

A G E N D A

IDAHO TRANSPORTATION BOARD

April 16, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

April 16, 2020

The meeting will be conducted remotely.
It will be an audio meeting only; no visuals.
The meeting is open to the public except for the executive session.

To listen:

1. Dial 1-844-740-1264
 - a. Meeting number (access code): 286 839 774 #
 - b. When asked for an attendee number, hit “#” to join the conference call

KEY:

ADM = Administration

CD = Chief Deputy

OP = Operations

		Page	Time*
Action Item	1. CALL MEETING TO ORDER		8:30
Information Item	2. SAFETY/SECURITY SHARE: Executive Assistant Higgins		
Action Item	3. BOARD MINUTES – March 18	4	8:35
Action Item	4. 2020 BOARD MEETING DATES	12	
	May 20-21 – District 5		
	June 16-17 – District 3		
	July 15-16 – District 6		
Action Item	5. CONSENT CALENDAR	13	
CD	___ Add two Kootenai Metropolitan Planning Organization transit projects	14	
OP	___ Delay STC-2822, West Glendale Road and Canal Bridge, Blaine County from FY20 to FY21	15	
OP	___ Increase professional services agreement amount to over \$500,000	17	
OP	___ Consultant agreements	19	
OP	___ Contract for award.....	23	

*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.
The meeting is open to the public, except for the executive session.



April 16, 2020
Page 2 of 3

<u>April 16, 2020</u>			Page #	Time*
Information Items				
6. INFORMATIONAL CALENDAR				
OP	—	Contract award information and current advertisements	28	
OP	—	Professional services agreements and term agreement work tasks report.....	34	
ADM	—	FY20 General Funds Apportionment for Local Bridge Replacement and Rehabilitation in the approved FY20-26 Program	41	
ADM	—	State FY20 financial statements	42	
ADM	—	Monthly report of federal formula program funding through March.....	60	
7. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES				8:40
8. LEGISLATIVE UPDATE: Governmental Affairs Manager McCarty				8:55
9. AGENDA ITEMS				
Action Items				
ADM	—	Revisions to Board and Administrative Policies 4052 and 5052 Official Travel by Department Personnel (<i>Resolution on page 69</i>).....	62	9:05
Tolman				
Information Item				
CD	—	Idaho 16, I-84 to SH-44 cost estimates	70	9:10
Schroeder				
Action Items				
CD	—	Public Transportation Advisory Council District 4 appointment.....	76	9:40
Miller		(<i>Resolution on page 88</i>)		
10. BREAK				9:50
11. AGENDA ITEMS, continued				
Action Items				
OP	—	Board and administrative policies for small cell facilities in ITD right of way	89	10:10
Rindlisbacher				
OP	—	District 1 SH-3 levee widening	93	10:25
Allen		(<i>Resolution on page 101</i>)		
OP	—	Designation of District 6 routes as 129,000 pound truck routes	102	10:35
Luekenga		(<i>Resolution on page 182</i>)		

*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.
The meeting is open to the public, except for the executive session.



April 16, 2020
Page 3 of 3

		<u>April 16, 2020</u>	Page #	Time*
12. AGENDA ITEMS, continued				
Action Items				
OP Minzghor	—	Relinquishment of East Side Frontage Road/Farm Field Access..... (Resolution on page 198)	184	11:00
OP Minzghor	—	Relinquishment of SH-33 Sugar City Half Interchange..... (Resolution on page 213)	199	11:15
OP Crider	—	Board and administrative policies 4030 and 5030 Surface Transportation Block Grant Rural Exchange Program (Resolution on page 225)	214	11:25
Information Item				
13. EXECUTIVE SESSION				11:30
PERSONNEL ISSUES [SECTION 74-206(a), (b)]				
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]				
14. ADJOURNMENT (estimated time)				12:15

*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.
The meeting is open to the public, except for the executive session.

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 18, 2020

The Idaho Transportation Board convened at 8:30 AM on Wednesday, March 18, 2020 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
Julie DeLorenzo, Member – District 3
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

The following participated remotely:

Jim Kempton, Vice Chairman – District 4
James R. Thompson, Member – District 1
Janice B. Vassar, Member – District 2
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6

Safety/Security Share. Project Manager Mark Campbell emphasized the importance of work zone safety. He reminded motorists to be aware of their surroundings, don't drive distracted, plan ahead, leave early, and leave sufficient room between your vehicle and the vehicle in front of you. He said a lot of construction is occurring on I-84 in the Nampa area and the Department has an extensive communication plan to keep motorists informed of the activity.

Chairman Moad thanked Project Manager Campbell for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on February 19, 2020 as submitted. Member Hoff seconded the motion. Via a roll call vote, the motion passed 4-0 due to technical difficulties with Districts 2 and 5.

Board Meeting Dates. Chairman Moad said the workshop planned in conjunction with the Board meeting in District 2 next month is being postponed. The business meeting will be on the 16th; however, the location will be determined at a later date. The following meeting dates and locations were scheduled:

April 16, 2020 – location to be determined
May 20-21, 2020 – District 5
June 16-17, 2020 – District 3

Consent Items. Due to audio difficulties, Member DeLorenzo relayed Member Vassar's concern with the policies on the consent calendar. The Board Subcommittee on Policies did not review those revisions. Executive Assistant Higgins explained that the Subcommittee was established to review every policy and either re-format the policy or delete it. After a policy has been re-formatted, if revisions are proposed, the policy is presented to the full Board. Those

March 18, 2020

Page 1 of 8

policies have not been reviewed by the Subcommittee. Vice Chairman Kempton confirmed that process, and added that the Board may hold policies for a 30-day review period.

Chairman Moad recommended removing Administrative Policy 5508 Smoking Policy and Board and Administrative Policies 4052 and 5052 Official Travel by Department Personnel from the consent calendar and re-submitting them next month.

Member DeLorenzo made a motion, seconded by Member Hoff, and passed 4-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-07 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 distribution of FY20 Highway Infrastructure Program funds; adjustments to the Transportation Alternatives Program in the FY20-26 Idaho Transportation Investment Program; a consultant agreement; and a contract for award.

1) Distribution of FY20 Highway Infrastructure Program Funds. Last month the Federal Highway Administration notified Idaho that it would receive \$14.1 million in Highway Infrastructure Program funds, with \$8.5 million for Bridge Replacement and Rehabilitation and \$5.7 million for the State Transportation Block Grant. The latter funds are not subject to obligation limitation, require a non-federal match, must be obligated by September 30, 2023, have some limitations as to project eligibilities, and are to be sub-allocated by population. Because these funds are unique, staff recommends deviating from Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. It requests approval to distribute the funds as follows: \$696,074 (12.3%) to Urban – Transportation Management Area; \$357,427 (6.3%) to Urban – Urban Balancing Committee; \$357,427 (6.3%) to Rural – Local Highway Technical Assistance Council (LHTAC); and \$4,262,521 (75.4%) – any area – ITD.

2) Adjust Transportation Alternatives Program (TAP) in the FY20-26 Idaho Transportation Investment Program (ITIP). Staff requests the removal of the \$148,000 SH-55, Bosma to Labor Camp Sidewalk, Marsing project, key #22072 from the FY20 TAP. It also requests advancing the Local, Stoddard Path Extension Phase 2, Nampa, project, key #22070 to FY20 for \$473,000.

3) Request to Approve Consultant Agreement. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #20662 – US-95, McArthur Lake, Boundary County for completion of design services and engineer of record services in the estimated amount of \$1,500,000.

4) Contract for Award. The low bid on key #13419 – STC-5804, Westside Road, Trout Creek Bridges was more than ten percent over the engineer's estimate, requiring justification and

March 18, 2020

Page 2 of 8

Board approval. The major differences between the engineer's estimate and low bid were in the Superpave Hot Mix Asphalt Pavement Including Asphalt, Concrete Class 40-A Schedule No. 1, Prestress Stringer, Provide and Drive 16" Diameter Steel Shell Pile, Special Bridge – Spray–Applied Waterproof Membrane, and Mobilization items. The engineer's estimate was prepared a year before the project was advertised, and it was not reviewed prior to advertisement. Rebidding the project is not anticipated to result in savings. LHTAC and the project sponsor, Boundary County, believe the bids are reasonable considering the current bidding climate and location of the project, and recommend awarding the contract. Boundary County will provide the additional funds. Low bidder: C.E. Kramer Crane and Contracting Inc. - \$943,663.

Information Items. 1) Contract Award and Advertisements. Key #19595 – US-95, FY20 District 2 Bridge Repair. Low bidder: Truesdell Corporation - \$1,544,544.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From February 1 through February 26, 33 new professional services agreements and work tasks were processed, totaling \$4,099,263. Six supplemental agreements to existing professional services agreements were processed during this period in the amount of \$323,604.

3) State FY20 Financial Statements through January. Revenues to the State Highway Account from all state sources were ahead of projections by 5.6%. Receipts from the Highway Distribution Account were 4.6% or \$6 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 4.4%, or \$92,000. This is primarily due to the receipts for aircraft registrations; however, total receipts from aviation fuel taxes were below the forecast by 2.4%. Expenditures were within planned budgets. Personnel costs had savings of \$7.6 million or 9.8% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$327.6 million exceeded any from the past three years.

The balance of the long-term investments was \$109.5 million and the cash balance was \$77.8 million at the end of January. Expenditures in the Strategic Initiatives Program Fund were \$19.2 million. No additional funds, other than interest earned on the cash balance, are coming into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$10.8 million year-to-date. Expenditures in the GARVEE Capital Projects Fund through January were \$13.1 million.

4) Monthly Reporting of Federal Formula Program Funding through February. Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. Last month Idaho received \$14.1 million of General Funds, of which \$8.5 million of bridge funds were distributed evenly with local officials as part of a Board agenda item last month. The disposition of the remaining \$5.7 million Highway Infrastructure General Funds was submitted under the Consent Calendar this month. Obligation authority is \$295 million, which corresponds to \$295.4 million with

March 18, 2020

Page 3 of 8

match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13, 2020 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$295.4 million allotted, \$170.7 million remains.

5) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not execute any professional service agreements during the previous month.

Director's Monthly Report on Activities. Director Ness announced the resignation of Chief Operations Officer Travis McGrath. Chief Deputy Stokes and he will assume the Chief Operations Officer's duties until that position is filled. He testified at a Senate Banking Committee meeting on public transportation last month. Because of concerns with the novel coronavirus pandemic, next month's workshop with legislators and local officials in District 2 is being postponed. Other Department activities included Districts 4, 5, and 6 identified various collaboration opportunities; continuation of the Star Card campaign; and the initiation of a new hiring process that will reduce the amount of time it takes to fill positions. He also recognized Financial Manager – Financial Planning and Analysis Joel Drake's service and congratulated him on his upcoming retirement.

Chief Human Resources Officer (CHRO) Brenda Williams summarized the efforts to address the novel coronavirus concerns and the response to the Governor's declaration of a state of emergency. The top priorities are the safety and well-being of employees and customers and the continuity of operations. A number of conferences and meetings have been cancelled. Other measures include allowing employees to work from home, determining if training can be provided online, and eliminating all non-essential travel. CHRO Williams added that leadership will continue monitoring the situation and communicating with the Governor's Office.

The entire Director's Board Report can be viewed at <http://itd.idaho.gov/Board>.

Chairman Moad thanked Director Ness and CHRO Williams for the reports.

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty reported that three of ITD's legislative proposals have been signed into law, those relating to the local bridge inspection program, aligning fees for driver's licenses and identification cards with the administrative process, and minimum sales requirements for dealers and salesman licensing renewals. The elimination of validation decals for commercial motor vehicles has passed both chambers. It does not appear the last proposal regarding reinstatement of a lifetime disqualification for a commercial driver's license will be approved this year. Staff is continuing to monitor other legislative proposals, including on distracted driving, transportation funding, dyed fuel, specialty license plates, and drones. She also mentioned that Senate confirmation hearings were held last week for Member Hoff and Todd Hitchcock, who was appointed to the Aeronautics Advisory Board.

Chairman Moad thanked GAM McCarty for the legislative report.

Status: FY21 Appropriation – Joint Finance and Appropriation Committee (JFAC)

Actions. Justin Collins, Financial Manager – Financial Planning and Analysis (FM-FP&A) reported that the FY21 appropriation bill is awaiting the Governor’s signature. He summarized changes JFAC made to the Governor’s recommended budget. Three Full Time Equivalent positions and personnel funding of \$276,600 were transferred from Highways to the Division of Motor Vehicles to implement the Insurance Verification Program. The \$3.5 million inflationary adjustment in Highways was funded through a transfer from Personnel to Operating, and the \$25,000 Visitor Center line item was not approved. Those costs are to be absorbed within the Highways Operations budget. The total FY21 appropriation is \$782,602,500, which is \$2,818,800 less than the Governor’s recommended budget, and 1,648 full time positions.

Chairman Moad thanked FM-FP&A Collins for the update.

Plan to Address District 4 Office Building Deficiencies. Facility Program Manager (FPM) Tony Pirc said the District 4 office building in Shoshone is being assessed to determine the best approach to keep the building in sufficient working condition without making significant long-term expenditures. Modifications are planned to address Americans with Disabilities Act requirements; the heating, ventilation, and air conditioning system; and deficiencies in the Materials Lab. Some windows will also be replaced. FPM Pirc said these modifications, estimated at \$186,750, will be made with funds from the existing Facility Management Program.

Chairman Moad thanked FPM Pirc for the report.

Recognition of Employees’ Service. Chief Administrative Officer Charlene McArthur said that due to concerns with coronavirus, the employees who have reached a milestone in their service will be presented their certificates in October. She read the names of the employees who are being recognized for their state service in five-year increments.

Chairman Moad congratulated the employees on their milestones.

Temporary Waiver of Limitations for Emergency Movements – Process Improvement Recommendation. Compliance Program Manager (CPM) Reymundo Rodriguez summarized the Board’s authority to issue exemptions to the permit process in emergencies. Because the hardship requiring an exemption is usually time sensitive, CPM Rodriguez requested the Board delegate this authority to the Chief Engineer and Motor Vehicle Administrator. He explained how that process would work, including an engineering and safety analysis and necessary traffic control requirements.

In response to Chairman Moad’s question on the appeal process, DAG Allen replied that the Idaho Administrative Procedures Act will be followed. After staff’s review and analysis, a recommendation to approve or deny the request will be presented to the Chief Engineer. The Chief Engineer’s decision may be appealed to a hearing officer. The hearing officer will make findings and issue a decision for the Director to act on. If the applicant is not satisfied with the Department’s final decision, that decision may be appealed to district court.

Member DeLorenzo made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board may waive existing permit policy
ITB20-08 limitations in the event of an emergency, which is defined in IDAPA
30.03.03.630; and

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

WHEREAS, the Board may grant authority to delegate as per Idaho Code 40-505
to appropriate staff.

NOW THEREFORE BE IT RESOLVED, that the Board grants authority to the Division of Motor Vehicles Division Administrator and Chief Engineer to review, approve or deny requests for the waiver of existing permit policy limitations. The Board approves the process that has been brought before it as it provides that each request is analyzed utilizing engineering and safety criteria pertaining to appropriate Idaho laws, rules, and regulations in the movement of vehicles that exceed legal size and weight. The Board shall have findings reported via an informational Board agenda item.

Public Transportation 2020-2022 Application Funding Recommendations. Shauna Miller, Grants/Contracts Officer (G/CO), said a two-year competitive application process for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities, and Vehicle Investment Programs was recently completed. After reviewing the applications, staff presented the prioritized list of projects to the Public Transportation Advisory Council. The Council approved the funding recommendations for the 2020-2022 rural awards in the amount of \$20,008,309. G/CO Miller added that not all of the requests could be funded, and that some funding remains in other Programs because the funding requests did not equal the amount of money available.

Member DeLorenzo made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB20-09 reviewing, and programming public transportation projects in the rural areas of
Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include three FTA grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one state grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed, as shown as Exhibit #519, which is made a part hereof with like effect, and approves the rural funding amount of \$20,008,309, for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY20-26 Statewide Transportation Investment Program and programmed in FY20.

Corridor Plan: SH-44 (North Glenwood Street). Planning Services Manager (PSM) Ken Kanownik requested approval to complete a 20-year corridor plan for a portion of SH-44 in Garden City in-house. The area is impacted by extensive growth and a number of things are occurring in the corridor, including the creation of an Ada County advisory committee to explore the best use of the property housing Expo Idaho, Les Boise Park, and the fairgrounds, which are adjacent to the highway. The Plan would determine the best use of the existing geometry and right-of-way and determine Garden City's ultimate vision for the corridor.

Senior Planner Cecilia Awusie said the project will develop partnerships, collaborate with stakeholders to identify potential transportation/environmental issues, allow stakeholders to suggest corridor solutions and planning issues, notify property owners of potential land use for transportation purposes, and increase overall transportation efficiency. She added that District 3 is involved with this proposal.

Member DeLorenzo made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board with
ITB20-10 powers and duties over the state highway system; and

WHEREAS, the Scope of Work for State Highway 44 (Glenwood Street) corridor plan has been approved by the Idaho Transportation Department District 3 and the City of Garden City; and

WHEREAS, the Garden City Council received a corridor plan informational briefing on February 24, 2020; and

WHEREAS, ITD staff has coordinated closely with Garden City and will lead this planning effort for SH-44 and ITD staff is proposing to complete a corridor plan without any Idaho Transportation Investment Program funding associated.

NOW THEREFORE BE IT RESOLVED, on March 18, 2020, the Board approves of ITD staff commencing with the corridor planning process for SH-44 (Glenwood Street).

2020 Board Outreach Workshops – Overview. PSM Kanownik said that due to concerns with the coronavirus pandemic, the Department will be flexible in planning and scheduling the workshops with local officials and legislators. The intent of the workshops is to improve efficiency, understand major factors impacting transportation, and document unmet transportation needs. The agenda consists of an overview on current coordination efforts and identifying other potential coordination opportunities; a discussion on statewide trends, focusing on the aging bridges, growth, and the changing needs of transportation users; and identifying the unmet regional transportation needs.

Chairman Moad thanked PSM Kanownik for the overview on the workshop plans.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:05 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (c). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to the acquisition of real property. The discussion on personnel matters related to the performance of an employee.

The Board came out of executive session at 11:50 AM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 11:50 AM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

BOARD MEETING DATES

2020

May 20-21 - District 5
June 16-17 - District 3
July 15-16 - District 6
August 19-20 - District 1

September 15-16 - District 4
October 14-15 - Boise
November _____ - Boise
December _____ - Boise

2020

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
January	February	March	April
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May	June	July	August
31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
September	October	November	December
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

"X" = holiday

"-----" = conflicts such as AASHTO/WASHTO conferences (or Board/Director conflicts)

Other dates of interest:

April 19-24: AASHTO National Transportation Advanced Leadership Institute, Washington, DC

May 26-29: AASHTO spring meeting

June 7-11: National Transportation Leaders Institute

June 19-23: TRB/AASHTO Research Advisory Committee

June 28 – July 1: Western Assoc. State Highway/Trans. Officials annual mtg, Salt Lake City, UT

July 19-21: AASHTO Research Advisory Committee

September 20-23: ARTBA annual meeting

November 4-8: AASHTO annual meeting, Baltimore, MD

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 14-27

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB20-11

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 addition of two Kootenai Metropolitan Planning Organization transit projects; the delay of STC-2822, West Glendale Road and Canal Bridge, Blaine County from FY20 to FY21; increasing a professional services agreement amount to over \$500,000; consultant agreements; and a contract for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Ron Duran	Presenter's Title Public Transportation Program Manager	Initials	Reviewed By LSS
Preparer's Name Shauna Miller	Preparer's Title Grants/Contract Officer	Initials	

Subject

Add two **Kootenai Metropolitan Planning Organization (KMPO) Transit Projects** to the approved FY 2020 – 2026 ITIP

Key Number new	District 1	Route Number Transit
-------------------	---------------	-------------------------

Background Information

The purpose of this consent item is to request approval to add two transit projects to FY 2020, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of the Kootenai Metropolitan Planning Organization (KMPO) and the sponsor Kootenai County.

The **Coeur D'Alene UZA Riverstone Transit Center, Phase 2** project is to complete construction of the transit center (original project under Key 12279). The funding would be used to provide for the design, engineering and construction of the remaining site that will be used as a park and ride lot in conjunction with the use of Citylink public transportation services. The cost of **\$850,000** is from FTA Section 5339 Grant and was approved from current and prior year available funds.

The **Coeur D'Alene UZA Paratransit Services** project is for a continuation of Kootenai County's Purchase of Service, Ring a Ride service years 2021 and 2022. This will provide ongoing reliable services to both senior and disabled individuals that would not have access to traditional public transportation services. The cost of **\$191,000** is from FTA Section 5310 and was approved from prior year available funds.

The KMPO has updated their Transportation Improvement Program on March 24 and March 30, 2020 to add these two projects.

The staff requests approval to add these two projects as detailed above to the approved FY 2020 – 2026 ITIP.

Recommendations

Approve the addition of two Transit projects: the **Coeur D'Alene UZA Riverstone Transit Center, Phase 2** project at a cost of **\$850,000** and the **Coeur D'Alene UZA Paratransit Services** project at a cost of **\$191,000**.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials	

Subject

Delay **STC-2822, W GLENDALE RD & CNL BR, BLAINE CO** from FY 2020 to FY 2021 in the approved FY 2020 – 2026 ITIP

Key Number 13998	District 4	Route Number STC-2822
---------------------	---------------	--------------------------

Background Information

The purpose of this consent item is to request approval to delay **STC-2822, W GLENDALE RD & CNL BR, BLAINE CO** (KN13998) from FY 2020 to FY 2021, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of LHTAC and the project sponsor, Blaine County.

The project cost is **\$2,210,000** currently scheduled in FY 2020 in the Local Rural program. These funds can be used instead to help cover the current year funding shortfall due to high bids.

Staff requests the delay of this project be made to the program as detailed above.

Recommendations

Approve the delay of **STC-2822, W GLENDALE RD & CNL BR, BLAINE CO** (KN13998) from FY 2020 to FY 2021. The current year budget is **\$2,210,000**.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman * Dick Fosbury, Commissioner

February 26, 2020

Wayne Herbel, P.E.
LHTAC
3330 Grace St.
Boise, ID 83703

Re: W GLENDALE RD & CNL BR, BLAINE CO; PROJECT NO: A013(998)

Dear Wayne,

Blaine County understands the above-mentioned project may be delayed due to a lack of available funding at this time. However, Blaine County is prepared to move forward with this project if the funds should become available on short notice.

Please keep us apprised on any developments so that we may plan accordingly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jacob Greenberg".
Jacob Greenberg
Chairman



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Jeff Miles, PE	Preparer's Title LHTAC Administrator	Initials JM	

Subject

Request to increase professional services agreement amount to over \$500,000- T-O Engineers		
Key Number 18770	District 2	Route Number STC-4792/BEECH/CHESTNUT ST RECONSTRUCTION

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for T-O Engineers for the Beech/Chestnut Street Reconstruction Project, Key No. 18770.

Project Description

The proposed project will improve ten blocks of Chestnut Street from N. Garfield Street to S. Cedar Street, and three blocks of Beech Street in Genesee.

The agreement for the first phase of the project took the project through Charter Report Approval.

The agreement for the second phase continued the project from Preliminary Design through PS&E. In September of 2019, T-O Engineers and Hodge & Associates (City Engineer) conducted individual meetings with property/business owners to present the preliminary design alternative, after which a Public Open House was held to present the preferred alternatives to the public. Subsequently it was decided the roadway should be designed to accommodate farm equipment (combines with 16-foot wide headers) to travel along Chestnut Street, and increase the turning radiuses at the intersections for the large grain trucks. A supplemental agreement is needed to re-design Chestnut Street.

The consultant will also be needed for a post award consultant agreement for Engineer of Record tasks. The estimated cost of that agreement is \$20,000.

Funding

This project currently has \$486,000.00 obligated for PC. Current agreements total \$482,002. Additional funds will be obtained from program balancing to cover the additional cost to complete the design.

Recommendations

Approve request for T-O Engineers to exceed the consultant individual task agreement limit of \$500,000 for consultants selected through the RFI process, up to \$600,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 15-16, 2020

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENT		
Key Number Various	District 1 & 3	Route Number Various

Background Information

Board Policy 4001 delegates authority to the Director or another designee to approve routine engineering agreements of up to \$1M. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M on the same project.

The size of the agreements listed were anticipated because of 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 of the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services, one single agreement over \$1M may be issued allowing for continuity of the inspection. In all cases, any agreement over \$500,000 is awarded through the Request for Proposal (RFP) process which is open to all interested firms.

Recommendations

Approve: (see attached sheets for additional detail)

- Key No. 12310, Ramsey Road; Wyoming to Lancaster Road – for completion of design services and engineer of record services for a total estimated amount of \$1,601,000
- Key No. 20575, SH 53, Hauser Lake Road to N Bruss Road – for completion of design services for a total estimated amount of \$1,500,000
- Key No. 01004, SH 55, Smith's Ferry to Round Valley, Valley County – for construction engineering and inspection services for a total estimated amount of \$1,600,000

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



DATE: March 23, 2020

Program Number(s)A012(310)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)12310

FROM: Jeff Miles, PE
LHTAC Administrator

Program ID, County, Etc.Ramsey Road;
Wyoming to Lancaster Road

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for design by David Evans & Associates

David Evans & Associates was selected through individual project solicitation to provide design services for the Ramsey Road, Wyoming to Lancaster project, Key No. 12310. This is a phased project that will eliminate the gap in the connectivity of the roadway at the Coeur d'Alene Airport. Currently Ramsey Road terminates near the north and south boundary of the airport, resulting in a gap to motorists. The south half of the corridor (Phase 1) will be constructed as a three-lane roadway with a continuous center turn lane to provide improved access for an area of Hayden that is currently well-developed. The north half of the corridor (Phase 2) traverses undeveloped land where access will be limited to well-planned intersections.

Project Phasing

The project is split into two phases for design. Phase 1 covers Ramsey Road south of Wyoming Avenue to Lancaster Road in Hayden, Idaho. This phase will be constructed in two phases. Phase 2 will complete the project north of Lancaster Road, and will be designed and constructed at a later date.

Current Funding and Agreement Amounts

This project currently has \$1,601,000.00 obligated for design. Current agreements total \$778,548. This includes more than ten years of alignment negotiations with stakeholders including extensive alignment negotiations with the airport, several different alignment concepts and preliminary design work for since-abandoned alignments. The anticipated amount of future agreements is \$630,736. This will complete design for Phase 1. It is anticipated that these phases will be constructed separately due to a current lack of funding (referred to as Phases 1a and 1b for construction). It is also anticipated that a supplemental in the future will be needed to refresh Phase 1b prior to bidding.

The consultant will also be needed for a post award consultant agreement for Engineer of Record tasks. The estimated cost of the agreement is \$20,000.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$1,601,000 to complete design services and provide engineer of record tasks.



DATE: March 31, 2020

Program Number(s)A020(575)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20575

FROM: Damon Allen
District Engineer

Program ID, County, Etc. SH 53, Hauser Lake
Rd to N Bruss Rd

RE: Request to exceed professional services agreement amount of \$1,000,000 to complete design of this project.

The purpose of SH-53 Hauser Lake Rd to Bruss Rd is to increase safety by providing deceleration right turn lanes and illumination at major intersections, removing hazards from the clear zone, providing recoverable side slopes, median left turn lane, AASHTO standard shoulder widths and passing lanes where practical.

The purpose of this Board Agenda Item is to request approval to exceed the previous consultant engineering agreement limit of \$1,300,000 for Key Number 20575 SH-53 Hauser Lake Rd to Bruss Rd.

This project is located adjacent to and partially overlaps KN 10005 Pleasant View Rd and SH-53 Grade Separation, which is another important project on SH-53. KN 10005 plans to reconfigure the intersection of SH-53 and Hauser Lake Road but has experienced delays in schedule due to lack of funds for construction and thus has been pushed into later years of the Program until construction funding becomes available. As a result, KN 20575 is now scheduled to be constructed before KN 10005. Due to uncertainty as to when KN 10005 will be constructed, turn bays at the intersection of Hauser Lake Road and SH-53 are being added back into KN 20575 to meet the objective of increasing safety by providing turn bays at major intersections. Key 10005 is a grade separation project and as such, will continue to include reconfiguration of this intersection in its scope.

The District is seeking authorization to increase the agreement limit with the design consultant from \$1.3 million to \$1.5 million so this additional design work may be added to their scope by supplemental agreement. The funding needed to complete this design work under KN 20575 is already obligated and available.



DATE: March 12, 2020

Program Number(s)DHP-NH-1568(001)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)01004

FROM: Caleb Lakey, PE
District 3 Engineer

Program ID, County, Etc.
SH-55, Smith's Ferry to Round Valley, Valley Co

RE: Request to increase professional services agreement amount to over \$1,000,000 for
CE&I Services

The SH-55, Smith's Ferry to Round Valley project will widen SH-55 from milepost 98.3 to 99.3. The project will straighten the roadway, move rock slopes away from the roadway, provide rock slope stabilization, and add guardrail on the river side of the road. The objective is to improve safety and mobility along this section of roadway.

The construction contract for this project was awarded February 6th, 2020 and construction is scheduled to begin in September 2020. The contract is valued at \$25,693,420.95.

The purpose of this board item is to request approval to exceed the \$1 million professional services agreement amount on this project. The current estimate for the construction and inspection services of the project is approximately \$1.6 million, which is 6% of the awarded contract value. Solicitation for this consultant agreement will open in April 2020 and consultant selection is anticipated by June 2020.

Sufficient funds to cover this agreement have already been scheduled and obligated on the project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Highways Construction & Operations	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary (10/1/19 to 3/30/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
31	8	3	4	1	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 are recommended for award with board approval.

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

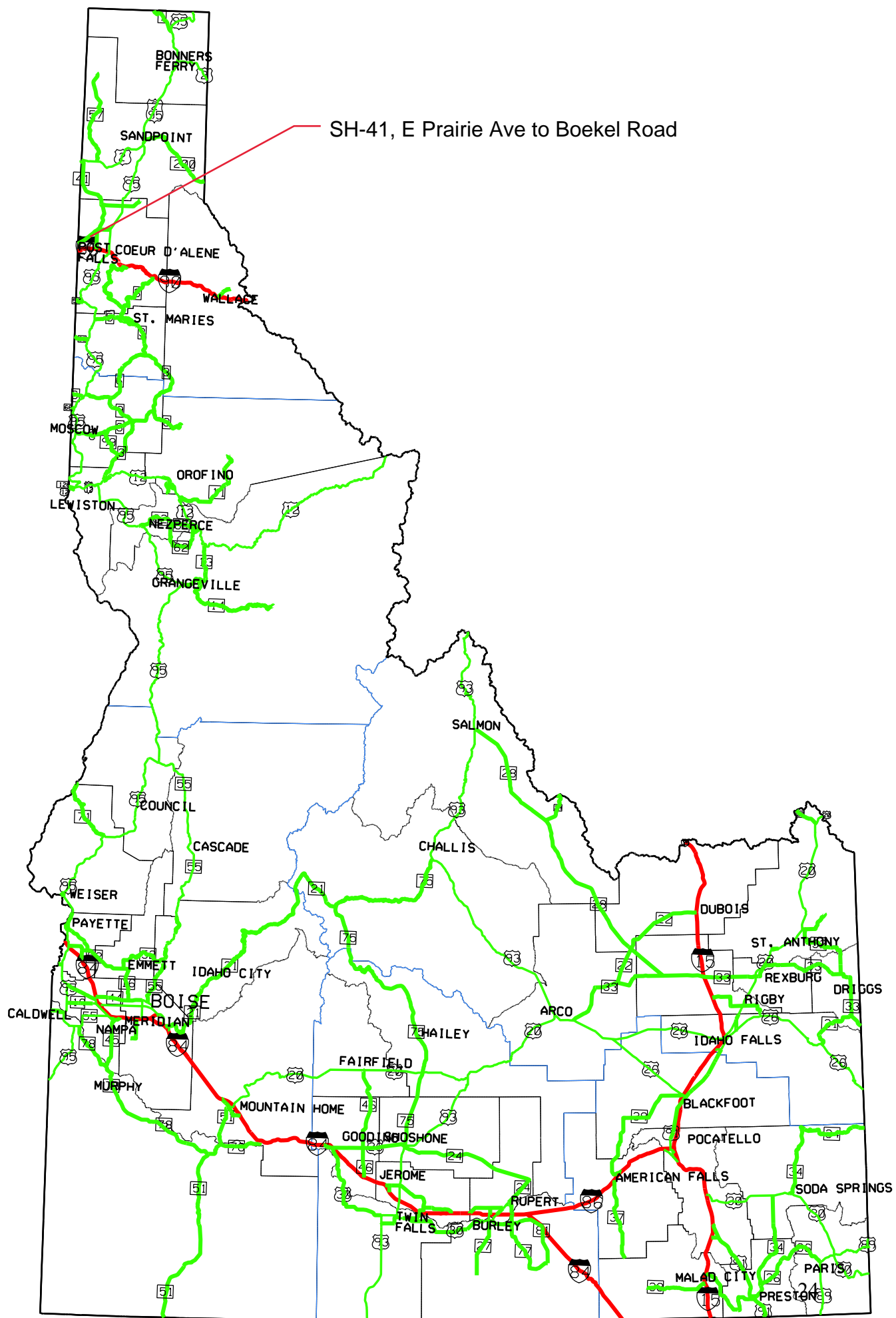
Contracts requiring Board Approval to Award -Justification received 3/3/20 to 3/30/20	
ITD	Local
1	0

Recommendations

In accordance with board policy 4001, the construction contract on the attached report is recommended for award with board approval.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
1	20098	SH-41	3/3/2020		6	\$28,372,330.51	\$31,563,456.42	\$3,191,125.91
SH-41, E Prairie Avenue to Boekel Road						Federal		111%
Contractor: Scarsella Bros. Inc								

DATE OF BID OPENING - MARCH 3, 2020 - IDAHO FEDERAL AID FINANCED
PROJECT

IDAHO FEDERAL AID Project No. A020(098)
SH-41, E Prairie Ave to Boekel Rd
Kootenai County, Key No. 20098

DESCRIPTION: The work on this project consists of reconstructing SH-41 from MP 2.45 to MP 6.46 to include 4-lane divided rdwy, upgrade/install new signals, remove at grade RR crossings including a grade separation, intersection turn bays & illumination, & adding a shared-use path on one side of hwy

BIDDERS:

SCARSELLA BROS., INC. SEATTLE, WA	\$31,563,456.42
INTERSTATE CONCRETE & ASPHALT CO. RATHDRUM, ID	\$32,479,603.60
M.A. DEATLEY CONSTRUCTION, INC. CLARKSTON, WA	\$32,891,826.66

3 BIDS ACCEPTED (3 irregular – DBE)

ENGINEER'S ESTIMATE - \$28,372,330.51

LOW BID - 111% Percent of the Engineer's Estimate

(AWARD) (REJECT) (REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation. ***

Dana Dietz Digitally signed by Dana Dietz
Date: 2020.03.27 11:17:27 -06'00'

DANA DIETZ P.E.
Contracts Engineer

Date

Department Memorandum

Idaho Transportation Department

**DATE:** March 26, 2020**Program Number(s)** P 171200
TO: Monica Crider, P.E.
Contracting Services Engineer
Key Number(s) 20098
FROM: Damon Allen P.E.
District 1 Engineer
Program ID, County, Etc. SH-41**APPROVED***By dallen at 11:00 am, Mar 26, 2020***RE:** Justification for award of Bid

On March 10, 2020, 3 bids were opened for the above referenced project. The low bid of \$31,563,456.42 was 11.25% higher than the Engineer's estimate of \$28,372,330.51. All 3 bids were within 3.25% 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 Price	Bid Unit Price	\$ Difference
205-005A	Excavation	307,535.00 CY	\$7.75	\$9.90	\$661,200.25
S911-06C	SP FIBER OPTIC CONDUIT (INSTALL 3 - 2" RPC CONDUIT)	60,769.00 FT	\$3.00	\$13.00	\$607,690.00
Z629-05A	MOBILIZATION	1.00 LS	\$1,418,538.75	\$3,150,000.00	\$1,731,461.25
Total Difference from these Items					\$ 3,000,351.50
% of Difference in Engineer's Estimate					94.02%

The Engineer's Estimate was based on project Right of Way (ROW) limitations and on observation of contractors already mobilized in the area. Had we considered that the project is a three year project and has certain ROW contract restrictions, we would have adjusted the unit price for mobilization and increased the excavation and conduit costs to reflect work area restrictions. This would have brought the Engineer's Estimate to within 110% of the low bid.

This project addresses a significant deficiency in the roadway and in order to increase the safety and mobility of the public, needs to be awarded in the 2020 construction season.

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 award of this contract.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Highways Construction & Operations	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

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 10/01/19 to 3/30/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
31	8	3	4	1	0

RECENT ACTIONS

In accordance with board policy 4001, Staff has initiated or completed action to award the contract listed on the attached report.

