the designation of an urban area is used for transportation planning, programming, and project development purposes; and

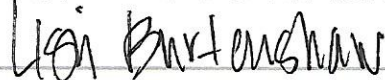
WHEREAS, the Bonneville Metropolitan Planning Organization (BMPO) is a forum for cooperative transportation decision making for the urban area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and Bonneville County, as well as the Idaho Transportation Department to evaluate and define existing roadway functional classifications, to smooth and adjust the urban area boundary, and to propose revisions consistent with current land use, travel patterns, and census data; and

WHEREAS, maps reflecting the proposed roadway functional classifications and the revised urban area boundary have been prepared and reviewed by the appropriate agencies and stakeholders;

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD FOR THE BONNEVILLE METROPOLITAN PLANNING ORGANIZATION that:


1. The revised roadway functional classifications as shown on the attached map are hereby adopted.
2. The adjusted urban area boundary, as reflected in the attached map, is hereby approved.
3. The BMPO staff is authorized to transmit the adopted roadway functional classifications and urban area boundary to the Idaho Transportation Department and FHWA for final approval.

PASSED AND ADOPTED this 17th of September, 2025.



Lisa Burtenshaw, Chairperson

ATTEST:



Darrell West, BMPO Director



ADVERTISING INVOICE

APG West Payment
 Processing
 PO Box 1570
 Pocatello, ID 83204
 Ph. (208) 542-6712

BILLING DATE:	ACCOUNT NO:
08/25/25	10553

CITY OF IDAHO FALLS
 PO BOX 50220
 IDAHO FALLS, ID 83405

AD #	DESCRIPTION	START	STOP	TIMES	AMOUNT
668245	PUBLIC NOTICE 2025 D	08/27/25	08/27/25	2	\$81.00

Payments:

Date	Method	Card Type	Last 4 Digits	Check	Amount
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Discount:	\$0.00	Gross:	\$81.00
Surcharge:	\$0.00	Paid Amount:	\$0.00
Credits:	\$0.00		
		Amount Due:	\$81.00

We Appreciate Your Business!

**PUBLIC NOTICE
2025 "DRAFT" ROADWAY FUNCTIONAL
CLASSIFICATIONS and URBAN BOUNDARY CHANGE**

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials for the Cities of Ammon, Idaho Falls, Iona, Ucon, and the urbanized portions of Bonneville County, Greater Idaho Falls Transit (GIFT), in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), BMPO has the responsibility to provide the FHWA with the existing Roadway Functional Classification and Urban Boundary Changes.

2025 Draft Roadway Functional Classification defines the functionality of the existing roads within the BMPO urban area. This review and modification are the required process of FHWA that discourages classification from being based on financial considerations. Local context is important in determining final classification and designates those eligible for federal funding. The class is based on current use, not future use.

Urban Boundary Change is proposed (see map on website) to include area on the southeast portion of the BMPO planning area. This change will help define the roadway within the urban planning area.

This public involvement notices for the "Draft" 2025 Roadway Functional Classifications and Urban Boundary Change satisfied the Federal Highway Administration requirements. If no changes are made to the "Draft" the classifications will be approved without further public notification.

A complete list and maps of the 2025 DRAFT ROADWAY FUNCTIONAL CLASSIFICATIONS and URBAN BOUNDARY CHANGES can be found on the BMPO website www.bmpo.org.

Comments can be made until 4:30 p.m. on September 10, 2025

Please send comments by mail or email to:
BMPO Staff
545 Shoup Ave, Suite 257
Idaho Falls, ID 83402
bmpo@bmpo.org

Published: August 27th, 2025 (PR10553-668245)



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the Bonneville Metropolitan Planning Organization (BMPO) for:

REQUEST

6 roads adjusted to extend to the updated urban boundary, 7 reclassifications to Major Collector, 12 reclassifications to Minor Arterial, and 9 reclassifications to Principal Arterial – Other.

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee reviews, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 mins

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

Subject

Functional Classification Change - City of Gooding		
Key Number NA	District D4	Route Number NA

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county roads shall be reviewed and updated in cooperation with the appropriate MPO or local jurisdictions.

Gooding is requesting a functional classification change of 2 local roads within the City of Gooding. This request is in accordance with the 2025 Statewide Functional Classification update resulting from the 2020 U.S. decennial census and the 2024 Statewide Urban Area Adjustments.

<u>Road</u>	<u>Existing FC</u>	<u>Proposed FC</u>
4 th Ave. E	Minor Collector	Major Collector
1800 S, 7 th Ave.	Local	Major Collector

ITD District 4 and HQ's staff have reviewed and concur with the application. The Idaho Transportation Board's Subcommittee on State Highway Adjustments met on May 7, 2026, to review the application and recommends approval.

Gooding held a public meeting on October 20, 2025, of which reclassifications for the City of Gooding were a discussion item. No input from the public was received regarding the applications. Gooding's functional classification changes were approved by the City of Gooding's Mayor on October 20, 2025.

Recommendations *(Action items require a resolution)*

Board Approval of Functional Classification Request. Resolution on page 140.



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all requests for Idaho's Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name: City of Gooding	Application Date: 10/20/2025
Contact Person and E-mail Address: Larry Bybee- lbybee@goodinghidaho.org	Telephone Number: 208 595-4902
Agency Address: 308 5 th Ave W. Gooding, Idaho 83330	
Is this functional classification request/change completely within or partially within an Urbanized Area? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):	
MPO Contact Person and E-mail Address: Not Applicable	Telephone Number: Not Applicable
MPO Address: Not Applicable	
Does the requested Functional Class change extend into another jurisdiction? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction: Gooding Highway District adjoins the city however we understand we do not need concurrence	

ROUTE DESCRIPTION	
Local Name of Route: See attached	Route Number:
Route Description: See attached	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles):
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

3706

Brief explanation for proposed changes:

These roads see substantial Private and Commercial traffic, the 7th Ave W. Road handles all traffic from School District #137, and 4th Ave E. connects the community to Glanbia Nutritional's, the area's largest employer, and other major businesses for both commercial traffic and employees coming to and from work at these employers.

Census Boundary Square Foot:

Proposed Boundary Square Foot:

Existing Urban Boundary Classification (choose only one):

- Rural Areas
0 – 4,999
 Small Urban Areas
5,000 - 49,000
 Urbanized Areas
50,000+
- Metropolitan Statistical Areas
250,000+

Proposed Urban Boundary Classification (choose only one):

- Rural Areas
0 – 4,999
 Small Urban Areas
5,000 - 49,000
 Urbanized Areas
50,000+
- Metropolitan Statistical Areas
250,000+

REMARKS

Written Description of FCroute *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

All information is provided in the attached route description.

A brief description of why the proposed change is requested and justification for the change:

The city of Gooding provides access for commerce and public safety and services in and around our community, the burden is placed solely on its 3,700 residents.

Additional remarks to fully explain the change request:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form)*:

- Change Request Form
- A Vicinity Map showing the proposed changes and existing Route Classifications (Route owner must approve)
- Original letter of approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- GIS Shapefile (If available)

Submit all the above to the Idaho Transportation Department [District](#) in your area. If you have questions or need additional information, you may e-mail FunctionalClass@itd.idaho.gov.

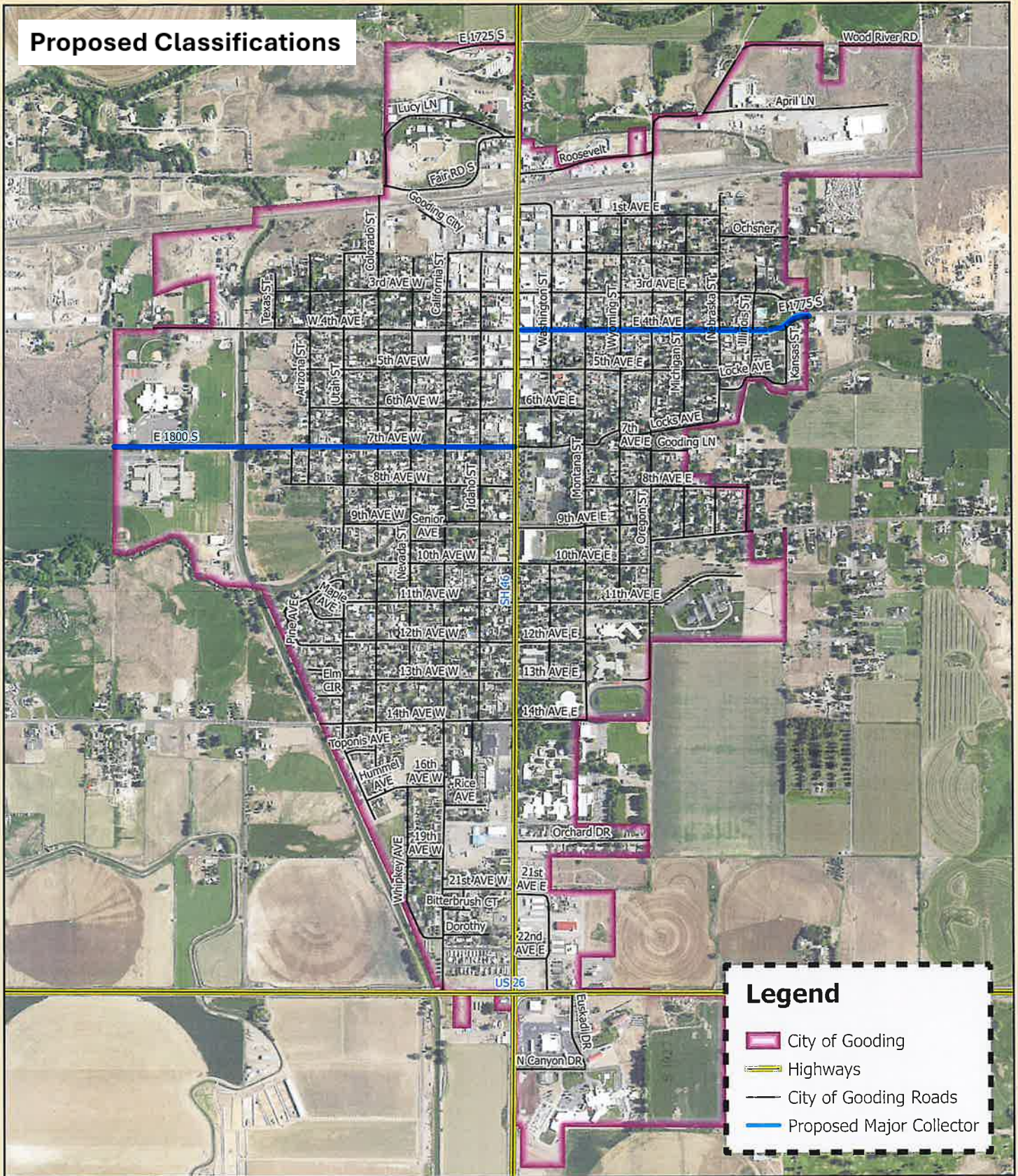
For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input checked="" type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Date Application Received: 11/6/2025
District Contact Person and E-mail Address: Andrew Young, Andrew.Young@itd.idaho.gov	Telephone Number: 208-886-7854
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input checked="" type="checkbox"/> Approval Request because: Fits Criteria, Collects traffic from the only high school in the city and other businesses <input type="checkbox"/> Deny Request because:

Proposed Classifications



Legend

- City of Gooding
- Highways
- City of Gooding Roads
- Proposed Major Collector

Gooding Highway District Ownership and Functional Class

FORSGREN
Associates Inc.