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

Contracts Requiring no action from the Board 3/3/20 to 3/30/20	
ITD	Local
7	1

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

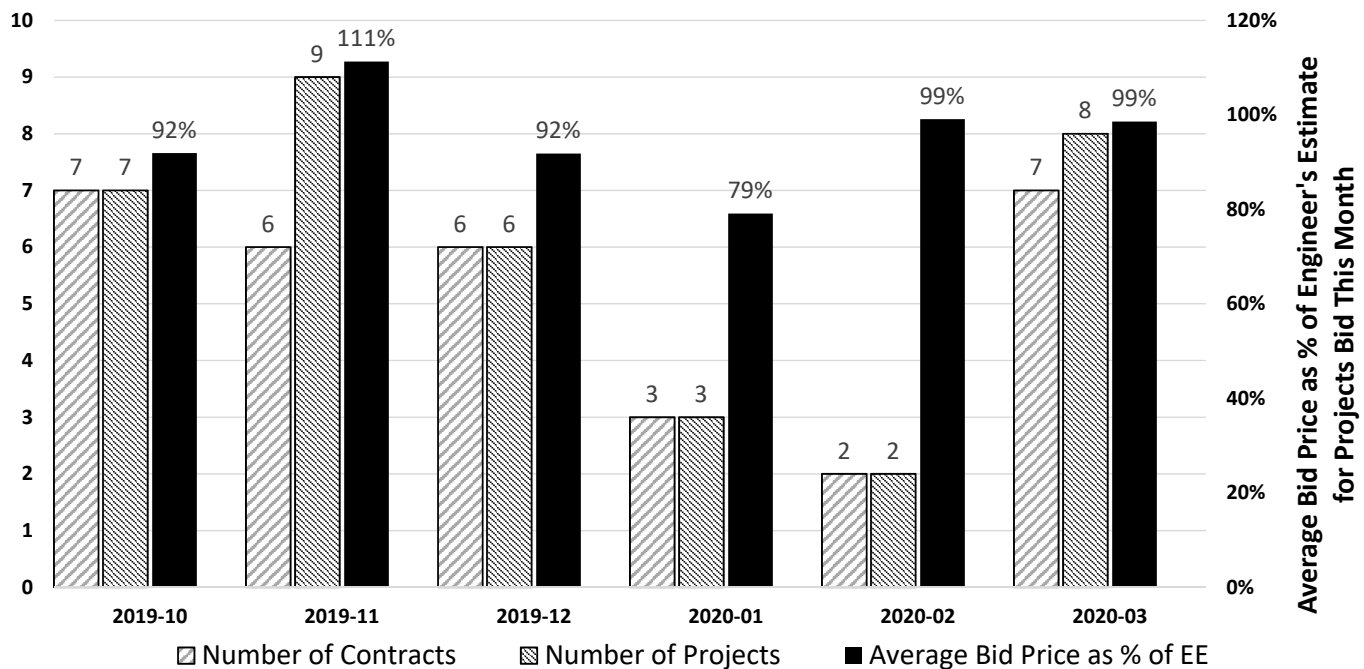
☐ Approved ☐ Deferred _____
☐ Other _____

FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

35 Projects YTD through March 30, 2020

YTD Total for all 35 projects:

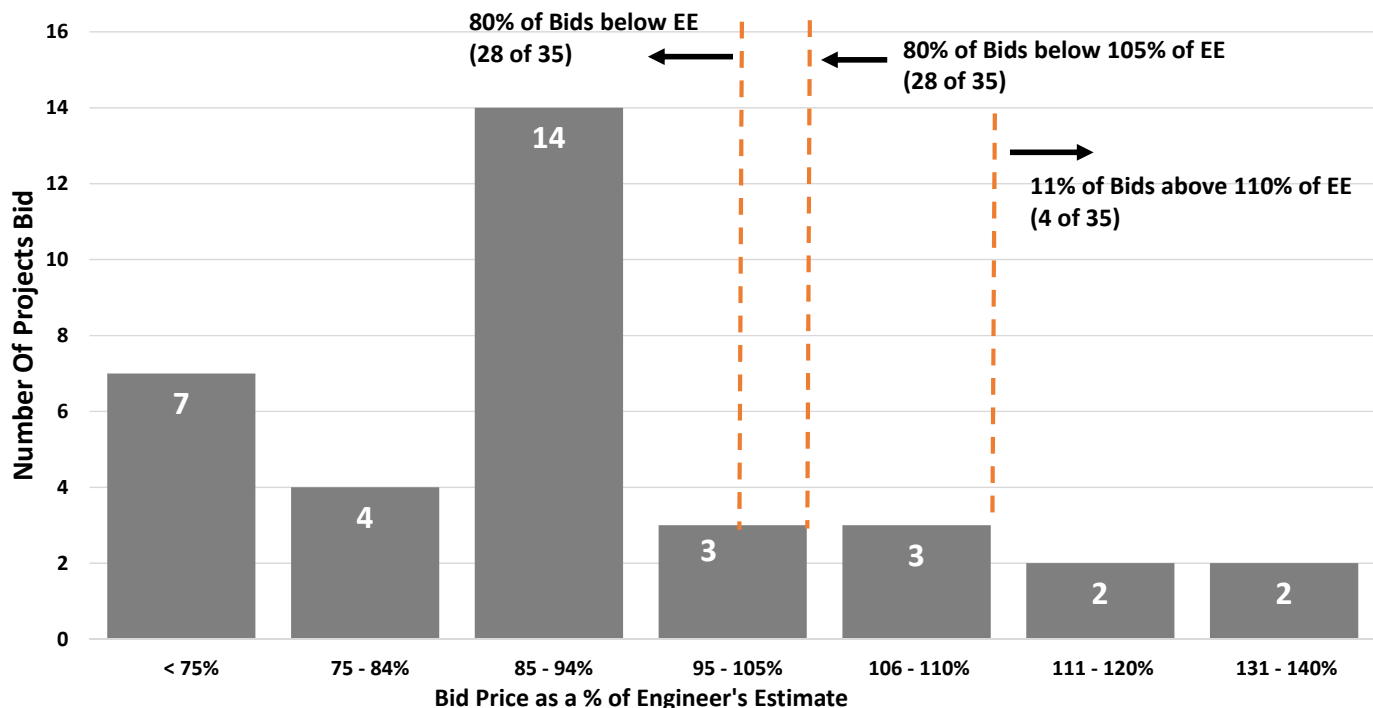
Ratio of Bid Costs / Engineer's Estimates = \$178.7 / \$179.9M = 99.3%



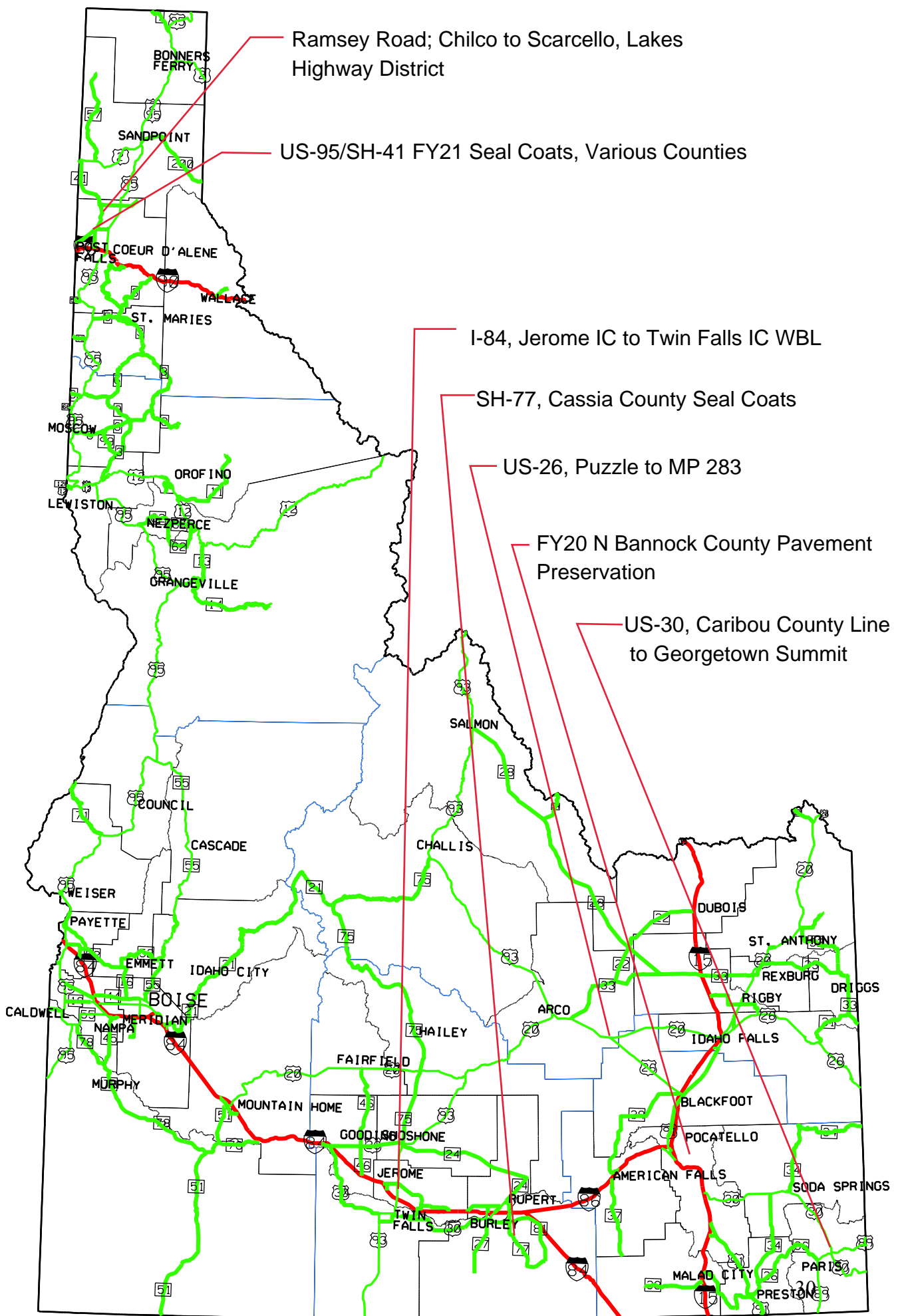
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

FFY20 State Infrastructure Project Bid Results: YTD Summary By Project Count

35 Projects YTD through March 30, 2020



Note: Local Projects are not included



Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	22513	SH-77	3/3/2020	3	\$884,869.94	\$884,459.50	(\$410.44)
SH-77, Cassia County Seal Coats					State		100%
Contractor: Kloepper Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20035	US-95/SH-41	3/3/2020	3	\$1,984,939.41	\$1,528,684.32	(\$456,255.09)
US-95/SH-41 FY21 D1 Seal Coats					State		77%
Contractor: Poe Asphalt Paving Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20559/20596	I-84	3/10/2020	3	\$16,705,425.10	\$15,130,000.00	(\$1,575,425.10)
I-84, Jerome IC to Twin Falls IC WBL					Federal		91%
Contractor: Western Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	19867	Off SYS	3/10/2020	5	\$6,817,670.34	\$5,955,120.00	(\$862,550.34)
FY20 N Bannock County Pavement Preservation					Federal		87%
Contractor: VSS International Inc.							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC (1)	20038	Off SYS	3/10/2020	3	\$6,551,267.59	\$5,760,522.09	(\$790,745.50)
Ramsey Road; Chilco to Scarcello, Lakes Highway District					Federal		88%
Contractor: LaRiviere Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	20051	US-30	3/17/2020	3	\$5,056,378.01	\$5,395,568.00	\$339,189.99
US-30, Caribou County Line to Georgetown Summit					Federal		107%
Contractor: H-K Contractors Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	20590	US-26	3/17/2020	2	\$8,813,009.10	\$7,190,385.00	(\$1,622,624.10)
US-26, Puzzle to MP 283					State		82%
Contractor: Knife River Corporation-Mountain West							

Monthly Contract Advertisement As of 3-30-2020

District	Key No.	Route	Bid Opening Date
ACHD(3)	13492	OFF SYS	4/7/2020
SMA-7169, Int Linder & Deer Flats Roads \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	19312	SH-27	4/7/2020
SH-27, Poleline Intersection Improvements \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
ACHD(3)	18728	OFF SYS	4/14/2020
FY20 Capital Maintenance, ACHD \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
6	20189	VARIOUS	4/14/2020
FY21 D6 Bridge Repair \$2,500,000 to \$5,000,000			State

District	Key No.	Route	Bid Opening Date
5	21827	I-15B	4/14/2020
Cedar to Flandro, Pocatello \$1,000,000 to \$2,500,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(6)	19030	OFF SYS	4/21/2020
STC-6810, Packsaddle Road Teton River Bridge \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
5	20142	I-15	4/21/2020
FY21 D5 Bridge Repair \$2,500,000 to \$5,000,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(1)	12315	OFF SYS	4/21/2020
STC-5743, Kidd Island Road, Worley Highway District \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(3)	12049	OFF SYS	4/21/2020
STC-8202, W 9th Street; Pioneer to W Indianhead Road, Weiser \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	19749	OFF SYS	4/21/2020
STC-5829, Riverview Drive Guardrail Installation, Post Falls Hwy District \$100,000 to \$500,000			Federal

District	Key No.	Route	Bid Opening Date
5	20457	SH-34	4/21/2020
SH-34, Tincup Creek Bridge MP 106.818 \$1,000,000 to \$2,500,000			State

District	Key No.	Route	Bid Opening Date
1	22271/22272	SH-5	4/28/2020
SH-8, FY21/22 D1 Deep Base Repair \$500,000 to \$1,000,000			State



Board Agenda Item ITD 2210 (Rev. 10-13)

Meeting Date April 15-16, 2020

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number N/A	District N/A	Route Number N/A
-------------------	-----------------	---------------------

Background Information

For all of ITD:

Consultant Services processed Thirty-Four (34) new professional services agreements and work tasks totaling **\$6,045,595.69** and four (4) supplemental agreements to existing professional services agreements totaling **\$246,594** from February 27, 2020 through March 25, 2020.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	1	2	3	4	5	6	HQ			
Resources not Available										
Bridge Design		1	1	2						4
Environmental		4	4	1		1				10
Surveying	1									1
Construction		2	2			1				5
Bridge Load Rating							1			1
Bridge Inspection							2			2
Public Involvement			2							2
Overhead Sign Structure Inspection							1			1
Local Public Agency Projects	2	2	2	1		1				8
Total	3	9	11	4		3	4			34



Board Agenda Item ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-Six (26) new professional services agreements and work tasks were processed during this period totaling **\$3,943,943.69**. One (1) supplemental agreement totaling **\$198,660** was processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 1, Mission Creek Culvert Repair, Boundary County	Resources not available: Surveying	Additional Surveying	Direct from Term Agreement	Glahe & Associates	Prev: \$7,129 This: \$ 4,930 Total: \$12,059

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 12, Clearwater River Memorial Bridge, Nez Perce County	Resources not available: Bridge	Bridge Design, Ph II: Completion of Design through PS&E	Individual Project Solicitation	WSP USA, Inc.	Prev: \$948,213 This: \$1,187,706 Total: \$2,135,919 Board Approved \$3M during February 2020 Meeting
US 95, Culdesac Canyon Passing Ln, Phase 2	Resources not available: Construction	Construction Inspection Support	Direct from Term Agreement	Horrocks Engineers	\$50,000
US 95, Culdesac Canyon Passing Ln, Phase 2 and Lapwai Creek Bridge	Resources not available: Construction	Inspection of Rock Blasting Operastuins	RFI from Term Agreement	BDS, Inc.	\$23,061
SH 13, Sally Ann Creek Road Culvert, Idaho County	Resources not available: Environmental	Complete Environmental Clearance	Direct from Term Agreement	Bionomics Environmental	\$14,764
SH 11, Quartz Creek (Jaype) Bridge, Clearwater County	Resources not available: Environmental	Complete Environmental Document	Direct from Term Agreement	Anderson Environmental	\$57,610



Board Agenda Item ITD 2210 (Rev. 10-13)

South Winchester to Chainup Turnout, Lewis County	Resources not available: Environmental	Complete Environmental Document	Direct from Term Agreement	Anderson Environmental	\$79,520
SH 8, MP 5 Eastbound Passing Lane, Latah County	Resources not available: Environmental	Complete Environmental Document	Direct from Term Agreement	Anderson Environmental	\$77,466

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, Flemming Creek Bridge, Boise County	Resources not available: Bridge	Completion of Design through PS&E	Individual Project Solicitation	Keller Associates	Prev: \$194,225 This: \$303,337 Total: \$497,562
US 20/26, Linder to Locust Grove and Locust Grove to Eagle	Resources not available: Public Involvement	Construction Public Involvement and Agency Coordination	Individual Project Solicitation	The Langdon Group	Prev: \$353,500 This: \$153,920 Total: \$507,420
I 84, Cold Springs IC to Glenns Ferry IC, Elmore County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$512,918 This: \$108,474 Total: \$621,392
I 84, Cold Springs IC to Glenns Ferry IC, Elmore County	Resources not available: Construction	Inspection and Materials Testing	Individual Project Solicitation	Materials Testing & Inspection	\$708,676
US 20, Phyllis Canal Bridge to SH 16, Ada County	Resources not available: Environmental	Hazardous Materials Report	Direct from Term Agreement	GeoEngineers	\$10,698
SH 52, Downtown Emmett Reconstruction	Resources not available: Public Involvement	Public Outreach Services	Direct from Term Agreement	HDR Engineering	\$32,160
SH 52, UPRR Bridge MP 13.3, Payette County	Resources not available: Environmental	Historic Context Statement	Direct from Term Agreement	Stevens Historical Research	\$23,686
US 95, Council Alternate Route	Resources not available: Environmental	Asbestos and Lead-Based Paint Survey	Direct from Term Agreement	GeoEngineers	\$5,000
US 20, Phyllis Canal Bridge to SH 16, Ada County	Resources not available: Environmental	Cultural Resource Review	Direct from Term Agreement	Bionomics Environmental	\$17,990



Board Agenda Item ITD 2210 (Rev. 10-13)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 75, Yankee Fork of Salmon River	Resources not available: Environmental	Cultural Resource Services	Direct from Term Agreement	Mitzi Rossillon	\$25,506
US 30, Dry Creek Bridge, Twin Falls County	Resources not available: Bridge	Concept Development	Direct from Term Agreement	Forsgren Associates	\$95,858
SH 27, G Canal Bridge, Cassia County	Resources not available: Bridge	Utility Locates, Asbestos/Lead Testing, Hydraulics Services	RFI From Term Agreement	Strata	Prev: \$339,400 This: \$51,650 Total: 391,050

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
None this month					

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Various District Six Construction Projects	Resources not available: Materials Testing	Materials Testing during Construction	Individual Project Solicitation	Materials Testing & Inspection	\$410,529
US 20, Thornton Environmental Monitoring, Madison County	Resources not available: Environmental	Environmental Monitoring and Reporting	RFI from Term Agreement	Rocky Mountain Environmental Associates	\$61,400



Board Agenda Item ITD 2210 (Rev. 10-13)

Headquarters

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
FY20 State Highway System Bridge Inspection	Resources not available: Bridge Inspection	Bridge Inspection Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$99,577
FY20 Local/Off System Bridge Inspection	Resources not available: Bridge Inspection	Bridge Inspection Services	RFI from Term Agreement	Collins Engineers	\$21,183
FY20 State Highway System Bridge Inspection	Resources not available: Load Rating	Bridge Load Rating and Software Testing	Direct from Term Agreement	Jacobs Engineering	\$99,722
FY20 State Highway System Sign Inspection	Resources not available: Sign Inspection	Overhead Sign Structure Inspections	RFI from Term Agreement	Collins Engineers	\$219,520.69

Supplemental Agreements to Existing ITD Professional Service Agreements

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
1	US 95, McArthur Lake, Boundary County	H.W. Lochner, Inc.	8/2018, Roadway and Bridge Design Services	Additional Environmental and Geotechnical Services	Prev: \$922,808 This: \$198,660 Total: \$1,121,468 Board Approved \$1.5M during March 2020 Meeting



Board Agenda Item ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Eight (8) new professional services agreements totaling **\$2,101,652** were processed during this period. Three (3) supplemental agreements totaling **\$47,934** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Railroad Crossing Near Sandpoint	Bonner County	Roadway Design Services	RFI from Term Agreement	J-U-B Engineers	\$85,500
Ramsey Road; Chilco to Scarcello	Lakes Highway District	Engineer of Record Services during Construction	Individual Project Solicitation	David Evans and Associates	Prev: \$842,500 This: 50,000 Total: \$892,500
Main Street Sidewalk & ADA Ramps, Lapwai	City of Lapwai	Construction Engineering and Inspection	Direct from Term Agreement	Keller Associates	\$35,186
Little Bear Creek Bridge	City of Troy	Engineer of Record Services during Construction	RFI from Term Agreement	David Evans and Associates	Prev: \$445,873 This: 36,066 Total: \$481,939
Bridge Bundling Project for: - Idaho Canal Bridge, Bonneville Co; - St. Charles Creek Bridge, Bear Lake County; - Portneuf River Bridge, Pocatello; - Deep Creek Bridge, Buhl Highway District; - Little Wood River Bridge, Shoshone Highway District; - North Fork Boulder Creek Bridge, Owyhee County; - Indian Creek Bridge, Caldwell; - Higbee Bridge, Idaho Falls	Local Highway Technical Assistance Council	Bridge Design, Phase I: Preliminary Design Services	Individual Project Solicitation	Keller Associates	\$1,789,460 Board Approved \$1.950M during January 2020 Meeting



Board Agenda Item ITD 2210 (Rev. 10-13)

Fairview Avenue Greenbelt Ramp, Boise	City of Boise	Construction Engineering and Inspection	Direct from Term Agreement	Materials Testing & Inspection	\$34,718
10 th Avenue East Sidewalk, Jerome	City of Jerome	Construction Inspection Services	Direct from Term Agreement	Civil Science	\$50,000
East 1300 North, Ora Bridge	Fremont County	Engineer of Record Services, Year 2	Individual Project Solicitation	HDR Engineering	Prev: \$1,107,500 This: 20,722 Total: \$1,128,222 Board Approved September 2017 Meeting

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	City of Moscow Safety Improvement Projects	Precision Engineering	12/2019, Safety and Pedestrian Improvement Design	Design replacement curb, gutter, sidewalk, and drop inlet relocation	Prev: \$88,082 This: \$ 9,603 Total: \$97,685
3	10 th Avenue Bridge, Caldwell	Stanley Consultants	2/2019, Construction Engineering and Inspection Services	Additional Inspection Services	Prev: \$407,007 This: \$33,331 Total: \$440,338
3	FY19 Capital Maintenance, Phase 2, ACHD	Six Mile Engineering	9/2019, Environmental Re-Evaluation	Pedestrian Ramp Modification and Surveying	Prev: \$6,776 This: \$5,000 Total: \$11,776

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials	

Subject

FY 2020 General Funds Apportionment for **Local Bridge Replacement and Rehabilitation** in the approved FY 2020 – 2026 ITIP

Key Number multiple	District multiple	Route Number multiple
------------------------	----------------------	--------------------------

Background Information

During the February 19, 2020 Board meeting the “Distribution of the FY 2020 Further Consolidated Appropriation Act, Formula Bridge Replacement and Rehabilitation Program Funds” item was presented by Joel Drake, Financial Officer for FP&A. The resolution was approved by the Board to split the funds equally between ITD and LHTAC. FP&A is providing the detailed information below as a follow up to the Board to show where the funds were used.

Idaho received \$8,450,501.20 in FY 2020 General Funds Apportionment specifically for Bridge Replacement and Rehabilitation. This provided \$4,225,250.60 each for the State Highway System (ITD) and the Local Highway System (LHTAC).

LHTAC has placed the funds on the following projects. Their portion of \$4,225,250.60 with match of \$334,700.40 equals **\$4,559,951.00**.

Key Number	District	NBIS#	Bridge Program	Program Year	Project	Purpose	Cost
12019	2	29035	Off-System	2019	OROFINO CR RD BR, CLEARWATER CO	Award	\$547,000
13135	6	31570	Off-System	2020	BEAVER CR BR, CLARK CO	Est. PS&E	\$1,298,612
14060	6	31250	Off-System	2020	GREAT WESTERN CNL BR, BONNEVILLE CO (BMPO)	Est. PS&E	\$1,346,000
19030	6	33055	Local	2020	PACKSADDLE RD TETON RV BR, TETON CO	Est. PS&E	\$783,980
20207	1	30230	Off-System	2500	RAPID LIGHTNING CR BR #5, BONNER CO	Design	\$130,359
20230	3	28655	Off-System	2024	EASTSIDE DR BR, VALLEY CO	Design	\$454,000
						Total	\$4,559,951

The ITD Bridge section is in the planning stages on their project list. Once that is finalized for the State Highway System the information will be provided to the Board under separate cover.

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
David Tolman	Controller	DT	LSS
Preparer's Name	Preparer's Title	Initials	
David Tolman	Controller	DT	

Subject

State Fiscal Year 2020 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2019 thru February 29, 2020, Fiscal Year 2020 Financial Statements

The financial operations of the Department as of February 29, 2020 shows this fiscal year with expenditures following projected budgets. ITD will experience revenue reduction due to COVID-19. It is anticipated that these impacts could be felt in April collections and will update the Board at their May meeting.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 1%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 3.4% or \$5.1M. The one category that is below forecast is in the equipment buy back and it is simply a difference in timing. State revenues to the State Aeronautics Fund are ahead of forecast by 6.7% or \$156,000. This is primarily due to the receipts for aircraft registrations, however total receipts from aero fuel taxes are below forecast YTD by -.6%. Staff will continue to monitor revenue and provide future updates. The dramatic changes in travel for both surface and air travel will impact ITD's revenue in the coming months. Staff will keep the Board informed as additional information is available.
- Expenditures are within planned budgets YTD. There are timing differences between planned and actual expenditures plus encumbrances estimated. Personnel costs have savings of \$8.6M or 9.7% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.
- Contract construction cash expenditures through February of this year has exceeded any from the past three years: FY20 = \$349.7M; FY19 = \$325.3M; FY18 = \$303.6M. After eight months in this fiscal year ITD continues on the effort of increased delivery over the prior year.

The balance of the long term investments as of the end of February is \$109.7 Million. This is after a transfer of \$30M to the cash balance to ensure the continued payouts of construction is not constrained. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$83.9M) totals \$193.6M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of February, were \$20.4M. There are no additional funds (other than interest earned on the cash balance) coming into this fund with the expiration of the law effective May 31, 2019 that required the transfer.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$12.1M is 10% ahead of forecast. The receipts into this fund for FY20 are committed to construction projects identified in the ITIP.

Expenditures in the GARVEE Capital Projects Fund, funded with proceeds from the bond sale of May 2019, through the month of February were \$13.8M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 6 Mar 2020
 % of Time
 Remainin 33.33

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 2/29/2020
 (all amounts in '000)

Fiscal Year: 2020

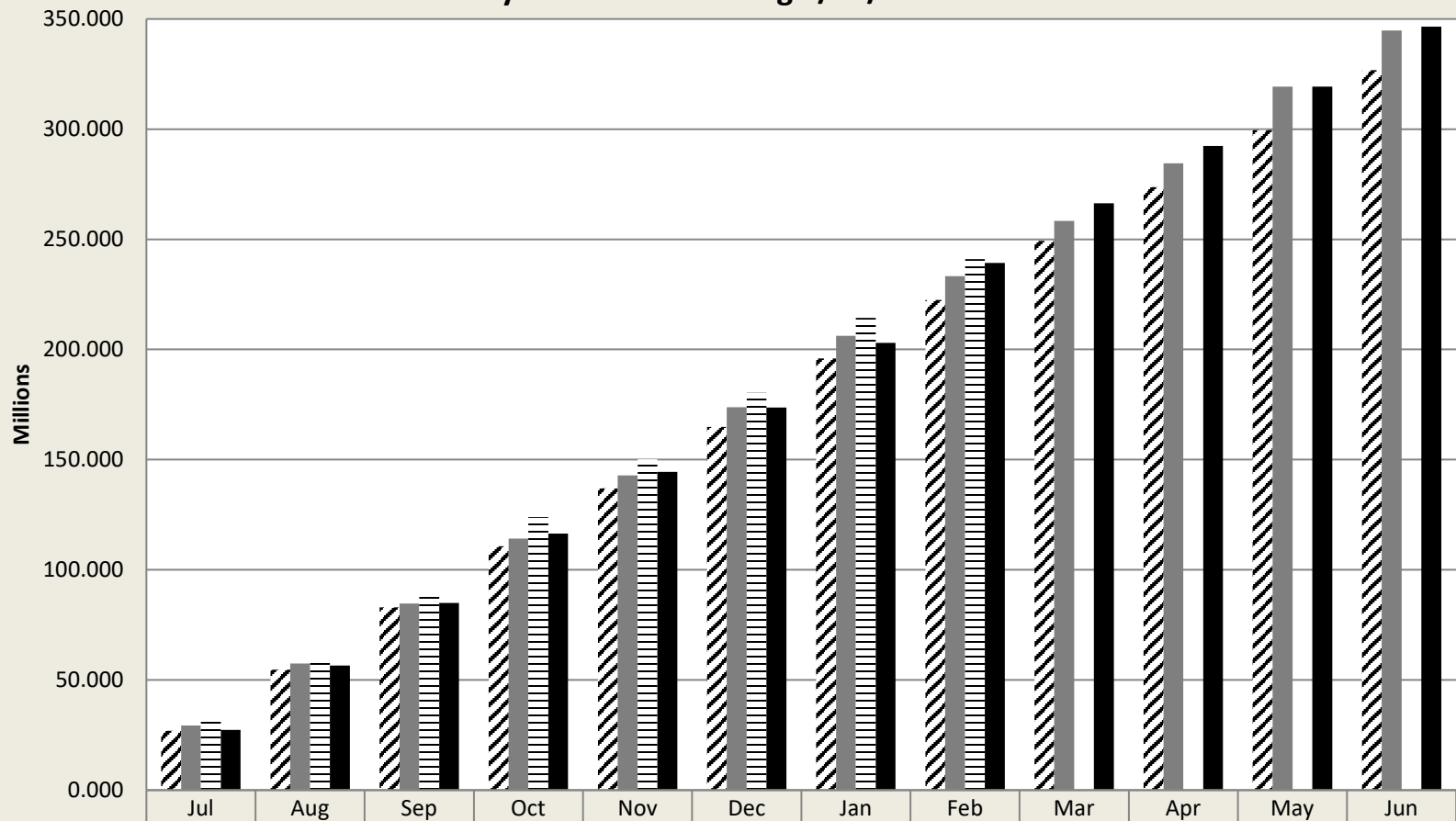
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	207,997	260,544	259,123	25.3%	0.5%
State (Inc. H.D.A.)	233,249	240,972	239,328	3.3%	0.7%
Local	7,860	20,206	13,683	157.1%	47.7%
Total State Highway Account:	449,105	521,722	512,134	16.2%	1.9%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	237	235	229	-1.0%	2.5%
State	2,421	2,486	2,330	2.7%	6.7%
Total State Aeronautics Fund:	2,658	2,721	2,559	2.4%	6.3%
Total Fund Received:	451,763	524,443	514,694	16.1%	1.9%
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	329,756	351,781	370,991	6.7%	-5.2%
<u>Operations Expenses</u>					
Highways	117,557	126,791	145,786	7.9%	-13.0%
DMV	24,201	23,091	25,903	-4.6%	-10.9%
Administration	17,613	18,659	21,171	5.9%	-11.9%
Facilities	3,296	3,143	399	-4.6%	688.3%
Aeronautics	3,826	2,177	2,467	-43.1%	-11.8%
Total Operations Expenses:	166,493	173,861	195,726	4.4%	-11.2%
<u>Transfers</u>					
Operating	25	0	0	-100.0%	0.0%
Debt Service	10,903	12,809	12,787	17.5%	0.2%
Total Transfers:	10,928	12,809	12,787	17.2%	0.2%
Total Disbursements:	507,177	538,451	579,505	6.2%	-7.1%
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<u>Expenditures by Type</u>					
Personnel	76,081	79,988	88,608	5.1%	-9.7%
Operating	63,160	64,405	68,489	2.0%	-6.0%
Capital Outlay	16,621	18,746	24,758	12.8%	-24.3%
Sub-Grantee	10,631	10,722	13,871	0.9%	-22.7%
Totals Operations Expenses:	166,493	173,861	195,726	4.4%	-11.2%
Contract Construction	329,756	351,781	370,991	6.7%	-5.2%
Totals (excluding Transfers):	496,250	525,643	566,717	5.9%	-7.2%

State Highway Fund 0260

Fiscal Year 2020

State Revenue Source Forecast vs Actual

February - For Period Ending 2/29/2020



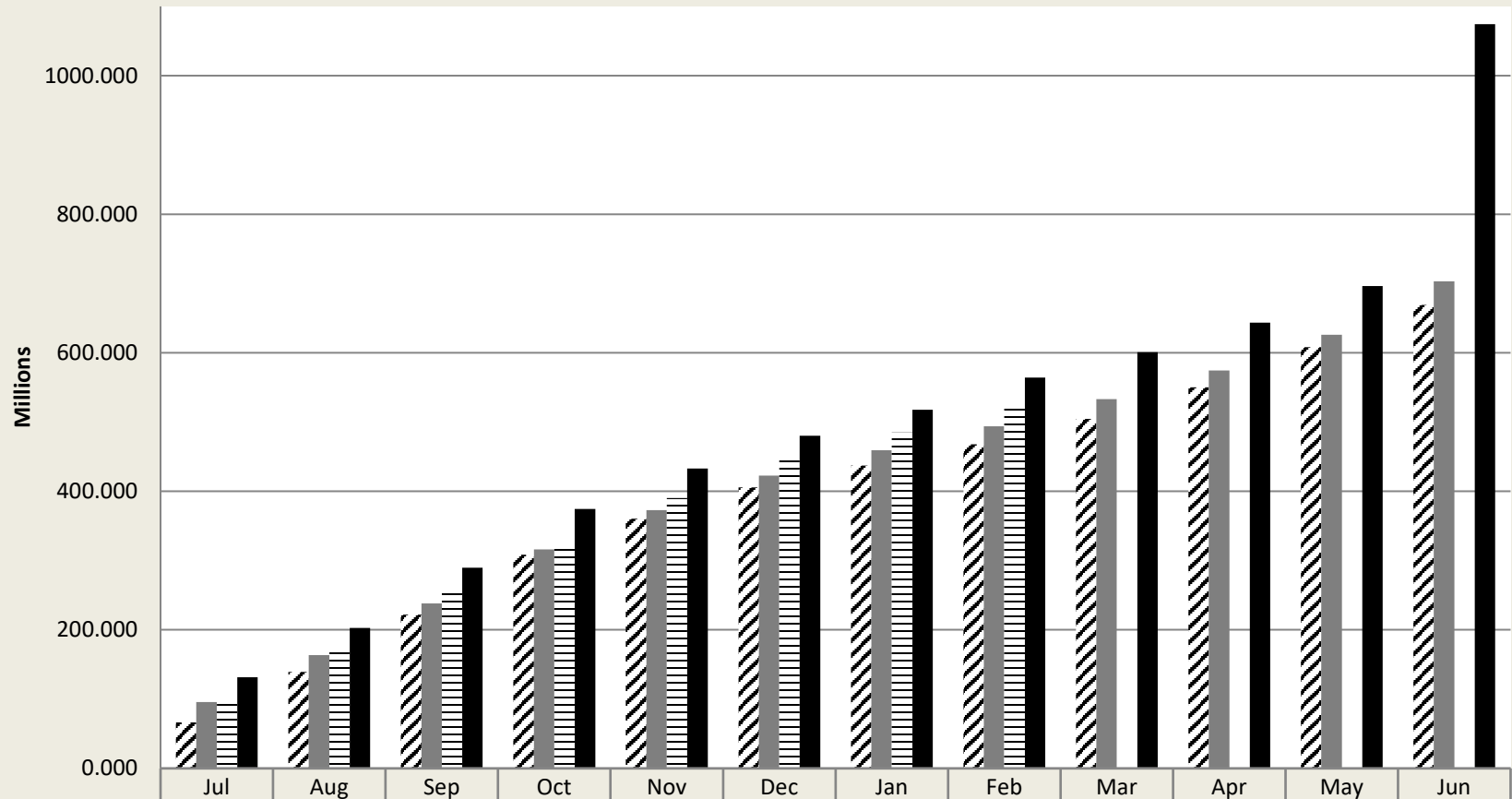
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▤ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
■ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
▬ FY20 Current	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972				
■ FY20 Forecast	27.394	56.487	84.985	116.487	144.443	173.700	203.029	239.328	266.313	292.386	319.280	346.515

State Highway Fund 0260

Fiscal Year 2020

Expenditures

February - For Period Ending 2/29/2020



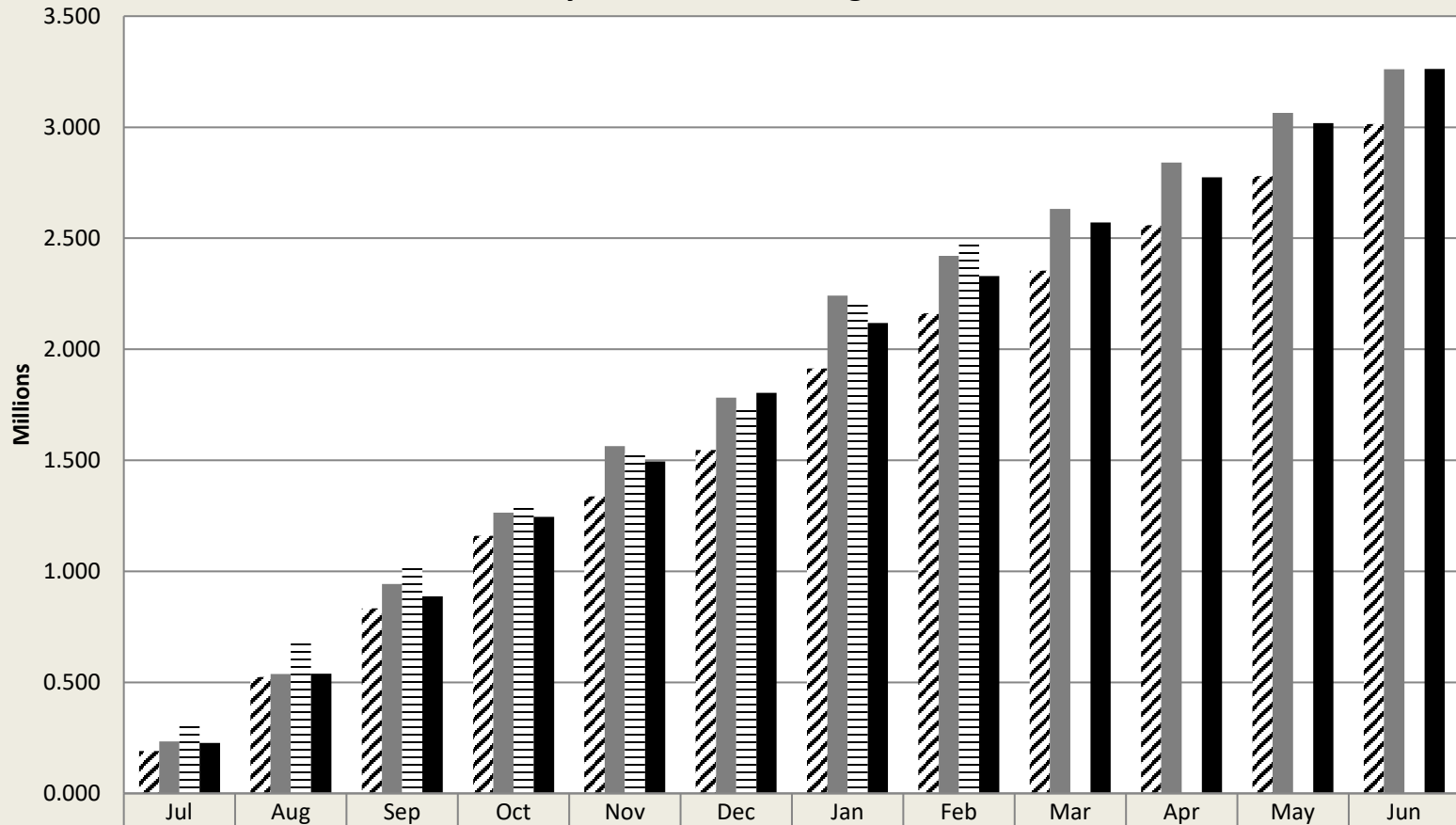
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
✓ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466				
■ FY20 Forecast	131.408	202.727	289.868	374.372	432.869	480.181	517.777	564.341	600.860	643.454	696.164	1,074.472

Aeronautics Fund 0221

Fiscal Year 2020

State and Interagency Revenue Sources Forecast vs Actual

February - For Period Ending 2/29/2020



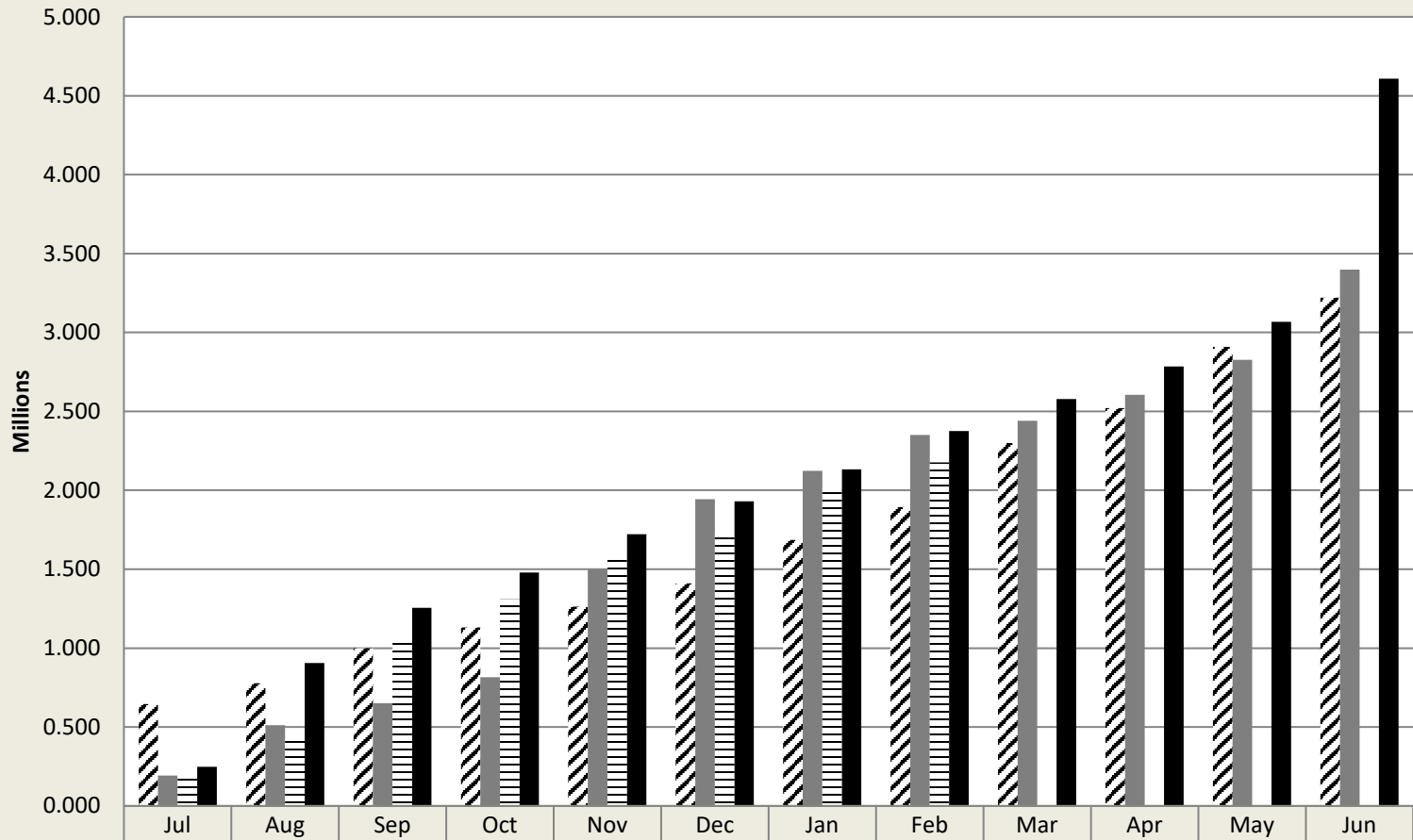
▨ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
■ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
□ FY20 Current	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486				
■ FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

Aeronautics Fund 0221

Fiscal Year 2020

Expenditures

February - For Period Ending 2/29/2020



FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
FY20 Current	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177				
FY20 Forecast	0.248	0.906	1.255	1.479	1.722	1.930	2.134	2.376	2.578	2.785	3.068	4.608

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 06 Mar 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/29/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Jan-20	Feb-20	Jan-20	Feb-20	Jan-20	Feb-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,455,545	2,557,828	77,776,683	83,967,756	45,919,762	44,721,251
Investments (Long Term: STO - Diversified Bond Fund)	853,915	855,539	109,477,997	109,688,647	0	0
Total Cash & Investments	3,309,460	3,413,366	187,260,525	193,662,248	45,919,762	44,721,251
Receivables - Other	(0)	(0)	1,424,678	1,440,990	0	0
- Due From Locals (Project Overruns)	0	0	2,133,814	2,804,719	0	0
- Inter Agency	12,686	6,370	0	500	0	0
Total Receivables	12,686	6,370	3,558,492	4,246,209	0	0
Inventory on Hand	0	0	18,155,172	17,431,646	0	0
Total Assets:	3,322,146	3,419,737	208,974,188	215,340,104	45,919,762	44,721,251
LIABILITIES						
Vouchers Payable	0	0	8,069	1,711	0	0
Sales Tax Payable	0	0	6,672	821	0	0
Deferred Revenue (Local Projects Match)	0	0	22,903,927	24,299,394	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	218,651	218,651	0	0
Total Liabilities:	0	0	23,137,319	24,520,576	0	0
FUND BALANCE						
Reserve for Encumbrance	311,002	236,057	44,612,192	41,621,203	0	0
Fund Balance	3,011,144	3,183,679	141,224,678	149,198,324	45,919,762	44,721,251
Total Fund Balance:	3,322,146	3,419,737	185,836,869	190,819,527	45,919,762	44,721,251
Total Liabilities and Fund Balance	3,322,146	3,419,737	208,974,188	215,340,104	45,919,762	44,721,251

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 06 Mar 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/29/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Jan-20	Feb-20	Jan-20	Feb-20	Jan-20	Feb-20
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810
Total Fund Balance:	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810
Total Liabilities and Fund Balance	25,898,494	24,830,993	48,737	48,817	25,947,231	24,879,810

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	230,145,500	232,932,684	17,971,141	0	2,787,184	1.21 %	506,876,702	273,944,018	54.05 %
FHWA - Indirect Cost	17,666,000	16,884,857	1,019,057	0	(781,143)	-4.42%	25,000,000	8,115,143	32.46 %
Federal Transit Authority	7,600,000	6,724,024	0	0	(875,976)	-11.53%	14,483,600	7,759,576	53.57 %
NHTSA - Highway Safety	2,950,000	2,935,806	213,654	0	(14,194)	-0.48%	4,642,800	1,706,994	36.77 %
Other Federal Aid	761,664	1,066,911	39,031	0	305,247	40.08 %	3,940,000	2,873,089	72.92 %
Total Federal Sources:	259,123,164	260,544,283	19,242,883	0	1,421,118	0.55 %	554,943,102	294,398,820	53.05 %
State Sources									
Equipment Buy Back	8,328,900	1,721,422	107,750	0	(6,607,478)	-79.33%	8,328,900	6,607,478	79.33 %
Miscellaneous Revenues	21,171,648	22,192,046	2,540,022	0	1,020,398	4.82 %	31,998,033	9,805,987	30.65 %
Total State Sources:	29,500,548	23,913,468	2,647,772	0	(5,587,080)	-18.94%	40,326,933	16,413,465	40.70 %
Local Sources									
Match For Local Projects	13,683,300	20,198,391	1,545,323	0	6,515,091	47.61 %	36,651,278	16,452,887	44.89 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	13,683,300	20,205,891	1,545,323	0	6,522,591	47.67 %	36,651,278	16,445,387	44.87 %
TOTAL REVENUES:	302,307,012	304,663,642	23,435,978	0	2,356,629	0.78 %	631,921,313	327,257,672	51.79 %
TRANSFERS-IN									
Highway Distribution Account	149,387,900	154,462,908	17,138,454	0	5,075,008	3.40 %	218,971,500	64,508,592	29.46 %
Fuel/Registration Direct	47,411,480	48,155,081	5,442,022	0	743,601	1.57 %	68,416,500	20,261,419	29.61 %
Ethanol Fuels Tax	13,028,000	13,265,124	1,402,301	0	237,124	1.82 %	18,800,000	5,534,876	29.44 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS-IN:	209,827,380	217,058,755	23,982,777	0	7,231,375	3.45 %	306,188,000	89,129,245	29.11 %
TOTAL REV AND TRANSFERS-IN:	512,134,392	521,722,397	47,418,755	0	9,588,004	1.87 %	938,109,313	416,386,917	44.39 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 EXPENDITURES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Operations Expense									
Permanent Staff Salaries	59,294,906	53,722,928	6,318,669	0	5,571,978	9.40 %	90,686,045	36,963,117	40.76 %
Board, Hourly, OT, Shift Diff	1,154,641	1,013,763	198,941	0	140,878	12.20 %	1,591,678	577,915	36.31 %
Fringe Benefits	27,368,101	24,529,480	3,000,730	0	2,838,621	10.37 %	41,482,177	16,952,697	40.87 %
In State Travel Expense	1,097,744	1,048,332	102,345	0	49,412	4.50 %	1,708,808	660,476	38.65 %
Out of State Travel Expense	221,391	165,702	19,157	0	55,689	25.15 %	350,480	184,778	52.72 %
Technology Operating Expense	19,621,942	13,646,159	1,489,823	6,623,571	(647,788)	-3.30%	25,665,010	5,395,280	21.02 %
Operating Expense	46,745,896	36,251,181	4,614,893	5,847,190	4,647,525	9.94 %	67,408,590	25,310,219	37.55 %
Technology Equipment Expense	2,167,090	1,141,924	38,861	214,924	810,242	37.39 %	2,222,340	865,492	38.95 %
Capital Equipment Expense	22,159,128	8,072,557	850,867	6,385,040	7,701,531	34.76 %	22,286,360	7,828,763	35.13 %
Capital Facilities Expense	389,597	2,123,016	233,968	796,329	(2,529,748)	-649.32%	5,834,597	2,915,252	49.96 %
Capital Projects	0	0	0	15	(15)	0.00 %	0	(15)	0.00 %
Trustee & Benefit Payments	13,129,584	9,362,685	1,048,698	739,408	3,027,491	23.06 %	19,390,900	9,288,807	47.90 %
Total Operations Expense:	193,350,020	151,077,728	17,916,952	20,606,477	21,665,816	11.21 %	278,626,985	106,942,781	38.38 %
Contract Construction									
Technology Operating Expense	0	1,490,432	232,609	298,716	(1,789,148)	0.00 %	0	(1,789,148)	0.00 %
Operating Expense	5,840,000	1,529,598	76,582	228,428	4,081,973	69.90 %	17,994,003	16,235,977	90.23 %
Capital Projects	363,850,564	346,229,479	21,727,901	1,543,230	16,077,855	4.42 %	771,597,538	423,824,829	54.93 %
Trustee & Benefit Payments	1,300,500	461,483	50,817	0	839,017	64.51 %	6,253,502	5,792,019	92.62 %
Total Contract Construction:	370,991,064	349,710,992	22,087,909	2,070,374	19,209,697	5.18 %	795,845,043	444,063,677	55.80 %
TOTAL EXPENDITURES:	564,341,085	500,788,720	40,004,861	22,676,851	40,875,513	7.24 %	1,074,472,029	551,006,458	51.28 %
TRANSFERS OUT									
Operating	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL TRANSFERS OUT:	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL EXPD AND TRANSFERS OUT:	577,128,417	513,597,502	40,004,861	22,676,851	40,854,063	7.08 %	1,131,999,229	595,724,876	52.63 %
Net for Fiscal Year 2020:	(64,994,025)	8,124,895	7,413,894		50,442,067		(193,889,916)	(179,337,959)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

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: 2020										
Budget Fiscal Year: 2020										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	800,000	423,586	25,291	38,824	337,590	42.20 %	5,942,604	5,480,194	92.22 %
Operating Expenditures	Federal	5,000,000	2,594,526	282,177	488,320	1,917,155	38.34 %	11,519,387	8,436,542	73.24 %
Operating Expenditures	Local	40,000	1,919	1,723	0	38,081	95.20 %	532,012	530,093	99.64 %
Total Operating Expenditures		5,840,000	3,020,030	309,191	527,144	2,292,826	39.26 %	17,994,003	14,446,829	80.29 %
Capital Outlay										
Capital Outlay	Dedicated	90,502,561	110,868,708	6,158,777	164,377	(20,530,523)	-22.69%	188,029,074	76,995,990	40.95 %
Capital Outlay	Federal	232,340,663	205,721,732	13,958,241	1,066,769	25,552,162	11.00 %	506,996,042	300,207,541	59.21 %
Capital Outlay	FICR	33,825,391	14,670,888	1,337,758	312,083	18,842,420	55.70 %	41,107,644	26,124,673	63.55 %
Capital Outlay	Local	7,181,949	14,968,152	273,126	0	(7,786,203)	-108.41%	35,464,778	20,496,626	57.79 %
Total Capital Outlay		363,850,564	346,229,479	21,727,901	1,543,230	16,077,855	4.42 %	771,597,538	423,824,829	54.93 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	320,000	20,155	19,086	0	299,845	93.70 %	2,420,042	2,399,887	99.17 %
Trustee & Benefit Payments	Federal	940,500	441,328	31,730	0	499,172	53.08 %	3,489,273	3,047,945	87.35 %
Trustee & Benefit Payments	Local	40,000	0	0	0	40,000	100.00 %	344,187	344,187	100.00 %
Total Trustee & Benefit Payments		1,300,500	461,483	50,817	0	839,017	64.51 %	6,253,502	5,792,019	92.62 %
Total Contract Construction:		370,991,064	349,710,992	22,087,909	2,070,374	19,209,698	5.18 %	795,845,043	444,063,677	55.80 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation 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: 2020									
Budget Fiscal Year: 2020									
REVENUES									
Miscellaneous Revenues	440,000	629,054	73,272	0	189,054	42.97 %	660,000	30,946	4.69 %
TOTAL REVENUES:	440,000	629,054	73,272	0	189,054	42.97 %	660,000	30,946	4.69 %
TRANSFERS-IN									
Cigarette Tax	0	0	0	0	0	0.00 %	4,330,169	4,330,169	100.00 %
Sales Tax	10,950,000	12,115,773	1,287,532	0	1,165,773	10.65 %	17,699,656	5,583,883	31.55 %
TOTAL TRANSFERS-IN:	10,950,000	12,115,773	1,287,532	0	1,165,773	10.65 %	22,029,825	9,914,052	45.00 %
TOTAL REV AND TRANSFERS-IN:	11,390,000	12,744,827	1,360,805	0	1,354,827	11.89 %	22,689,825	9,944,998	43.83 %
EXPENDITURES									
Contract Construction - Capital Projects	15,298,119	9,486,645	2,559,315	0	5,811,474	37.99 %	62,507,633	53,020,988	84.82 %
TOTAL EXPENDITURES:	15,298,119	9,486,645	2,559,315	0	5,811,474	37.99 %	62,507,633	53,020,988	84.82 %
TOTAL EXPD AND TRANSFERS OUT:	15,298,119	9,486,645	2,559,315	0	5,811,474	37.99 %	62,507,633	53,020,988	84.82 %
Net for Fiscal Year 2020:	(3,908,119)	3,258,182	(1,198,511)		7,166,301		(39,817,808)	(43,075,990)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0270 Strategic Initiatives Program Fund (State 60%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	666,600	541,628	44,588	0	(124,972)	-18.75%	862,300	320,672	37.19 %
TOTAL REVENUES:	666,600	541,628	44,588	0	(124,972)	-18.75%	862,300	320,672	37.19 %
TOTAL REV AND TRANSFERS-IN:	666,600	541,628	44,588	0	(124,972)	-18.75%	862,300	320,672	37.19 %
EXPENDITURES									
Contract Construction - Capital Projects	16,000,000	20,363,265	1,112,090	0	(4,363,265)	-27.27%	44,768,703	24,405,438	54.51 %
TOTAL EXPENDITURES:	16,000,000	20,363,265	1,112,090	0	(4,363,265)	-27.27%	44,768,703	24,405,438	54.51 %
TOTAL EXPD AND TRANSFERS OUT:	16,000,000	20,363,265	1,112,090	0	(4,363,265)	-27.27%	44,768,703	24,405,438	54.51 %
Net for Fiscal Year 2020:	(15,333,400)	(19,821,636)	(1,067,502)		(4,488,237)		(43,906,403)	(24,084,766)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0270 Strategic Initiatives Program Fund (LHTAC-Local 40%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	638	80	0	638	0.00 %	0	(638)	0.00 %
TOTAL REVENUES:	0	638	80	0	638	0.00 %	0	(638)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	638	80	0	638	0.00 %	0	(638)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPENDITURES:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
Net for Fiscal Year 2020:	(25,831)	638	80		26,469		(25,831)	(26,469)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0374 GARVEE Capital Project 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: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	13,991,487	2,213	0	13,991,487	0.00 %	0	(13,991,487)	0.00 %
TOTAL REVENUES:	0	13,991,487	2,213	0	13,991,487	0.00 %	0	(13,991,487)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	13,991,487	2,213	0	13,991,487	0.00 %	0	(13,991,487)	0.00 %
EXPENDITURES									
Operating Expenditures	0	110,982	11,837	0	(110,982)	0.00 %	0	(110,982)	0.00 %
Capital Projects	0	12,513,548	707,883	0	(12,513,548)	0.00 %	0	(12,513,548)	0.00 %
TOTAL EXPENDITURES:	0	12,624,530	719,720	0	(12,624,530)	0.00 %	0	(12,624,530)	0.00 %
TRANSFERS OUT									
Statutory	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS OUT:	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	13,800,172	719,720	0	(13,800,172)	0.00 %	0	(13,800,172)	0.00 %
Net for Fiscal Year 2020:	0	191,315	(717,507)		191,315		0	(191,315)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0375 GARVEE Debt Service 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: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	95,401	10,199	0	95,401	0.00 %	0	(95,401)	0.00 %
TOTAL REVENUES:	0	95,401	10,199	0	95,401	0.00 %	0	(95,401)	0.00 %
TRANSFERS-IN									
Operating	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL TRANSFERS-IN:	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,604,183	10,199	0	17,604,183	0.00 %	0	(17,604,183)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	59,026,437	402,288	0	(59,026,437)	0.00 %	0	(59,026,437)	0.00 %
TOTAL EXPENDITURES:	0	59,026,437	402,288	0	(59,026,437)	0.00 %	0	(59,026,437)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	59,026,437	402,288	0	(59,026,437)	0.00 %	0	(59,026,437)	0.00 %
Net for Fiscal Year 2020:	0	(41,422,254)	(392,089)		(41,422,254)		0	41,422,254	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Mar 2020
 % of Time
 Remaining: 33.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/29/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2020	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:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - FAA		229,000	234,781	61,046	0	5,781	2.52 %	667,500	432,719	64.83 %
State Sources - Miscellaneous Revenues		297,467	434,487	86,351	0	137,020	46.06 %	362,500	(71,987)	-19.86%
Interagency Sources - Miscellaneous Revenues		164,400	193,889	9,247	0	29,489	17.94 %	250,000	56,111	22.44 %
TOTAL REVENUES:		690,867	863,157	156,644	0	172,290	24.94 %	1,280,000	416,843	32.57 %
TRANSFERS-IN										
Operating		1,868,491	1,857,710	179,285	0	(10,781)	-0.58%	2,650,000	792,290	29.90 %
TOTAL TRANSFERS-IN:		1,868,491	1,857,710	179,285	0	(10,781)	-0.58%	2,650,000	792,290	29.90 %
TOTAL REV AND TRANSFERS-IN:		2,559,358	2,720,867	335,929	0	161,509	6.31 %	3,930,000	1,209,133	30.77 %
EXPENDITURES										
Permanent Staff Salaries		520,200	468,910	58,102	0	51,290	9.86 %	796,788	327,878	41.15 %
Board, Hourly, OT, Shift Diff		39,200	42,602	300	0	(3,402)	-8.68%	57,900	15,298	26.42 %
Fringe Benefits		230,582	210,313	25,543	0	20,269	8.79 %	350,912	140,599	40.07 %
In State Travel Expense		39,007	39,939	461	0	(932)	-2.39%	59,246	19,307	32.59 %
Out of State Travel Expense		13,759	19,681	620	0	(5,922)	-43.04%	17,800	(1,881)	-10.57%
Technology Operating Expense		30,903	33,926	3,936	10,952	(13,974)	-45.22%	46,257	1,380	2.98 %
Operating Expense		718,197	538,318	62,617	180,047	(168)	-0.02%	1,156,697	438,332	37.90 %
Technology Equipment Expense		9,600	4,080	4,080	0	5,520	57.50 %	9,600	5,520	57.50 %
Capital Equipment Expense		33,000	0	0	0	33,000	100.00 %	33,000	33,000	100.00 %
Capital Facilities Expense		0	7,676	6,482	451	(8,127)	0.00 %	50,000	41,873	83.75 %
Trustee & Benefit Payments		741,664	620,210	51,675	0	121,454	16.38 %	2,029,911	1,409,701	69.45 %
TOTAL EXPENDITURES:		2,376,112	1,985,655	213,815	191,449	199,008	8.38 %	4,608,111	2,431,007	52.75 %
TOTAL EXPD AND TRANSFERS OUT:		2,376,112	1,985,655	213,815	191,449	199,008	8.38 %	4,608,111	2,431,007	52.75 %
Net for Fiscal Year 2020:		183,246	735,211	122,114		360,517		(678,111)	(1,221,874)	59



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Justin Collins	Presenter's Title Financial Mgr., FP&A	Initials JC	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials ndh	

Subject

Monthly Reporting of Federal Formula Program Funding Through March		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received \$286.6 million of obligation authority through September 30th via an appropriations act signed on December 20, 2019. This includes \$936,200 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. On February 13th we also received \$14.1 million of *Highway Infrastructure General Funds*. Obligation authority through September 30th (365/365^{ths}) is \$300.7 million which corresponds to \$301.5 million with match after a reduction for prorated indirect costs.

Idaho has received apportionments via notices through February 13th of \$331.7 million. This includes *Redistribution of Certain Authorized Funds* and *Highway Infrastructure General Funds*. Currently, obligation authority is 90.7% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2020.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2020

Per FAST Tables – Total Year	
Federal Aid Only	\$317,314
Including Match	\$344,009
Per Apportionments – Total Year	
Federal Aid Only	\$331,650
Including Match	\$359,552
Obligation Limits through 9/30/2020	
Federal Aid Only	\$300,696
Less prorated \$25M indirect costs w/Match	\$301,542

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2020 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through February 13, 2020.

Exhibit Two Allotments of Available Formula Funding w/Match and Amount Remaining

Program	Allotted Program Funding through 9/30/2020	Program Funding Remaining as of 3/31/2020
All Other SHS Program	\$167,936	\$76,533
GARVEE Formula Debt Service*	\$62,318	\$48,459
State Planning and Research*	\$7,076	\$534
Metropolitan Planning*	\$1,941	\$0
Railroad Crossings	\$1,941	\$1,911
Transportation Alternatives (Urban/Rural)	\$3,571	\$1,879
Recreational Trails	\$1,540	\$1,593
STBG - Local Urban	\$8,333	\$361
STBG - Transportation Mgt. Area	\$11,558	\$2,324
Transportation Alternatives (TMA)	\$432	\$0
STBG – Local Rural	\$13,720	\$5,149
Local Bridge	\$9,462	\$7,911
Off System Bridge	\$3,676	(\$723)
Local Safety	\$8,038	\$5,008
Total (excluding indirect costs)	\$301,542	\$150,939

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2020 Board Approved Program (Sky Blue Book).
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through March 31st.
 5. Advanced construction conversions of \$78.1 million are outstanding for FY 2020.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Min

Presenter's Name	Presenter's Title	Initials	Reviewed By
David Tolman	Controller		LSS
Preparer's Name	Preparer's Title	Initials	
David Tolman	Controller		

Subject

Board Policy 4052 and Administrative Policy 5052 – Official Travel by Department Personal

Background Information

The ITD travel policies as outlined in Board Policy 4052 and Administrative Policy 5052 required some changes to clarify who shall set the annual Department spending plan, who shall monitor and manage the spending plan, and includes the need to consider the most efficient and cost effective travel be chosen. These changes are consistent with, and meet the State Board of Examiners State Travel Policy.

Recommendations

Approve changed to the attached Board Policy 4052 per resolution, page 69.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



BOARD POLICY 4052
Page 1 of 1

OFFICIAL TRAVEL BY DEPARTMENT PERSONNEL

Purpose

The Board authorizes the Director to monitor travel by Department personnel to ensure it is necessary and in the best interests of the Department.

Legal Authority

Idaho Code 67-2004 – Regulation of per diem travelling expense

Idaho Code 67-2005 – Voucher forms duty of State Controller

Idaho Code 67-2006 – Travel expense vouchers

Idaho Code 67-2007 – Standard travel pay and allowances

Idaho Code 67-2008 – Determination of per diem allowance by Board of Examiners

The Director or a delegate shall monitor travel by Department personnel to ensure that the trips are necessary and in the best interest of Department operations.

In-state travel shall be defined as all business travel to final destinations within Idaho.

Out-of-state travel shall be defined as all business travel to final destinations outside of Idaho regardless of the duration of the trip. Additionally, out-of-state trips which have costs being reimbursed by a third party shall also be classified as out-of-state travel.

Each year, the ~~Divisions shall submit a set budgeted~~ Director shall develop an amount for both proposed out-of-state and in-state travel in their budget the Department spending plans. ~~This amount~~ These spending plans shall be subject to Board review and approval monitored and managed by the respective division administrators and district engineers.

The Director or a delegate shall report to the Board any changes in expense allowances as determined by the State Board of Examiners.

Approved by the Board on:

Date January 17, 2019

Jerry Whitehead
Board Chairman



BOARD POLICY 4052
Page 1 of 1

OFFICIAL TRAVEL BY DEPARTMENT PERSONNEL

Purpose

The Board authorizes the Director to monitor travel by Department personnel to ensure it is necessary and in the best interests of the Department.

Legal Authority

Idaho Code 67-2004 – Regulation of per diem travelling expense

Idaho Code 67-2005 – Voucher forms duty of State Controller

Idaho Code 67-2006 – Travel expense vouchers

Idaho Code 67-2007 – Standard travel pay and allowances

Idaho Code 67-2008 – Determination of per diem allowance by Board of Examiners

The Director or a delegate shall monitor travel by Department personnel to ensure that the trips are necessary and in the best interest of Department operations.

In-state travel shall be defined as all business travel to final destinations within Idaho.

Out-of-state travel shall be defined as all business travel to final destinations outside of Idaho regardless of the duration of the trip. Additionally, out-of-state trips which have costs being reimbursed by a third party shall also be classified as out-of-state travel.

Each year, the Director shall develop an amount for both proposed out-of-state and in-state travel in the Department spending plans. These spending plans shall be monitored and managed by the respective division administrators and district engineers.

The Director or a delegate shall report to the Board any changes in expense allowances as determined by the State Board of Examiners.

Approved by the Board on:

Date

Bill Moad
Board Chairman



OFFICIAL TRAVEL BY DEPARTMENT PERSONNEL

Purpose

The purpose of this policy is to implement Board policy 4052 concerning the Director monitoring travel by Department personnel to ensure the travel is necessary and in the best interests of the Department.

Legal Authority

Idaho Code 67-2004 – Regulation of per diem travelling expense

Idaho Code 67-2005 – Voucher forms duty of State Controller

Idaho Code 67-2006 – Travel expense vouchers

Idaho Code 67-2007 – Standard travel pay and allowances

Idaho Code 67-2008 – Determination of per diem allowance by Board of Examiners

Travel by Department employees may be authorized when the trip is in the best interest of the Department operations and, considering the purpose and destination, is accomplished by considering the most efficient and economical means available. The Chief Administration Officer shall monitor the preparation of, and the compliance with, Department procedures governing employee travel.

General Travel Considerations:

- District Engineers, Section Managers, or higher authorities shall review and approve or disapprove all travel vouchers (Form ITD 0103) and reimbursement requests for official travel.
- Attendance at all meetings, conferences, and seminars shall be held to the minimum number of employees that can accomplish Department objectives.
- When considering the most efficient and economical options for a trip, ~~total cost of transportation~~, the employee's time away from the office in travel status shall be included.
- The mode of transportation that best serves Department needs considering both efficiency and cost ~~and is the most economical~~ should be chosen. Whenever possible, comparisons of travel estimates should use the most economical prices, advance purchase discounts, etc.
- Employees may request to use personal transportation for Department business by comparing personal transportation costs to other modes of transportation on an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison*.
- The Division of Aeronautics provides air service for state employees conducting official business both in-state and out-of-state. Several Division aircraft are available to provide service on demand and usually to the exact city where business is being conducted. Comparison of state aircraft travel costs with commercial rates and other options shall be made on an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison*.

- ~~Super saver airfares may result in a longer stay over to meet the conditions of the airline. (Saturday night stay over or minimum number of days before the return trip.) When considering the advantage of a “super saver” air fare, all other costs (including meals, lodging, compensated time, rental cars, etc.) for an extended stay over should be compared on an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison*.~~

The District Engineers, Section Managers, or higher authorities shall review the request and authorize reimbursement for the mode of travel that best meets Department needs and ~~is economically prudent~~ considers efficiency and cost. The employee may choose any appropriate mode of transportation (personal or other), but reimbursement shall be limited to the authorized mode of travel. (See the Financial Services manual for further explanations.) Reimbursement of personal transportation costs shall be made at the rate prescribed by the State Board of Examiners.

In-State Travel

In-state travel shall be defined as all business travel to final destinations within Idaho. All in-state per diem and other travel expenses shall be reimbursed using Board of Examiners’ in-state travel policies and defined rates.

Out-of-State Travel

Out-of-state travel shall be defined as all business travel to final destinations outside of Idaho regardless of the duration of the trip. Additionally, out-of-state trips which have costs being reimbursed by a third party shall also be classified as out-of-state travel. All out-of-state per diem and other travel expenses shall be reimbursed using Board of Examiners’ out-of-state travel policies and defined rates.

Each year, the Divisions shall submit a set ~~budgeted amount~~ pending plan for both proposed out-of-state and in-state travel in their budget plans. ~~This~~ These spending plans amount shall be monitored and managed by the respective division administrators and district engineers. ~~subject to Board review and approval~~

For each out-of-state trip, an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison* shall be signed by the director, appropriate division administrator, or district engineer and submitted with the employee’s ITD 0103, *Individual Expense Account – Travel Voucher*. **Travel arrangements shall not be made until an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison* is approved.**

Rental Car Insurance Requirements

The Department self-insures against rental car liability and accidents for usage essential to state business. Insurance premiums that may be added for personal use of a rental car are not reimbursable.

Date 5/17/2019

Brian W. Ness
Director



OFFICIAL TRAVEL BY DEPARTMENT PERSONNEL

Purpose

The purpose of this policy is to implement Board policy 4052 concerning the Director monitoring travel by Department personnel to ensure the travel is necessary and in the best interests of the Department.

Legal Authority

Idaho Code 67-2004 – Regulation of per diem travelling expense

Idaho Code 67-2005 – Voucher forms duty of State Controller

Idaho Code 67-2006 – Travel expense vouchers

Idaho Code 67-2007 – Standard travel pay and allowances

Idaho Code 67-2008 – Determination of per diem allowance by Board of Examiners

Travel by Department employees may be authorized when the trip is in the best interest of the Department and, considering the purpose and destination, is accomplished considering the most efficient and economical means available. The Chief Administration Officer shall monitor the preparation of, and the compliance with, Department procedures governing employee travel.

General Travel Considerations:

- District Engineers, Section Managers, or higher authorities shall review and approve or disapprove all travel vouchers (Form ITD 0103) and reimbursement requests for official travel.
- Attendance at all meetings, conferences, and seminars shall be held to the minimum number of employees that can accomplish Department objectives.
- When considering the most efficient and economical options for a trip, the employee's time away from the office in travel status shall be included.
- The mode of transportation that best serves Department needs considering both efficiency and cost should be chosen. Whenever possible, comparisons of travel estimates should use the most economical prices, advance purchase discounts, etc.
- Employees may request to use personal transportation for Department business by comparing personal transportation costs to other modes of transportation on an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison*.
- The Division of Aeronautics provides air service for state employees conducting official business both in-state and out-of-state. Several Division aircraft are available to provide service on demand and usually to the exact city where business is being conducted. Comparison of state aircraft travel costs with commercial rates and other options shall be made on an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison*.

The District Engineers, Section Managers, or higher authorities shall review the request and authorize reimbursement for the mode of travel that best meets Department needs and considers efficiency and cost. The employee may choose any appropriate mode of transportation (personal or other), but reimbursement shall be limited to the authorized mode of travel. (See the Financial Services manual for further explanations.) Reimbursement of personal transportation costs shall be made at the rate prescribed by the State Board of Examiners.

In-State Travel

In-state travel shall be defined as all business travel to final destinations within Idaho. All in-state per diem and other travel expenses shall be reimbursed using Board of Examiners' in-state travel policies and defined rates.

Out-of-State Travel

Out-of-state travel shall be defined as all business travel to final destinations outside of Idaho regardless of the duration of the trip. Additionally, out-of-state trips which have costs being reimbursed by a third party shall also be classified as out-of-state travel. All out-of-state per diem and other travel expenses shall be reimbursed using Board of Examiners' out-of-state travel policies and defined rates.

Each year, the Divisions shall submit a set spending plan for both proposed out-of-state and in-state travel. These spending plans shall be monitored and managed by the respective division administrators and district engineers.

For each out-of-state trip, an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison* shall be signed by the director, appropriate division administrator, or district engineer and submitted with the employee's ITD 0103, *Individual Expense Account – Travel Voucher*. **Travel arrangements shall not be made until an ITD 0633, *Out-Of-State Travel Request and/or Travel Cost Comparison* is approved.**

Rental Car Insurance Requirements

The Department self-insures against rental car liability and accidents for usage essential to state business. Insurance premiums that may be added for personal use of a rental car are not reimbursable.

Brian W. Ness
Director

Date _____

Resolution on Board Policy 4052

WHEREAS, The Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Employee travel and associated costs are a necessary component of the Idaho Transportation Department's mission and function;

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to Board and Administrative Policies 4052 and 5052 Official Travel by Department Personnel.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 30 minutes

Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials	Reviewed By
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials	

Subject

Idaho 16, I-84 to SH-44 Cost Estimates		
Key Number 20788	District 3	Route Number SH-16

Background Information

This presentation builds on the information presented at the February 2020 Board meeting. Additional information is being provided regarding corridor costs and project readiness. Advancing the right-of-way and design of this complex project will increase the overall readiness and may be advantageous for one-time revenue or grants, funding redistribution or various other funding sources.