Information as displayed on map is for Planning Purposes only. The data is approximate in terms of content and location and has been sourced from local and state government agencies. Please contact Forsgren Associates Inc. with questions. 208.342.3144



**CITY OF GOODING
RESOLUTION**

EXTRACT FROM THE MINUTES OF A PUBLIC REGULAR OR SPECIAL MEETING
OF THE CITY OF GOODING,
OF GOODING COUNTY, IDAHO
HELD ON OCTOBER 20, 2025

THE FOLLOWING RESOLUTION WAS INTRODUCED BY Mitch Arkush READ IN FULL,
CONSIDERED AND ADOPTED:

RESOLUTION OF THE CITY OF GOODING, IDAHO, APPROVING THE APPLICATION TO
ITD FOR THE UPDATE OF THE FUNCTIONAL CLASSIFICATIONS OF THE CITY OF
GOODING'S ROADS.

BE IT RESOLVED THAT THE MAYOR IS HEREBY AUTHORIZED AND DIRECTED TO
APPROVE THE APPLICATION PACKAGE AND ITS SUBMITTAL TO ITD.

PASSED AND APPROVED BY THE ^{City of Gooding} ~~GOODING HIGHWAY DISTRICT~~, IDAHO ON OCTOBER
20, 2025.

Deane Houser
MAYOR, CITY OF GOODING, IDAHO

ATTEST:

Heather Hanes, CLERK

CERTIFICATE

I, Heather Hanes, CLERK OF THE CITY OF GOODING, IDAHO, DO HEREBY CERTIFY THAT
THE FOREGOING IS A FULL, TRUE AND CORRECT COPY OF THE RESOLUTION
ADOPTED AT A PUBLIC REGULAR OR SPECIAL MEETING OF THE CITY GOODING, HELD
ON THE 20TH DAY OF OCTOBER, 2025, AND THAT THE SAME IMPRESSED THE
OFFICIAL SEAL OF THE CITY OF GOODING, THIS 20TH DAY OF OCTOBER, 2025.

Heather Hanes
SIGNATURE
Heather Hanes, CLERK





**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the City of Gooding for:

REQUEST

Road Name	Existing Classification	Proposed Classification
4 th Ave. E	Minor Collector	Major Collector
1800 S, 7 th Ave.	Local	Major Collector

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee reviews, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, 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.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 mins

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

Subject

Functional Classification Change - City of New Plymouth		
Key Number NA	District D3	Route Number NA

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county roads shall be reviewed and updated in cooperation with the appropriate MPO or local jurisdictions.

The City of New Plymouth is requesting a functional classification change of 4 local roads. This request is in accordance with the 2025 Statewide Functional Classification update resulting from the 2020 U.S. decennial census and the 2024 Statewide Urban Area Adjustments.

<u>Road</u>	<u>Existing FC</u>	<u>Proposed FC</u>
E Idaho St.	Local	Major Collector
Southwest Ave./SW 1 st Ave.	Local	Major Collector
SW 2 nd Ave.	Local	Major Collector
Adams Rd.	Local	Major Collector

ITD District 3 and HQ's staff have reviewed and concur with the application. The Idaho Transportation Board's Subcommittee on State Highway Adjustments met on May 7, 2026, to review the application and recommends approval.

Highway District No. 1 held a public meeting on April 17, 2026, with the City of New Plymouth, of which reclassifications were a discussion item. No input from the public was received regarding the applications. New Plymouth's functional classification changes were approved by Highway District No. 1's Board on April 17, 2026. The Mayor of the City of New Plymouth approved adoption of the functional classification changes on September 16, 2025.

Recommendations *(Action items require a resolution)*

Board Approval of Functional Classification Request. Resolution on page 161.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

A brief description why the proposed change is requested and justification for the change:

Additional remarks to fully explain the change request:

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received:
District Contact Person and E-mail Address:	Telephone Number:
District Application Recommendation to Planning Service: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:
--



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name:	Application Date:
Contact Person and E-mail Address:	Telephone Number:
Agency Address:	
<p>Is this functional classification request/change completely within or partially within an Urbanized Area? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):</p>	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
<p>Does requested Functional Class change extend into another jurisdiction? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:</p>	

ROUTE DESCRIPTION	
Local Name of Route:	Route Number:
Route Description:	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles):
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

A brief description why the proposed change is requested and justification for the change:

Additional remarks to fully explain the change request:

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received:
District Contact Person and E-mail Address:	Telephone Number:
District Application Recommendation to Planning Service: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:
--



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

A brief description why the proposed change is requested and justification for the change:

Additional remarks to fully explain the change request:

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received:
District Contact Person and E-mail Address:	Telephone Number:
District Application Recommendation to Planning Service: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:
--



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name:	Application Date:
Contact Person and E-mail Address:	Telephone Number:
Agency Address:	
<p>Is this functional classification request/change completely within or partially within an Urbanized Area? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):</p>	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
<p>Does requested Functional Class change extend into another jurisdiction? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:</p>	

ROUTE DESCRIPTION	
Local Name of Route:	Route Number:
Route Description:	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles):
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

A brief description why the proposed change is requested and justification for the change:

Additional remarks to fully explain the change request:

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

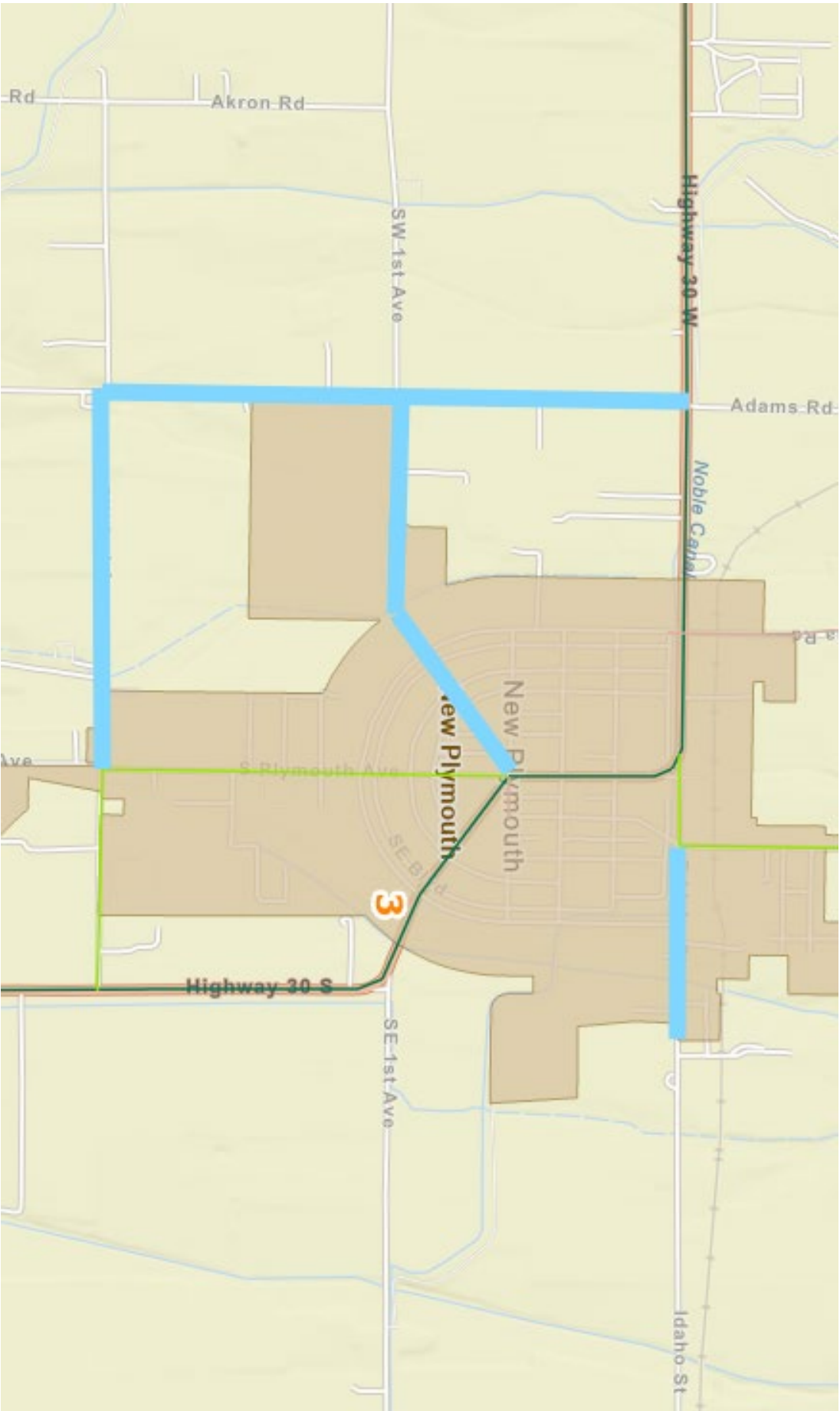
ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received:
District Contact Person and E-mail Address:	Telephone Number:
District Application Recommendation to Planning Service: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:
--

Legend:

- Light Green** – Major Collector
- Blue** - Proposed Major Collector



The following Resolution 2026-6 was introduced by Clerk, Wendy Adamsen, read in full, considered and adopted:

Resolution No. 2026-6 of the Highway District No. 1, New Plymouth, Idaho, supporting the City of New Plymouth's Comprehensive Plan update that changes the classification of roads which include E. Idaho St., SW 1st Ave., SW 2nd Ave. and Adams Rd. from local roads to major collectors.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of E. Idaho St., approximately .33 miles, west/east road which connects Holly Ave., a major collector to Blaine Rd., to the east; from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of SW 1st Ave., approximately .72 miles, west/east road located to the west from the city Center of New Plymouth from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of SW 2nd Ave., approximately .65 miles, south of New Plymouth is classified as a major collector from S Plymouth Ave. to US Route 30 to the east; from a local road to a major collector.

WHEREAS, the Commissioners of Highway District No. 1 will support the change of Adams Rd., approximately 1.0 mile, north/south road which connects US Route 30 on the north end to SW 2nd Ave. on the south end.; from a local road to a major collector.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of Highway District No. 1, New Plymouth Idaho, supporting the City of New Plymouth's Comprehensive Plan update that changes the classification of roads which include E. Idaho St., SW 1st Ave., SW 2nd Ave. and Adams Rd. from local roads to major collectors.

The foregoing RESOLUTION WAS ADOPTED this 14th day of April, 2026, a vote of three to zero.

BOARD OF HIGHWAY DISTRICT NO. 1 COMMISSIONERS

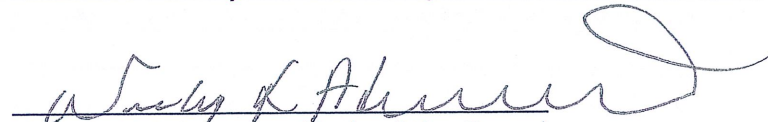

Ryan Henggeler, Chairman


Eric York, Secretary


Tom Allmaras, Treasurer

ATTEST:

I, Wendy K Adamsen, Clerk, do hereby certify that the foregoing is a full, true and correct copy of Resolution No. 2026-6 adopted at a regular Board meeting of the Board held on the 14th day of April, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the Board this 14th day of April, 2026.


Wendy K Adamsen, Clerk of the Board



Office of the Clerk

City of New Plymouth
P.O. Box 158
215 N. Plymouth Avenue
New Plymouth, ID 83655

(208) 278-5338
(208) 278-5338 Fax
www.npidaho.com

9/16/2025

RE: Idaho Functional Classification
Change Request Form
City of New Plymouth

Dear Idaho Transportation Department, District 3

As the Mayor of the City of New Plymouth, I would like to express my full support for the City's request to reclassify four roads (Adams Rd., E. Idaho St., Southwest Ave. / SW 1st Ave., and SW 2nd Ave.) from local roads to Major Collectors. New Plymouth has had significant population growth over the last several years. As commercial and residential development has increased throughout the City and surrounding area, the amount of vehicular traffic has increased. These roads have become highly traveled due to residential and commercial development expansion. All four roads intersect with US Route 30 and are used as access to the expanding residential and commercial development by residents and visitors alike. Already traveled by many agricultural properties using cars, trucks, and equipment, the increased development has further loaded these roads with vehicular traffic.

The City of New Plymouth has been proactive with the entire infrastructure system of the City across the City footprint as a whole addressing growth both commercial and residential. Many of the projects are phased due to budget constraints. Projects are supported by the City's Comprehensive Plan, Transportation Plan, and Capital Improvements Plan. New Plymouth is diligent in seeking funding opportunities to complete improvements to both the vehicular and pedestrian pathway system. The City realizes the reclassification of these four roads (Adams Rd., E. Idaho St., Southwest Ave. / SW 1st Ave., and SW 2nd Ave.) creates greater funding assistance opportunities. Your approval of this application will have a significant impact on our community.

Please contact me if you have any questions regarding this letter of support. I may be reached at (208) 278-5338.

Sincerely,

Ron Martinez, Mayor
City of New Plymouth

CITY OF NEW PLYMOUTH
COMPREHENSIVE PLAN UPDATE



OUR TOWN. OUR FUTURE.

February 2026

Minor Collector

- Ada Road
- East Elm Street between North Plymouth Avenue (Highway 30) and Holly Avenue

As part of the City's planning process for road management and the growth of the city, New Plymouth has examined the transportation system, identifying the areas that will provide inlets and outlets for the City as growth expands with new residential developments inside and outside of the City limits. As New Plymouth continues to grow, a comprehensive transportation system will be necessary to meet the transportation and safety needs of both community residents and visitors. Functional classification changes may be needed periodically. Changes can be requested by either the Idaho Transportation Department District of the Local Agency. Major Collector additions requested by the City in 2025 are listed below.

Proposed Major Collectors

- East Idaho Street from Holly Avenue to the eastern city limit
- Southwest Avenue from Plymouth Avenue (Highway 30) to Southwest 1st Avenue
- Southwest 1st Avenue from Southwest Avenue to Adams Road
- Southwest 2nd Avenue from South Plymouth Avenue to Adams Road
- Adams Road from Highway 30 to Southwest 2nd Avenue

Sidewalks and Pathways

The City has limited pedestrian and bike pathway systems. A ten-foot-wide multi-use pathway is located from SW 2nd Avenue to Southwest Boulevard. As outlined in the City of New Plymouth's Master Transportation Plan, plans are in place to improve existing sidewalks and the sidewalk and pathway system throughout the city, providing connectivity.

Bus and Public Transportation

Payette Senior Center provides limited on-call transportation services for the Payette Senior Center that travel within city limits and to Ontario, Oregon. No other public transportation options are available.



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the City of New Plymouth for:

REQUEST

Road Name	Existing Classification	Proposed Classification
E. Idaho St.	Local	Major Collector
Southwest Ave./ SW 1 st Ave	Local	Major Collector
SW 2 nd Ave.	Local	Major Collector
Adams Rd.	Local	Major Collector

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee reviews, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, 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 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 New Plymouth as representative in the attached packet.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 17, 2026

No Presentation: Consent Item Informational Calendar Item

Presentation: Informational Action with Resolution Time Needed: 5 mins

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

Subject

Functional Classification Change - Kootenai Metropolitan Planning Organization (KMPO)		
Key Number NA	District D1	Route Number NA

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county roads shall be reviewed and updated in cooperation with the appropriate MPO or local jurisdictions.

KMPO is requesting a functional classification changes 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 within the KMPO planning area as shown on the following pages. This request is in accordance with the 2025 Statewide Functional Classification update resulting from the 2020 U.S. decennial census and the 2024 Statewide Urban Area Adjustments.

ITD District 1 and HQ's staff have reviewed and concur with the application. The Idaho Transportation Board's Subcommittee on State Highway Adjustments met on May 7, 2026, to review the application and recommends approval.

KMPO held a public meeting on February 12, 2026, of which changes to KMPO's functional classification routes were a discussion item. No input from the public was received regarding the applications. KMPO's functional classification changes were approved by the KMPO Board on February 12, 2026.

Recommendations *(Action items require a resolution)*

Board Approval of Functional Classification Request. Resolution on page 182.

KMPO Functional Classification Requests 2026

Road	From	To	Existing FC	Proposed FC
Athol				
1st Street	Old Highway 95	SH-54	Local	Major Collector
Old Highway 95	1st Street	SH-54	Local	Major Collector
Coeur d'Alene				
Sherman Avenue	8th Street	Lakeside Avenue	Major Collector	Minor Arterial
Lakeside Avenue	Sherman Avenue	Northwest Boulevard	Minor Arterial	Major Collector
Elm Street	15th Street	Stanley Hill Road/I90	Local	Major Collector
Pennsylvania Avenue	15th Street	23rd St	Local	Minor Collector
23rd Street	Pennsylvania Avenue	Fernan Hill Road	Major Collector	Minor Collector
Ironwood Drive	Northwest Boulevard	Government Way	Major Collector	Minor Arterial
Appleway Avenue	Ramsey Road	Fairway Drive	Minor Arterial	Major Collector
Golf Course Rd	Fairway Drive	Ramsey Rd	Local	Major Collector
Marie Avenue	Ramsey Road	Howard Street	Local	Major Collector
Nez Perce Road	Atlas Road	road end	Minor Arterial	Major Collector
Hanley Avenue	Huetter Road	Talon Lane	Local	Minor Arterial
Canfield Avenue	Government Way	Courcelles Parkway	Local	Minor Collector
Riverstone Drive	Seltice Way	Lakewood Drive	Local	Major Collector
Lakewood Drive	Riverstone Drive	Ironwood Dr	Local	Major Collector
15th Street	I90	Margaret Avenue	Major Collector	Minor Arterial
Neider Avenue	US 95	4th Street	Major Collector	Minor Arterial
Honeysuckle Drive	Best Avenue	Margaret Avenue	Local	Minor Collector
Moselle Drive	Courcelles Parkway	Prairie Avenue	Local	Minor Collector
Thomas Lane	15th Street	Thomas Hill Drive	Local	Major Collector
Player Drive	Canyon Drive	Kathleen Avenue	Local	Major Collector
Atlas Road	Kiln Road	Seltice Way	Local	Major Collector
Shaddock Lane	15th Street	end	Minor Arterial	Major Collector
7th Street	Sherman Avenue	Harrison Ave	Major Collector	Minor Collector
Newbrook Drive	Atlas Road	Princetown Lane	Major Collector	Minor Collector
Princetown Lane	Newbrook Drive	Carrington Lane	Major Collector	Minor Collector
East Side Highway District				
Tamarack Ridge Road	River Road	River Road	Local	Minor Collector
River Road	Tamarack Ridge Road	Tamarack Ridge Road	Minor Collector	Local
River Road	Tamarack Ridge Road	Canyon Road	Local	Minor Collector
Sunnyside Road	Bonnell Road	Yellowstone Trail Road	Local	Major Collector
Yellowstone Trail Road	Coeur d'Alene Lake Drive	Sunnyside Road	Local	Minor Collector
Coeur d'Alene Lake Drive	Coeur d'Alene city limits	Sunnyside Road	Major Collector	Minor Arterial
Borley Road	Sunnyside Road	Bonnell Road	Minor Collector	Local
Bonnell Road	Sunnyside Road	Yellowstone Trail Road	Minor Collector	Local
Hayden				
4th Street	Prairie Avenue	Honeysuckle Avenue	Minor Arterial	Major Collector
Wyoming Avenue	Ramsey Road	Government Way	Minor Arterial	Major Collector
Honeysuckle Avenue	Bean Avenue	Honeysuckle beach (road end)	Minor Arterial	Major Collector
Lancaster Road	Government Way	Rimrock Road	Minor Arterial	Major Collector