The following sheets show the corridor phasing and cost estimates by phase code and by corridor section within "Phase 2". The scope of Phase 2 is to purchase all the right-of-way for the corridor (including the future interchanges) and to construct five miles of new four-lane limited access highway between I-84 and US-20/26. This Phase 2 work includes an interchange at I-84; at-grade signalized intersections at the future interchange locations (Franklin Road, Ustick Road and US-20/26); grade separations at other local road crossings (Cherry and McMillan); bridges over the Union Pacific Railroad, Ten Mile Creek and Five Mile Creek; and select local road improvements to reconnect access interrupted by the new highway.

Since 2018, \$8 million has been utilized to complete the environmental re-evaluation, refine the conceptual design and produce right-of-way plans to begin acquisition in this corridor. The right-of-way is currently funded at \$90 million, however, costs at the 70th percentile in their assumed year of expenditure indicate that \$125 million is needed. An additional \$35 million is needed to fund the right-of-way acquisition at the 70th percentile cost estimate.

The total estimated cost to complete the design of Phase 2 is \$14 million if approved within the next year, as shown on the following cost summary sheets. The design for each of the three sections will take between 18 and 24 months to complete, which includes coordination with COMPASS, STIP Amendments, procurement of professional service providers and the design tasks to complete a bid-ready package. Advancing the design of this corridor will improve project readiness and will be advantageous for proceeding to construction as soon as funding becomes available.

One possible option for funding the design and right-of-way in this corridor is to reallocate the savings that have been identified on I-84. Savings on I-84 resulted from competitive bids of work already under contract, a recent approval to use the remainder of the INFRA grant to reconstruct the Middleton and Ustick bridges over I-84, and design refinements currently underway for the five miles of widening between Caldwell and Nampa. These savings of approximately \$34 million GARVEE bonds must be used in other legislatively approved GARVEE corridors.

Up to \$14 million of these GARVEE savings could be used to complete all of the design on Idaho 16, and the remaining \$20 million could be used to bolster the right-of-way budget and close the gap between the current funding and the estimated cost to acquire all of the property in this corridor.



Board Agenda Item

ITD 2210 (Rev. 10-13)

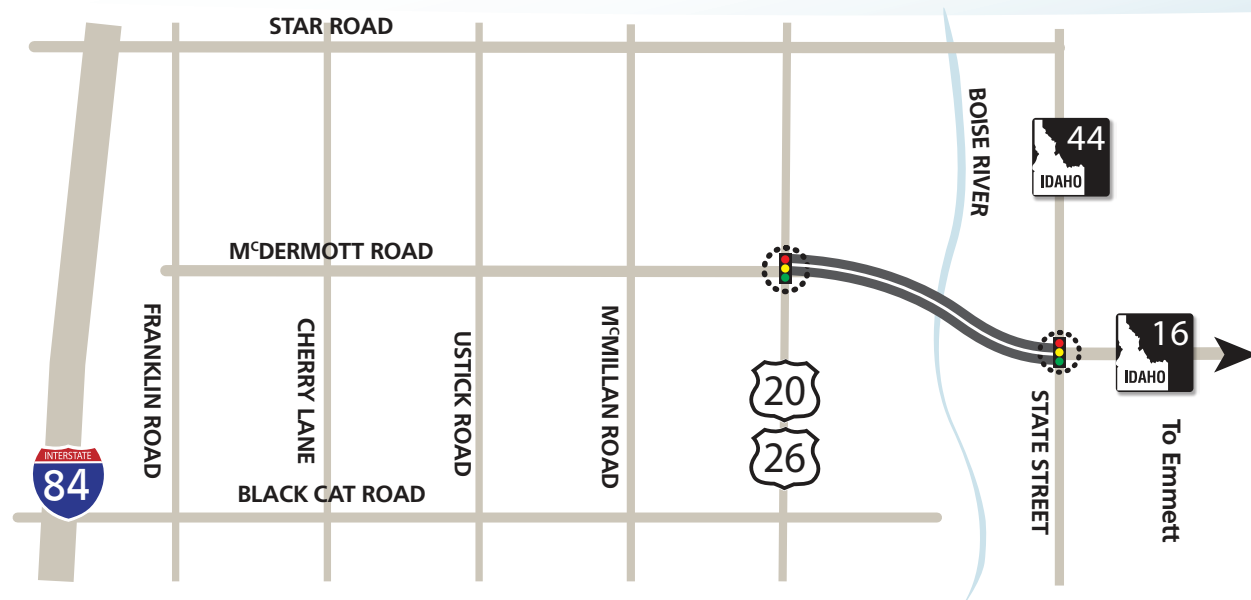
Recommendations

Staff will present options for the Board's consideration in May.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Phase 1

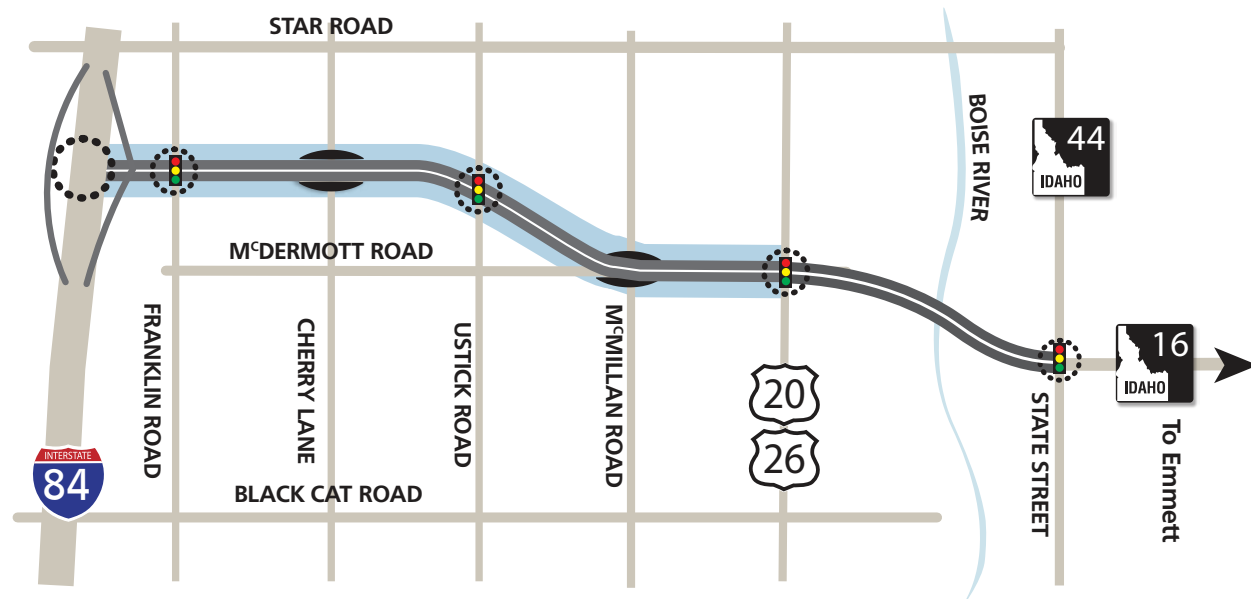


Phase 1

Constructed 2 miles of new four-lane expressway connecting US 20/26 and Idaho 44. This phase of Idaho 16 provided a 1,730-foot-long bridge over the Boise River, as well as bridges over the Phyllis Canal and Joplin Road, in combination with multiple local access roads connecting properties divided by the new limited access corridor. At-grade signalized intersections at US 20/26 and Idaho 44 provide access until the remainder of the corridor is complete.

Invested \$102M for the Right-of-Way, Construction, and Project Development/Administration (Complete 2014).

Phase 2



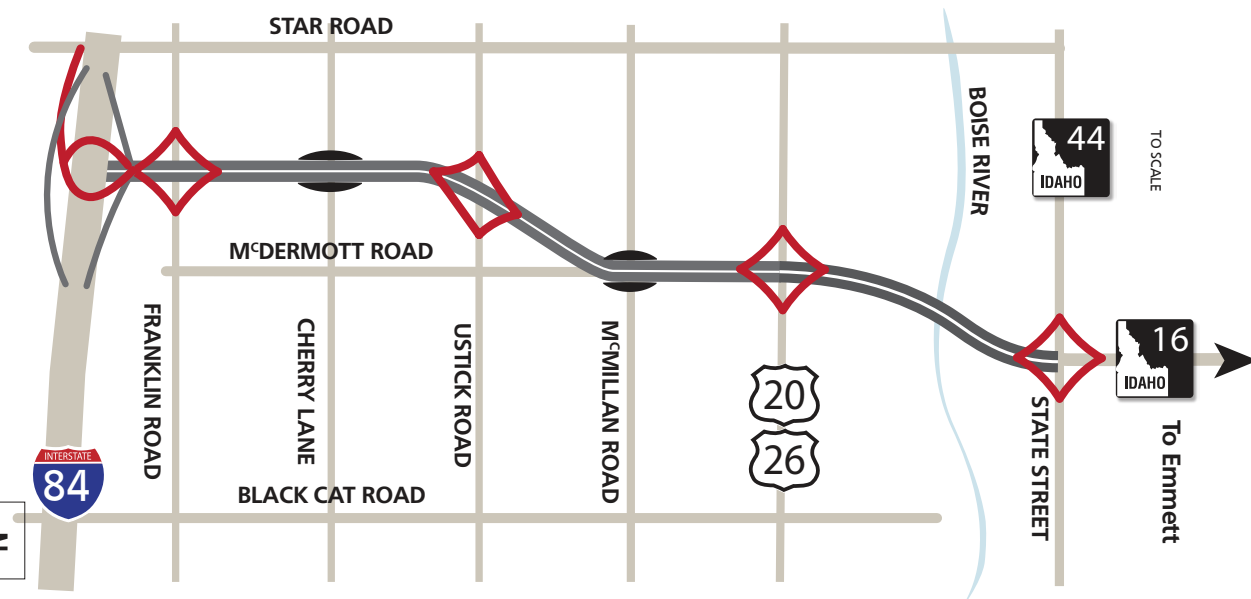
Phase 2

Connects I-84 and US 20/26 with 5 miles of new four-lane limited access highway. This phase of Idaho 16 provides for an interim facility with an interchange at I-84 and at-grade signalized intersections at Franklin Road, Ustick Road, and US 20/26, connecting on to ID 44. The new interim Idaho 16 will cross over the east/west local roads Cherry Lane, McMillan Road, and the railroad.

\$265M (2019 dollars) is estimated for the Right-of-Way, Construction, and Project Development/Administration.

Opportunities to split Phase 2 into three separate projects, allowing Idaho 16 to extend and provide connections to east/west routes. Each of these could be programed and built as separate projects.

Phase 3



Phase 3

Completes the interchanges at I-84, Franklin Road, Ustick Road, US 20/26, and Idaho 44, including the addition of auxiliary lanes, based on need and available funding. Each interchange could be programed and built as separate projects.

\$185M (2019 dollars) is estimated for the Construction and Project Development/Administration.

Phase 3 completes the ultimate build and results in a fully functioning expressway.

Idaho 16

A 7-mile limited expressway corridor providing a new north/south route in the rapidly growing area between Ada and Canyon Counties, connecting I-84 to SH-16, and accommodating more than 60,000 drivers a day.

Purpose & Need

Regional Growth, Future Travel Demands, Mobility, Delays to Motorists, Mobility and Safety

Idaho 16 Facilities

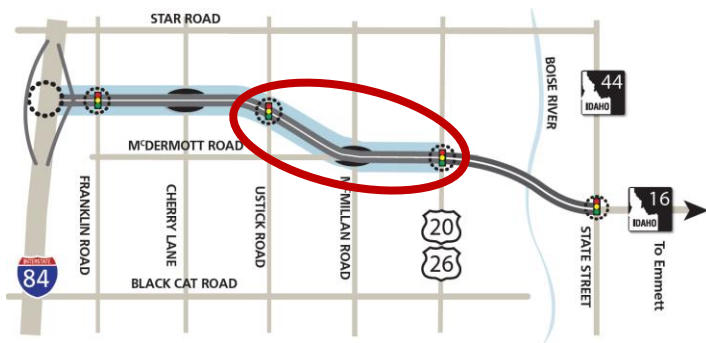
- Four general purpose travel lanes
- System to system interchange access at I-84
- Idaho 16 access by interchanges at Franklin Road, Ustick Road, US 20/26, and Idaho 44
- Idaho 16 grade-separated bridges over existing local east/west routes at Cherry Road and McMillan Road
- Auxiliary lanes as needed, such as between Franklin Road and Ustick Road near design year of 2045

Achievements to Date

- 2006-2011 Environmental Study: Cleared the corridor for future development (\$7.6M)
- 2014 Phase 1: New highway extension connecting US 20/26 (Chinden) and ID-44 (State Street including a new Boise River bridge crossing in west Treasure Valley (\$102M)
- 2018 – Present: Advancing development of project, reductions in impacts, preparing for right-of-way preservation (\$8M)
- 2020 – future: Right-of-way acquisition and other project opportunities (\$90.3M)

Idaho 16, Phase 2, North to South

Cost Estimates by Segment and Phase Code



Chinden to Ustick:

2-mile extension connecting US-20/26 (Chinden) to Ustick Road with at-grade signalized intersections, and bridges over McMillan Road and Five Mile Creek.

	<u>30th%</u>	<u>70th%</u>	<u>YOE</u>
Right-of-Way	\$28.3M	\$33.5M	2020
Design	\$ 3.4M	\$ 4.2M	2021
Construction	\$44.6M	\$52.3M	2021



Ustick to Franklin:

2-mile extension connecting Ustick Road to Franklin Road with at-grade signalized intersections, and bridges over Cherry Lane, Ten Mile Creek and UPRR.

	<u>30th%</u>	<u>70th%</u>	<u>YOE</u>
Right-of-Way	\$36.1M	\$43.2M	2021
Design	\$ 4.4M	\$ 5.4M	2022
Construction	\$54.8M	\$62.7M	2023



Franklin to I-84:

First stage of interchange providing all movements to and from I-84, and with a direct connection to Franklin Road's at-grade signalized intersection.

	<u>30th%</u>	<u>70th%</u>	<u>YOE</u>
Right-of-Way	\$40.6M	\$46.9M	2021
Design	\$ 3.2M	\$ 4.0M	2022
Construction	\$45.0M	\$52.5M	2023

Current Funding Allocation:

Preliminary/NEPA	\$ 8.0 M
Right-of-Way	\$90.3M
Design	\$ 0
Construction	\$ 0

Cost Summary for Scenario in YOE presented:

	<u>30th%</u>	<u>70th%</u>
Right-of-Way	\$105.0M	\$123.6M
Design	\$ 11.0M	\$ 13.6M
Construction	\$144.4M	\$167.5M

Idaho 16, Phase 2, South to North

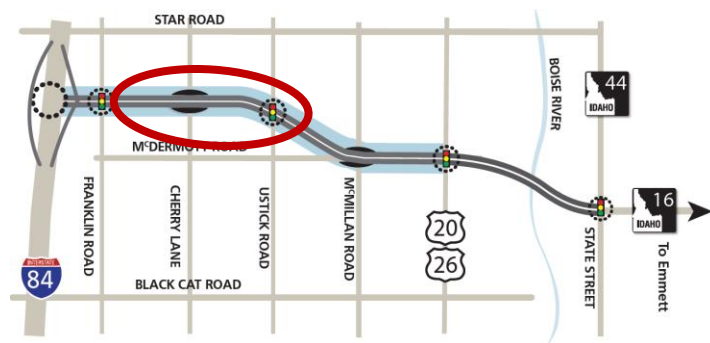
Cost Estimates by Segment and Phase Code



I-84 to Franklin:

First stage of interchange providing all movements to and from I-84, and with a direct connection to Franklin Road's at-grade signalized intersection.

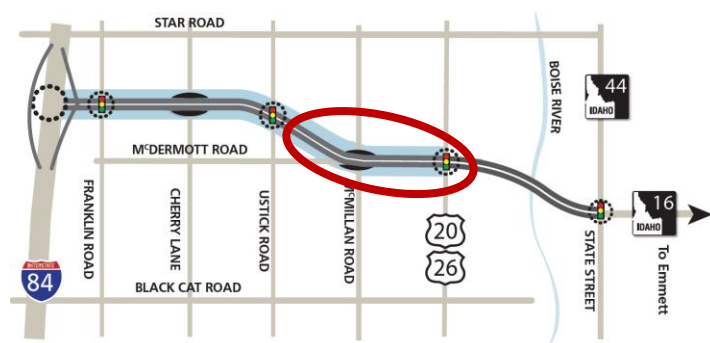
	30 th %	70 th %	YOE
Right-of-Way	\$62.0M	\$71.5M	2021
Design	\$ 3.2M	\$ 4.0M	2022
Construction	\$43.6M	\$50.8M	2022



Franklin to Ustick:

2-mile extension connecting Franklin Road to Ustick Road with at-grade signalized intersections, and bridges over Cherry Lane, Ten Mile Creek and UPRR.

	30 th %	70 th %	YOE
Right-of-Way	\$31.3M	\$37.7M	2021
Design	\$ 4.9M	\$ 6.0M	2022
Construction	\$62.6M	\$71.2M	2023



Ustick to Chinden:

2-mile extension connecting Ustick Road to US-20/26 (Chinden) with at-grade signalized intersections, and bridges over McMillan Road and Five Mile Creek.

	30 th %	70 th %	YOE
Right-of-Way	\$13.0M	\$16.8M	2020
Design	\$ 3.0M	\$ 3.6M	2021
Construction	\$37.4M	\$44.4M	2022

Current Funding Allocation:

Preliminary/NEPA	\$ 8.0 M
Right-of-Way	\$90.3M
Design	\$ 0
Construction	\$ 0

Cost Summary for Scenario in YOE presented:

	30 th %	70 th %
Right-of-Way	\$106.3M	\$125.9M
Design	\$ 11.1M	\$ 13.6M
Construction	\$143.6M	\$166.4M



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed 10 Minutes

Presenter's Name Shauna Miller	Presenter's Title Grants/Contracts Officer	Initials SM	Reviewed By LSS
Preparer's Name Shauna Miller	Preparer's Title Grants/Contracts Officer	Initials SM	

Subject

Public Transportation Advisory Council (PTAC) District 4 Appointment		
Key Number N/A	District 1	Route Number N/A

Background Information

Background: The Public Transportation Advisory Council (PTAC) created per Idaho Code 40-514 to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies, and providers regarding rural public transportation issues.

The District 4 member resigned at the end of June 2019 due to concerns over conflict of interest with his new position. In order to fill the vacancy the Public Transportation (PT) Office solicited applications for the District 4 PTAC member position in late 2019. Two applicants submitted to the PT Office. those applications were reviewed by the PT Office and the remaining PTAC members.

During the March 30, 2020 meeting the PTAC moved by unanimous consensus that both applicants are fit to serve on the PTAC.

The District 4 member term began July 1, 2018 and is set to expire June 30, 2021. The applicant appointed will replace the recently resigned District 4 PTAC member and fulfill the remainder of the term.

ACTION: The Public Transportation Office hereby requests the Idaho Transportation Board reviews the applications and makes a selection to fill the District 4 position.

Recommendations

Board approval of the attached resolution., page 88.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Current resume, including your work experience, educational background and any other relevant experience.

Contact Information

Full Name: JEFFREY C. McCURDY
Street Address: 742 CARRIAGE LANE City/State/Zip: Twiv Falls, ID 83301
Phone: (208) 731-5938 Email: jmcurdy@csi.edu

Organization Affiliation (if any):

Name: REGION IV DEVELOPMENT ASSOCIATION
Street Address: 202 FALLS AVE City/State/Zip: Twiv Falls, ID 83301

District you are applying for:

District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☒ District 5 ☐ District 6 ☐

Funding Review Functions

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement (Attachment A)* and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

JEFFREY C. McCLURDY
Print Name

Jeffrey C. McClurdy
Signature

12/20/2019
Date

Jeffrey C. McCurdy

202 Falls Ave, P.O. Box 5079, Twin Falls, Idaho 83303-5079

Work Phone: (208) 732-5727 ext. 3010 Cell: (208) 731-5938

jmccurdy@csi.edu

OBJECTIVE

Serve as a member of the Public Transportation Advisory Council (PTAC) to represent the communities in south-central Idaho (District 4) and advise the Idaho Transportation Department on issues and policies regarding public transportation.

WORK EXPERIENCE

Region IV Development Association, Inc.

(December 2019 – Present)

Title: President and Chief Executive Officer

Responsibilities Included: Assist public and private partners' in developing, planning, financing, and implementing public infrastructure and economic development projects.

City of Rupert (March 2014 – December 2019)

Title: Chief Financial Officer/Treasurer, Human Resource Manager, Economic Development Specialist, Rupert Urban Renewal Agency Financial Officer

Responsibilities Include: Manage all financial transactions and records, reconcile monthly bank statements, prepare annual operating budgets (12 Departments and \$15 million annually), assist in preparing the annual financial audit, oversee and process bi-weekly payroll, maintain and renew property leases and insurance coverages, coordinate and maintain working relationships with vendors, advise City employees on human resource issues, assist with business recruitment, grant writing, and project development/implementation.

Region IV Development Association, Inc.

(August 2004 – March 2014)

Title: Community Development Planner, Grant Administration Specialist, and Loan Closing Officer

Responsibilities Included: Assist public and private partners' in developing, planning, financing, and implementing public infrastructure and economic development projects, prepare grant and loan applications to various funding agencies for local, State, Federal, and private funding programs, and coordinate with regulatory agencies to oversee compliance with funding program rules and regulations.

EDUCATION

Idaho State University – Bachelor of Business Administration – Marketing – May 2004

The National Development Council (NDC) – Economic Development Finance Professional Certification Program – May 2009

The Effective Facilitator Training Course – Leadership Strategies, Inc. – October 2010

Mini-Cassia Chamber of Commerce – Leadership (2016-2017)

ICDBG/RCBG Certified Grant Administrator – Idaho Department of Commerce – September 2018

ToP Facilitation Training – September 2019



SKILLS

Finance and Budgeting
Project Development/Grant Writing
Project Administration
Communication
Public Speaking
Human Resources
Facilitation
Microsoft Office Suite Programs

COMMUNITY INVOLVEMENT

Mini-Cassia Chamber of Commerce – Leadership Group (2016-2017)

Idaho City Clerks, Treasurers, and Financial Officers Association (2014 – 2019)

Southern Idaho Economic Development Organization (SIEDO) – Board Member (2014 to Present)
Executive Board Member (July 2017 to November 2019)

MC Fitness and Community Center – Advisor to the local Board of Directors (2016)

Twin Falls School District – Facilities Planning Committee Member (2013)

City of Twin Falls – Wastewater Citizen Advisory Committee Member (2012 – 2013)

Youth Sports Coach (Basketball and Soccer) (2011 to present)

Section 504 of the Rehabilitation Act and American's with Disability Act Citizen Review Committee Member for Jerome County, Lincoln County, Minidoka County, City of Bellevue, City of Hansen, City of Heyburn, City of Hollister, and City of Shoshone (2004 – 2013)

Jeffrey C. McCurdy

202 Falls Avenue
P.O. Box 5079
Twin Falls, Idaho 83303-5079
Work Phone: (208) 732-5727 ext. 3010
Cell Phone: (208) 731-5938
jmccurdy@csi.edu

REFERENCES

Senator Kelly Anthon, Idaho State
Legislator and City Administrator
City of Rupert
624 F Street
P.O. Box 426
Rupert, Idaho 83350
Phone: (208) 436-9600
kelly.anthon@rupert.id.us

Dennis Porter, Community Development
Manager
Idaho Department of Commerce
700 State Street
P.O. Box 83720
Boise, ID 83720-0093
(208) 287-0782
Dennis.Porter@commerce.idaho.gov

The Honorable Michael D. Brown, Mayor
City of Rupert
624 F Street
P.O. Box 426
Rupert, Idaho 83350
Phone: (208) 436-9600

The Honorable Michel Tribe, District Court
Judge
Cassia County Judicial Center
1559 Overland Ave.
Burley, ID 83318
Phone: (208) 878-7152

Mark Mitton, City Administrator
City of Burley
1401 Overland Avenue
Burley, Idaho 83318
(208) 878-2224
mmitton@burleyidaho.org

Travis Rothweiler, City Manager
City of Twin Falls
203 Main Avenue East
Twin Falls, Idaho 83301
(208) 735-7271
trothweiler@tfid.org

Rebecca Wildman, Executive Director
Business Plus, Inc.
P.O. Box 929
Twin Falls, ID 83303
Phone: (208) 539-6470
Rebecca@BusinessPlusInc.org

Connie Stopher, Executive Director
Southern Idaho Economic Development
P.O. box 1238
Twin Falls, ID 83303
Phone (208) 732-6459
connies@southernidaho.org



Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Current resume, including your work experience, educational background and any other relevant experience.

Contact Information

Full Name: Sarah C. Michael

Street Address: 515 MESQUITE City/State/Zip: KETCHUM, ID 83340

Phone: (208) 721-1593 Email: MS. SARAHMICHAEL@gmail.com

Organization Affiliation (if any):

Name: FORMER MOBILITY MANAGER DISTRICT 4

Street Address: CITIZEN WITH EXPERTISE City/State/Zip: _____

District you are applying for:

District 1 ___ District 2 ___ District 3 ___ District 4 ☒ District 5 ___ District 6 ___

Funding Review Functions

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement (Attachment A)* and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

SARAH C. MICHAEL
Print Name

Sarah C. Michael
Signature

12/09/2019
Date

Sarah Michael
P.O. Box 3060
Sun Valley, ID 83353
Ms.sarahmichael@gmail.com
(208) 721-1593

December 9, 2019

Summary of Experience

Public Transportation Advisory Council

Public policy expert Sarah Michael has spent decades in leadership roles in Idaho and California in state and local governments and in the private and non-profit sectors. Her career has been focused, in large part, on public transportation issues.

A full time Idaho resident since 1993, Ms. Michael was elected to three terms as a Blaine County, Idaho, County Commissioner (2001-2008). Under her leadership, Blaine County worked with ITD in 2002-2007 to fund a commuter bus service from Bellevue to Ketchum-Sun Valley through Federal Transit Administration and local grants. After five years of personal outreach to the cities of Sun Valley and Ketchum, Commissioner Michael secured the merger of the County's bus system in 2007 with Ketchum Area Rapid Transit (KART) to create a regional bus service, Mountain Rides, which now carries over 500,000 passengers a year.

Before moving to Idaho in 1993, Ms. Michael's public policy experience was based in Sacramento, California, working in the legislative, administrative, and private sector arenas of the state capitol. This provided her with a balance perspective on how state government operates. She served as Senior Consultant to the California Assembly Transportation Committee and then led transportation conservation and renewable energy programs at the California Energy Commission. Subsequently, as a lobbyist, she represented the California Public Transit Association which consisted of California's public transit operators. Other clients included multi-national corporations such as IBM, American Express, Bechtel, Toyota, and solar energy companies.

After serving as a Blaine County Commissioner, Sarah returned to the California Energy Commission (2009-2012) where she was appointed as Special Advisor to Jim Boyd, Vice Chairman of the Commission, and oversaw the 2012 California Bio-Energy Action Plan.

In 2013, Ms. Michael was hired as District 4's Mobility Manager for the Community Transportation Association of Idaho. In this role, she worked to promote public transportation and assisted the District 4 District Coordinating Council in evaluating applications for FTA 5311, 5310, 5339 and community choices grants. She focused her technical assistance in areas where public transportation expertise and funding were limited, particularly in Twin Falls, Minidoka-Cassia, and Jerome counties.

She worked with the City of Twin Falls on its 2014 application to obtain a FTA planning grant to undertake a transit development plan. This was Twin Fall's first step in being prepared to become a small urban area and to provide public transportation within the 2022-2023

timeframe. The plan was finalized in 2016 and is serving as a blueprint for future land use and public transportation services.

Also, in her role as Mobility Manager, Ms. Michael met with city and county officials in the Mini-Cassia area during 2013-2014 to help LINC secure local matching funds from the cities of Rupert, Burley, and Heyburn and from Minidoka and Cassia counties. This was the first time these jurisdictions committed local tax dollars to match Federal Transit Administration 5310 funds to provide transportation services for seniors and people with disabilities in the Mini-Cassia area. After talking with Melva Heinrich, LINC, in November 2019, unfortunately, LINC has not requested funds from these jurisdictions since then.

She also worked with small cities within the district to encourage applications to the ITD's Community Choices grants. This included the cities of Heyburn, Filer, Kimberley, Hazelton, Jerome, among others. Sarah was recognized for her work as Mobility Manager and other leadership accomplishments as one of Idaho's 2015 Women of the Year.

She currently serves on the boards of the Wood River Land Trust (serving Blaine County) and the Southern Idaho Land Trust (serving Twin Falls, Jerome, Lincoln Counties) and was recently appointed as a Ketchum Rural Fire Protection District Commissioner.

References for her work in public transportation in Idaho include:

Blaine County: Angenie McCleary, Blaine County Commissioner, (208) 788-5500

- amccleary@co.blaine.id.us
- Former member of the District 4 Coordinating Council

South Central Community Action Partnership Ken Robinette (208) 733-9351

- ken@sccap-id.org
- Former member of the District 4 Coordinating Council

LINC Melva Heinrich, Community Resource Director, 208-733-1712 ext. 107

- mheinrich@lincidaho.org
- District 4 5310 Provider

From: [Melody Mattson](#)
To: [Shauna Miller](#)
Subject: [EXTERNAL] Sarah Michael
Date: Wednesday, February 26, 2020 8:00:42 PM

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

I want to support Sarah for the District Seat 4 position on the Idaho PTAC. I am currently the at large board member for Mountain Rides in Blaine County, and I know Sarah has been instrumental in getting Mountain Rides where it is today. She has been a public servant for as long as I can remember, and she would be an asset to your organization.

Thank you for your consideration.

Melody Mattson
Ketchum, Idaho

From: [Wendy Jaquet](#)
To: [Shauna Miller](#)
Subject: [EXTERNAL] re PTAC appointee
Date: Wednesday, February 26, 2020 10:03:09 PM

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Shauna,

I have known Sarah Michael since 1977 when we moved to Ketchum. At that time Sarah was the ED of the Chamber and I was her volunteer. Sarah was instrumental in organizing Mountain Rides. Our commuter bus connections and vans are helping to do the job for the economy and our business community in Ketchum-Sun Valley. I think Sarah would be a very good member of PTAC. As you know she did work for regional transit at some point and spent a great deal of time getting to understand the Magic Valley transportation providers. I think she would be a fair decision maker.

Thank you.

Wendy

Wendy Jaquet
wendyjaquet@gmail.com
208.720.0968
P.O. Box 783
Ketchum, ID 83340



*Your Safety.
Your Mobility.
Your Economic Opportunity.*

Public Transportation Advisory Council (PTAC) Special Teleconference Meeting Agenda

March 30, 2020, 10:00 am – 10:30 am

Idaho Transportation Department – DMV Conference Room

3311 W. State St, Boise, Idaho 83703

1. Call to Order (Chair)10:00 am
2. Roll Call (Chair).....10:01 am
3. Approval of Minutes (Chair) – Vote10:03 am
4. Public Comment.....10:05 am
5. Safety Share (Shauna Miller)10:10 am
6. PTAC Appointment for D4 (Ron Duran)10:15 am
7. New Business and Future Business10:25 am
8. Adjourn10:30 am

*Call in information below:

208 334-8142, Conference Number 78533 followed by #

WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 4 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from February 24, 2020 to March 25, 2020; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their March 30 2020 meeting where the council determined all applicants were qualified to fill the vacant District 4 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board has determined to appoint _____ for the District 4 PTAC position for the completion of the term of July 1, 2018 through June 30, 2021.

Approved:



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 minutes

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Chief Engineer	Initials	Reviewed By
Preparer's Name Amy Revis, P.E.	Preparer's Title Division Administrator	Initials	

Subject

Board and Administrative Policies for small cell facilities in ITD Right of Way		
Key Number	District	Route Number

Background Information

Broadband and small cell facilities, while increasingly important to society and for modern communication, are not owned and operated by utility companies that are governed by the Idaho Public Utilities Commission and subject to the ITD 2003 Guide for Utility Accommodation or IDAPA 39.03.39, Rules Governing Utilities on State Highway Right of Way. Regulation of broadband facilities is derived from 23 CFR 710 and guidance from the FHWA. Regulation of small cell facilities is derived from Executive Orders and guidance from the FCC. As regulation of these facilities originate from different sources, ITD staff desires to manage public utilities, broadband and small cell/5G independently and uniquely.

One telecommunication service provide has requested that ITD allow small cell facilities in the ITD Right of Way. Nationwide the best practice for managing small cell facilities in public right of way is through a company specific Master License Agreement (MLA). ITD staff is currently negotiating a MLA with the telecommunication service provide; however, Board and Administrative policies are required before a MLA can be approved and guidance issued to staff to permit placement of these facilities in the ITD right of way.

Board and Administrative policies that would authorize ITD to finalize a MLA and authorize staff to permit small cell facilities in ITD right of way are attached for ITD Board consideration. Staff continues to work on development of processes, fee schedules, guidance and operating procedures for broadband facilities independently.

Recommendations

This is a discussion item for the Board to consider Board and Administrative Policies for small cell equipment in the ITD Right of Way. No Board action is anticipated at this point.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



BOARD POLICY 4XXX

Page 1 of 2

**AUTHORITY TO SIGN AGREEMENTS ON THE ACCOMODATION OF SMALL CELL
WIRELESS EQUIPMENT ON THE HIGHWAY RIGHT-OF-WAY**

Purpose

This policy delegates Idaho Transportation Board authority for signing and executing agreements with communication transmitting entities to the Director, thereby allowing for the day to day operation of the Idaho Transportation Department. This policy also designates limits and controls for staff authority regarding such agreements. Additionally, this policy establishes reporting requirements of these agreements to the Board.

The accommodation of facilities of communication transmitting entities on federal aid and non-federal aid state highway rights-of-way may be acceptable to the extent that such facilities may be accommodated without compromising the safety or integrity of the highway and without interference to the normal operation and maintenance activities as required.

Legal Authority

The Department shall be responsible for managing contracts, agreements, and grants in accordance with:

[Idaho Code 40-309](#) – Board authority to contract fully in the name of the state.

[Idaho Code 40-312\(2\)](#) – Assigning the Board to make regulations for the accommodations of communication transmitting entities on the highway right-of-way.

[Idaho Code 40-505](#) – The Director has such authority as is delegated by the Board.

Delegated Authority

The Director or delegate may enter agreements and is authorized to sign agreements with regard to the accommodation of cellular antenna equipment of communication transmitting entities. Signing authority may be delegated to Executive Officers, Division Administrators, or District Engineers when acting within their jurisdictional duties. Any authority so delegated shall conform to all applicable laws, rules, and regulations. Such authority shall not be exercised by the delegate in the event of a conflict of interest or if apparent personal gain is evidenced.

Legal Review

All Department documents of a contractual nature must be in accordance with federal and state laws, and must be approved by the Department's Legal section. The Legal section shall approve all negotiated contracts or agreements, except for right of way agreements and standard formatted agreements that have been previously approved by the Legal section. Standard Department contract templates shall be approved "as to form" before being printed and need not be re-submitted, unless the standard contract template is revised.

Log or Register of Contracts, Agreement and Grants

The Director shall instruct originating offices to maintain a log or register of their respective contracts, agreements, or grants.

Requirement To Report

The Board shall be advised of newly entered agreements with communication transmitting entities allowing the accommodation of small cell wireless equipment on the highway right-of-way.

Approved by the Board on:

Bill Moad
Board Chairman

Date _____



ADMINISTRATIVE POLICY 5XXX

Page 1 of 2

**AUTHORITY TO SIGN AGREEMENTS ON THE ACCOMODATION OF SMALL CELL
WIRELESS EQUIPMENT ON THE HIGHWAY RIGHT-OF-WAY**

Purpose

This policy implements Board Policy 4XXX concerning the accommodation of Small Cell Wireless equipment on the Highway Right of Way.

Legal Authority

The Department shall be responsible for managing contracts, agreements, and grants in accordance with:

[Idaho Code 40-309](#) – Board authority to contract fully in the name of the state.

[Idaho Code 40-312\(2\)](#) – Assigning the Board to make regulations for the accommodations of communication transmitting entities on the highway right-of-way.

[Idaho Code 40-505](#) – The Director has such authority as is delegated by the Board.

General Conditions All Small Cell Wireless facilities within the Right of Way will require a Statewide Master License Agreement to be executed with each entity requesting accommodation. Each individual installation within the right of way will require a fully executed encroachment permit for small cell facilities (ITD 2112). The Master License Agreements and individual permits will be processed in accordance with the ITD Small Cell Wireless Accommodation Procedures Manual.

Delegated Authority: The Director has been delegated authority from the Board to enter into agreements on behalf of the Department for accommodating Small Cell Wireless facilities within the right of way. The Director sub-delegates authority to the Chief Engineer to enter into Master License Agreements and to the District Engineers to grant encroachment permits for individual sites subject to the procedures outlined in the Small Cell Wireless Accommodations Procedures Manual

Log or Register of Agreement

The originating office shall maintain a log or register of all agreements entered into subject to this policy.

Requirement To Report

The Chief Engineer or delegate shall report to the Board all newly entered Master License agreements with communication transmitting entities allowing the accommodation of small cell wireless equipment on the highway right-of-way.

Brian Ness
Director

Date _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 min

Presenter's Name Damon Allen, PE	Presenter's Title District 1 Engineer	Initials	Reviewed By
Preparer's Name W.J. Roberson	Preparer's Title Program Manager	Initials	

Subject

District One, State Highway 3 Levee Widening		
Key Number N/A	District 1	Route Number State Highway 3

Background Information

Background

In August 2019, the Idaho Transportation Board delegation toured Benewah County in District One. The tour route took the delegation south on State Highway 3 and over the St. Joe levee north of St. Maries. This roadway segment has been on the list of priorities for the community for several years, however, due to permit challenges, poor soil conditions and very high construction cost, this project has never been funded.