KMPO Functional Classification Requests 2026

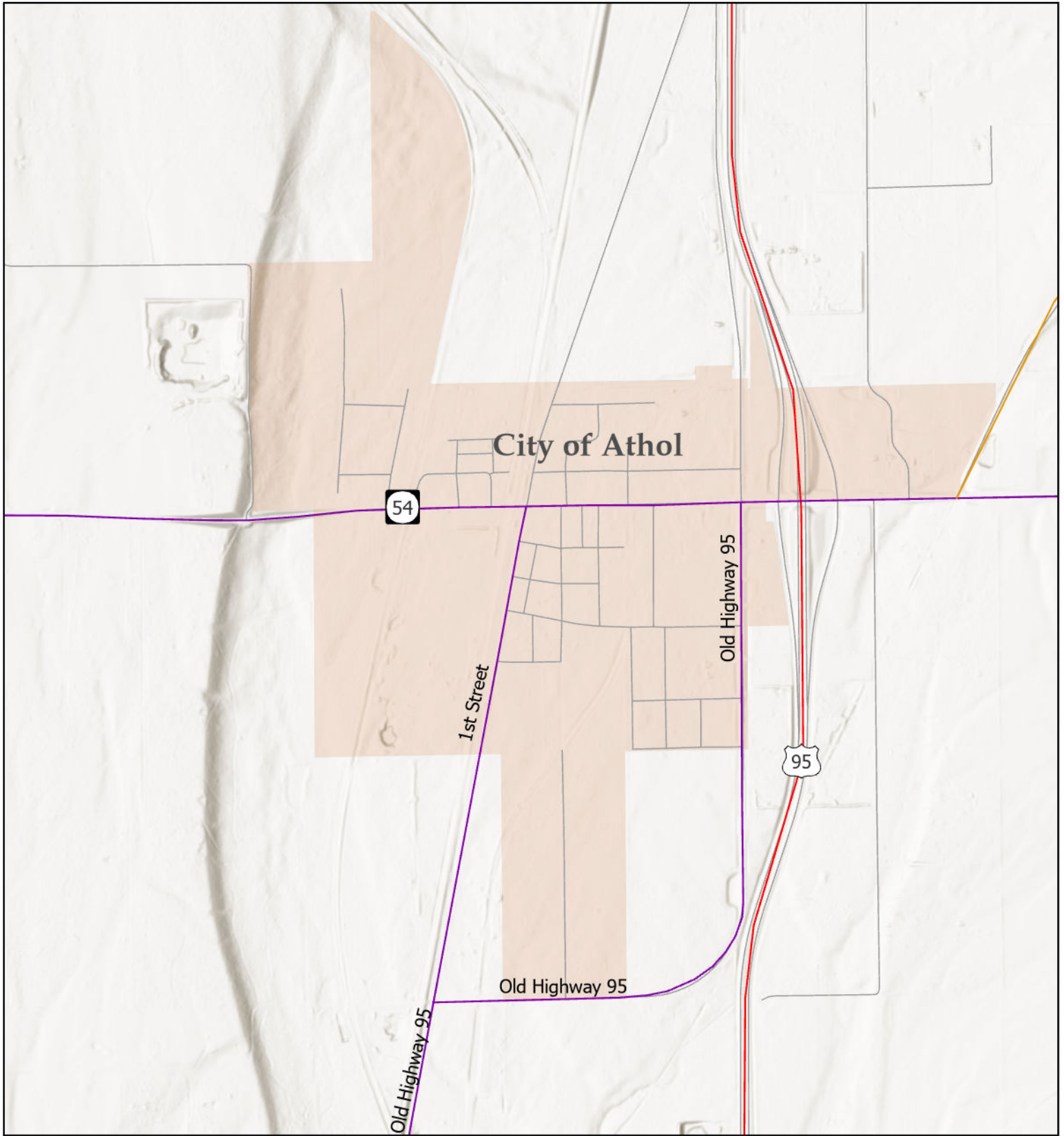
Dakota Avenue	Atlas Road	Carrington Lane	Local	Major Collector
Hayden Avenue	Government Way	Strahorn Road	Minor Arterial	Major Collector
Carrington Lane	Robison Avenue	Miles Avenue	Local	Major Collector
Atlas Road	Hayden Avenue	Phantom Drive	Minor Arterial	Major Collector
Ramsey Road	Airport Drive	Lancaster Road	None	Minor Arterial
Lacey Avenue	Ramsey Road	Strahorn Road	Major Collector	Minor Collector
Orchard Avenue	Chateaux Drive	Maple Street	Major Collector	Minor Collector
Chateaux Drive	Honeysuckle Avenue	Hayden Avenue	Major Collector	Minor Collector
Robison Avenue	Carrington Lane	Atlas Road	Major Collector	Minor Collector
Buckles Road	Government Way	Maple Street	Major Collector	Minor Collector
Lakes Highway District				
Hayden Lake Road	Hayden Creek Road	Mokins Bay Road	Major Collector	Minor Collector
English Point Road	Lancaster Road	Rimrock Road	Major Collector	Local
Prairie Avenue	US 95	Government Way	Minor Arterial	Principle Arterial
Boekel Road	Huetter Road	Government Way	Major Collector	Minor Arterial
Diamond Bar Road	Atlas Road	Ramsey Road	Major Collector	Local
Dodd Road	Strahorn Road	Hayden Lake Road	Local	Minor Collector
Garwood Road	Old Hwy 95	Rimrock Road	Major Collector	Minor Collector
Hudlow Road	Pope Road	Rimrock Road	Minor Collector	Local
Twin Lakes Road	SH-41	Upper Twin Lakes Road	Major Collector	Minor Collector
Brunner Road	Ramsey Road	US 95	Major Collector	Minor Arterial
Nunn Road	Bunco Road	Good Hope Road	Minor Collector	Local
Spirit Lake Road	Brickle Creek Road	SH-41	Major Collector	Minor Collector
Parks Road	Old Hwy 95	US 95	Local	Major Collector
Parks Road	US 95	Good Hope Road	Local	Minor Collector
Strahorn Road	Lancaster Road	Honeysuckle Avenue	Minor Arterial	Major Collector
Ramsey Road	Lancaster Road	Brunner Road	Major Collector	Minor Arterial
Ramsey Road	Brunner Road	SH-54	Minor Collector	Minor Arterial
Atlas Road	Boekel Rd	SH-53	Local	Major Collector
Diagonal Road	SH-41	Brunner Road	Major Collector	Minor Arterial
Old Highway 95	Remington Road	Athol city limits	Local	Major Collector
Remington Road	Old Highway 95	Sylvan Road	Major Collector	Local
Sylvan Road	SH-54	Remington Road	Major Collector	Local
Abbott Road	Pope Road	Estates Drive	Local	Major Collector
Old Highway 95/Lumber Lane	Chilco Road	Estates Drive	Major Collector	remove
Clagstone Road	Brunner Road	SH-54	Minor Collector	Major Collector
Clagstone Road	SH-54	Bonner County line	Local	Major Collector
Good Hope Road	Bunco Road	Nunn Road	Minor Collector	Local
Pope Road	SH-53	Son Shine Way	Local	Major Collector
Howard Road	SH-54	Perimeter Road	Local	Minor Collector
Huetter Road	Lancaster Road	Boekel Road	Local	Minor Arterial
Chilco Road	Ramsey Road	Old Hwy 95	Local	Major Collector
Scarcello Road	Ramsey Road	Diagonal Road	Local	Major Collector
Post Falls				
Expo Parkway	Beck Road	Idaline Road	Minor Arterial	Major Collector

KMPO Functional Classification Requests 2026

Pleasant View Road	Riverbend Ave	Prairie Avenue	Minor Arterial	Principle Arterial
Riverbend Avenue	Pointe Parkway	Grassland Avenue (end of classified section)	Local	Major Collector
Empire Center Boulevard	Seltice Way	Midway Avenue	Major Collector	Local
Spokane Street	Prairie Avenue	Bodine Avenue	Local	Minor Collector
Henry Street	7th Avenue	15th Avenue	Major Collector	Local
Lincoln Street	3rd Avenue	4th Avenue	Major Collector	Local
Bluegrass/Hope Avenue	Greensferry Road	Meyer Road	Local	Major Collector
Bogie Drive	Greensferry Road	Prairie Avenue	Local	Minor Collector
Mullan Avenue	Seltice Way	Chase Road	Local	Major Collector
Charleville Road	Poleline Avenue	Prairie Avenue	Local	Minor Collector
Charleville Road	12th Avenue	Horsehaven Avenue	None	Minor Collector
Cecil Road	Mullan Avenue	Jenalan Avenue	Local	Major Collector
Cecil Road	Poleline Avenue	Prairie Avenue	Local	Major Collector
Killdeer Avenue	Greensferry Road	SH-41	Local	Minor Collector
Early Dawn Avenue	Bogie Drive	Fennecus Lane	Local	Minor Collector
Baugh Way	Seltice Way	Pointe Parkway	Major Collector	Minor Collector
Clarkfork Parkway	Midway Avenue	Poleline Ave.	Major Collector	Minor Collector
Midway Avenue	Corbin Road	Clarkfork Parkway	Major Collector	Minor Collector
Pleasant View Road	road end	Riverbend Avenue	Major Collector	Minor Collector
Henry Street	1st Avenue	4th Avenue	Major Collector	Minor Collector
Polston Avenue	Idaho Street	Greensferry Road	Major Collector	Minor Collector
12th Avenue	Chase Road	Zorros Road	Major Collector	Minor Collector
15th Avenue	Chase Road	Idaho Street	Major Collector	Minor Collector
Bogie Drive	Idaho Street	Greensferry Road	Major Collector	Minor Collector
Spencer Street	Ponderosa Boulevard	Seltice Way	Major Collector	Minor Collector
Cedar Street	Maplewood Avenue	Seltice Way	Major Collector	Minor Collector
Ponderosa Boulevard	Greensferry Road	Ross Point Road	Major Collector	Minor Collector
Syringa Street	Mullan Avenue	road end	Major Collector	Minor Collector
Primrose Lane/Jenalan Avenue, Covington Avenue/Central Avenue	Cecil Avenue	SH-41	Major Collector	Minor Collector
Post Falls Highway District				
McGuire Road	Prairie Avenue	SH-53	Major Collector	Minor Arterial
Lundy Boulevard	McGuire Road	600 ft. east of McGuire Road	Major Collector	Local
Greensferry Road	Burlington Road	SH-53	Major Collector	Minor Arterial
Pleasant View Road	Prairie Avenue	SH-53	Minor Arterial	Principle Arterial
Meyer Road	Poleline Avenue	Wyoming Avenue	Major Collector	Minor Arterial
Huetter Road	Seltice Way	Lancaster Road	Major Collector	Minor Arterial
Hayden Avenue	Huetter Road	McGuire Road	Major Collector	Minor Arterial
Prairie Avenue	SH-41	SH-53	Minor Arterial	Principle Arterial
Highland Drive	Upriver Drive	Riverview Drive	Local	Minor Collector
Carpenter Loop	Riverview Drive	Riverview Drive	Local	Minor Collector

KMPO Functional Classification Requests 2026

Millsap Loop	Riverview Drive	Carpenter Loop	Local	Minor Collector
Cloverleaf Road	SH-53	Rice Avenue	Local	Major Collector
Chase Road	SH-53	Winch Avenue	Local	Minor Collector
Bodine Avenue	McGuire Road	Chase Road	Local	Minor Collector
Upriver Drive	US 95	Riverview Drive	Minor Collector	Major Collector
Rathdrum				
Wyoming Avenue	Greensferry Road	Huetter Road	Minor Arterial	Major Collector
Boekel Road	SH-41	Huetter Road	Major Collector	Minor Arterial
Christine Street	Vera Street	Meyer Road	Local	Minor Collector
McCartney Street	SH-53	Main Street	Major Collector	remove
Rio Grande Avenue	Lancaster Road	California Street	Local	Major Collector
Ohio Street	Nagel Lane	Lancaster Road	Minor Collector	remove
Meyer Road	Wyoming Avenue	SH-53	Major Collector	Minor Arterial
Railway Avenue	Meyer Road	Quail Ridge Street	Local	Major Collector
Mill Street	Main Street	SH-53	Minor Collector	Major Collector
McCartney Street	Main Street	SH-41	Major Collector	Minor Collector
Coeur d'Alene Street	Main Street	SH-41	Minor Collector	Major Collector
Worley Highway District				
Larson Road	Conkling Road	Rolling Hills Road	Local	Minor Collector
Rolling Hills Road	Larson Road	Ator Hill Road	Local	Minor Collector
Bitter Road	Cave Bay Road	Setter's Road	Major Collector	Minor Collector
Rew Road/Old US 95	Elder Road	Stringham Road	Local Road	Minor Collector
Rew Road/Old US 95	Stringham Road	Setter's Road	Major Collector	Minor Collector
Setter's Road	US 95	Bitter Road	Local	Minor Collector
Sun Up Bay Road	US 95	Pine Terrace Road	Minor Collector	Major Collector
Tall Pines Road	Putnam Road	Kidd Island Road	Local	Minor Collector
Putnam Road	US 95	Tall Pines Road	Local	Minor Collector



RURAL FEDERAL FUNCTIONAL CLASSIFICATION

Adopted by KMPO Board 2/12/2026

City of Athol

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d'Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Water Features



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0 0.07 0.15 0.3 Miles



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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

URBAN FEDERAL FUNCTIONAL CLASSIFICATION

City of Coeur d'Alene

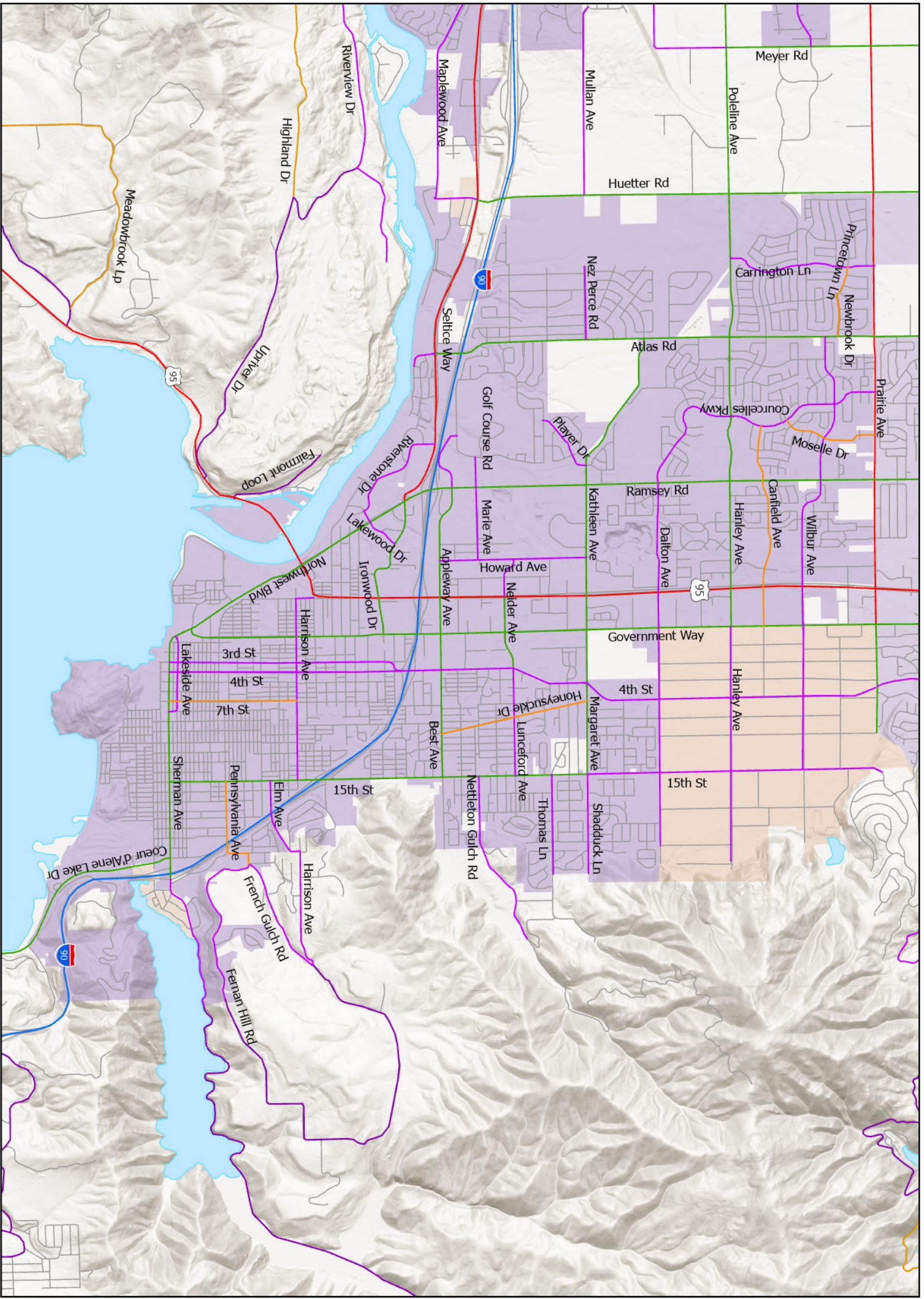
Adopted by KMPD Board
2/12/2026

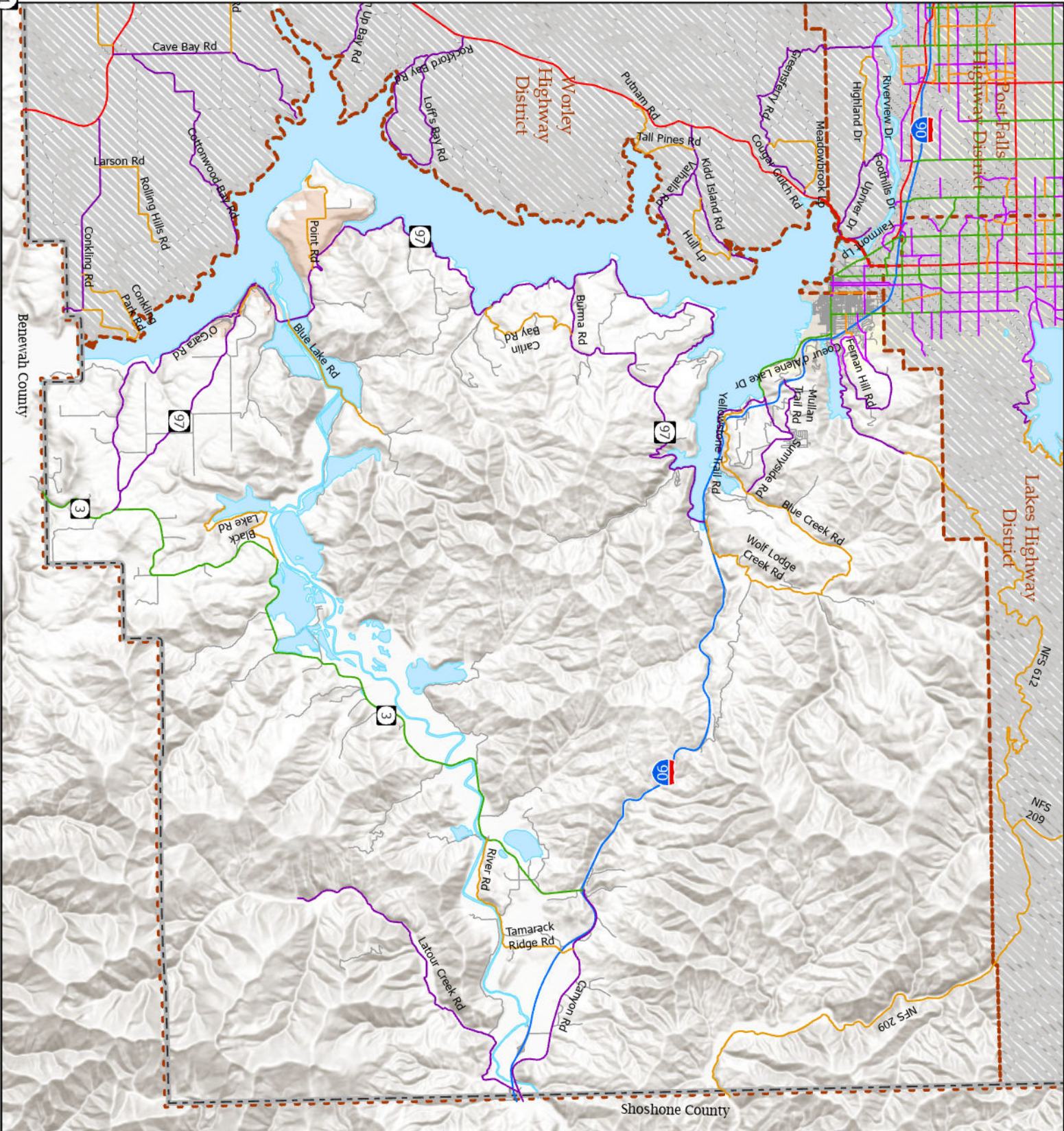
- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector

- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Water Features



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*Data based on best available information.
Dates of illustration proposed only.



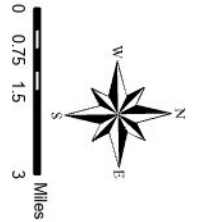


RURAL FEDERAL FUNCTIONAL CLASSIFICATION

East Side Highway District

Adopted by KMPD Board
2/12/2026

- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Urban Area Boundary
 - Highway District Boundary
 - Other Highway Districts
 - Water Features