The delegation had the opportunity to meet with county commissioners, city leaders, law enforcement, emergency management as well as members of the freight community in the area at the Potlatch Deltic Mil. The community members voiced their opinions and angst to the delegation, after which a productive dialog prompted the district to examine alternative means to resolve width restrictions on the levee with minimal impacts and costs.

Project Information

State Highway 3 is a north west route traversing District One from the Interstate 90 to the Latah County Line and continuing through District Two. In 2006 District One had to delay the active project on State Highway 3, Meadowhurst Road. to Goosehaven Road. in Benewah County. The federal aid project identified significant impacts to tribal cultural lands, jurisdictional wetlands and ultimately was ceased in the early development stages due to the impacts as well as budgetary constraints. The district recognizes the immediate need for improvements to the segment of the highway due to the narrow pavement width and increase commercial vehicles crashes. The 2.5 mile roadway segment is atop a non-jurisdictional levee which at its narrowest point is twenty-one feet from edge-of-pavement to edge-of-pavement.

The district has identified a solution to widen the roadway, mitigate crashes with no cultural or wetland impacts, however this alternative would require ST funds due to the roadway widths not meeting federal aid requirements. If approved, development could begin upon obligation of funding with PS&E delivery in spring 2021, and construction could begin summer of 2021 with a completion date of fall of 2021. Below are the budgetary requirements, by phase for the development and construction of the levee segment.

Funding

At this time, the district requests \$1.5M for design engineering to develop the project including Plans, Specification and Estimate, bid ready in 2021. The construction costs for this project are estimated at approximately \$15M; however, no construction funding is requested at this time as additional investigation and engineering are required to finalize the final engineer's estimate.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

The District recommends adding this project to the ITIP in the FY2021 Significant Projects Program with approval for the engineering to prepare a bid ready project (PS&E) with \$1.5M of ST funds for engineering will come from the FY2020 Board Unallocated Fund.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT
as of April 16, 2020

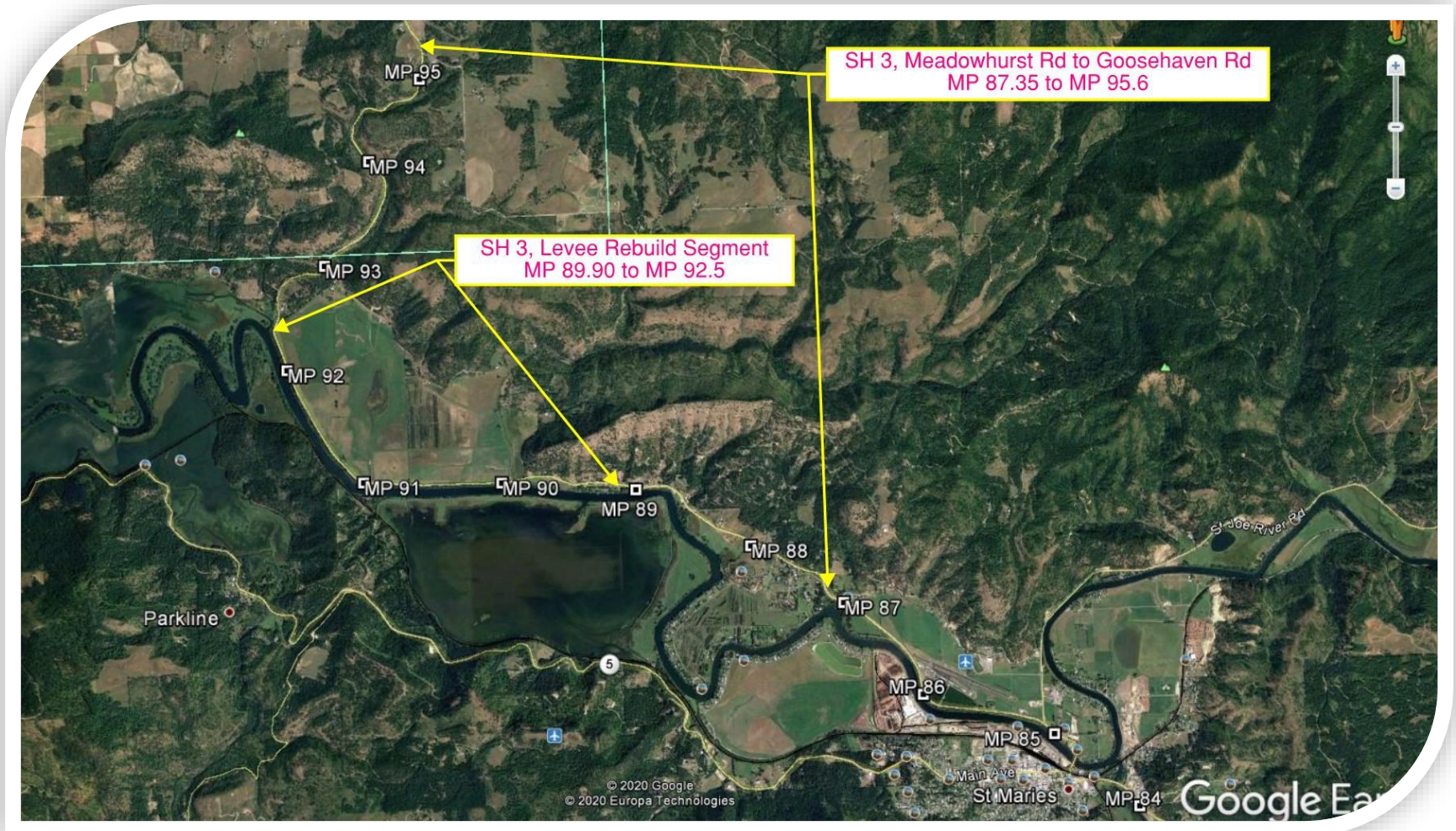
FY 2020				Balance
Beginning Balance				\$ 5,000,000
Date	Key No.	Project	Cost	
Approved				
02/19/20	22562	I 84, Snake River Rest Area Repair	\$ 1,250,000	
Requested	New	SH-3 Levee Repair - engineering only	\$ 1,500,000	
Total Projects Year-to-date			\$ 2,750,000	(2,750,000.00)
Current Balance				\$ 2,250,000

Meadowhurst Rd to Goosehaven Rd

Milepost 87.35 to Milepost 95.6

Levee Rebuild Segment

MP 89.90 to MP 92.5



Your Safety. Your Mobility. Your Economic Opportunity.

SH 3 Levee Crash Data

CRASH REPORT

SH 3 Levee Crash Data

Created on March 16, 2020

Created by Willaim Roberson

Requested by Damon Allen

For crashes from June 8, 2014 to November 1, 2018



Applied Filters

Full Segment Code = 001800 MP: 87.9 - 92.4 Accident Date (Year) = 2014

Accident Date (Year) = 2015 Accident Date (Year) = 2016 Accident Date (Year) = 2017

Accident Date (Year) = 2018



Summary

Total Crashes	40
Fatal Crashes	0
Alcohol Related Crashes	2
CMV Crashes	3
Fixed Object Crashes	12
Pedestrian Crashes	0
Cyclist Crashes	0
Motorcycle Crashes	0
Wild Animal Crashes	13

Severity

Property Dmg Report	31	77.50%
C Injury Accident	7	17.50%
B Injury Accident	2	5.00%
A Injury Accident	0	0.00%
Fatal Accident	0	0.00%



SH 3 Levee



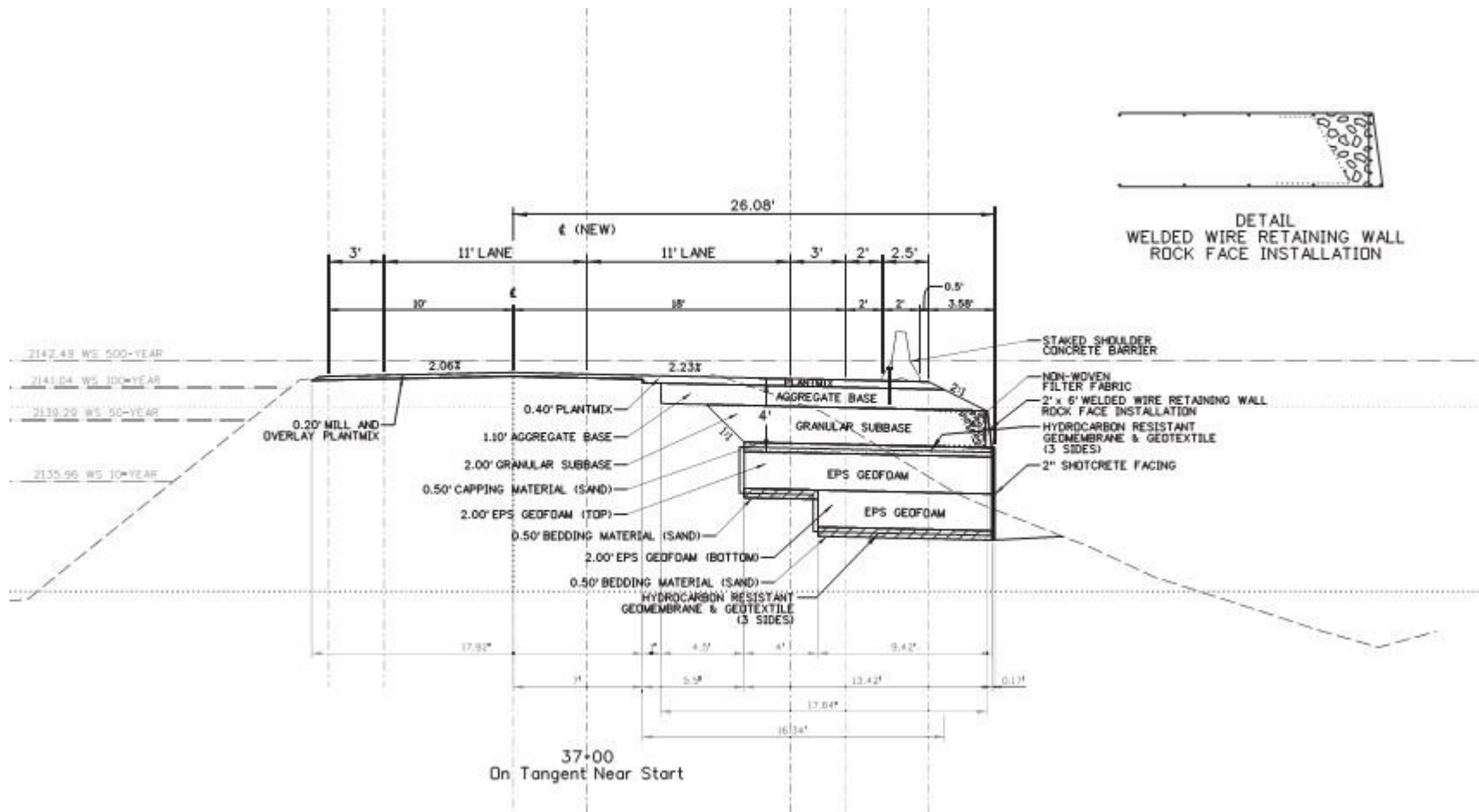
Your Safety. Your Mobility. Your Economic Opportunity.

SH 3 Proposed Levee Segment

- The proposed solution for the SH 3 Levee is to design and construct the existing levee using light weight GeoFoam blocks to widen the existing roadway. This solution is contained within the existing prism with no impacts to the wetlands area or tribal lands.



SH 3 Proposed Typical Section





Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance and improvement of state highways; and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that project SH-3, Levee Widening Goosehaven Rd to Round Lake Rd, Shoshone Co. will be added to FY21 of the FY20-26 ITIP in the Significant Projects Program at a cost of \$1.5M for design engineering to prepare a bid ready project including Plans, Specification and Estimate.

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY20 of the FY20-26 ITIP and that funds will come from the FY2020 Board Unallocated Fund.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board that the FY20 – 26 STIP be amended accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 16 April 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 30 Minutes

Presenter's Name Scott Luekenga	Presenter's Title Freight Program Manager	Initials CSL	Reviewed By LSS
Preparer's Name Scott Luekenga	Preparer's Title Freight Program Manager	Initials	

Subject

129K Route Approval: SH 75 & US 93		
Key Number	District D6	Route Number SH 75 & US 93

Background Information

Staff will present two District 6 129K route requests from Arlo G. Lott Trucking Inc., to move the mineral Molybdenum (Moly) from Clayton, ID to the Montana border. Routes and case #s are:

SH75: Case #201709SH19. Start MP 219.5 to end MP 244.33. Clayton, ID to intersection of SH75 and US93.

US93: Case #201708US93. Start MP 244.3 to end MP350.82. Intersection of SH75 and US93 thru/to the Idaho/Montana border.

Attached information.

129,000 LBS District 6 Application Packet, Attachment 1.

129,000 LBS District 6 Application Presentation Attachment 2.

Recommendations

Staff will seek Board approval of both the requested routes to complete the final administrative steps to allow 129k permitting on the routes as described above. Resolution on page 182.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



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

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

February 18, 2020

Idaho Transportation Department
Room 209
3311 West State Street
Boise, Idaho

4:00 PM

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch - January 21, 2020 Subcommittee meeting minutes	1	4:00
2. Oral comments submitted on Case #201708: US-93 – Milepost 244.33 to 350.82 and Case #201709: SH-75 – Milepost 219.5 to 244.33, District 6 – Communication Manager Trimboli	44	
3. Discussion and Recommendation: Case #201708: US-93 – Chair Horsch		4:10
Application	5	
Chief Engineer's (CE) Analysis and Recommendation	7	
Written public comments on two route requests (received earlier)	17	
4. Discussion and Recommendation: Case #201709: SH-75 - Chair Horsch		4:15
Application	12	
CE's Analysis and Recommendation	14	

INFORMATION ITEMS

5. Status of applications – Executive Assistant Higgins	73	4:20
6. Adjourn (estimated time)		4:25

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

January 21, 2020

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 3:30 PM on Tuesday, January 21, 2020 at the Idaho Transportation Department in Boise, Idaho. ITB Members Jim Thompson and Bob Hoff were present.

Principal Subcommittee staff members and advisors present included Deputy Attorney General Larry Allen, Chief Engineer (CE) Blake Rindlisbacher, Program Specialist (PS) Lance Green, Communication Manager Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, and Executive Assistant to the Board Sue S. Higgins. ITB Member Jan Vassar and Local Highway Technical Assistance Council Safety Manager Kevin Kuther were also present.

Chairman Horsch said that because the verbal comments submitted at the two December public hearings have not been transcribed and presented to the Subcommittee, no action will be taken on the two route requests. Staff will present its analyses and the written comments.

Case #201708: US-93, Milepost (MP) 244.33 to 350.82. PS Green presented the Chief Engineer's analysis on the US-93 route. The Division of Motor Vehicles (DMV) reported that the sections of US-93 from milepost 244.33 to 263.85 and from milepost 304.7 to 350.82 are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The section of US-93 from milepost 263.85 to 304.7 is designated as a blue route and all trucks must adhere to the 5.5-foot off-track and 95-foot overall vehicle length criteria. The bridge analysis determined that the 29 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety reported one non-interstate high accident intersection location and four high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request.

Member Thompson noted one or two comments supported the route designation, but the vast majority opposed it. He asked if someone knows if the verbal comments support or oppose the route designation. Member Hoff said he was the hearing officer at the two public hearings, one in Salmon and one in Challis. He recalls the verbal testimony generally opposed the route designation due to safety concerns, increased traffic, and concerns with motorcyclists and recreational vehicles on the highway. The comments were the same basic concerns expressed in the written testimony.

PS Green said the majority of comments received were on the US-93 route and specifically the blue route segment. Member Hoff added that it appeared citizens do not understand the vehicle configurations for commercial trucks that may operate up to 129,000 pounds. Most seem to believe that the trucks would be bigger than those that currently operate on the highway.

Chairman Horsch asked if the bridges are short-span or if some are long enough that the entire truck would be on the structure at once. Bridge Asset Management Engineer Gorley replied that there are some longer spans; however, the bridges can handle the additional weight.

CE Rindlisbacher concurred that the public comments don't align with the engineering analysis. The analysis reviews items such as bridges, pavement condition, and safety. Few of the crashes on US-93 involved commercial vehicles and of those vehicles that were involved in a crash, the main contributing factor to the crash was driving too fast for conditions. The cause was not related to the weight of the vehicle. He believes it is important to educate citizens on the operation of 129,000 pound vehicles. Although he does not intend to trivialize the comments, he does not believe the majority of comments directly relate to commercial vehicles operating at weights up to 129,000 pounds. Chairman Horsch added that winter weather conditions are generally harder on the pavement than the 129,000 pound vehicles.

PS Green concurred with CE Rindlisbacher's assessment. There were no major concerns related to the designation of the route for vehicle combinations up to 129,000 pounds.

Member Hoff noted some comments suggested using I-15 instead of US-93. He asked if that is a viable option. Member Thompson said that route is significantly farther. He asked about the horsepower of the vehicle combinations. DAG Allen said he believes the administrative rule requires adequate power to maintain a speed of around 20 miles per hour.

Member Thompson made a motion to table the request to designate US-93, milepost 244.33 to 350.82 as a 129,000 pound truck route. Member Hoff seconded the motion and it passed unopposed.

Minutes: May 23, 2019. Chairman Horsch said the May 23, 2019 meeting minutes were distributed earlier and stand as submitted.

Case #201709: SH-75, MP 219.5 to 244.33. PS Green said the DMV confirmed that this section of SH-75 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the eight bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request. He added that there were a few comments in support of this designation and no opposition.

Member Hoff made a motion to table the request to designate SH-75, milepost 219.5 to 244.33 as a 129,000 pound truck route. Member Thompson seconded the motion and it passed unanimously.

PS Green said a public hearing will be held next month for the I-84 Business route designation in District 3 and two public hearings will be scheduled for four route requests in District 4 in March.

The meeting adjourned at 4:15 PM.

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board

DRAFT



Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)
itd.idaho.gov

2017084593

2017095H75

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name Arlo G. Lott Trucking, Inc.		Contact Person's Name Andy Lott	
Contact Phone Number 208-280-2554	Fax Number 208-324-8668	E-Mail Address andy.lott@agltrucking.com	
Company Address P.O. Box 110		City Jerome	State ID Zip Code ID 83338

State Highway Route(s) Requested

Vehicles operating on the requested routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
US 93	247.5 244.33 *	350.82 * 35.816			
SH 75	244.33 *	219.5			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent

Reasons for Request - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

- Justification**
Enlarge the 129,000 route, to enhance the transport of Molybdenum from Clayton ID, to ~~145~~ MONTANA BORDER *
- Associated Economic Benefits**
Reduce congestion, decrease carbon and increase Efficiency
- Approximate Number of Trips Annually**
1000 currently at 105,000 lbs.
- Commodities Being Transported**
Molybdenum
- Anticipated Start Date to Use Requested Routes** 12-1-2017

Requestor's Printed Name Andrew Lott	Requestor's Signature 	Date 11/9/17
---	---------------------------	-----------------

Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
---	----	---

ITD Use Only

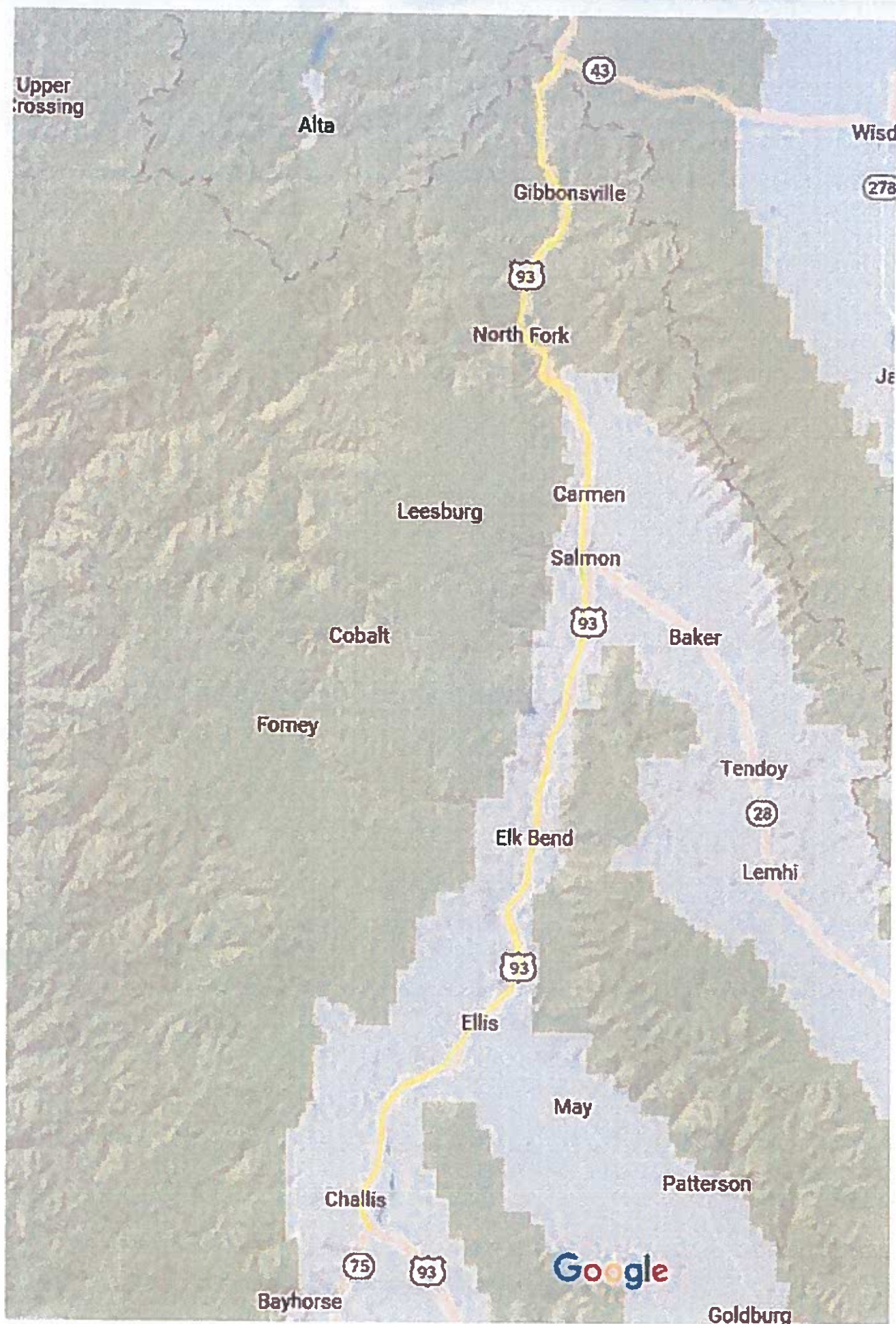
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Chief Engineer	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Sub-committee	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date

Cc: Local Highway Technical Assistance Council (LHTAC)

Page 1 of 1

* WRITE-IN CHANGES COORDINATED WITH REQUESTER.

Handwritten initials





129,000 Pound Evaluation of US-93

M.P. 244.33 to M.P 350.82

(Case #201708US93)

Executive Summary

Arlo G. Lott Trucking, Inc. submitted a request for 129,000 pound trucking approval on US-93 between milepost (MP) 244.33 at the intersection with SH-75 and MP 350.82 at the Montana Border for transportation of Molybdenum. Currently 1000 trips are made annually at 105,500 pounds. The requested section of US- 93 has a split designation, milepost 244.33 to 263.85 and milepost 304.7 to 350.82 are designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. Additionally from milepost 263.85 to 304.7 of US-93 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria. ITD Bridge Section confirms the twenty-nine bridges on the route will safely support 129,000 pound vehicles. District 6 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of US-93 has one Non-Interstate High Accident Intersection Location (HAL) and has four HAL Clusters. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 6 all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-93 from milepost 244.33 to 263.85 and from milepost 304.7 to 350.82 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. The requested section of US-93 from milepost 263.85 to 304.7 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria.**

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the **twenty-nine bridges** pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 6 Evaluation

This segment has been evaluated and the District recommends proceeding.

District 6 has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 244.33-350.82 in response to the request to make this segment a 129,000-pound trucking route. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This roadway is a major rural collector with the roadway geometry outlined below.

Table 1. US-93 Roadway Geometry

Mileposts		Lanes	Terrain	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking
244.33	300.00	2 – 1 each direction 12'	Hills	None	None	1 - 2	No
300.00	343.60	2 – 1 each direction 12'		None	None	2 - 3	No
343.60	350.82	2 – 1 each direction 12'		None	None	4 - 5	

* City of Challis has a TWLTL that is 14' wide M.P. 245.9-246.7.

City of Salmon has a TWLTL that is 14' wide M.P. 303.7-305.2.

***Passing lanes have been added on US93 Ascending:**

M.P. 343.6-344.2

M.P. 345.5-346.05

M.P. 346.6-346.8

M.P. 347.8-350.82

Pavement Condition

The requested section of highway is asphalt and is in generally good condition and is not considered deficient in cracking rutting or ride. US93 MP 280.821-305.242 received an overlay in 2015, and MP 244.33-350.82 received a seal coat in 2016. US93 MP 337.00 - 350.82 received an overlay in 2019. Spring breakup limits do not pertain to this section at this time.

Table 2. 2016 TAMS Visual Survey Data

Mileposts	Pavement Type	Deficient	Condition	Cracking Index	Roughness Index	Rut Average (in)
244.325-250.500	Flexible	No	Good	4.00	3.72	0.13
250.500-256.464	Flexible	No	Good	4.00	3.70	0.13
256.464-256.683	Flexible	No	Good	4.90	3.44	0.11
256.683-257.196	Flexible	No	Good	4.90	3.35	0.12
257.196-263.000	Flexible	No	Good	3.50	3.59	0.13
263.000-268.660	Flexible	No	Good	3.50	3.40	0.14
268.660-269.639	Flexible	No	Good	4.40	3.39	0.16
269.639-273.896	Flexible	No	Good	5.00	4.03	0.09
273.896-278.000	Flexible	No	Good	5.00	4.24	0.08
278.000-285.900	Flexible	No	Good	5.00	4.18	
285.900-292.500	Flexible	No	Good	5.00	4.19	
292.500-299.000	Flexible	No	Good	5.00	4.21	0.10
299.000-304.300	Flexible	No	Good	5.00	4.34	0.23
304.300-304.675	Flexible	No	Good	4.20	3.62	0.29
304.675-305.213	Flexible	Yes	Good	5.00	2.92	0.41
305.213-310.000	Flexible	No	Good	3.60	3.15	0.21
310.000-315.592	Flexible	No	Good	3.80	3.96	0.14
315.592-316.000	Flexible	No	Good	4.40	3.72	0.14
316.000-326.000	Flexible	No	Good	4.50	3.74	0.21
326.000-343.629	Flexible	No	Good	4.50	3.23	0.08

Traffic Volumes

The speed limit of the highway varies between 25 and 60 mph. There are 2 stop lights in this segment located in the city of Salmon. The traffic volumes are provided below.

Table 3. 2016 Traffic Volumes

Mileposts	AADT	CAADT	% TRUCKS
244.325-246.444	2100	140	14
246.444-246.598	3700	150	7
246.598-246.992	2100	150	7
246.992-299.452	980	150	9
299.452-304.262	2600	210	8
304.262-305.081	5790	160	9
305.081-305.369	8000	120	8
305.369-306.364	2920	120	8
306.364-326.346	1320	160	8
326.346-350.819	650	190	11

Truck Ramps

No runaway truck ramps exist.

Port of Entry (POE)

The POE does maintain one rover site on this section of highway US-93 (MP 308.80).

Highway Safety Evaluation

This US 93 segment has one Non-Interstate High Accident Intersection Location (HAL) and has four HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2011-2015) shows there were a total of 317 crashes involving 412 units (8 fatalities and 181 Injuries) on US 93 between MP 244.325 and MP 350.819 of which only 10 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the most prevalent contributing circumstance was speed too fast for conditions. Two injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	740	305.215	Intersection	Lemhi
US 93	101	321.987-322.487	0.5	Lemhi
US 93	185	310.903-311.403	0.5	Lemhi
US 93	286.5	307.804-308.304	0.5	Lemhi
US 93	444	271.819-273.319	1.5	Lemhi

Additional Data:**Bridge Data:**

Route Number: US 93
Department: Bridge Asset Management
Date: 9/15/2019

Route	From:	SH 75 Junction
	Milepost:	244.33
	To:	Montana State Line
	Milepost:	350.82

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
93	244.51	17830	348,200
93	244.84	17835	240,000
93	246.74	17840	246,000
93	251.39	17846	276,000
93	254.77	17850	378,000
93	254.87	17855	330,000

93	254.96	17860	378,000
93	256.79	17866	312,000
93	263.84	17870	154,200
93	268.39	17876	688,000
93	281.91	17880	234,000
93	305.24	17885	170,000
93	309.03	17890	166,000
93	309.75	17895	220,000
93	310.26	17900	238,000
93	315.56	17905	200,000
93	319.01	17910	220,000
93	320.93	17915	270,000
93	324.36	17920	364,000
93	326.27	17925	235,800
93	327.26	17930	232,000
93	333.73	17935	OK EJ
93	336.88	17940	344,000
93	341.35	33340	464,000
93	341.40	33345	282,000
93	342.29	33350	596,000
93	342.37	33355	OK EJ
93	345.63	33360	OK EJ
93	346.23	17946	OK EJ

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).



Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)
itd.idaho.gov

2017084593
2017095H75

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name Arlo G. Lott Trucking, Inc.		Contact Person's Name Andy Lott	
Contact Phone Number 208-280-2554	Fax Number 208-324-8668	E-Mail Address andy.lott@agltrucking.com	
Company Address P.O. Box 110		City Jerome	State ID Zip Code ID 83338

State Highway Route(s) Requested

Vehicles operating on the requested routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
US 93	247.5 244.33*	35.816 350.82*			
SH 75	244.33*	219.5			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent

Reasons for Request - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

1. Justification Enlarge the 129,000 route, to enhance the transport of Molybdenum from Clayton ID, to 145 MONTANA BORDER*		
2. Associated Economic Benefits Reduce congestion, decrease carbon and Increase Efficiency		
3. Approximate Number of Trips Annually 1000 currently at 105,000 lbs.		
4. Commodities Being Transported Molybdenum		
5. Anticipated Start Date to Use Requested Routes 12-1-2017		
Requestor's Printed Name Andrew Lott	Requestor's Signature 	Date 11/9/17

Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
---	----	---

ITD Use Only

Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Chief Engineer	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Sub-committee	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date

Cc: Local Highway Technical Assistance Council (LHTAC)

* WRITE-IN CHANGES COORDINATED WITH REQUESTER.

ALM





129,000 Pound Evaluation of SH-75 M.P. 219.5 to M.P 244.33 (Case #201709SH75)

Executive Summary

Arlo G. Lott Trucking, Inc. submitted a request for 129,000 pound trucking approval on SH-75 between milepost (MP) 219.5 and MP 244.33 at the Intersection with US-93 for transportation of Molybdenum. Currently 1000 trips are made annually at 105,500 pounds. The requested section of SH-75 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the eight bridges on the route will safely support 129,000 pound vehicles. District 6 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of SH-75 has no Non-Interstate High Accident Intersection Location (HAL) and has no HAL Clusters. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 6 all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH75 from milepost 219.5 to 244.33 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the **eight bridges** pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 6 Evaluation

This segment has been evaluated and the District recommends proceeding.

District 6 has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-75 Mp 219.5-244.33 in response to the request to make this segment a 129,000-pound trucking route. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This roadway is a major rural collector with the roadway geometry outlined below.

Table 1. US-93 Roadway Geometry

Mileposts		Lanes	Terrain	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking
219.5	244.33	2 – 1 each direction 12'		None	None	2-3	No

Pavement Condition

The road is asphalt pavement and is in good condition; it is not considered deficient in cracking, rutting or ride. SH75 M.P. 217-227 received an overlay in 2011, M.P. 226.6-227.4 was rebuilt and 2 bridges in this section replaced in 2013, and the whole road received a microsurface in 2017. Spring breakup limits do not pertain to this section at this time.

Table 2. 2016 TAMS Visual Survey Data

Mileposts	Pavement Type	Deficient	Condition	Cracking Index	Roughness Index	Rut Average (in)
217.122 - 226.64	Flexible	No	Good	4.00	3.18	0.11
226.624-227.178	Flexible	No	Good	5.00	3.18	0.11
227.178-227.406	Flexible	No	Good	5.00	2.56	0.17
227.406-236.000	Flexible	No	Good	3.50	3.48	0.12
236.000-244.325	Flexible	No	Good	3.50	3.50	0.14

Traffic Volumes

The speed limit of the highway varies between 25 and 60 mph. The traffic volumes are provided below.

Table 3. 2016 Traffic Volumes

Mileposts	AADT	CAADT	% TRUCKS
219.5 – 244.33	650	100	13

Truck Ramps

No runaway truck ramps exist.

Port of Entry (POE)

The POE doesn't maintain a site on this section of highway SH-75

Highway Safety Evaluation

This SH 75 segment has no Non-Interstate High Accident Intersection Locations (HALs) and has one HAL Cluster. The location is shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 27 crashes involving 34 units (1 fatality and 16 Injuries) on SH 75 between MP 219.5 and MP 244.325 of which only 1 crash involved a tractor-trailer combination. The one tractor trailer crash was a fatal crash resulting in one fatality with contributing circumstances of drug impaired and failed to maintain lane. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments SH-75:

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH 75	113	219.399-221.399	2	Custer

Additional Data:**Bridge Data:**

Route Number: SH 75
Department: Bridge Asset Management
Date: 1/4/2018

Route	From:	US 93 Junction
	Milepost:	244.33
	To:	near Clayton, ID
	Milepost:	219.50

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
75	244.31	17825	424,000
75	244.20	17820	270,000
75	238.72	17815	188,000
75	234.45	17810	374,000
75	232.45	17805	344,000
75	226.97	17801	258,000
75	226.84	17796	250,000
75	220.57	17791	258,000

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

An ad was carried by local news outlets in Challis, Salmon, and Clayton, about upcoming hearings on allowing 129,000 pound trucks to be permitted for US93 and SH75. The following is being offered as testimony regarding the applications.

Emails:

Dear Mr Green,

We are writing in opposition to granting a permit to Lott Trucking to operate oversized loads via Highway 93, a Scenic Byway along the Salmon River continuing over Lost Trail Pass to Montana.

Points of opposition include:

1. When Monida pass on interstate 15 is closed due to weather, Lost Trail Pass on U.S. 93 would be an even less appropriate route, being steeper and narrower, few passing lanes, sharp curves and fewer snow removal resources.
2. Making Highway 93 a reasonable alternative would require construction of frequent passing lanes, runaway truck escape lanes, a bypass route around the city of Salmon. Appropriate improvements on 93 for some 30 miles south of Salmon adjacent to the Salmon River would be close to impossible and certainly outrageously expensive.
3. Tandem trucks of these weight lack the maneuverability and especially stopping power to safely operate on road such as Highway 93 and should be, in the interest of public safety, be restricted to interstate or four lane Highway's whenever possible. To do otherwise constitutes an avoidable and unacceptable public risk.

The short notice of the comment meeting and brief comment deadline might elicit suspicion of motives of the IDT to minimize negative reaction to the proposal.

In conversations with other local citizens I find then unanimously opposed to this permit. It is my hope that the IDT will do the right thing and refuse the lot trucking permit and any similar future applications.

Sincerely,
Gordon Lucas
RuthCampbell
Received 12/22/2019 10:36PM

- - -

Lance ,
Please DO NOT Allow Expanded Truck & Trailer use on Hwy 93.
Many Thanks
Wil Wilkins
PO Box 14
North Fork ,ID. 83466
Received 12/21/2019 9:22PM

- - -

Dear Lance,

Thank you for the opportunity to comment on the proposed alternate truck route along Highway 93 and 75. I strongly urge the ITD to NOT ALLOW the increased truck/trailer weight along these routes as I do not feel they bring benefit, and may actually further burden our already financially strapped, rural communities. I also do not feel this proposal aligns with our rural values for the following reasons:

1) Safety for our children, tourists, hunters and fisherman, cyclists, and for our wildlife. This route is used by all these folks daily and with tourist and recreational traffic increasing substantially during summer. Many of these folks are going slow, pulling in and out of turn-outs with trailers, and conditions are particularly challenging when the road is covered with snow and ice or falling rocks. Adding heavier trucks to this mix is a bad idea as I have already experienced almost being back-ended and run over by one of these large trucks along Highway 75. Our wildlife are also at great risk with too many being killed along these routes. These are highly valued state resources that should not be placed at increased risk, particularly as these species concentrate on winter range at lower elevations.

2) This route is a Wild and Scenic Highway and is really not appropriate for the heavy truck traffic that we already experience. There are numerous accidents along the windy road and at least one of these trucks has gone into the river in the past.

3). The Salmon River is an iconic river supporting many fish species that are highly valued Nationally. We cannot afford to place these species, or our water, at greater risk.

4) Wear and tear on our city and county roads cost our already strapped counties since my understanding is that there is no additional fees to cover these costs that are part of this proposal.

In the future, I would ask that the State of Idaho change its evaluation process to include a cost/benefit analysis that assesses safety and infrastructure impacts so that cities, counties, and taxpayers have a better foundation for considering these types of proposal.

Please help us retain our rural values, keep our children safe, and not place increased burden on our already strapped counties. Please do not permit this increased truck weight on this route.

Thank you,

Toni Ruth
PO Box 172
Carmen, Idaho 83467
Received 12/21/2019 5:25PM

- - -

Hi Lance,

A friend of mine brought this issue to my attention. These comments are written by my friend but I completely concur. And would vote NO on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I am against this permit application. Below are my reasons why.

First, the public comment period should be extended. This seemed to be a very rushed process with little advertisement. I've heard of many people being upset that they just heard about this, and the comment deadline provided is tomorrow.

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.
- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you for your time,

Will

Received 12/21/2019 11:41 AM

- - -

Hi Lance,

Here are my comments on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why:

Reasons why this permit should Not be granted:

- I have lived in both Salmon and Challis with occasional commuting in between the two locations. Even in the comparatively few trips that I made between the two locations on US 93 for the comparatively short amount of time I lived in either place, I saw multiple accidents and often when conditions were fine--A rolled vehicle, a three vehicle motorcycle crash, a car in the river, a two vehicle collision including a livestock trailer; several of these were fatalities. The point I wish to make with this is that I was NOT a frequent commuter on US 93 and even in my relatively few number of trips, I personally was stuck in a disproportion number of traffic stops because of vehicle accidents. THIS IS A DANGEROUS HIGHWAY. For the sake of the safety of their own drivers and other motorists on the road, these trucks should not be allowed on 93.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic. Furthermore, US 93 over Lost Trail is a popular route for recreational road bicyclists, as well as it is not uncommon to have bicycle tourists on other parts of Highway 93. Especially for much of the stretch of US 93 between Salmon and Challis, the road is against a canyon wall and the river; accidents on this highway can be and have been devastating. With trucks on this highway, it would not be a matter of if but when one of these big rigs was involved.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana
- This is a Wild and Scenic Highway. More trucks reduce that value. It impacts wildlife, the quiet, and affects visitors to the area.
- U.S. 93 goes straight through Salmon's downtown with no truck route. Salmon already has noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from the town. The town does NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if road conditions are bad. They need to take into consideration local residents' lives over their own profits.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please consider these comments, as it is lives of both cities, truckers, and other motorists that will be affected by increased traffic .

Thank you for your time,

Brianna Goehring

Received 12/20/2019 11:12PM

- - -

Lance,

I don't support large double trucks on Hwy 93. Our town's geography and layout mean that there's no poss of a bypass. And our regional roads are narrow and windy, already dangerous enough without more large truck traffic. send those suckers up I-15 please.

Last: please stop spraying salt on our roads! Go back to lava rock and plows. You'll save a ton on repaving. And my car will stop dissolving into a heap of rust.

Thx

~ Chris Swersey
Salmon, Idaho
Received 12/20/2019 4:52PM

- - -

Dear Mr. Green,

I appreciate the opportunity to voice my opinion on the proposed expansion of truck/trailer weight and length on Highway 93. As a nearly daily driver on 93 I strongly oppose these expansions.

This road is very narrow, windy and full of additional hazards. When anyone from out of the area comes to visit I always warn them about the windy road that quite often has rocks, snow and ice on it and almost always has wildlife too...not to mention that a misstep may land you in the river. We see a large number of tourists unfamiliar with the dangers of this road bring risks to themselves and others on the road through poor driving. It takes a lot of close attention and defensive driving to navigate this highway safely without the addition of bigger trucks. We have a lot of accidents just from the inherent risks on this highway. Big trucks will cause more risk and more accidents. They are slow and will necessitate more passing, they are slow to stop and cannot navigate sharp curves well putting them over the centerline or off the side of the road.

It is also important to think of the reasons people come here. One of the most popular is our river. Additional truck traffic puts our river at risk from accidents and contamination of our water. When we do have a truck accident here it is hours to get a capable wrecker here to deal with an accident. In the meantime our river is being polluted. We have vulnerable fish species that can ill afford yet another risk to their survival.

Wildlife is also of great concern. It breaks my heart to see the number of animals that are hit and killed on Highway 93. Bigger trucks are going to mean more animal deaths.

And, this is a biggie, for much of our area the only road is Highway 93. A big rig wreck could block our lifeline highway. Block our route to medical services and block our daily travel route.

Bottom line. Expanded truck/trailer weight and length on Highway 93 will do nothing but increase the risk to people, animals and environment. This is a bad idea.

Sincerely,

Stephanie Latham
Salmon, ID 83467
Received 12/20/2019 4:18PM

- - -

Dear Mr. Green

I urge you and the Idaho Dept of Transportation (IDT) to oppose the current proposal that would expand truck/trailer weight and length on Hwy 93.

My concerns are based on my own experience driving Hyw 93 regularly, especially the section between Salmon and Gibbonsville.

First, many big game animals including deer, elk, and bighorn sheep reside and especially winter in this corridor along Hwy 93. I urge you to drive this road section right now (Dec 20) and observe all of the wildlife adjacent to- and on- the road. The residents in this area have learned to drive slower speeds to avoid collisions with animals. Despite the locals preventive actions, many big game animals die each year on this stretch of highway. Truckers will not be so careful and likely have little concern for wildlife when they are on transport time lines.

Second, this route is heavily traveled by myself as well as tourists and hunters and fishermen that contribute to the local economies. Many of us haul trailers and also admire the wildlife and scenery. In addition to wildlife, Hwy 93 has other unique hazards including falling rocks and trees, sharp bends, steep banks, ice and snow, open range cattle, cattle drives, and a river paralleling most of the route. Adding heavier and longer trucks is unsafe and a bad idea. Such trucks will add additional hazards for regular traffic by increased stopping distance, decreased clearance on tighter corners, and their additional length.

Third, the Salmon River and its fish are unique and essential cultural, economic, ecological, and recreational resources. The Salmon River is a National Wild and Scenic River and it supports several species of fish that are protected under the Endangered Species Act. These include: Chinook salmon, Steelhead, Sockeye salmon, and Bull Trout. Additional heavier and longer trucks increase the risk that a truck will slide into the river and spill toxic fuel or other chemicals.

For the safety of everyone who drives Hyw 93; for the protection of the big game animals, native fish, and the Wild and Scenic Salmon River; and for the protection of the local economies that depend on these natural resources and a safe Hyw 93;

I strongly urge you and IDT to oppose the permitting of heavier and longer trucks.

Thank you for the opportunity to comment.

Russ Thurow
Salmon, Idaho 83467
Received 12/20/2019 1:44PM

- - -

Hello Lance

Thank you for the opportunity to comment. I strongly urge the ITD to NOT ALLOW the proposal that would expand truck/trailer weight and length on Hwy 93. I have used this Hwy daily to commute from my home near North Fork, Idaho to Salmon and for Challis for work, recreation and community activities for 43 years.

Here are my concerns:

1. This route is heavily traveled by tourists, hunters and fishermen for 9-10 months each year. Many of these folks are pulling trailers, admiring the scenery and pulling in and out of turn outs. Most are not familiar with the Hwy 93 and it's peculiar hazards - wildlife, falling rocks and trees, sharp turns, steep banks, ice and snow, open range cattle, cattle drives, and a swift river along most of the route. Adding heavier and longer trucks to this mix is a bad idea. This highway is accident prone with current legal traffic.
2. This is a Wild and Scenic Highway and should have require special restrictive considerations when planning for additional and arguably, more hazardous, traffic.
3. Wildlife, especially big game animals such as deer, elk and mountain sheep, are heavily concentrated from Gibbonsville to Arco. These are very valuable state resources and unfortunately many die each year on this stretch of highway. Many of the truckers use very heavy grill guards and drive with little concern for wildlife and at speeds that may be legal but that are not prudent.
4. Longer, heavier trucks will be an additional hazard for regular local traffic due to the increase stopping distance, decreased clearance on tighter corner and additional length will make safe passing more difficult.
5. The Salmon River is known world wide as a spectacular Wild and Scenic River. It also has a number of fish species that are ESA listed; Chinook salmon, Sockeye salmon, steelhead, white sturgeon and Bull Trout. Additional trucks with hazardous cargos of additional weights will only increase the risk to these species should a truck end up in the river.

Please refrain from permitting trucks of this size to use this route. It can only result in increased accidents.

Thank you.

Jerry Myers
North Fork, ID 83466
Received 12/20/2019 12:12PM

- - -

Hi Lance,

Here are my comments on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why.

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.
- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions from inversions and woodsmoke. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.
- The safety of Salmon school students will be at a greater risk as the schools are along Highway 93 and 28.
- Interstates were built for purposes including truck routes, they should be used for this - not our wild and scenic highways.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

I agree with all the above points stated by Jenny Gonyer.

Thank you for your time,

Kelsey Stansberry

Received 12/20/2019 12:08 PM

- - -

Hi Lance,

Here are my comments on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why.

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.
- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Although this is a tourist town, this is NOT the kind of guests we want to be hosting. Or the type of businesses we want crowding our small town.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have few to none alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you for your time,

Fallon Born

Received 12/20/2019 12:03PM

- - -

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.
- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you for your time,

Alicia Edwards

Received 12/20/2019 10:41AM

Lance,

Here are my comments on the Truck Route

As stated by a fellow land lover and friend: Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why.

First, the public comment period should be extended. This seemed to be a very rushed process with little advertisement. I've heard of many people being upset that they just heard about this, and the comment deadline provided is tomorrow.

Reasons why this permit should Not be granted:

This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.

U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.

If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.

Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.

Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.

Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.

U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.

Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.

More traffic poses a danger to our river recreationists that are parked along the already narrow roads.

This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you,
Alicia McDermott
Received 12/20/2019 10:39AM

- - -

Lance,

My name it's Alicia Gilpin. I have been a resident of Salmon, Idaho for 20 years. I agreed fully with all of the email below, written by a colleague and friend of mine.

Here are my comments on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why.

First, the public comment period should be extended. This seemed to be a very rushed process with little advertisement. I've heard of many people being upset that they just heard about this, and the comment deadline provided is tomorrow.

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.
- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.

- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits. And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you for your time,
Alicia Gilpin

Received 12/20/2019 10:36AM

- - -

Dear Mr. Green, I'm writing this to express our feelings against the proposed permit to allow oversized and increased weight truck/trailer traffic on Highway 93 through Salmon. We live on Highway 93 S. and being that the highway is only a two lane road this extra truck traffic would cause not only a safety hazard but also cause increased noise and wear on the Highway. Thank You, Robert and Tina Mauterstock, 211 Highway 93 S. Salmon Idaho

Robert Mauterstock

Received 12/20/2019 9:37AM

- - -

Hi Lance,

Here are my comments on the Truck Route Application for U.S. 93 Idaho 75 District 6 Public Hearing. I vote NO, and am against this permit application. Below are my reasons why.

First, the public comment period should be extended. This seemed to be a very rushed process with little advertisement. I've heard of many people being upset that they just heard about this, and the comment deadline provided is tomorrow.

Reasons why this permit should Not be granted:

- This is a Wild and Scenic Highway. More trucks reduces that value. It impacts wildlife, the quiet, and affects visitors to our beautiful river valleys.
- U.S. 93 has a lot of sharp curves that are dangerous for even school buses, larger trucks would pose a greater risk to oncoming traffic.
- If a truck were to have an accident into the river, it would pollute our river which is Home to endangered wild salmon and steelhead.
- Our economy depends on this river and the scenic values it offers. More trucks would reduce that value and harm our economy especially if a truck accident polluted our river.
- Lost Trail Pass is not a great option for an alternative route. If Monida Pass is closed due to winter conditions, Lost Trail would have worse conditions. More large trucks on this pass poses a safety risk to winter recreationists going to Lost Trail Ski Hill, Chief Jo trails for skiing and snowmobiling, hunters, and travelers between Idaho and Montana.

- Air pollution. Salmon, ID during the winter has unhealthy air quality conditions. Adding more diesel trucks will make the situation even worse. As a resident who walks often to work, even in the winter, I would like cleaner air to breathe while I'm walking. I do not want to breathe in more diesel fumes.
- U.S. 93 goes straight through Salmon's downtown with no truck route. We already have noisy semi-trucks rolling through downtown, adding noise and fumes, which takes away value from our quaint little town. We do NOT need more trucks coming through.
- Road damage. More trucks would result in more road maintenance. Construction takes forever on U.S. 93 since it has only two lanes. We have limited alternatives to avoid construction.
- More traffic poses a danger to our river recreationists that are parked along the already narrow roads.
- This company does not "need" an alternate route. They can delay their travels if bad weather conditions. They need to take into consideration local residents lives over their own profits.

And there are more reasons I could list, but these are the biggest concerns and reasons to Not grant this permit for an alternate truck route on U.S. 93.

I hope Idaho Transportation Department makes the right decision and says No to this permit. It is clear that this is Not a safe or smart truck route alternative.

Please take our concerned local citizens voices into consideration, as it is our lives and towns that will be affected by increased traffic and pollution.

Thank you for your time,
Jenny Gonyer
Salmon, ID 83467
Received 12/20/2019 9:36AM

- - -

I missed the meeting in Salmon last week for the proposed tandem semi truck corridor on Hwy 93. I do not think this is a good idea for a few reasons. The first reason is safety. Having huge trucks on tight, windy road from Challis to the town of Darby, MT is unsafe. Driving these roads anytime from August to May can be hazardous. The second reason is road quality. Heavy trucks wear the road surface down quickly. It takes a lot to get our roads repaired. Who pays for this and to repair our vehicles after driving on rutted roads? These large trucks should be relegated to the Hwy systems that are set up for their size and the ability for other vehicles to get around them. Thank you for letting me express my opinion.

Nancy Bolyard
Salmon, ID
Received 12/20/2019 8:51AM

- - -

Dear Sir: I am opposed to allowing 129,000-pound trucks on sections of U.S. 93 and Idaho 75.

My reasons include:

- the risk of spillage of toxic substances into our beautiful watershed
- the cost to our community that may incur if curbs and such are damaged as the over-sized trucks try to navigate our streets --the danger of reduced stopping distances available to trucks with such heavy loads - we have abundant wildlife that cause drivers to have to stop on a dime to avoid collision - what if such a large weighty truck is trailing such a car?
- the passage of these trucks on these routes will bring zero benefits to our community while presenting risk of potential municipal expenditures.

I wish I were more eloquent on this topic but my objection should be clear. Thank you sincerely for considering my point of view.

Respectfully, Gayle McCampbell

Received 12/19/2019 4:33PM

- - -

Lance, thank you for the chance to comment on the application for the 129,000 pound trucks that would come through Salmon, Idaho. I have concerns that to use this route as an option for that size of truck creates an unacceptable burden on our community.

- The trucks would have to come through Main Street which is not compatible with our downtown area.
- I would not like this application, if approved, to establish a precedent that this route is used for various other trucking opportunities through Salmon.
- This route follows a wildlife corridor and the amount of wildlife killed on the highway would increase.
- This route also follows a Wild and Scenic corridor, a toxic spill into the Salmon River or its tributaries would be devastating.
- Who would be responsible for the cost of the wear and tear on our local highway, I assume state and county coffers? They are often in bad repair without this added use.

Respectfully,

Terry Myers

Received 12/17/2019 2:28PM

- - -

Thank you for the opportunity to comment on the requested allowance of 129,000 lb. loads.

In my taped comments I was erroneously under the impression that the requested change was the allowance of very long trucks, not just the allowance of the heavier loads. My point during that recording was that these very long trucks were seriously dangerous on any freeway/highway used by other motorists. As the additional weight will make these already dangerous vehicles even more so, my most serious concern is still the danger they represent to other motorists.

My other concerns regarding the increased weight are:

1. More damage to the road surface, which will result in increased cost to taxpayers for the upkeep of these roads, plus the disruption of traffic during the resurfacing processes.
2. Mr. Lott of Arlo Lott Trucking, the company requesting this change, touted the safety of his equipment and drivers, but had to admit that a large spill of molybdenum which occurred in the past was his load, but not one of his trucks. This fact indicates that he is not always in control of who transports his loads.
3. If approved, this change will open these highways to all trucking companies wishing to carry these heavier loads, not just the anticipated 700 trips a year to and from anticipated by Arlo Lott Trucking alone.
4. This section of Hwy 93 follows the Wild and Scenic-designated Salmon River, resulting in a narrow and winding road with narrow shoulders, making it more likely that any equipment failure or driver error could result in a serious accident, possibly causing injury to other motorists, or one of these huge loads ending up in the river. Since no environmental studies are necessary for the allowance of the heavier loads, there is the very real possibility hazardous materials could end up polluting this river as the result of an accident. Also, any accident could cause the complete shutdown of this main north-south Idaho route.
5. There will be times during bad winter conditions when these trucks will be required to chain up, but I and other people in attendance at the Dec. 9 meeting had never seen any of these long trucks with chains on, and additionally we were alarmed by the fact that they often drove very fast for the conditions and many times would seriously tailgate other motorists.

FOR THESE REASONS, I AM AGAINST THESE HEAVIER LOADS.

Mary Carroll

Received 12/16/2019 11:57AM

- - -

Comments: I oppose approving larger truck (129,000 pound) transport from Clayton to the Montana line for several reasons. With the exception of the Lost Trail Pass ascent, the route is winding and narrow, with insufficient pullouts to safely accommodate passing such a large vehicle. The route receives considerable travel by large camp-trailers whose drivers may be inexperienced at driving such roads; they don't need to encounter such large vehicles. Our towns are zero stoplight (Challis) and two stoplight (Salmon) communities and we don't need huge trucks on our main street (Salmon) where there are pedestrians and people getting into and out of parked cars along Hwy 93. This request seems to be for the benefit of a single applicant, with no discernible benefit to the affected communities along the transportation route. I oppose granting this application for 129,000-pound vehicle use.

Evalyn Bennett

Received 12/7/2019 12:38PM

- - -

Hello,

I live south of Salmon on HWY 93 and my family and I are opposed to increased trailer traffic.

We've only lived here for 2 years and have seen trucks and trailers Wreck because they fail to make the curve of the road near our house.

The semi trucks we pass on the road often cross the center line while maneuvering the tight curves between Challis and Salmon.

Interstates are appropriate for large vehicles, NOT scenic byways.

Thank you,

Kelly Vanderveer

Received 12/6/2019 9:48AM

Phone Calls:

From Paul Werner of North Fork, ID 3 miles S. of Gibbonsville 12/20/2019

He wanted to make official comments regarding his opposition to the 129k application along US93. He was unable to attend the meeting and therefore is calling in. He is strongly opposed to allowing 129k on US93. The curvature of the road around Sheep Creek is dangerous. There is also a blindspot pulling out from Gibbonsville onto the highway, which is a danger. The wildlife that are constantly being hit along the road, pose a great safety hazard. He also doesn't want to open up US93 to more heavy truck traffic. If Arlo Lott wants to put money where their mouth is they need to put money into Monida Pass to make in an alternate route. The fact that long trucks cross the center line is dangerous to the traveling public.

- - -

From David Dobbs of Salmon, ID 12/19/2019

He wanted to make official comments. He informed me that he is against the approval of 129K along US93. He mentioned 4 objections:

- 1) Who is going to pay for the additional wear and tear to the roadway that is caused due to weight.
 - 2) What's in it for Salmon? The truckers aren't going to stop in Salmon, so there is little benefit to Salmon business or residents. This only benefits the hauler.
 - 3) The turn from US93 on to main street is difficult. Can the trucks even clear this turn safely?
 - 4) This invites more truck companies to use this road, causing more damage.
- - -

From John Black of Elk Bend, ID on 11/25/2019

He wanted to make some official statements. I did inform him of the meeting at the opportunity to have any questions or concerns he may have answered. He will not be able to attend the meetings as he doesn't want to travel at night. He was going to see if he could get a petition together and have that delivered to us.

His concerns were about the road bedding and if the road could handle the weight, since there have been slides in this area and there are already cracks in the road since the last refinishing of the road. He is also concerned about the road bend and the tight angles the trucks would have to make. He is concerned about the speed limit, and feels it should be lowered. He is concerned about the accidents caused by animal strikes, that happen regularly in his area. He is concerned because this is a tourist corridor, and in the summer there is lots of slow moving traffic along this wildlife and scenic river corridor, along with bicyclists. He is not in favor of 129k being allowed on US93. He would like his concerns to be official recognized as a part of the public comment.

- - -

From Jessica, she lives in Salmon on 12/4/2019.

She had great concern with the allowance of 129k loads on US93, and wanted to know why the applicant doesn't use a different route (US93 south to Arco). She will be at the meeting to make official public comments.

- - -

From V.J. Greenwood, who has lived between Salmon and North Fork for the last 50 years on 12/3/2019.

He is concerned with the speed that trucks are allowed to travel. He cites that loads have been lost along this route before due to speed. He also had great concern about the loss of animal life along this route. His suggestion is that the speed limit along the road should be lowered. He may be able to attend the public hearing, but wanted to be sure that if not that his opinion was captured and heard.

Letters:

Jim Kopp, Challis, ID

I see less trucks & less wear & tear on the roadways. This is an advantage for the trucker, the customer and the highway department.

I fully support the heavier loads.

Why wouldn't you do this?

- - -

Robin Phillips, Salmon, ID

I am against the proposal for permitting 90' long rigs at 129,000 pounds on US93 because of the negative effects on our tourism and as a public safety issue. With 93 having so many curves it will be impossible for these rigs to maintain a reasonable speed and it will be a public safety risk trying to pass them. Route 93 doesn't have the road structure to accommodate these rigs.

- - -

Dave Gusky, Salmon, ID

I DO NOT APPROVE OF THE PROPOSED TRUCKING REQUEST _ BASICALLY BECAUSE THE SCHEDULED MEETING IN SALMON _ DEC 9 – 4-6:30 WAS A B--- S--- SESSION AND NOT AN INFORMATIVE MEETING.

THE ONLY ENTITY THAT SHOWED UP WAS THE IDAHO DEPARTMENT OF TRANSPORTATION. NO INFORMATION FROM TRUCKING Co. , ETC.

WHAT A WASTE OF TIME!

- - -

Tom Stillwaugh, Challis, ID

I support allowing the increase in weight on Highway 93 + 75. The information provided shows that the trucks operate safe at these weights plus then actual weight per square inch is less. That relates to less wear and tear on the roads. The business I work for will require less load, thus less trucks on the road. I hope Idaho Transportation Department will change the limits as proposed.

- - -

Mike Solterson, N. Fork, ID 12/1/19

MR. Green

In regards to truck trailer using Hwy 93. I strongly am against this due to the fact that this is a scenic by-way. Truckers now Do not observe speed limit of 65 mph. (Which is way too fast for this road) There is too many semis on the road Hwy 93 the way it is now. This opens up a whole can of worms. I've lived here for 55 yrs in the Salmon- N. Fork area. Bad idea to increase weight of these vehicles.

- - -

Jerry Perry, Salmon, ID

I object to the heavy trucks using our hi ways because there is no money allocated for road up keep or replacement. I know they pay road use tax on all miles traveled but that money goes into one place for all road construction in the state. The big towns get fixed first and we have to live with bad roads. Your representative said it will not affect the roads because of the extra axles will distribute the weight. I say all truck traffic on the roads in this route will affect the roads with no upkeep.

The road from montana line to challis is very narrow and crooked. There is already accident on the sharp corners. The stop signs in to salmon is very adverce and trucks have a hard time getting started; worse when there is ice and snow. The stop signs at junction hw 93 and hw 28 is very sharp. Truck uses the sidewalk a lot.

The trucker would rather go through salmon instead of the freeway because of sage junction.

- - -

Virginia Perry, Salmon, ID

I object to the heavy trucks using our hi ways because there is no money allocated for road up keep or replacement. I know they pay road use tax on all miles traveled but that money goes into one place for all road construction in the state. The big towns get fixed first and we have to live with bad roads. Your representative said it will not affect the roads because of the extra axles will distribute the weight. I say all truck traffic on the roads in this route will affect the roads with no upkeep.

The road from montana line to challis is very narrow and crooked. There is already accident on the sharp corners. The stop signs in to salmon is very adverce and trucks have a hard time getting started; worse when there is ice and snow. The stop signs at junction hw 93 and hw 28 is very sharp. Truck uses the sidewalk a lot.

The trucker would rather go through salmon instead of the freeway because of sage junction.

- - -

Paul A. Edstrom, North Fork, ID

Mr. Lance Green,

I've lived along Highway 93 north of North Fork for 30 years. This narrow twisting, turning route from North Fork to Lost Trail Pass is in an area of considerable wildlife and is in fact a big game wintering area. The deer and elk killed along this stretch of the highway is staggering. Part of the problem is brush and trees are allowed to grow close to the blacktop blocking visibility. Then the 65 mph speed limit is too fast for large trucks.

These large trucks cannot brake fast enough to avoid the game. To a trucker time is money and so they go to beat hell knowing their large bumpers and front end guards (that rival locomotive cow catchers) will protect them from any damage. I walk the highway a lot for exercise and find and report to fish & game many animals either dead or in need to be dispatched. I can tell passenger vehicle kills from truck kills because large truck kills leave no glass and plastic part fragments at the impact site.

Therefore I am against any more and larger trucks. Also, lower the truck speed limit between North Fork and Lost Trail pass and do some clearing of brush and trees along the highway right of way.

- - -

Bob Russel, Salmon, ID

I do not believe those heavy vehicles should be allowed – these roads are not built for heavy loads, damage will result. There is often wildlife crossing these roads, and such heavy loads cannot stop to let them pass. Rocks and other debris are often falling into the road which requires quick response by drivers – in this case it would increase the danger to other drivers with these loads dodging debris.

The main street of Salmon, ID is already extremely busy with traffic – these loads would exacerbate that problem. There are numerous cross-walks requiring traffic to stop quickly.

The city of Salmon has only one bridge crossing the Salmon River- if one of these loads were to break down on that bridge it would cripple traffic throughout the community. Also the bridge is getting some age on it and these heavy loads may put it out {????}/

Interstate Highways are designed for this type of traffic – please confine it to the interstate highways and deny this request for an exception.

- - -

Randall G. Thomas, P.E., Salmon, ID

These segments of US93, and ID75 already have congestion issues with slow moving vehicles which either: Ignore Idaho's slow vehicle pullover statute, or:

Drive at less than the yellow advisory speed in every corner, and then speed up to above the speed limit in every straight away, (aka "Passing Zone").

I would be neutral on this issue if new slow vehicle pullouts were constructed at maximum ten mile increments, and additional signing erected.

With the current roadway geometrics, I must oppose this proposal to increase the number of slow vehicles on the roadway.

- - -

Glenn and Camilla Hugunin, North Fork, ID

We are **opposed** to the proposed truck weight limit increase to 129,000 lbs. on Highways 93 and 75 for the following reasons:

A. SAFETY

1. Highway 75 and 93 were not designed to handle vehicles of this weight. We have been commuting and driving on these roads for 42 years. These backroads already have lots of traffic, especially from spring thru fall. These highways were also not designed for a 65 mph speed limit. There are too many obstacles on this road such as school bus stops, children, joggers, bicyclists, motor cyclists, curves, ice, snow, mud slides, avalanches, rocks, big game, cattle, horses, tourists, commuters, farm machinery, trucks and logging traffic. Do we really need larger, more dangerous trucks as well? My wife has been an R.N. at Steele Memorial Hospital, in Salmon, for 40 years. She has seen far too many injuries and fatalities already on these two highways. Allowing 129,000 lb. trucks will only increase these numbers. **Interstate 15** was designed to handle longer, heavier trucks and increased traffic safely.

2. ENVIRONMENTAL

1. These sections of Highways 75 and 93 are adjacent to the Salmon River, A National Wild and Scenic River. Adding 129,000 lb. trucks that are loaded with mining equipment and products, will greatly increase the likelihood of an accident, and spill into the Salmon River. Again, **Interstate 15** is far more suited to handle such an emergency.

- - -

Dear Mr Green:

I say "NO" to the apparent decision which has been made to allow heavier loads on tandem semi-trailers and trucks to negotiate US Hwy #93 from Challis to Salmon to the Montana state line. A commercial vehicle corridor encompassing US Hwy #93 from Challis to Arco, and proceeding from Arco via State Hwys #26, 33 and 22 to I-15 at Dubois, is the PERFECT truck route to Montana.

I worked in the Challis area while residing in Salmon for 20 years and very familiar with the disastrous history of commercial trucking in this corridor. In addition, I have lived adjacent to US Hwy #93 for the last 40 years in Salmon. Truck traffic from Montana through Salmon and into southern Idaho has increased demonstrably in the last 25 years following the decision made by former Governor Batt to allow increased loads which began the

accelerated surface deterioration of US Hwy #93 during that period. I must say now that the proposal to allow for even heavier and longer trailers and semi's on this section of US Hwy #93 is a complete joke. Tight curves, blind corners, tourists unfamiliar with the road and distracted by the spectacular scenery, coupled with large, big game wildlife populations often confined to the river road corridor make this area an extremely unsafe and difficult route to travel through during ANY season.

Believe me, the last thing the city of Salmon "needs" is additional and heavier commercial trucking on Main Street. I am concerned about accelerated air pollution, and the dust, dirt, diesel fumes and noise associated with commercial trucking, the inadequacy of the existing route through Salmon to handle such traffic as demonstrated by tight, blind turns and crushed highway signs due to narrow right of ways, and increased commercial traffic passing through school zones. Main Street has already failed to accommodate lengthy cattle trucks and wide loads headed to Dakota's oil fields, without special preparation. We already have the worst "engineered" turn on the entire length of US Hwy #93 running from Mexico to Canada. It's a real winner – a 90 degree turn which is seldom negotiated cleanly by current tractor trailer vehicles.

US Hwy #93 has been repaved this summer and is currently in the best condition it has been in its entire existence. However, the highway is in no way able to accommodate increased commercial loads and tandem trailers safely especially during winter even with pouring more money into the road by salt application and accelerated plowing. Snow and ice will always persist during winter in the 4000-7000ft elevations, requiring truckers to chain up which they will resist, and thereby compromising safety for ALL vehicle traffic.

Bottomline:

- a. A perfectly good, year-round (in most cases) truck route exists to meet the commercial trucking needs. Lost Trail Pass in winter should not be considered as a reliable, nor viable, substitute for commercial trucking via I-15 and Monida Pass in Montana.
- b. Salmon, Idaho cannot handle more dirt, dust, diesel fumes, school zone violations, crushed highway signs and associated noise on Main Street.
- c. Expanded commercial trucking will be detrimental to our wildlife populations, and tourism values found in our unparalleled wild and scenic corridor.

Thanks for the opportunity to comment. I hope you will seriously consider the public comments that I know you have received from knowledgeable and concerned local citizens who also do not support this proposal.

Sincerely,

s/s William C Osborne

William C Osborne
22 N Dogwood Lane
Salmon, ID 83467

- - -



208.345.6933 • PO Box 844, Boise, ID 83702 • www.idahoconservation.org

December 20, 2019

Mr. Lance Green

DMV Program Specialist

Idaho Transportation Department

3311 W. State Street

Boise, ID 83707

(208) 334-8427

Electronically Submitted: lance.green@itd.idaho.gov

RE: Idaho Conservation League's Comments Regarding the Proposed Route/Specification Changes for Arlo G. Lott Trucking, Inc.

Dear Mr. Green:

Please accept our comments regarding the proposed changes to Idaho Highway 75 and U.S. Highway 93 to allow Arlo G. Lott Trucking, Inc. to transport molybdenum from Clayton, Idaho through Challis and Salmon to the Montana border. Since 1973, the Idaho Conservation League (ICL) has worked to protect and enhance Idaho's clean water, wilderness, and quality of life through citizen action, public education, and professional advocacy. The Idaho Conservation League has a long history of involvement with mining and environmental protections. As Idaho's largest statewide conservation organization, ICL represents over 30,000 supporters who have a deep personal interest in ensuring that mining operations, including material transportation, are protective of our land, water, fish, and wildlife.

We have serious concerns regarding the proposal to allow trailered trucks to transport 129,000-pound loads on US-93, particularly during the winter months. First, molybdenum is not a benign substance, despite concentrate being relatively insoluble in water; extended exposure poses long-term risks to aquatic life. Further, molybdenum concentrates likely contain additional components which may pose hazards to human life and the environment and the applicant should reveal and list any additional constituents being transported. Transporting these increased loads requires modifying accepted trucking and transportation limitations on small-size local highways just upstream of the the Congressionally-designated Salmon River Wild and Scenic corridor.

On January 19, 2019, ICL spoke with you (Mr. Lance Green) about questions we have regarding unconfirmed information pertaining to Lott Trucking's reason for the modification request. We learned that truck length will not change due to established restrictions on US-93 between Challis and Salmon (a Blue-designated section, allowing 95' truck/trailers). However, we did confirm that this modification request is based on seeking an alternative route to I-15 during winter. According to Mr. Green, Lott Trucking justified the request by citing adverse conditions on I-15 during severe storms, stating that the interstate is not well kept, tends to gather snow drifts, and often closes during severe weather. Further, US-93 was cited as being better maintained and usually remains open when I-15 closes. We do not believe using Lost Trail Pass, which receives up to 300" of snow per year and can have high winds with significant drifting and snowpack/icing issues on a narrow, winding mountain road, serves as a realistic nor functional alternative to a closed federal highway. State Highway Patrol offices and Transportation Departments do not close routes due to adverse conditions without considerable thought and reasoning. We believe if the preferred route is closed due to adverse conditions, operators should wait until conditions improve, reducing risks to human health, company infrastructure (by proactively avoiding an accident), and the environment.

Our concerns regarding the potential for accidents and spills directly below the Wild and Scenic corridor are grounded in recent history. In May of 2018, a truck owned by Arlo G. Lott Trucking, Inc. crashed into a guardrail near the Big Hole River, dumping 48,000 pounds of molybdenum. Fortunately, there were no injuries and no materials reached the Big Hole River. While this incident occurred in Montana, it does not preclude the possibility of an accident in Idaho along the same route, particularly during the winter when US-93 would be used as an alternative route.

US-93 contains two sections that currently maintain length and off-track restrictions based on the winding and mountainous nature of the highway. Moreover, the increased truck traffic through downtown Challis and Salmon, Idaho will increase congestion and the potential for vehicle and pedestrian accidents. While analysis may indicate road and bridge conditions are sufficient to support 129,000 pound loads, traveler and environmental safety must remain the most important factors in this equation.

ITD's proposal evaluation indicates that 1,000 trips of 105,500 pounds annually occur under current conditions, and the hand-modified application for a 129,000 pound route designation (dated 11/9/17) justifies the changes as increasing weight limits to enhance the transportation of molybdenum and to "reduce congestion, decrease carbon, and increase Efficiency." While we commend Lott Trucking for their environmental consciousness and desire to reduce their carbon footprint, we do not believe the inherent risks associated with transporting larger sized loads of hazardous materials outweigh the potential carbon footprint reduction. By our estimation, the established Arco route encompasses 330 miles as opposed to the proposed US-93 route of 230 miles. We do not believe the 100 mile difference justifies the increased threat to human safety and the environment.

We believe allowing heavier loads on US-93 poses risks to human health and the environment that cannot be justified, and we encourage the Idaho Transportation Department (ITD) to reject this proposal. Making an exception can quickly lead to establishing a standard, and ICL does not believe these mountain passes and roads, particularly through river corridors, should be used for over-sized material transportation. We confirmed that, should ITD approve this request, it will establish a precedent for additional trucking companies to follow, which could lead to greatly increasing traffic densities, congestion, and the risk for accidents. Before these types of programmatic decisions be made, ITD should conduct a thorough analysis of roads and associated infrastructure to ensure that the existing road widths, bridges, engineering designs, and emergency facilities (such as runaway truck ramps, chain-up/brake test areas, etc.) are sufficient to withstand consistent use by trucks carrying 120,000-pound loads. Moreover, ITD should conduct a safety study focused on the impacts to towns along the proposed route and define the potential for increased risk to human health prior to making such binding decisions.

Should ITD choose to approve this load alteration proposal, we believe the department should enact several mitigation measures. First, the applicant and ITD should install additional spill containment caches along route corridor described in the application. These caches should include materials necessary to contain and facilitate any spills on land or in the water containment. These could include both absorbent pads, straw bales, and booms. The applicant and ITD should schedule loads to avoid transporting materials on days with high traffic volumes, such as nationally recognized holidays, weekends, and local significant events. ITD should work with the applicant to update safety protocols regarding winter weather advisories, and US-93 should not serve as the primary transportation route during winter storm events due to the increased levels of ice, snow and winds associated with Lost Trail Pass. Chains should be required during potentially freezing conditions. Finally, we recommend the applicant and ITD review and update molybdenum storage and containment protocols.

However, the best path forward is for ITD to prohibit the use of US-93 N through Salmon as a transport option for this large, molybdenum-bearing trucks due to the concerns identified above.

Thank you for reviewing our comments regarding this proposal. If you have any questions about our comments, or if we can provide additional information, please do not hesitate to contact us. We look forward to working with the Idaho Transportation Department on this, and other issues in the future.

Respectfully submitted,

A handwritten signature in black ink, reading "John Robison". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

John Robison

Public Lands Director

Idaho Conservation League

jrobison@idahoconservation.org

(208) 345-6933 ext. 13

BEFORE THE IDAHO TRANSPORTATION DEPARTMENT

DISTRICT SIX

IN RE:
129K HEARING
SALMON and CHALLIS, IDAHO.

TRANSCRIPTION OF DIGITAL RECORDING
RE: 129K HEARING -- PUBLIC COMMENTS
B E F O R E
ITD HEARING OFFICER ROBERT HOFF

Reported by: Lori A. Pulsifer, RDR, CRR, CSR No. 354

1 FOLLOWING IS A TRANSCRIPTION OF THE DIGITAL
2 RECORDING of public comments before Idaho Transportation
3 Department Hearing Officer Robert Hoff regarding the
4 129K Hearing (Salmon and Challis, Idaho) transcribed by
5 Lori A. Pulsifer, Transcriber, Court Reporter (Idaho
6 Certified Shorthand Reporter No. 354) and Notary Public
7 in and for the County of Ada, State of Idaho.