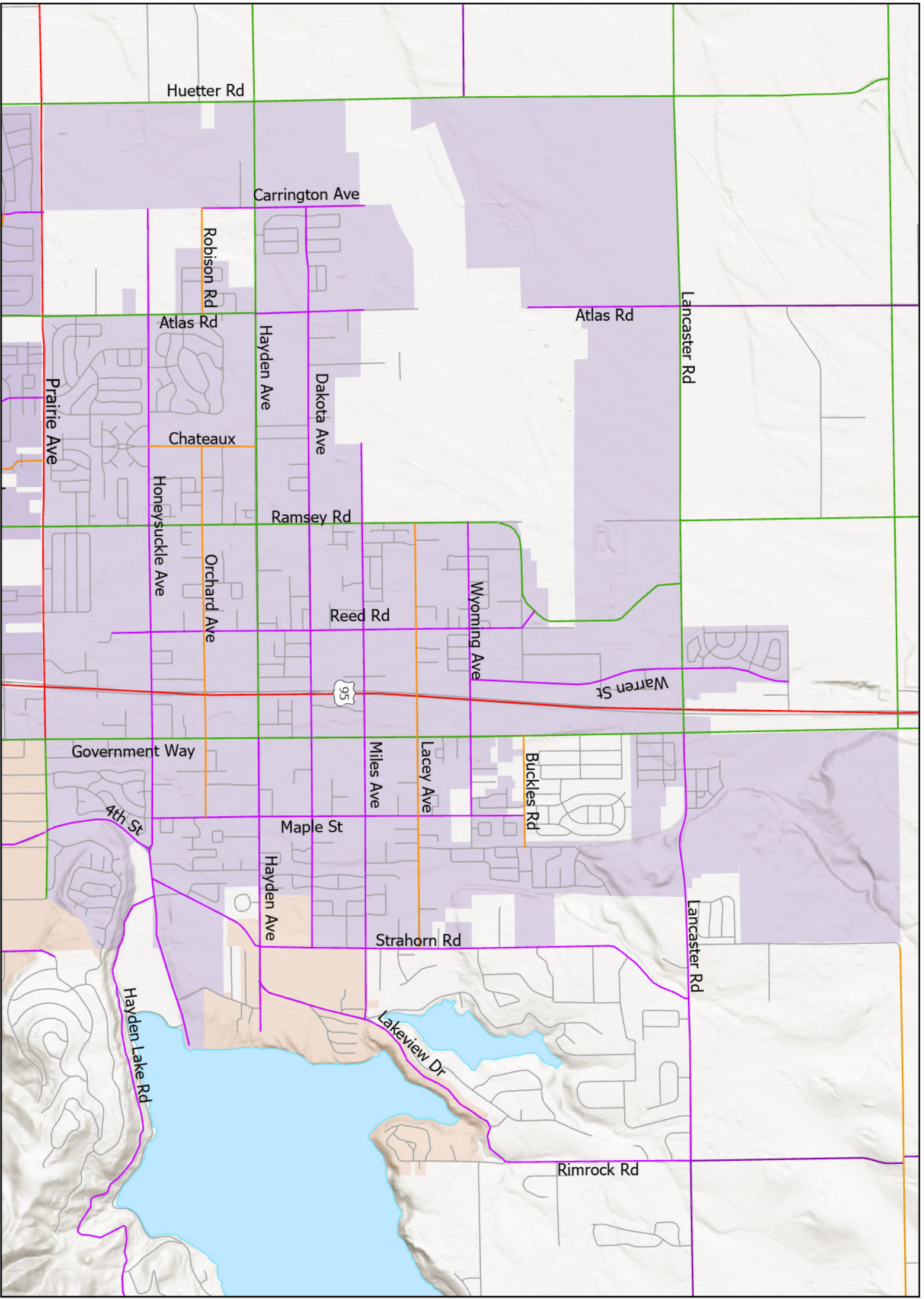


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URBAN FEDERAL FUNCTIONAL CLASSIFICATION

City of Hayden

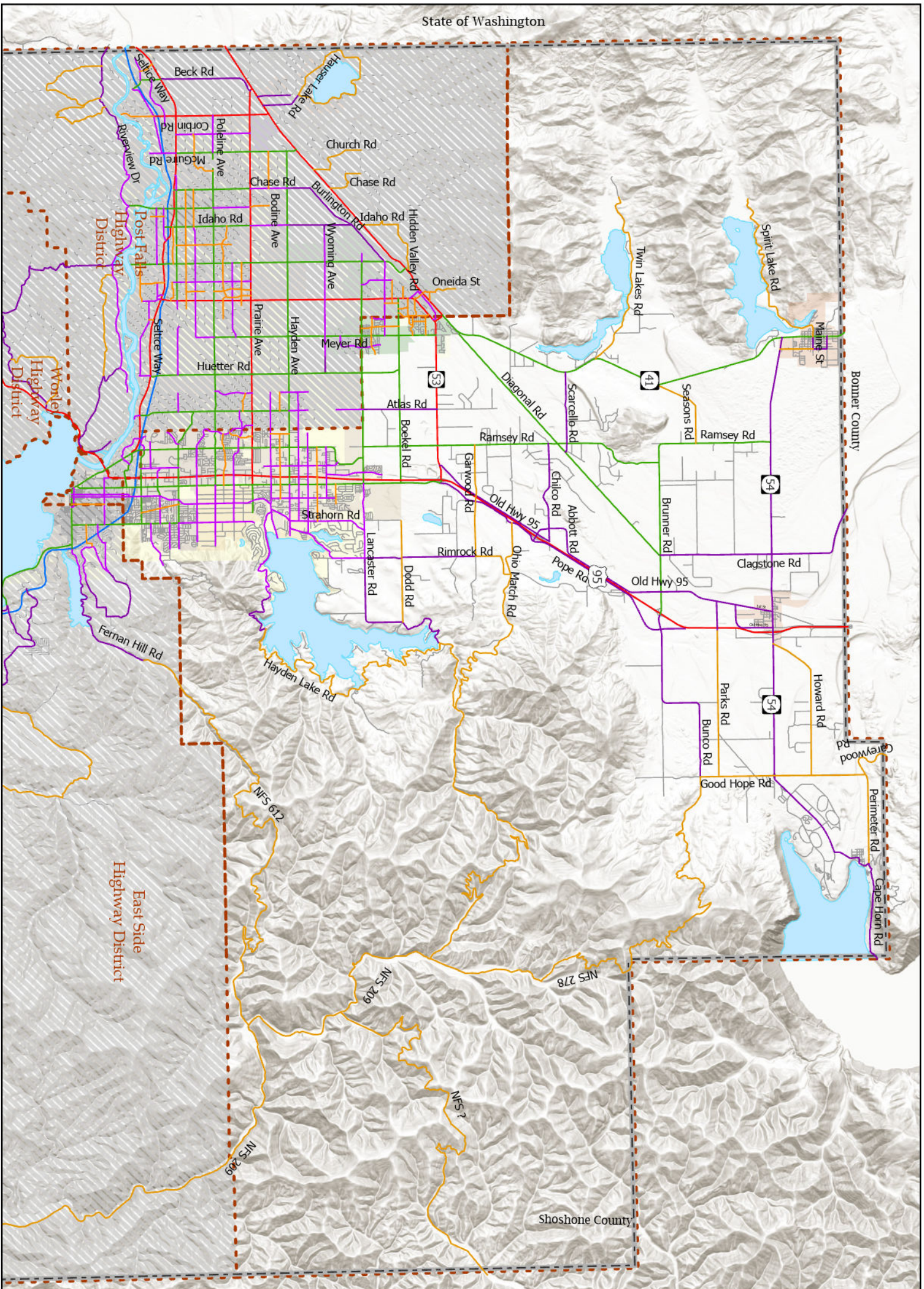
Adopted by KMPPO Board
2/12/2026



- Classification**
 - Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Jurisdictions & Other Features**
 - Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Water Features



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Dates to illustrative purposes only.



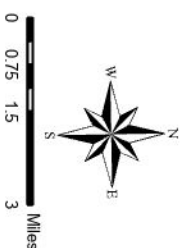
RURAL FEDERAL FUNCTIONAL CLASSIFICATION

Lakes Highway District

Adopted by KMPPO Board
2/12/2026

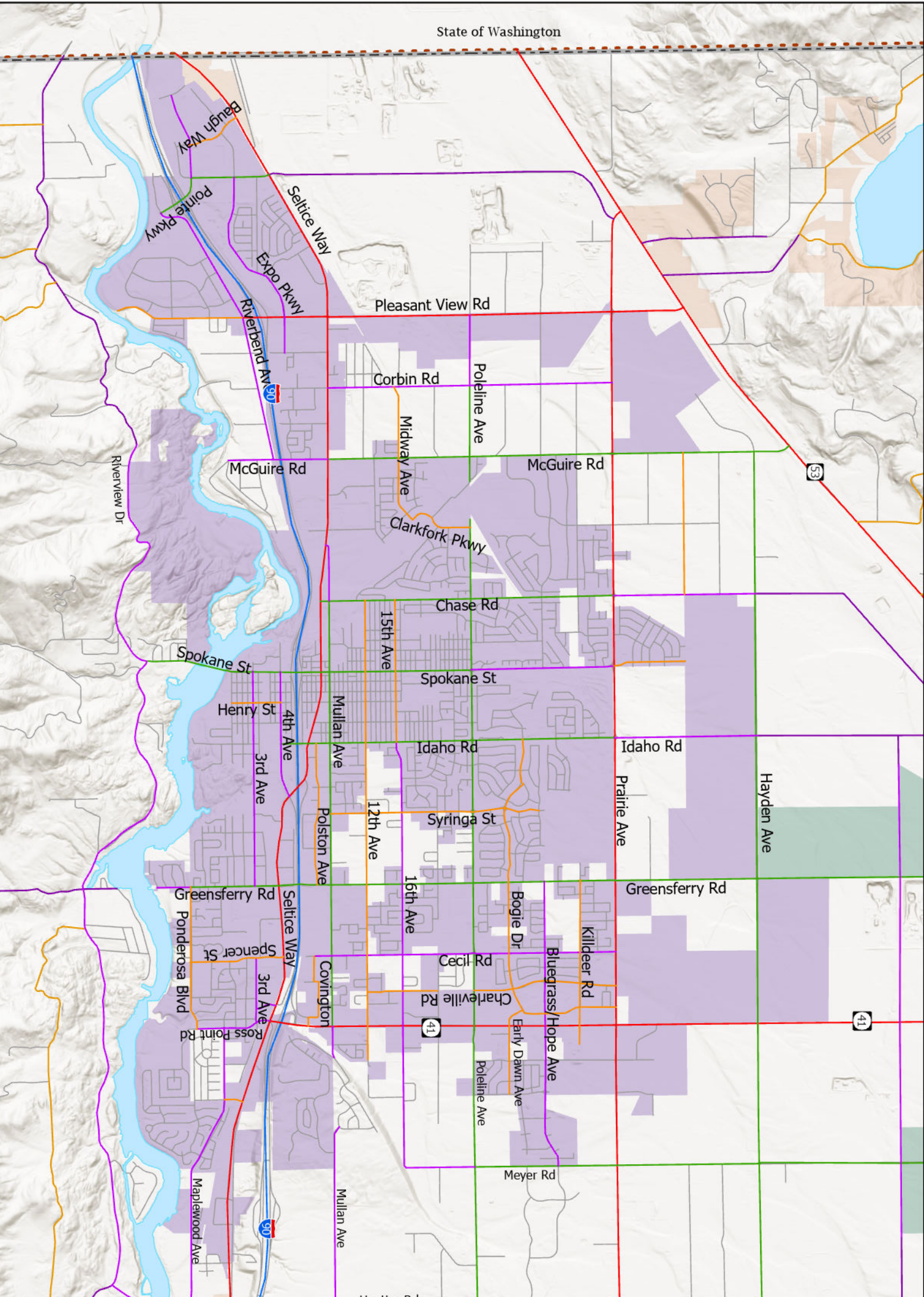
- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector

- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Urban Area Boundary
 - Highway District Boundary
 - Other Highway Districts
 - Water Features



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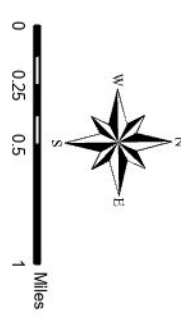


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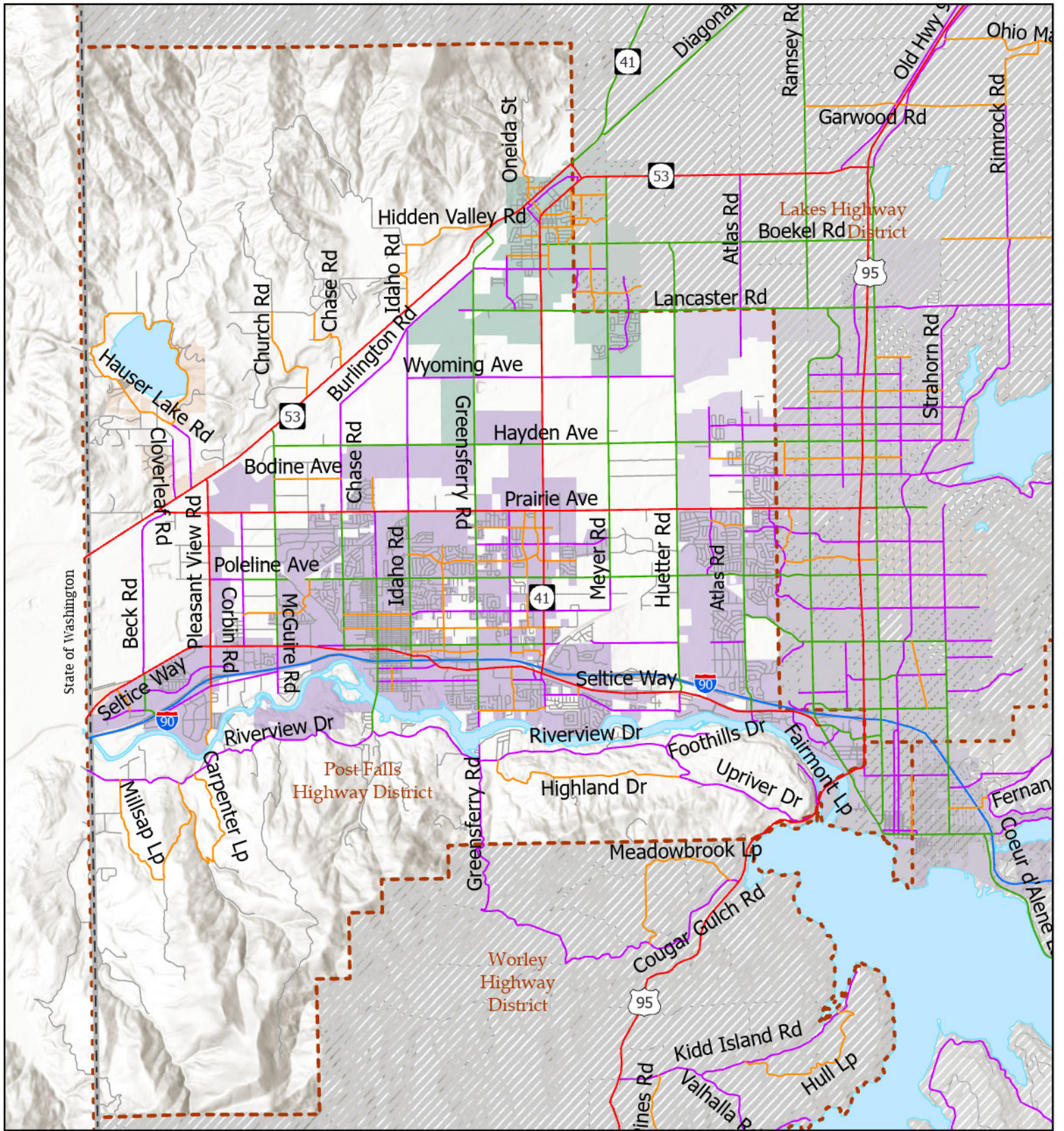
City of Post Falls

Adopted by KMPPO Board
2/12/2026

- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Highway District Boundary
 - Water Features



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RURAL FEDERAL FUNCTIONAL CLASSIFICATION

Adopted by KMPO Board 2/12/2026

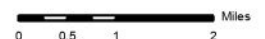
Post Falls Highway District

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d'Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Other Highway Districts
- Water Features



*Data based on best available information.
 **Data for illustrative purposes only.

URBAN FEDERAL FUNCTIONAL CLASSIFICATION⁷⁴

City of Rathdrum

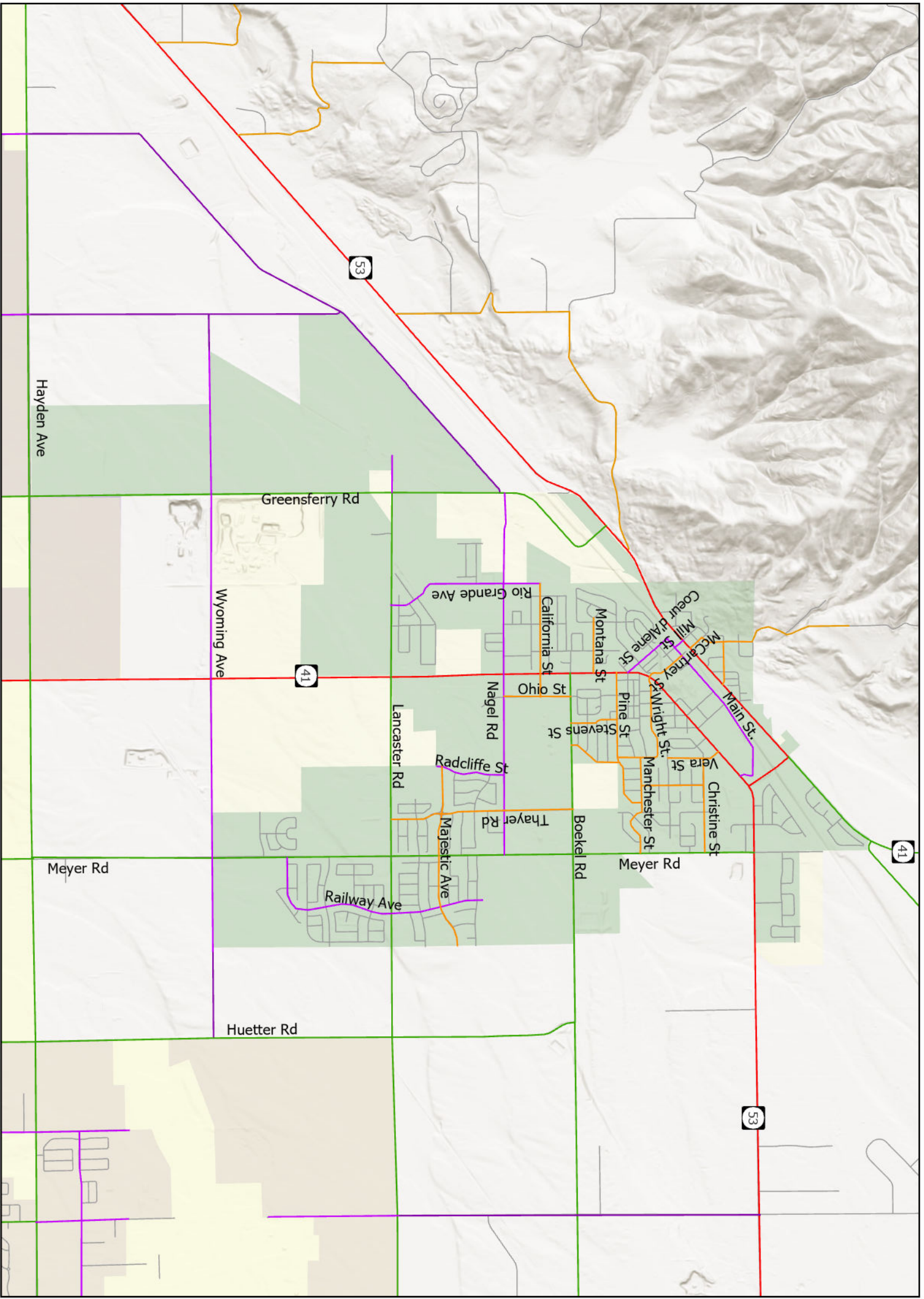
Adopted by KMPPO Board
2/12/2026

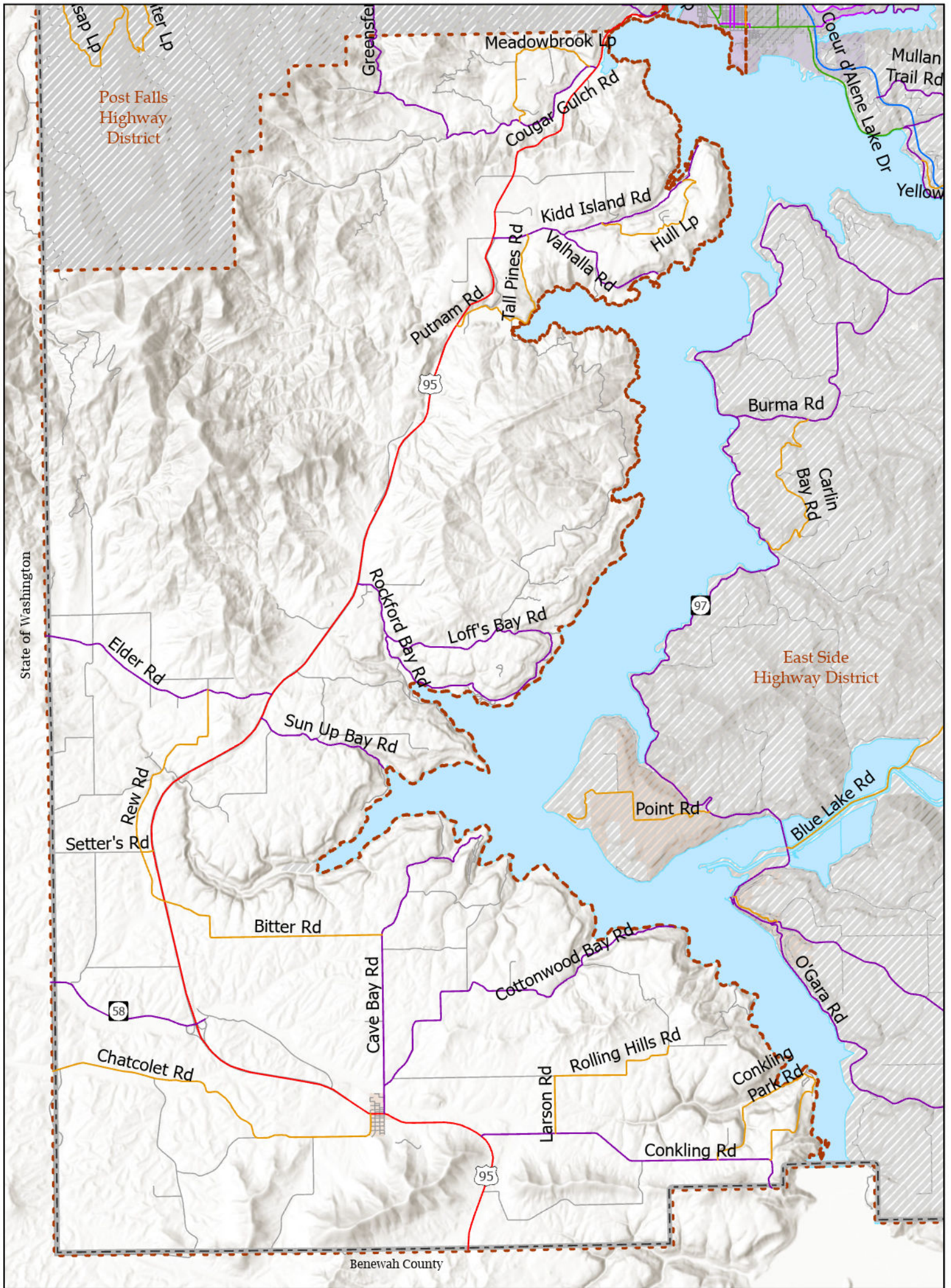
- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector

- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Urban Area Boundary
 - Water Features



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*Data based on best available information.
Data is illustrative purposes only.





RURAL FEDERAL FUNCTIONAL CLASSIFICATION

Adopted by KMPO Board 2/12/2026

Worley Highway District

- Classification**
- Interstate
 - Principle Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector

- Jurisdictions & Other Features**
- Coeur d'Alene; Hayden; Post Falls
 - Rathdrum
 - Other Jurisdictions
 - Local Roads
 - Other Highway Districts
 - Water Features



KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 201, Coeur d'Alene, ID 83814

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*Data for illustrative purposes only.