8

9 (Following is a transcription of the audio
10 file labeled z0000009.)

11 THE HEARING OFFICER: I'm the hearing officer,
12 and I've got Vince here with me.

13 Just start by stating your name and your
14 address and who you're representing, if you're not
15 representing yourself.

16 And you can -- any questions, you need to ask
17 the crew out there. I'm not here to answer questions.
18 So just --

19 CHUCK FELTON: My name is Chuck Felton. I'm
20 from Challis, Idaho. I'm a city councilman here. I
21 travel the roads of Eastern Idaho quite extensively.

22 I understand the configuration on these trucks,
23 and if they go -- if they go to that configuration, you
24 know, it's okay. I mean, they're putting less pressure
25 on the highway than the ones they have now.

1 And I'm just kind of here to complain about the
2 roads. I drove them today. The road between Craters of
3 the Moon and Arco and Richfield -- they're just a
4 travesty for the state of Idaho.

5 They're rough. I broke a spring on the road
6 between Craters and going through Carey -- that area --
7 one time on my AT -- or on my RV. And they're just
8 really bad roads.

9 And it's like the road between INL and
10 Blackfoot. I'm afraid to even drive the speed limit on
11 that road. I mean, in a truck -- or in a pickup -- I
12 should say -- or something like that -- the roads are
13 just bad.

14 I wrote a letter to ITD and asked them about
15 the -- one of them and if they have plans, if they're
16 under contingency to repair them; and I never got any
17 response back. So anyway -- so I'm just kind of
18 complaining.

19 THE HEARING OFFICER: Did you go to the
20 district engineer, or did you go to Boise?

21 CHUCK FELTON: No, I didn't. I just sent a
22 letter to ITD is all.

23 THE HEARING OFFICER: But that highway, I
24 think, is District Five. I think it is.

25 MALE SPEAKER: It is.

1 THE HEARING OFFICER: Yeah.

2 MALE SPEAKER: It's actually District Six.

3 THE HEARING OFFICER: Is it in District Six?

4 MALE SPEAKER: I believe so, yeah.

5 THE HEARING OFFICER: Yeah.

6 MALE SPEAKER: (Indiscernible).

7 CHUCK FELTON: The maps out here show --

8 THE HEARING OFFICER: It's District Six.

9 CHUCK FELTON: -- the red area is going through
10 that part of the (indiscernible). Yeah.

11 MALE SPEAKER: The one he's talking about --

12 THE HEARING OFFICER: Give me a call, if you
13 want. I'm on the Board, and my number will be on the
14 Internet.

15 CHUCK FELTON: On the Internet?

16 THE HEARING OFFICER: Yeah.

17 CHUCK FELTON: Okay. Yeah. And your name was?

18 THE HEARING OFFICER: Bob Hoff.

19 CHUCK FELTON: Hoff?

20 THE HEARING OFFICER: Yeah. I don't mind a
21 call.

22 MALE SPEAKER: (Indiscernible).

23 THE HEARING OFFICER: Are you out of Rigby?

24 CHUCK FELTON: No. I'm southeast
25 of (indiscernible). (Indiscernible) Farms, southeast of

1 (indiscernible).

2 THE HEARING OFFICER: Oh, out there? Oh, okay.

3 CHUCK FELTON: I'll do that.

4 THE HEARING OFFICER: I can't promise results,
5 but I can take complaints.

6 CHUCK FELTON: Yeah, I know. I'm on the city
7 council. Remember? We do what we can. Sometimes it's
8 out of our hands.

9 But, you know, like I say, I just drove it
10 today; and it's not good. I don't know how people in
11 Arco even stand to not be screaming every day about that
12 road.

13 And I know they ground off the road going into
14 Carey, coming in from the Twin Falls -- from the
15 Shoshone side. My wife even commented on it today.

16 She said, "Holy cow. What's wrong with this
17 road here?"

18 And I said, "Well, they ground it off," because
19 it was it was so ratty from them trucks.

20 THE HEARING OFFICER: Hmm.

21 CHUCK FELTON: It's just -- I just hate driving
22 it. The fact is I need to drive -- I need to take my
23 motorhome over -- down through Arco and Carey and Twin
24 Falls. You know, I hate to even drive it over that
25 road; but I have no other alternative.

1 So I won't take my motorhome between Blackfoot
2 and the INL at all. You know, when it gets slick, why,
3 the roads are tough. They're tough to drive. You know,
4 you have to go slower.

5 But, still, they're slick roads. They throw
6 you around. You've got to be very alert all of the
7 time. Anyway, that's my complaint.

8 MALE SPEAKER: Very good. Thank you, sir.

9 CHUCK FELTON: Thanks for listening.

10 (End of audio file.)

11 . . .

12 (The audio file labeled z000008 contains no
13 verbal content.)

14 . . .

15 (The audio file labeled z000007 contains no
16 verbal content.)

17 . . .

18 (Following is a transcription of the audio file
19 labeled z0000006.)

20 THE HEARING OFFICER: -- supposed to have all
21 of the answers out there.

22 MEGAN STARK: (Indiscernible) on the recording.

23 THE HEARING OFFICER: We're just going to
24 listen.

25 JESSICA McALEESE: Okay.

1 THE HEARING OFFICER: Just relax and make the
2 case.

3 JESSICA McALEESE: My name is Jessica McAleese;
4 and I live on Highway 93 north, just a couple of miles
5 from town and --

6 MEGAN STARK: Can you state your address?

7 JESSICA McALEESE: Oh. 193 Highway 93 North,
8 Salmon, Idaho.

9 MEGAN STARK: Perfect.

10 JESSICA McALEESE: Number one: We have a local
11 paper that comes out in Salmon once a week. And so this
12 was in the paper, apparently, twice. But for those of
13 us who don't read the paper or get the paper -- I live
14 on 93, and I had no idea about this until somebody
15 brought it to my attention.

16 So perhaps in the future, you might want to
17 consider a little bit more direct communication with
18 people who are actually living along the route that's
19 being proposed to be a change of.

20 THE HEARING OFFICER: This is what we put
21 out -- like, I see on fences -- sometimes when there's a
22 zone change, is there a notice out?

23 MEGAN STARK: Usually not, huh-uh.

24 JESSICA McALEESE: Yeah. That actually would
25 be a good idea, just a little tent out -- you know,

1 like, a little sandwich board or something.

2 MEGAN STARK: Uh-huh.

3 JESSICA McALEESE: Anyway -- so I've been a
4 little bit -- very, very concerned about the increase in
5 the weight limit because, living in Salmon, living in
6 this region, we drive the roads every single day.

7 And particularly in the summer -- we have a
8 small farm business. So we're driving from Salmon to
9 Stanley and back once a week, and we see -- boots on the
10 ground -- what is going on on this highway.

11 I live right down the road from the weigh
12 station, the port-of-entry weigh station, which isn't
13 open all of the time. So I have a pretty good handle on
14 what kind of trucks are going by, what kind of
15 activities are used on this highway corridor.

16 And there might not be a really good
17 representation of those activities when you just have
18 engineers crunching numbers.

19 Sure. The numbers work out for this type of
20 load. But what I am concerned about is that the
21 cultural perspective hasn't been taken into account.
22 This is a scenic corridor, the Lewis and Clark Scenic
23 Byway.

24 We have a tremendous amount of motorcyclists
25 who -- motorcycle gangs, Rolling Thunder -- we joke

1 about it because we're outside in our field every single
2 day in the summer, and Rolling Thunder goes by.

3 MALE SPEAKER: I'm one of those.

4 JESSICA McALEESE: Well, so is my dad.

5 But motorcyclists use this route as a
6 non-freeway route, which is fine; but there are certain
7 qualities to the scenic byway that they're utilizing it
8 for. And they stop in Salmon and they provide us an
9 economic, you know, piece of the puzzle.

10 In addition to motorcyclists, there are an
11 increasing number of bicyclists who use this route for
12 cross-country traffic. I probably see about two to
13 three cyclist groups per week in the summertime using --
14 and there's no shoulder.

15 If you -- did you drive this route on your way
16 from Idaho Falls, or did you come up 28?

17 MEGAN STARK: 28.

18 THE HEARING OFFICER: We came up 28.

19 JESSICA McALEESE: I would recommend, on your
20 way home, to drive through Challis.

21 THE HEARING OFFICER: We'll go that way.

22 JESSICA McALEESE: Good. Because, then, you'll
23 see some of the concerns -- I'm pretty sure. I hope.

24 Cyclists use it. Kids -- going to and from
25 school, at least two bicycles per week pass our farm,

1 with young kids riding their bicycles into town. No
2 shoulder whatsoever.

3 And then the great western flavor of cattle
4 drives that pop up around every single blind turn that
5 you're not expecting throughout all times of year. More
6 than once, we are stuck in a cattle drive on this
7 particular highway.

8 And there's no flagging. There's no warning to
9 when these cows move. You'll often be driving around a
10 corner near Clayton and Challis, on U.S. 93, before --
11 between Ellis and Challis, and you'll come across, you
12 know, eighty head of cows in the middle of the highway,
13 a bunch of horses, people on ATVs, dogs. Everyone is
14 moving cows.

15 And I'm driving a light truck -- you know, a
16 little pickup -- loaded with veggies. Sometimes it's,
17 like, "Whoa," slam on your brakes because, here, you
18 have cattle.

19 With an increased weight limit to these
20 trucks -- Lance was just saying -- the engineer in
21 there -- that there's been studies done that it is more
22 difficult to slow down with the added axle.

23 I'm really concerned about -- not just that
24 they're going to be carrying molybdenum from Butte.
25 They've already had an accident up near Wisdom.

1 Last year, they dumped a 48,000-pound load of
2 molybdenum almost into the Big Hole River. Our
3 steelhead and salmon in this region are hanging on by a
4 thread -- by a thread.

5 And if they're carrying ammonium sulfate --
6 what they just said -- they're carrying salt. They're
7 carrying molybdenum.

8 It takes a driver who's sleepy. It takes a
9 driver that's not used to this heavier load. I don't
10 know about their training. He was trying to be
11 transparent, but he's also -- he was also being
12 bureaucratic.

13 So I don't know what their training schedule is
14 for their drivers, and they -- he said they're choosing
15 to use this route as an alternate route when I-15 is
16 closed at Monida, which means bad weather.

17 And these roads are not good-weather roads.
18 Nobody leaves the valley when a snow storm is happening.
19 Sure, Monida is closed. I can tell when Monida is
20 closed because all of the traffic comes through this
21 way, and it's super dangerous.

22 That kind of stuff isn't taken into account
23 with the engineers, not to mention the scenic byway.
24 Our town is the highway. If you've driven through it,
25 you know it.

1 There's a certain unfortunate matter when your
2 highway is your main street. People don't stop. Trucks
3 don't stop. Trucks don't see pedestrians. There's
4 dust. There's increased, you know, confusion in
5 traffic, especially during the summer months.

6 These trucks aren't going to be stopping here.
7 They're not going to be fueling here. We have the most
8 expensive gas. Why would they stop here to get gas?

9 And so I just -- I just would really hope that,
10 as our District Six representative, you really consider
11 the scenic qualities of this particular stretch of road.

12 I know that they want to use it as an
13 alternative trucking route; but, really, it opens up the
14 door to not just them but every single trucking company
15 that's, like, "Sweet. Now we can use it as a direct
16 route from Montana into Idaho."

17 And with our one port of entry that's rarely
18 open -- or it's not consistently open every day --
19 that's pretty easy to just sneak by with heavy loads,
20 sneak by with illegal loads.

21 There's not necessarily a state police or Idaho
22 Department of Transportation state police representative
23 here all of the time. We have local police, but there's
24 not a lot of oversight in Lemhi County.

25 And I'm sure this company would try to do the

1 best they can, but I'm just not confident that this is
2 the route that they need to increase their loads.

3 What else am I missing?

4 MEGAN STARK: Take your time.

5 JESSICA McALEESE: Yeah, I know.

6 THE HEARING OFFICER: If you miss something,
7 you're welcome to come back.

8 MEGAN STARK: Yeah.

9 JESSICA McALEESE: And -- yeah. I'll write
10 letters and -- oh, the other thing I really liked during
11 this particular comment session was somebody would like
12 to see a cost-benefit analysis of the costs that it's
13 going to be -- increased loads on our roads, Lemhi
14 County, our highways that we drive every single day, on
15 our one single bridge that goes across town -- that's
16 it, one bridge, not to mention up and over Lost Trail
17 Pass, all of the other rest of the roadway.

18 But what is the cost of that increased load and
19 the number of trucks that might be using it? How many
20 of all of the routes in Idaho that are now the
21 129,000 -- once they were approved for the heavier
22 loads, how many more loads went on those roads?

23 Because it's not just this one single trucking
24 company that is going to benefit. We're going to have a
25 lot of trucking companies that take advantage of the

1 increased weight limit.

2 So I want to know: What is the cost to our
3 highways?

4 And that is taxpayers. I pay those. I make
5 probably about three to five cents an hour, if you want
6 to do the math, because I'm a farmer. I just don't want
7 to pay to increasingly repair these roads so that this
8 guy can haul toxic substances around.

9 They can use the freeway. He can use the
10 freeway. That's what it's there for. It's a straight
11 route, a safe route, and not, you know, waiting for a
12 disaster, which -- accidents will happen.

13 They're much more severe when it's in a
14 corridor like this. Much more severe. And who is going
15 to pay that cost?

16 THE HEARING OFFICER: Okay. Yeah. That's good
17 testimony.

18 JESSICA MCALEESE: Yeah. So at any rate, I
19 appreciate it. I know it's kind of -- I don't know.
20 Living in Idaho Falls, you are probably a little bit
21 removed from the community up here.

22 But we really care about our corridor, and
23 there's really good things happening here.

24 THE HEARING OFFICER: I appreciate that.

25 JESSICA MCALEESE: And to have a company just

1 wanting to use our route as an alternative route so they
2 save a little bit of money -- it's not really worth it
3 to us because there's -- there's a lot here besides just
4 some savings.

5 So thank you very much.

6 THE HEARING OFFICER: Okay. Thank you very
7 much.

8 (End of audio file.)

9 . . .

10 (Following is a transcription of the audio file
11 labeled z0000005.)

12 MARTHA EDGAR: First? What was it? Martha
13 Edgar. Am I supposed to --

14 MEGAN STARK: (Indiscernible).

15 MARTHA EDGAR: Martha Edgar, 38 Dogwood Lane,
16 Salmon, Idaho. What else? Oh, I'm representing myself.

17 MEGAN STARK: Perfect.

18 MARTHA EDGAR: I have land that fronts Highway
19 93, two miles out of town.

20 I'm very concerned with the fact that it's not
21 only a scenic river but that it's going to be dangerous.
22 Those bigger trucks, which some of them already -- I
23 mean, I've already seen them.

24 And there was a horrible jack-knife about two
25 weeks ago, on the way to Missoula, from just a regular

1 semi. I mean, it happens all of the time -- or --
2 okay -- enough so that it's pretty disturbing.

3 And I fear for our tourism because, once people
4 get behind these trucks, it's worse than those big,
5 rolling houses that people use in the summer, you know,
6 to try to get around.

7 So people are going to be stuck. We're not
8 going to be able to get where we can go. There are no
9 shoulders. We don't even have hard shoulders or even
10 hard -- well, we can't even ride bicycles on the side of
11 the road all the way out the highway, to 93.

12 So -- and like they were talking about, to stop
13 in time, it's dangerous. And those people -- okay. I
14 can't ask.

15 The drivers, when they get tired -- they're
16 just not as good of drivers. And I'm wondering to
17 myself if they want to come this way so they don't have
18 to abide by the interstate highway rules of the eight
19 hours, where they have to stop and take a nap. If
20 that's the case, that's even more of a concern to me.

21 I did figure a little bit of -- if they're
22 going to Butte from Thompson Mine, it's, like, 243
23 miles. Now, we don't know if they're going to Butte.
24 If they go through Mackay, it's 344 miles.

25 But I'm saying that from -- almost all the way

1 up to the top, they're going to have a thirty-five to
2 forty-mile-an-hour minimum of how they can -- how fast
3 they can travel, which is going to be about a seven-hour
4 trip.

5 And they can probably average sixty miles an
6 hour if they go south, which is going to be a six-hour
7 trip.

8 So if all they're doing is trying to save some
9 diesel, that's offensive to -- going through, as usual,
10 a small town with few voices, where you're not going to
11 have huge gatherings, where people are going to stop
12 those trucks if they get angry.

13 This is typical of rural America, having not
14 much say in their personal life. And most of us moved
15 here to have quiet and to be -- to feel safe and to be
16 relaxed.

17 It's a terrible idea. Whoever is listening:
18 It's a terrible, terrible idea.

19 So I guess that's about all I've got to say.
20 Thank you for listening.

21 MEGAN STARK: Is that it?

22 MARTHA EDGAR: Yeah.

23 MEGAN STARK: Okay.

24 THE HEARING OFFICER: If you think of something
25 else, you're free --

1 (End of audio file.)

2 . . .

3 (Following is a transcription of the audio file
4 labeled z0000004t.)

5 MARY CARROLL: You just want to know how I feel
6 about it; correct?

7 MEGAN STARK: Yes. So state your name and your
8 address, if you can.

9 THE HEARING OFFICER: And just relax. We're
10 just going to listen.

11 MEGAN STARK: Yeah. We're --

12 MARY CARROLL: Okay. You're not intimidating.
13 So --

14 THE HEARING OFFICER: Yeah.

15 MARY CARROLL: Okay. My name is Mary Carroll.
16 My address is 71 Blythe Lane, Salmon, Idaho, 83467.

17 Okay. My comments are that passing through
18 Salmon will make it necessary to make two very tight
19 turns, because of these very long vehicles -- one at the
20 intersection of Highway 28 and 93 and again at the sharp
21 turn where it turns, where Highway 93 heads north.

22 Vehicles of this length will need both lanes of
23 this two-lane highway. I have had just the normal
24 length force me to wait for them or move over. So it
25 will require other motorists to yield to them during

1 these turns.

2 Also, their inability to stop quickly makes
3 them more dangerous when going through town. These
4 unbelievably long vehicles are horribly dangerous
5 because, in many instances, they are unable to stop in
6 time to avoid serious injuries or sometimes death to
7 other motorists during an emergency.

8 This problem is made even worse in dangerous
9 driving conditions. Additionally, they are very
10 dangerous and difficult to pass on a two-lane highway.

11 Unfortunately, these long vehicles are already
12 allowed to drive on interstate highways in Idaho; but a
13 four-line, divided highway allows options for other
14 motorists to react to any immediate danger to them posed
15 by these dangerous vehicles. They should only use the
16 interstate for transporting their loads.

17 And I will additionally comment that this is a
18 scenic highway. It is quite dangerous between here and
19 Challis. The road curves. It's almost impossible to
20 pass. There are pull-out lanes. These vehicles will be
21 so long that they will probably barely even fit in them.

22 So passing them on a curving road is going to
23 be almost impossible, and they -- in bad weather, rain,
24 snow, they throw up ice and snow. You can see nothing.

25 And you're supposed to be able to go -- to pass

1 these huge, long vehicles with no sight -- no nothing --
2 going in the opposite lane of traffic. I mean, it's
3 unbelievably dangerous. Unbelievably dangerous.

4 And I have experienced, on the interstates,
5 driving with these trucks. And I'm sure most of the
6 drivers are very courteous, and they do follow the speed
7 limits; but a good number of them absolutely do not, and
8 they ride your bumper. They're extremely dangerous.

9 And I will just end by saying I know an
10 individual, a Fish and Game officer, who was driving on
11 the interstate in the Jerome area. There was an
12 accident.

13 All of the motorists and cars were able to
14 stop. One of these big, heavy trucks was unable to
15 stop, crashed into him, killing him instantly.

16 And I watch video after video after video on
17 news programs showing these trucks and the horrible
18 damage.

19 So other than, you know, the destruction and
20 grooving of the highway, which is already pretty grim,
21 it's the danger. It's the danger that I object to in
22 this.

23 It's just outrageous to expect the rest of the
24 motorists to share the highways with these vehicles. So
25 that is my statement.

1 Thank you so much for letting me --

2 MEGAN STARK: Is there anything else you would
3 like to add? You're welcome to come back if you have
4 more later.

5 MARY CARROLL: No. I think I've pretty well
6 covered it. I just want to stress that my main
7 objective here is the danger of these vehicles.

8 So the more roads that are opened up to these
9 vehicles, it just exacerbates the incredible problem. I
10 follow the hay trucks on Highway 93, which are allowed
11 to be those big, long ones.

12 MEGAN STARK: Uh-huh.

13 MARY CARROLL: I have seen them come around
14 curves too fast. I'm coming the other way. I see that
15 last trailer almost fall over. If it did, it would fall
16 right in front of me.

17 So I just -- it's incomprehensible to me that
18 this would even be considered.

19 MEGAN STARK: Uh-huh.

20 MARY CARROLL: So thank you.

21 THE HEARING OFFICER: Thank you.

22 (End of audio file.)

23 . . .

24

25

1 (Following is a transcription of the audio
2 file labeled z0000003.)

3 THE HEARING OFFICER: Bob Hoff. Robert Hoff.

4 PRISCILLA WOODWARD: You talked to me on the
5 phone. I'm Priscilla Woodward.

6 THE HEARING OFFICER: Well, good. Yeah, you
7 called me.

8 PRISCILLA WOODWARD: Yeah.

9 THE HEARING OFFICER: That's great. Thank you.

10 PRISCILLA WOODWARD: I will.

11 THE HEARING OFFICER: Let me give this back to
12 you.

13 My name is Robert Hoff. I am an Idaho
14 Transportation board member in District Six. I will be
15 the hearing officer of this hearing.

16 With me is the following staff: This is Megan
17 Stark. She's our recorder.

18 To give a statement, please begin by stating
19 your name and your address and who you're representing,
20 other than yourself.

21 Courtesy is expected in the hearing room to
22 minimize or eliminate interference.

23 You don't look like you're too rowdy.

24 This is not a forum for question-and-answer. I
25 don't answer any questions. The hearing officer may ask

1 questions to clarify testimony.

2 An information room is available in there for
3 any questions. We thank you. You're free to leave and
4 come back if you want to --

5 PRISCILLA WOODWARD: No.

6 THE HEARING OFFICER: -- add to your testimony.

7 PRISCILLA WOODWARD: Okay.

8 THE HEARING OFFICER: So you can start.

9 PRISCILLA WOODWARD: Do you want me to start
10 now?

11 MEGAN STARK: Begin by (indiscernible).

12 PRISCILLA WOODWARD: My name is Priscilla
13 Woodward. I am a resident of Salmon, Idaho, 32 Island
14 Farm Road.

15 I am seventy-seven years old, and I'm a good
16 driver. I drive a safe car, and I haven't had an
17 accident in my whole life that was anything more than
18 hitting a deer.

19 I've been to Missoula on medical business,
20 meeting family at the airport, taking them back three
21 times in the last two weeks.

22 And I shudder at the fact of meeting an
23 oversized truck on that pass, because it wasn't built
24 for that. There's not two lanes of traffic anywhere for
25 an extended period of time.

1 And it is now -- it does have a ski resort at
2 the top. We have a huge amount of people who go up
3 there -- teenagers, too -- that go up there every day
4 this ski season. It's full of people.

5 And we have a school bus that goes up there on
6 Fridays when we don't have school. It's full of kids
7 going skiing. It's -- the entire highway is considered
8 by the federal government to be a back-country byway.

9 And then -- so in the summertime, we have lots
10 of tourists, lots of bicycles, lots of motorcycles. And
11 it's not built to accommodate double trailers. None of
12 it is four-lane.

13 There are very few places to pass on the
14 highway. We've had more than one a year -- resident --
15 drive into the highway by -- or into the river and
16 drown, because it doesn't have, of course, barriers
17 between the highway and the river.

18 Many times there's elk or deer or bears -- I've
19 seen all of them -- between here and Challis. I have
20 followed deer down the highway at five miles an hour
21 until they decided they were going to move.

22 I have been a business person a great deal of
23 my life, and I understand the need to economize as much
24 as you can. However, in their wisdom, the engineers
25 built us an interstate highway that goes from this part,

1 that part of the country down there, to Missoula.

2 It's two lanes in both directions the whole
3 way. The curves are built for people to be able to
4 maintain their speed.

5 Interstate highways are safe. I mean, people
6 get mad about them because people drive fast; but it's a
7 whole lot safer than a two-lane road going through
8 mountain passes and going through a very narrow canyon
9 highway, with the inclusion of tourists and wildlife and
10 bicyclists.

11 I think it's a recipe for disaster. I
12 understand that once it's marked as kind of a highway
13 that other types of loads can be carried on it.

14 And I have real concerns about somebody
15 transporting something that, perhaps, would damage the
16 ecology of our river if the truck fell in the river --
17 because one is going to. I mean, it's going to happen;
18 we know that.

19 I am not against progress; but I am against
20 people taking advantage of the fact that we have
21 something here that is precious to us, that is precious
22 to the people who come to share their free time with us,
23 for companies to be able to save few gallons of diesel
24 fuel getting up into Montana.

25 MEGAN STARK: Is that it? Do you have any

1 more?

2 PRISCILLA WOODWARD: I can't -- I mean, I'm
3 sure I'll think of something and hit myself in the head
4 when I get home; but I -- we are -- Salmon is now one of
5 the weigh stations on the Continental Divide. So we
6 have a lot of those hikers that come down, and then they
7 hike down the highway.

8 And it's just never been turned into part of
9 the coming 21st century. We're still very much -- I've
10 had to stop for people herding their cattle down the
11 road, down the highway.

12 You know, you understand. They've got to get
13 from that pasture to this pasture because it's fall, and
14 we understand that sort of thing. You know?

15 But opening the door -- if it were just this
16 company and they were going to do it for six months and
17 it was something that they had to do to stay in
18 business, I think everybody would say, "Okay, that's
19 reasonable."

20 But you're opening the door. A lot of our hay
21 gets shipped to China. If they can put it on a -- if
22 they can drive it up to Missoula and put it on empty
23 containers -- and that's what they put it in is the
24 containers that come over here full and go back empty.
25 So they fill them with hay.

1 The Chinese have decided they like beef, and
2 they don't have any grassland.

3 What's going to be next? You know, is somebody
4 going to open up some kind of a mine that has -- that
5 has a material that will destroy our wild river that
6 we've spend so many millions and millions of dollars
7 trying to protect?

8 I think this is foolishness. And I don't
9 understand how it got this far, that it wasn't just
10 said, "Go drive on the four-lane highway."

11 My very last concern -- and I don't know --
12 because I'm not an engineer -- I asked my son to write a
13 letter, and hopefully he will because -- he's a
14 professional engineer.

15 We were looking at the underpinnings of the
16 road up the pass. Those were built a long time ago,
17 when they didn't have anything anywhere near that heavy,
18 not as heavy as anything that our dump trucks are
19 driving around.

20 And it's not built on solid rock. It's built
21 on platforms, and you can see it in the fall when
22 there's no leaves on the trees. They just redid that
23 entire road last summer.

24 It was in horrible shape, just from the
25 occasional trucks. And they are occasional. Not many

1 trucks come over that hill because it's a long way up
2 and a long way down.

3 As a matter of fact, it's so unimportant as a
4 road that they don't even keep our restroom open in the
5 wintertime up there -- the rest stop.

6 They lock it, which is pretty offensive, since
7 it's a long way from anywhere to anywhere. They don't
8 even have it out. I mean, you know, the forestry
9 service puts out outhouses; and it's locked in the
10 wintertime.

11 And I think that we're going to have a horrible
12 consequence of this and everyone is going to say, "Oh,
13 my God. Why did it ever happen in the first place?"

14 And I don't think it should.

15 MEGAN STARK: Okay.

16 THE HEARING OFFICER: That's good testimony.

17 MEGAN STARK: Very good. Are you happy with
18 that?

19 PRISCILLA WOODWARD: Yeah. I'm fine.

20 MEGAN STARK: Okay.

21 (End of audio file.)

22 . . .

C E R T I F I C A T E

STATE OF IDAHO)
) ss.
County of Ada)

I, LORI A. PULSIFER, a Notary Public in and
for the State of Idaho, do hereby certify:

That said proceedings were taken down by me in
shorthand from the digital recording provided and said
proceedings were thereafter reduced to computer type,
and that the foregoing transcript contains a true and
correct record of said proceedings, all done to the best
of my skill and ability.

I further certify that I have no interest in
the event of the action.

WITNESS my hand and seal this 9th day of
February 2020.

/s/ Lori A. Pulsifer

Lori A. Pulsifer
Notary Public in and
for the State of Idaho
*My commission expires
November 7, 2020

129k Route Request	Task	Date Completed	Estimated Date
Case# 201708US93 US93 from Challis to the MT border	Receive Application	11/24/2017	-
	Evaluations of Application Collected	10/8/2019	-
	Public Notice	11/18/2019	-
	Public Hearing Held	12/9/2019	-
	End of Public Comment and Comments Collected	12/20/2019	-
	All documents presented before Subcommittee		2/18/2020
	Board Approved,		2/18/2020
	Letter of determination sent		3/18/2020
	Following 14 days, of no appeals, then route added		4/2/2020
Case# 201709SH75 SH75 from the Mine in Clayton to Challis	Receive Application	11/24/2017	-
	Evaluations of Application Collected	10/8/2019	-
	Public Notice	11/18/2019	-
	Public Hearing Held	12/10/2019	-
	End of Public Comment and Comments Collected	12/20/2019	-
	All documents presented before Subcommittee		2/18/2020
	Board Approved,		2/18/2020
	Letter of determination sent		3/18/2020
	Following 14 days, of no appeals, then route added		4/2/2020
Case# 201804I84B I84B (Centennial Way) from SH19 to I84	Receive Application	11/7/2018	-
	Evaluations of Application Collected	12/4/2019	-
	Public Notice	1/24/2020	-
	Public Hearing Held	2/6/2020	-
	End of Public Comment and Comments Collected		2/25/2020
	All documents presented before Subcommittee		4/15/2020
	Board Approved,		4/15/2020
	Letter of determination sent		4/15/2020
	Following 14 days, of no appeals, then route added		4/29/2020
Case# 201901SH79 SH79 by Jerome, going over the Interstate	Receive Application	10/16/2019	-
	Evaluations of Application Collected	11/14/2019	-
	Public Notice		2/21/2020
	Public Hearing Held		3/5/2020
	End of Public Comment and Comments Collected		3/30/2020
	All documents presented before Subcommittee		5/20/2020
	Board Approved,		5/20/2020
	Letter of determination sent		5/20/2020
	Following 14 days, of no appeals, then route added		6/4/2020
Case# 201902SH46 SH46 Wendel over the interstate	Receive Application	10/16/2019	-
	Evaluations of Application Collected	11/14/2019	-
	Public Notice		2/21/2020
	Public Hearing Held		3/5/2020
	End of Public Comment and Comments Collected		3/30/2020
	All documents presented before Subcommittee		5/20/2020
	Board Approved,		5/20/2020
	Letter of determination sent		5/20/2020
	Following 14 days, of no appeals, then route added		6/4/2020
Case# 201903SH46 SH46 From Wendel to Buhl	Receive Application	10/16/2019	-
	Evaluations of Application Collected	11/14/2019	-
	Public Notice		2/21/2020
	Public Hearing Held		3/5/2020
	End of Public Comment and Comments Collected		3/30/2020
	All documents presented before Subcommittee		5/20/2020
	Board Approved,		5/20/2020
	Letter of determination sent		5/20/2020
	Following 14 days, of no appeals, then route added		6/4/2020
Case# 201904US93 US93 from Washington St. in Twin Falls to SH74 outside Knull	Receive Application	10/16/2019	-
	Evaluations of Application Collected	11/14/2019	-
	Public Notice		2/21/2020
	Public Hearing Held		3/5/2020
	End of Public Comment and Comments Collected		3/30/2020
	All documents presented before Subcommittee		5/20/2020
	Board Approved,		5/20/2020
	Letter of determination sent		5/20/2020
	Following 14 days, of no appeals, then route added		6/4/2020

129,000 Pound Trucking Requests

Scott Luekenga
Freight Program Manager

Case #201709SH75 (SH75)

Case #201708US93 (US93)

Submitted on behalf of Arlo G. Lott Trucking Inc., a request for 129K trucking approval from Clayton, ID to the Montana border for the purpose of transporting Molybdenum.

Subcommittee recommends the Transportation Board approve both route requests



April 16, 2020

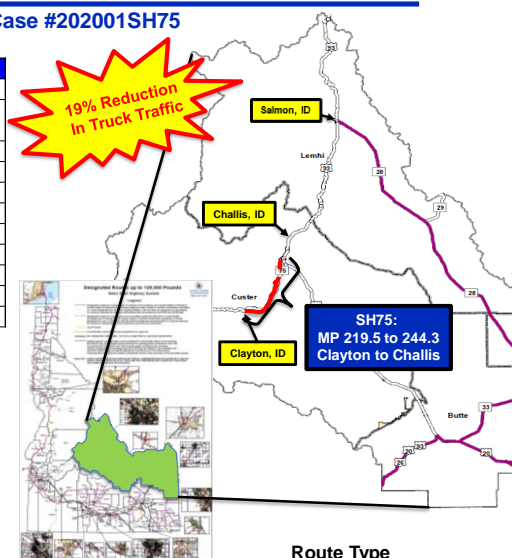
YOUR Safety •••► YOUR Mobility •••► YOUR Economic Opportunity

129K Map Evaluation of SH75

Case #202001SH75

Route Conditions

ITEM	NOTES
Cities	Clayton; POP: 7
# of Applications Trips	1000/105,000lbs
Expected Decrease	818/129,000lbs
Bridge	8 Bridges
Roadway Characteristics	Major Rural Collector
TWLT	None
Passing Lanes	None
Pavement Conditions	Asphalt; Good
Truck Traffic Volumes	13%
Speed Limit(s)	25-60 mph
Truck Ramp	None
POE	None



Route Type

Blue Routes: 95' overall vehicle length and 5.50' off-track
Red Routes: 115' overall vehicle length and 6.50' off-track



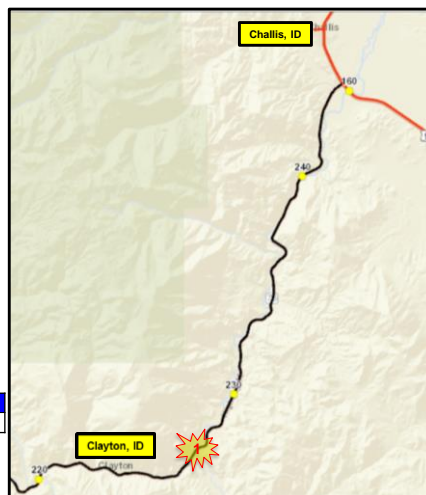
YOUR Safety •••► YOUR Mobility •••► YOUR Economic Opportunity

129K Safety Evaluation of SH75

Case #201709SH753

Risk Factors

ITEM	NOTES
Crash Data	1 HAL & 4 HAL Clusters 1 Involving a Truck Factor: Drug Impaired
Top Crash Causes	Animals/Speed
Truck Traffic Volumes	13%
Speed Limit(s)	25-60 mph
Stop Lights	None
Truck Ramps	None
Schools on Route	None
Railroad Crossings	None
Weather	Avg. 22" Snow; Ice
Pedestrian Cross Walks	None



Incidents

#	Milepost	Driver Action	Most Harmful Event	Date	Severity
1	227.100	Negotiating Curve	Fire/Explosion	11/1/2016	Fatal Accident



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



129K Evaluation of SH 75

Case #201709SH75

- ✓ **DMV Recommend Approve**
SH 75 (MP 219.5 to 244.33) is designated a red and must adhere to the 6.5" off-track and 115" vehicle length
- ✓ **ITD Bridge Recommend Approve**
8 bridges pertaining to this request and has determined they will safely support 129K truck load, provided the truck's axle configuration conforms to legal requirements
- ✓ **District 6 Recommend Approve**
District 6 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request
- ✓ **Highway Safety Recommend Approve**
SH 75 segment has no Non-Interstate High Accident Intersection Location (HAL) and 1 HAL Clusters. Five year (2014-2018) accident data shows 34 accidents of which 1 involved trucks.