City of Coeur d'Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d'Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KMPO Board Meeting

February 12th, 2026 1:30 pm

Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

- 1. Call to Order – Bruce Mattare, Chair**
- 2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
- 3. Approval Meeting Minutes – Action Items**
 - a. Approval of December 11th, 2025 Meeting Minutes
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations**
 - a. January KCATT Meeting Recap
 - b. Recommendations:
 - i. Revised Federal Functional Classification Map
 - ii. 2025-2050 Population Projections
- 6. Administrative Matters**
 - a. December 2025 and January 2026 KMPO Expenditures – **Action Item**
 - b. February 2026 Financial Snapshot - Informational
 - c. FY 2025 KMPO Financial Audit- **Action Item**
- 7. Other Business**
 - a. FY26 Safety Performance Overview- Review
 - b. Revised Federal Functional Classification Map- **Action Item**
 - c. 2025-2050 Population Projections-**Action Item**
- 8. Public Transportation (Informational Items Provided to KMPO) - Informational**

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d'Alene Tribe

 - a. Kootenai County Transit Report – Kootenai County Public Transportation
 - b. Coeur d'Alene Tribe Rural Transit Report
- 9. Director's Report** (written report included in Board packet)
- 10. Board Member Comments**
- 11. Next Meeting – March 12th, 2026**
- 12. Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814
1-208-930-4164 Website: www.kmpo.net

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
February 12th, 2026
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Jeff Tyler	Post Falls Highway District
Randy Westlund, Vice Chairman	City of Post Falls
Steve Adams	Lakes Highway District
Graham Christensen	East Side Highway District
Bruce Mattare, Chairman	Kootenai County
Corrine Johnson (Proxy)	Worley Highway District
Dan Gookin	City of Coeur d'Alene
Jim Kackman	Coeur d'Alene Tribe

Board Members Absent:

Tom Shafer	City of Hayden
John Hodgkins	City of Rathdrum
Ryan Hawkins	ITD

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Terry Werner	Citizen
Robert Beachler	ITD
Chris Bosley	City of Coeur d'Alene
Angela Comstock	JUB
Sean Hoisington	JUB
Chad Ingle	Kootenai County

1. Call to Order – Bruce Mattare, Chairman

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Bruce Mattare at 1:30 p.m.

2. Changes to the Agenda and Declarations of Conflicts of Interest

Mr. Bruce Mattare called for any changes to the agenda or conflicts of interest. Hearing none, the meeting proceeded as planned.

3. Approval Meeting Minutes – Action Items

a. Approval of December 11th, 2025 Meeting Minutes

Having no discussion, Mr. Randy Westlund, motioned to approve the December 11th KMPO Board Meeting minutes as presented. Mr. Steve Adams, seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

No Public comments were made.

5. KCATT Recap & Recommendations-Chris Bosley

a. Mr. Chris Bosley, reported on the January KCATT meeting. The new ITD District 1 District Engineer replacing Damon Allen is Ryan Hawkins. Justin Wuest will move into the operations role that Mr. Hawkins previous filled. Mr. Bosley reported the State of Idaho is cutting back on strategic initiatives funding, and this will impact local projects down the road. He reported the City of Coeur d’Alene donated fallen trees from the recent windstorm to the charity organization ElderCare. He reported there is work being done to help Kootenai County receive a FEMA disaster designation for the windstorm damage. Post Falls Highway District is on track to have construction begin on the Prairie Ave. Pedestrian Underpass in late June.

b. Recommendations:

i. Revised Federal Functional Classification Map

Mr. Bosley reported KCATT had reviewed the clarification of collectors into minor and major collectors that Ms. Marienau had made and voted unanimously to recommend adoption of the new version to the KMPO board.

ii. 2025-2050 Population Projections

Mr. Bosley reported KCATT had reviewed the 2025-2050 Population Projections Ms. Marienau had presented and voted unanimously to recommend adoption of the new population projections to the KMPO board.

6. Administrative Matters

a. December 2025 and January 2026 KMPO Expenditures – Action Item

Mr. Glenn Miles reported that KMPO had routine expenses for the months of December and January and that the bank statement has been reconciled. There was the annual fee paid to the accountant firm for the KMPO audit. There were no questions on the expenses presented.

Mr. Jeff Tyler motioned to approve the expenses for December 2025 and January 2026, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

b. February 2026 Financial Snapshot

Mr. Miles reported that KMPO is in good financial standing, with no major financial changes from January, as of February 12th. He reported the federal continuing resolution had expired, and ITD has waited for the new resolution to pass in order to pay submitted KMPO invoices. He reported he expect the obligation authority to go out to the pending projects now that it had passed, and funds should be available the next two weeks.

c. FY 2025 KMPO Financial Audit- Action Item

Mr. Miles reported on the FY 25 federal fiscal year audit for KMPO. The audit was completed by Magnuson, McHugh, Dougherty. They began on October 16th and completed it December 10th. He reported the firm put together a depreciation schedule for the KMPO office space to meet general accounting standards practices. He noted that actual budget versus expenditures, KMPO ended the year with \$10,000 more than they started with in the fiscal year. There were no findings out of ordinary in the report.

Mr. Jeff Tyler motioned to approve the FY 2025 KMPO Financial Audit, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

7. Other Business

a. FY26 Safety Performance Overview- Review

Ms. Ali Marienau presented an overview of the 2025 safety performance for Kootenai County versus ITD’s 2025 targets. In 2018, the KMPO Board voted to adopt the ITD safety targets rather than create their own. She reviewed how Kootenai County met the targets for all five metrics tracked in 2025. The county saw a slight decrease in fatalities, but an increase in serious injuries. In 2024, the percentage of fatalities and serious crashes that occurred on the state highway system was 38%, and that decreased to 24% in 2025, meaning more fatal and serious injury

crashes occurred off of the state highway system. The fatality analysis shows the top contributors for fatal injury crashes as failing to maintain lane, alcohol impairment, speed too fast for conditions, and exceeding posted speeds. Overturns and head on collisions were the top two most harmful events. I-90 was the corridor with the most fatal crashes in 2025, and Ms. Marienau made note that three fatal crashes occurred on Coeur d'Alene National Forest roads. ITD's safety targets for 2026 will stay the same as the previous year.

b. Revised Federal Functional Classification Map- Action Item

Ms. Marienau presented an updated version of the Federal Functional Classification (FFC) map to the KMPO Board for adoption. She submitted the previously adopted version to ITD in November 2025 and received feedback on some items that needed to be revised. The first change removed future classifications for unconstructed projects, unless they are listed within the current TIP. FHWA no longer wants future projects on FFC maps. Ms. Marienau removed them but will maintain a map with future roads documented to reference for planning purposes. The second item that was changed from the previous version of the map was that the urban collector roads need to split and identified as either minor or major collectors. The classifications of collector roads already adopted onto the map for the urban area need to be designated, as well. Ms. Marienau added that there were some additional changes to existing classifications to make sure that KMPO was following the recommended guidelines for percentages of classification type. An additional 25 changes are proposed. ITD also requested additional details for the justifications for some requests; Ms. Marienau will work with the agencies to provide those. Ms. Marienau asked for questions or feedback and stated that she was looking the KMPO Board to adopt the new version so that she can move forward with resubmitting it.

Mr. Randy Westlund motioned to adopt the Revised Federal Functional Classification Map, as presented. Mr. Jim Kackman seconded the motion, which passed unanimously.

c. 2025-2050 Population Projections-Action Item

Ms. Marienau presented KMPO with the 2025-2050 Population Projections in their packets. She is working on updating the Metropolitan Transportation Plan (MTP) this year and needs to have a 20-year forecast to do so. Using similar methodology as the last update, she looked at historical population data and existing dwelling unit data to create the new projections. KMPO uses a rolling average of the annual growth rates over the last 30 years to determine what the growth rates would be over the forecast period. The document lists estimated populations for 2025, as well as projections for all of the cities in Kootenai County and the highway districts. She noted that highway districts have lower growth rates than the incorporated areas, but KMPO does anticipate them to still grow. She requested the KMPO board to adopt the new 2025-2050 population projections. Mr. Jeff Tyler commented on the projections that Post Falls will grow more than Coeur d'Alene by 2045 and voiced support of focusing transportation development to roads around Post Falls.

Mr. Jeff Tyler motioned to adopt the 2025-2050 Population Projections, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

8. Public Transportation (Informational Items Provided to KMPO)

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.

a. Kootenai County Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle reported on behalf of Citylink. System wide ridership across the fixed route and paratransit services totaled approximately 11,794 trips, an increase of 3% year over year. The highest ridership continuing to occur on the B route (the Post Falls route). He reported on time performance averaged about 95%, demonstrating transit had consistent, reliable service delivery across all routes. He reported they have completed their FTA National Transit Database reporting, which serves as the central reporting for the system, financial, operational and asset condition

data. He reported they are currently preparing the annual submission for the FTA Drug and Alcohol Management Information System, which is due by March 15. They are in the process of developing their fiscal year 2027 through 2031 program of projects. Once finalized, it will be submitted to the Board of County Commissioners for approval, along with requests to publish the required public hearing notice.

Mr. Dan Gookin requested to meet with Chad or someone from transit at another time to discuss financials, to which Mr. Ingle replied he would be happy to schedule a time to meet.

b. Coeur d’Alene Tribe Rural Transit Report

Mr. Ingle reported on behalf of the Tribe. They are experiencing a driver shortage and have a few new busses in service for the rural routes. He reported they have completed their National Transit Database input, and they are working on the Drug and Alcohol Management Information System reports, as well.

9. Director’s Report

Director Miles reported he had attended the Urban Balancing committee meeting for the service transportation block grant (large urban funds) last Thursday in Boise. He was able to secure \$450,000 towards the Prairie Ave. Widening project from Meyer Ave. to SH-41. He reported there will be another call for projects for 5310 funding, which supports projects focused on transportation for the elderly and disabled.

Mr. Gookin asked Mr. Miles if he had an update on the ITD I-90/US-95 interchange project. Mr. Miles reported ITD is currently working on the interchange design for their proposal. ITD has not done their environmental review of the impacts, so there no design decision. Studies have not been done on the “jug handles”, which provide access back to Appleway Ave. from US-95, with the overpass design. Mr. Miles reported ITD had requested \$15 million that would have taken them to the plan, specifications and estimates (PS&E) level. However, in talking with ITD, Mr. Miles told them he was not in a position to be able to advance their amendment for the \$15 million until such time as KMPO sees that they've met the prerequisites that local jurisdictions have to meet before they can go to PS&E. ITD has pulled that request for the \$15 million, and they're going to wait until April or May. ITD still has funds to move forward with some of their analysis. Because elements of the interchange project are not included the existing TIP or ITIP, KMPO would have to go through a formal TIP amendment process, including a 30-day public comment period, and Mr. Miles did not feel comfortable bringing one before the KMPO board until he has the documents that demonstrate what ITD wants to take to the final design.

10. Board Member Comments

Mr. Gookin commented on a letter that Spokane Transit Authority has sent to the local jurisdictions, as well as the county, in regards to connecting bus routes through North Idaho. Mr. Gookin stated he had replied to the letter that the general consensus is the City of Coeur d’Alene does not support a connection between Coeur d’Alene and the City of Spokane for mass transit.

Chairman Mattare agreed that the general censuses in the local jurisdictions is not in favor of adding connection to the City of Spokane via bus stops and routes.

11. Next Meeting – March 12th, 2026

12. Adjournment

Chairman Mattare motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on February 12th, 2026, and with no objections, the meeting was adjourned at 2:05 p.m.

Recording Secretary



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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

May 7, 2026

Subcommittee on State Highway System Adjustments,

District and Planning Services has reviewed the documentation (application, route map, resolution, and public comment input) provided by the Kootenai Metropolitan Planning Organization (KMPO) for:

REQUEST

14 reclassifications to Local, 58 reclassifications to Minor Collector, 47 reclassifications to Major Collector, 20 reclassifications to Minor Arterial, 4 reclassifications to Principal Arterial – Other, and 3 removals.

ITD recommends the subcommittee forwards this application to the Transportation Board for approval.

Pending subcommittee reviews, its options are:

- Recommend full Board approval or rejection of this application or agreement; or
- Request additional information and direct staff to return to the subcommittee at a subsequent date.

Sincerely,

Brianna Fernandez
Senior Transportation Planner

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, 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; and

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.