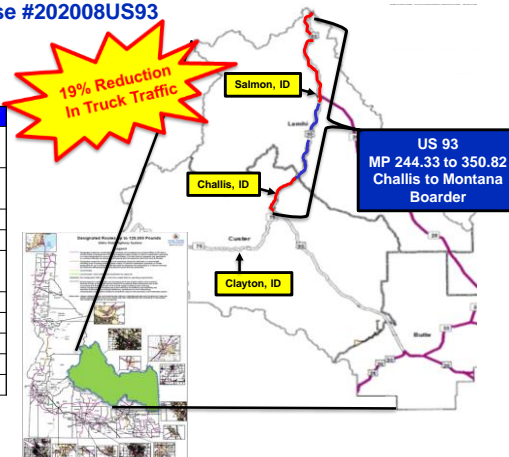
YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity

129K Map Evaluation of US93

Case #202008US93

Route Conditions

ITEM	NOTES
Cities	Challis: POP: 1,080 Salmon: POP: 3,112
# of Applications Trips	1000/105,000lbs
Expected Decrease	818/129,000lbs
Bridge	29 Bridges
Roadway Characteristics	Major Rural Collector
TWLT	1 City of Challis 1 City of Salmon
Passing Lanes	4 Lanes
Pavement Conditions	Asphalt; Good
Truck Traffic Volumes	8-14%
Speed Limit(s)	25-60 mph
POE	One; MP 308.80



Route Type

Blue Routes: 95' overall vehicle length and 5.50' off-track
Red Routes: 115' overall vehicle length and 6.50' off-track



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

129K Safety Evaluation of US93

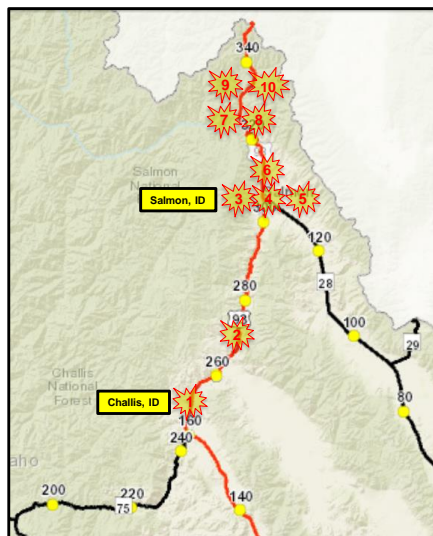
Risk Factors

Case #202008US93

ITEM	NOTES
Crash Data	1 HAL & 4 HAL Clusters; 10 Accidents Involving Trucks Factor: Speed
Top Crash Causes	Animals/Speed/Failure to Maintain Lane
Truck Traffic Volumes	8-14%
Speed Limit(s)	25-60 mph
Stop Lights	1 Challis. 0 Salmon
Truck Ramps	None
Schools on Route	None
Railroad Crossings	None
Weather	Avg. 22" Snow; Ice
Marked Pedestrian Cross Walks	Challis: None Salmon: 12 (US93/Main St)

Incidents

#	Milepost	Driver Action	Most Harmful Event	Date	Severity
1	253.729	Turning Curve	Separation of Units	6/6/2014	Property
2	269.001	Going Straight	Side Swipe	6/1/2016	Property
3	304.100	Turning Right	Bridge Rail	6/16/2016	Property
4	305.340	Turning Left	Angle Turning	12/14/2015	Property
5	306.055	Turning Curve	Separation of Units	4/5/2015	Property
6	312.057	Passing	Same Direction	6/21/2016	Property
7	322.001	Turning Curve	Embankment	12/10/2015	B Injury
8	322.200	Turning Curve	Overtake	8/9/2015	B Injury
9	328.100	Going Straight	Overtake	2/8/2014	Property
10	329.900	Going Straight	Animal - Wild	5/9/2014	Property



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



129K Evaluation of US 93

Case #201708US93

✓ **DMV Recommend Approve**

US 93: (MP 244.33 to 263.85 & MP304.7 to 350.8) are designated red routes and as such all trucks must adhere to the 6.5' off-track and 115' vehicle length. (MP 263.85 to 304.70) is designated a blue route and as such all trucks must adhere to the 5.5' off-track and 95' overall vehicle length

✓ **ITD Bridge Recommend Approve**

29 bridges pertaining to this request and has determined they will safely support 129K truck load, provided the truck's axle configuration conforms to legal requirements

✓ **District 6 Recommend Approve**

District 6 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request

✓ **Highway Safety Recommend Approve**

US 93 segment has 1 Non-Interstate High Accident Intersection Location (HAL) and 4 HAL Clusters. Five year accident data shows 317 accidents of which 10 involved trucks



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



Public Comments

- **Public Comments submitted:**
 - Written (e-mail & public hear): 34
 - Oral: 5
 - Total: 39
- **Support Request: 3**
- **Against Request: 36**
- **Comments:**
 - Safety - increase truck traffic, congestion, competition with cars, cyclists, hikers etc...
 - Environmental – increase in emissions, accident involving water shed
 - Impact of additional weight on infrastructure
 - Impact on wildlife being hit by trucks



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



Scott Luekenga
Idaho Transportation Department
scott.luekenga@itd.idaho.gov
(208) 334-8057



YOUR *Safety* ... YOUR *Mobility* ... YOUR *Economic Opportunity*

9

**129,000 Pound Route Application
Case #2002008US93 and Case #202009ID75**

Resolution

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 6: United States Highway (US) 93, Milepost (MP) 244.33 to 350.82; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 6: Idaho State Highway (ID) 75, Milepost (MP) 219.5 to 244.33; and

WHEREAS, the Chief Engineer and ITD Staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 39 comments were received with three in support, and thirtysix were adversarial on the specific route(s); and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on February 18, 2020, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to to the full Board at the regularly scheduled Board meeting of April 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on the United States Highway (US) 93, Milepost (MP) 244.33 to 350.82 route, and

FURTHERMORE, that the Idaho State Highway (ID) 75, Milepost (MP) 219.5 to 244.33 route, and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 6.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective 30 April, 2020



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☒ Information Item ☐Amount of Presentation Time Needed 20 Minutes

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials JM	Reviewed By LSS
Preparer's Name Mark Layton	Preparer's Title Transportation Planner	Initials ML	

Subject

Relinquishment of the East Side Frontage Road/Farm Field Access		
Key Number ORN 22676	District 6	Route Number

Background Information

Met with the Board Sub-Committee on November 20, 2019 and January 21, 2020 to discuss:

1. Relinquish and abandon to COUNTY by official notification from the Idaho Transportation Board, consisting of the East Side Frontage Road/Farm Field Access, including the right-of-way appurtenant thereto.

Madison County Commissioners met at their public meeting on February 24, 2020 to sign Road Closure and Maintenance Agreements for the East Side Frontage Road/Farm Field Access.

They also met at their public meeting on March 9th to sign Resolutions to adopt the East Side Frontage Road/Farm Field Access.

Met with the Board Sub-Committee on March 18, 2020 and received their approval to present this to the Transportation Board.

Recommendations

Approve the Road Closure and Maintenance Agreement for the two above referenced relinquishment which will go to Madison County. Resolution on page 198.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	

OFFICIAL MINUTE

WHEREAS, Madison County is willing to assume jurisdiction of the East Side Frontage Road/Farm Field Access; and

WHEREAS, Madison County and District 6 have negotiated a Road Closure and Maintenance Agreement as provided in Idaho Code, Section 40-203B; which Madison County has executed pursuant to that statute and

WHEREAS, during its March 18, 2020 meeting, the Board's Subcommittee on Adjustments to the State Highway System voted to recommend to the full Board approval of the District's request to transfer this segment of the East Side Frontage Road/Farm Field Access to Madison County.

WHEREAS, the full Idaho Transportation Board has considered this matter and voted to approve the District's request to transfer this segment of the East Side Frontage Road/Farm Field Access to Madison County.

THEREFORE, BE IT RESOLVED, as directed in the agreements, jurisdiction of the East Side Frontage Road/Farm Field Access can be transferred to Madison County, and that same section of highway hereby is removed from the State Highway System effective immediately.

BE IT FURTHER RESOLVED that the Idaho Transportation Department will cooperate with Madison County upon request in providing all right-of-way information in its files associated with the transfer of this section of highway.

APPROVED:

Chief Engineer

Date

IDAHO TRANSPORTATION BOARD:

Chairman

Vice Chairman

Member

Member

Member

Member

Member



ROAD CLOSURE AND MAINTENANCE AGREEMENT
East Side Frontage Road/Farm Field Access
Madison County, Idaho

PARTIES

This Agreement is made and entered into this 7th day of April, 2020, by and between the **IDAHO TRANSPORTATION BOARD** by and through the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **MADISON COUNTY**, hereafter called COUNTY.

PURPOSE

This Agreement is entered into pursuant to Idaho Code, Section 40-203B. The State intends to abandon that portion of the East Side Frontage Road/Farm Field Access, as shown on the attached print marked "Exhibit A" and made part of this Agreement, and COUNTY intends to take the abandoned East Side Frontage Road/Farm Field Access into its jurisdiction upon the terms and conditions set forth herein.

The Parties agree as follows:

SECTION I: That the State will:

1. Relinquish and abandon to COUNTY by official notification from the Idaho Transportation Board, consisting of the East Side Frontage Road/Farm Field Access, including the right-of-way appurtenant thereto, as shown on Exhibit A.
2. Program a project in Fiscal Year (FY) 2021 of the FY2021-2027 Idaho Transportation Investment Program (ITIP). Upon approval of the FY2021-2027 ITIP by the Idaho Transportation Board (anticipated in September 2020) the State will proceed with item 3.
3. Pay the sum of \$850,000.00 to COUNTY to defray the cost of the operation and maintenance of the East Side Frontage Road/Farm Field Access. Provided however, nothing herein shall be construed to require COUNTY to maintain the facility to any certain specification.

SECTION II: That COUNTY will:

1. Pass a resolution pursuant to I.C. 40-203B consenting to the abandonment by the State and accepting the jurisdiction of and responsibility for that portion of the existing facility identified above and known as the East Side Frontage Road/Farm Field Access, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of the approval of this agreement by the Idaho Transportation Board, subject to the terms of this agreement.

Road Closure & Maintenance Agreement

Agreement No. 7036

Page 1

2. Once a resolution is passed, the County will execute this agreement and forward the executed agreement, together with a copy of the resolution, to the District Engineer identified below. The District Engineer will present the agreement executed by the County to the Idaho Transportation Board for its consideration.
3. Upon approval of this agreement by the Idaho Transportation Board, and receipt of the funds from the State, the County shall maintain and administer the identified roadway as an existing public facility at its own expense.

SECTION III: Approval and Effect

This Agreement will become effective upon its execution by the parties and the approval of the Idaho Transportation Board.

EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for COUNTY by the COUNTY Commissioners, and attested to by the COUNTY Clerk.

IDAHO TRANSPORTATION DEPARTMENT

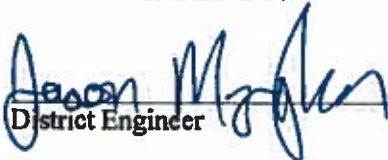
**APPROVED FOR SUBMISSION TO THE
IDAHO TRANSPORTATION BOARD**

Blake Rindlisbacher,
P.E.

Digitally signed by Blake
Rindlisbacher, P.E.
Date: 2020.04.07 11:03:16 -06'00'

Chief Engineer

RECOMMENDED BY:


District Engineer

ATTEST:


COUNTY Clerk


County Commissioner

MADISON COUNTY


County Commissioner


County Commissioner

(SEAL)

By regular/special meeting on

2/24/2020

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

esri

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

190

Map of the State of Idaho, Copyright 2010, Esri, Inc.

esri

EXHIBIT A

Farm Field Access / East Side
Frontage Road

Rexburg
5 Miles

us 20

4300 West

Snake River

Rigby
5 Miles

6800 South

190

esri

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

esri

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

esri

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

esri

EXHIBIT A

Rexburg 5 Miles

us 20

4300 West

Snake River

Rigby 5 Miles

6800 South

Farm Field Access / East Side Frontage Road

esri

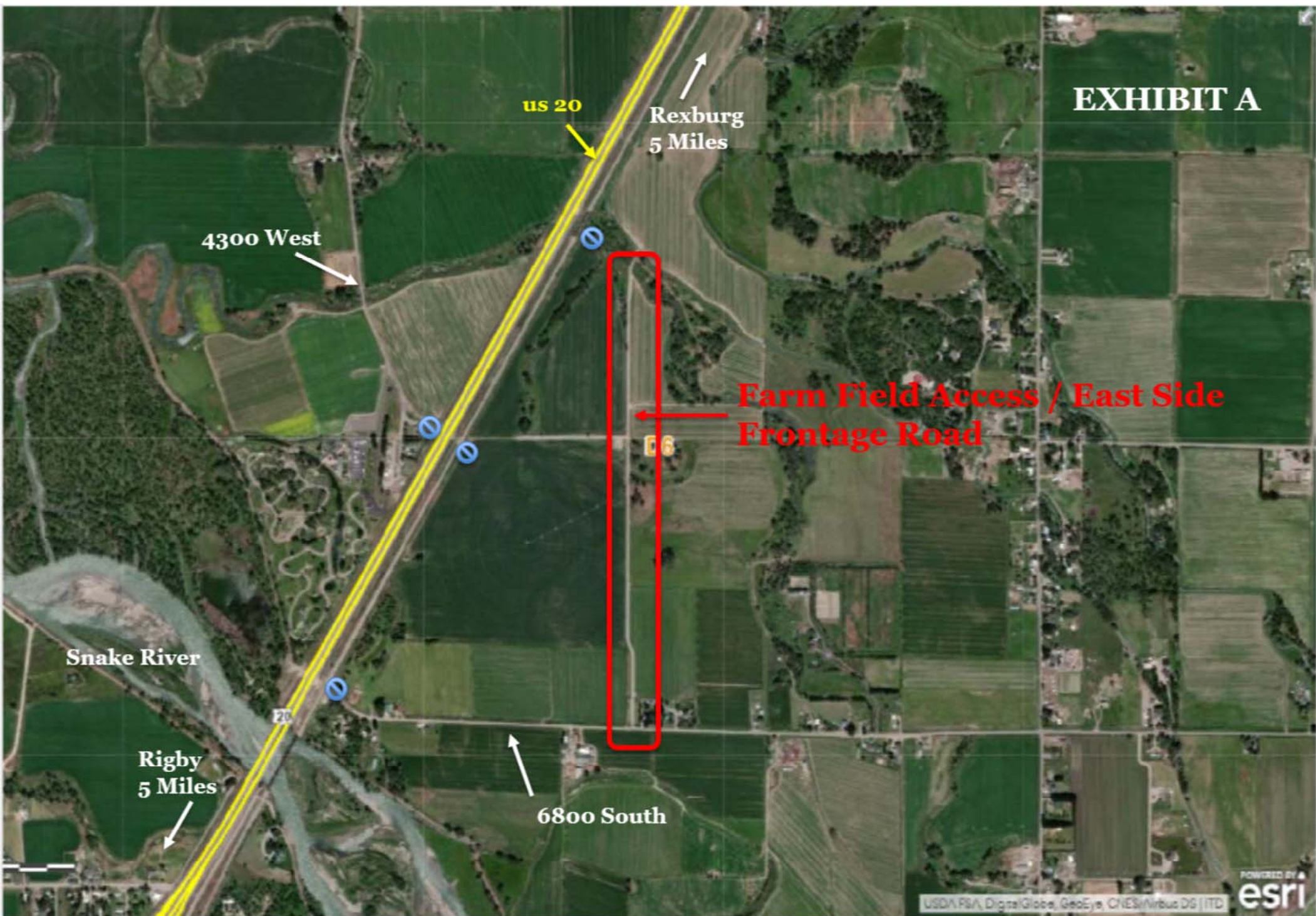


EXHIBIT A

us 20

Rexburg
5 Miles

4300 West

Snake River

Rigby
5 Miles

6800 South

Farm Field Access / East Side
Frontage Road

USDA/PSA, DigitalGlobe, GeoEye, CHES/Nirbus DG/ITD

POWERED BY
esri

RESOLUTION NO: 443

RESOLUTION ADOPTING ROAD CLOSURE AND MAINTENANCE AGREEMENT FOR THE EAST SIDE FRONTAGE ROAD/FARM FIELD ACCESS IN MADISON COUNTY, IDAHO.

WHEREAS, the Madison County Commissioners have been in discussions with the Idaho Transportation Board by and through the Idaho Transportation Department, regarding the East Side Frontage Road/Farm Field Access;

WHEREAS, the Idaho Transportation Department has agreed to relinquish and abandon to Madison County this roadway including the appurtenant right-of-ways;

WHEREAS, upon approval by the Idaho Transportation Board for funding, it will pay monies to Madison County to defray the costs of operation and maintenance of this road;

WHEREAS, Madison County now desires to pass this resolution pursuant to I.C. §40-203B, consenting to the abandonment by the Idaho Transportation Department and accepting the jurisdiction of and responsibility for that portion of the existing facility identified as the East Side Frontage Road/Farm Field Access, including the right-of-way appurtenant thereto; and,

WHEREAS, Madison County and the Idaho Transportation Department has formalized their understanding by way of a Road Closure and Maintenance Agreement signed by Madison County, Idaho, on or about February 24, 2020.

WHEREAS, Madison County desires now by resolution, and pursuant to Idaho Code to formally adopt the Road Closure and Maintenance Agreement.

NOW, THEREFORE, Madison County now desires to the following actions:


1. Madison County adopts the Road Closure and Maintenance Agreement, signed by the Commissioners on February 24, 2020.
2. The Road Closure and Maintenance Agreement is attached hereto and adopted herein.
3. This resolution shall be construed liberally in order to effectuate its purpose.
4. This resolution is effective immediately when signed.
5. Where the provisions of this resolution are in conflict with existing local laws, the provisions of this resolution will govern and such provisions of existing laws which are in conflict are hereby rescinded.

DATED THIS 7 day of March, 2020.

BOARD OF COUNTY COMMISSIONERS
Madison County, Idaho

BY:


Jon Weber, Commissioner

Instrument # 429481
REXBURG, MADISON, IDAHO
3-9-2020 02:15:22 PM No. of Pages: 2
Recorded for : MADISON COUNTY
KIM H. MUIR Fee: 0.00
Ex-Officio Recorder Deputy 

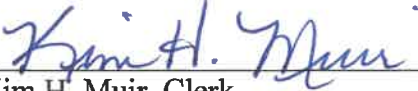


Todd Smith, Commissioner



Brent Mendenhall, Commissioner

ATTEST:



Kim H. Muir, Clerk

Board Meeting

Date 4/16/2020



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

EAST SIDE FRONTAGE ROAD



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

2

2

East Side Frontage Road



YOUR Safety ●●● YOUR Mobility ●●● YOUR Economic Opportunity

5

East Side Frontage Road



YOUR Safety ●●● YOUR Mobility ●●● YOUR Economic Opportunity

6

Official Minute

OFFICIAL MINUTE

WHEREAS, Madison County is willing to assume jurisdiction of the East Side Frontage Road/Farm Field Access; and

WHEREAS, Madison County and District 6 have negotiated a Road Closure and Maintenance Agreement as provided in Idaho Code, Section 40-203B, which Madison County has executed pursuant to that statute and

WHEREAS, during its March 18, 2020 meeting, the Board's Subcommittee on Adjustments to the State Highway System voted to recommend to the full Board approval of the District's request to transfer this segment of the East Side Frontage Road/Farm Field Access to Madison County.

WHEREAS, the full Idaho Transportation Board has considered this matter and voted to approve the District's request to transfer this segment of the East Side Frontage Road/Farm Field Access to Madison County.

THEREFORE, BE IT RESOLVED, as directed in the agreements, jurisdiction of the East Side Frontage Road/Farm Field Access can be transferred to Madison County, and that same section of highway hereby is removed from the State Highway System effective immediately.

BE IT FURTHER RESOLVED that the Idaho Transportation Department will cooperate with Madison County upon request in providing all right-of-way information in its files associated with the transfer of this section of highway.

APPROVED:

Chief Engineer

APPROVED AS TO FORM:

Legal Counsel

Date

IDAHO TRANSPORTATION BOARD:

Chairman

Vice Chairman

Member

Member

Member

Member

Member

Member



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

7

ITD Resolution

Relinquishment of East Side Frontage Road/Farm Field Access Resolution

WHEREAS, Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of the East Side Frontage Road/Farm Field Access, to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#443) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$850,000.00 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff have met with the Board Subcommittee on State Highway System Adjustments and that subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$850,000.00 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the official minute, as shown as Exhibit #1, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.



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

8

Relinquishment of East Side Frontage Road/Farm Field Access Resolution

WHEREAS, Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of the East Side Frontage Road/Farm Field Access, to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#443) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$850,000.00 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff have met with the Board Subcommittee on State Highway System Adjustments and that subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$850,000.00 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the official minute, as shown as Exhibit #1, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 15, 2020Consent Item ☒ Information Item ☐Amount of Presentation Time Needed 20 Minutes

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials JM	Reviewed By LSS
Preparer's Name Mark Layton	Preparer's Title Transportation Planner	Initials ML	

Subject

Relinquishment of SH 33/ Sugar City Half Interchange Connector Road		
Key Number ORN 22676	District 6	Route Number SH 33 Segment Code 002075

Background Information

Met with the Board Sub-Committee on November 20, 2019 and January 21, 2020 to discuss:

1. Relinquish and abandon to COUNTY by official notification from the Idaho Transportation Board, consisting of State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, including the right-of-way appurtenant thereto.

Madison County Commissioners met at their public meeting on February 24, 2020 to sign Road Closure and Maintenance Agreements for the Sugar City Half Interchange Connector Road SH 33.

They also met at their public meeting on March 9th to sign Resolutions to adopt the Sugar City Half Interchange Connector Road SH 33.

Met with the Board Sub-Committee on March 18, 2020 and received their approval to present this to the Transportation Board.

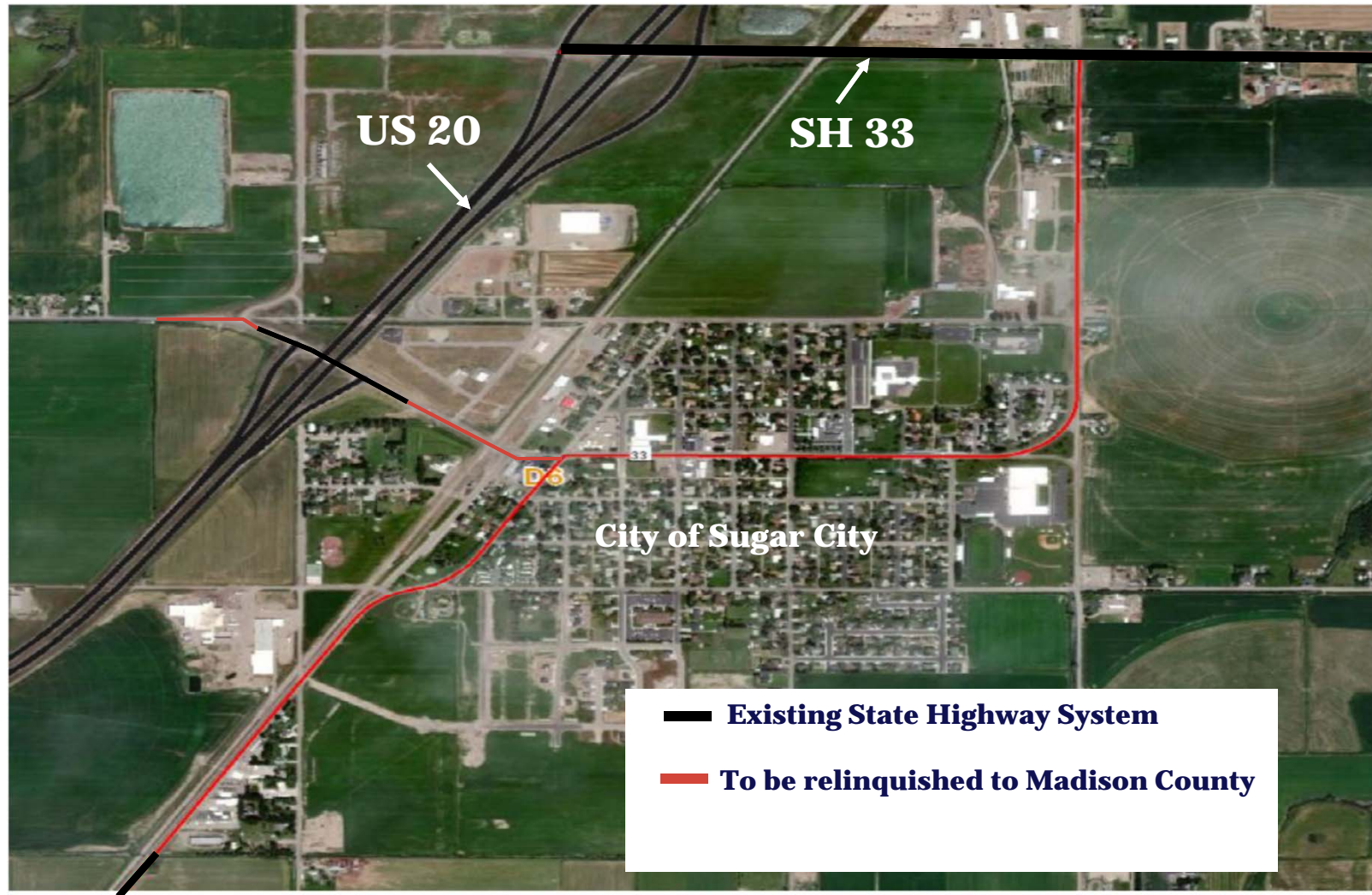
Recommendations

Approve the Road Closure and Maintenance Agreement for the two above referenced relinquishment which will go to Madison County. Resolution on page 213.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	

SH 33 Realignment



OFFICIAL MINUTE

WHEREAS, Madison County is willing to assume jurisdiction of SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587; and

WHEREAS, Madison County and District 6 have negotiated a Road Closure and Maintenance Agreement as provided in Idaho Code, Section 40-203B which Madison County has executed pursuant to that statute; and

WHEREAS, during its March 18, 2020 meeting, the Board's Subcommittee on Adjustments to the State Highway System voted to recommend to the full Idaho Transportation Board approval of the District's request to transfer this segment of SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County.

WHEREAS, the full Idaho Transportation Board has considered this matter and has voted to approve the District's request to transfer this segment of SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County.

THEREFORE, BE IT RESOLVED, as directed in the agreements, jurisdiction of the SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 can be transferred to Madison County, and that same section of highway hereby is removed from the State Highway System effective immediately.

BE IT FURTHER RESOLVED that the Idaho Transportation Department will cooperate with Madison County upon request in providing all right-of-way information in its files associated with the transfer of this section of highway.

APPROVED:

IDAHO TRANSPORTATION BOARD:

Chief Engineer

Chairman

Date

Vice Chairman

Member

Member

Member

Member

Member

SH 33 Realignment

"Exhibit A"



YOUR Safety ♦ ♦ ♦ ♦ YOUR Mobility ♦ ♦ ♦ ♦ YOUR Economic Opportunity

RESOLUTION NO: 444

RESOLUTION ADOPTING ROAD CLOSURE AND MAINTENANCE AGREEMENT FOR THE SUGAR CITY HALF INTERCHANGE CONNECTOR ROAD STATE HIGHWAY 33 IN MADISON COUNTY, IDAHO.

WHEREAS, the Madison County Commissioners have been in discussions with the Idaho Transportation Board by and through the Idaho Transportation Department, regarding the Sugar City half interchange connector road on state highway 33 in Madison County, Idaho;

WHEREAS, the Idaho Transportation Department has agreed to relinquish and abandon to Madison County consisting of State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, including the right-of-way appurtenant thereto;

WHEREAS, upon approval by the Idaho Transportation Board for funding, it will pay monies to Madison County to defray the costs of operation and maintenance of this road;

WHEREAS, Madison County now desires to pass this resolution pursuant to I.C. §40-203B, consenting to the abandonment by the Idaho Transportation Department and accepting the jurisdiction of and responsibility for that portion of the existing facility identified herein;

WHEREAS, Madison County and the Idaho Transportation Department has formalized their understanding by way of a Road Closure and Maintenance Agreement signed by Madison County, Idaho, on or about February 24, 2020; and,

WHEREAS, Madison County desires now by resolution, and pursuant to Idaho Code to formally adopt the Road Closure and Maintenance Agreement.

NOW, THEREFORE, Madison County now desires to the following actions:

1. Madison County adopts the Road Closure and Maintenance Agreement, signed by the Commissioners on February 24, 2020.
2. The Road Closure and Maintenance Agreement is attached hereto and adopted herein.
3. This resolution shall be construed liberally in order to effectuate its purpose.
4. This resolution is effective immediately when signed.
5. Where the provisions of this resolution are in conflict with existing local laws, the provisions of this resolution will govern and such provisions of existing laws which are in conflict are hereby rescinded.

DATED THIS 9 day of March, 2020.

BOARD OF COUNTY COMMISSIONERS
Madison County, Idaho

1 of 2

Instrument # 429482

REXBURG, MADISON, IDAHO

3-9-2020 02:19:43 PM No. of Pages: 2

Recorded for : MADISON COUNTY


KIM H. MUIR Fee: 0.00

Ex-Officio Recorder Deputy

BY:



Jon Weber, Commissioner




Todd Smith, Commissioner



Brent Mendenhall, Commissioner

ATTEST:



Kim H. Muir, Clerk

ROAD CLOSURE AND MAINTENANCE AGREEMENT

Sugar City Half Interchange Connector Road

State Highway 33

Madison County, Idaho

PARTIES

2020 This Agreement is made and entered into this 7th day of April, by and between the IDAHO TRANSPORTATION BOARD by and through the IDAHO TRANSPORTATION DEPARTMENT, hereafter called the State, and MADISON COUNTY, hereafter called COUNTY.

PURPOSE

This Agreement is entered into pursuant to Idaho Code, Section 40-203B. The State intends to abandon that portion of State Highway 33 and the Sugar City Half Interchange Connector Road, as shown on the attached print marked "Exhibit A" and made part of this Agreement, and COUNTY intends to take the abandoned State Highway 33 and the Sugar City Half Interchange Connector Road into its jurisdiction upon the terms and conditions set forth herein.

The Parties agree as follows:

SECTION I: That the State will:

1. Relinquish and abandon to COUNTY by official notification from the Idaho Transportation Board, consisting of State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, including the right-of-way appurtenant thereto, as shown on Exhibit A.
2. Program a project in Fiscal Year (FY) 2021 of the FY2021-2027 Idaho Transportation Investment Program (ITIP). Upon approval of the FY2021-2027 ITIP by the Idaho Transportation Board (anticipated in September 2020) the State will proceed with item 3.
3. Pay the sum of \$3,100,000.00 to COUNTY to defray the cost of the operation and maintenance of State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587. Provided however, nothing herein shall be construed to require COUNTY to maintain the facility to any certain specification.
Also for the construction of an Improvement Project known as the "City of Sugar City Railroad Ave/3rd South Improvement".

Road Closure & Maintenance Agreement

Page 1

Agreement No. 7037

SECTION II: That COUNTY will:

1. Pass a resolution pursuant to I.C. 40-203B consenting to the abandonment by the State and accepting the jurisdiction of and responsibility for that portion of the existing facility identified above and known as State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of the approval of this agreement by the Idaho Transportation Board, subject to the terms of this agreement.
2. Once a resolution is passed, the County will execute this agreement and forward the executed agreement, together with a copy of the resolution, to the District Engineer identified below. The District Engineer will present the agreement executed by the County to the Idaho Transportation Board for its consideration.
3. Upon approval of this agreement by the Idaho Transportation Board, and receipt of the funds from the State, the County shall maintain and administer the identified roadway as an existing public facility at its own expense.

SECTION III: Approval and Effect

This Agreement will become effective upon its execution by the parties and the approval of the Idaho Transportation Board.

EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for COUNTY by the COUNTY Commissioners, and attested to by the COUNTY Clerk.

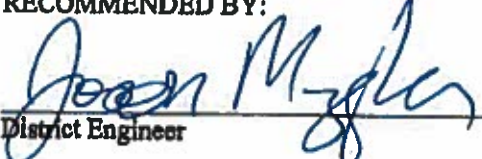
IDAHO TRANSPORTATION DEPARTMENT

**APPROVED FOR SUBMISSION TO THE
IDAHO TRANSPORTATION BOARD**

Blake Rindlisbacher, Digitally signed by Blake
Rindlisbacher, P.E.
Date: 2020.04.07 11:04:21 -06'00'
P.E.

Chief Engineer

RECOMMENDED BY:


District Engineer

ATTEST:


COUNTY Clerk


County Commissioner

MADISON COUNTY


County Commissioner


County Commissioner

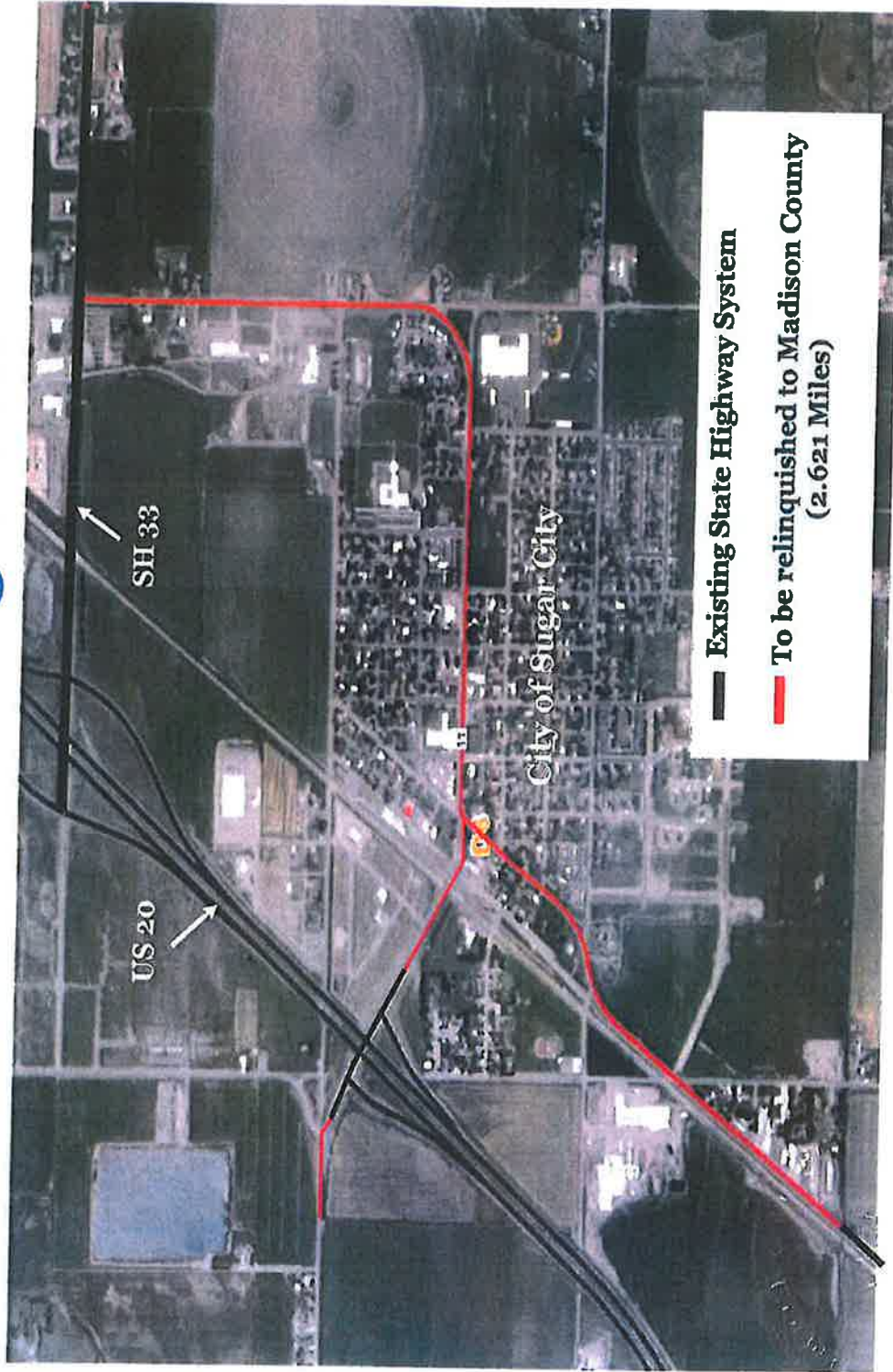
(SEAL)

By regular/special meeting on

2/24/2020

SH 33 Realignment

"Exhibit A"



YOUR Safety ○ ○ ○ ▲ YOUR Mobility ○ ○ ○ ▲ YOUR Economic Opportunity

10

Resolution No. 444

RESOLUTION NO. 444

RESOLUTION ADOPTING ROAD CLOSURE AND MAINTENANCE AGREEMENT FOR THE SUGAR CITY HALF INTERCHANGE CONNECTOR ROAD STATE HIGHWAY 33 IN MADISON COUNTY, IDAHO.

WHEREAS, the Madison County Commissioners have been in discussions with the Idaho Transportation Board by and through the Idaho Transportation Department, regarding the Sugar City Half Interchange Connector Road on State Highway 33 in Madison County, Idaho;

WHEREAS, the Idaho Transportation Department has agreed to relinquish and abandon to Madison County consisting of State Highway 33 from mile post 107.478 to mile post 109.759, AND the Sugar City Half Interchange Connector Road segment code 005414 mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, including the right-of-way appurtenant thereto;

WHEREAS, upon approval by the Idaho Transportation Board for funding, it will pay monies to Madison County to defray the costs of operation and maintenance of this road;

WHEREAS, Madison County now desires to pass this resolution pursuant to I.C. §40-201R, consenting to the abandonment by the Idaho Transportation Department and accepting the jurisdiction of and responsibility for that portion of the existing facility identified herein;

WHEREAS, Madison County and the Idaho Transportation Department has formalized their understanding by way of a Road Closure and Maintenance Agreement signed by Madison County, Idaho, on or about February 24, 2020, and;

WHEREAS, Madison County desires now by resolution, and pursuant to Idaho Code to formally adopt the Road Closure and Maintenance Agreement;

NOW, THEREFORE, Madison County now desires to the following actions;

1. Madison County adopts the Road Closure and Maintenance Agreement, signed by the Commissioners on February 24, 2020;
2. The Road Closure and Maintenance Agreement is attached hereto and adopted herein;
3. This resolution shall be construed liberally in order to effectuate its purpose;
4. This resolution is of active immediately when signed;
5. Where the provisions of this resolution are in conflict with existing local laws, the provisions of this resolution will govern and such provisions of existing laws which are in conflict are hereby repealed.

DATED THIS 29 day of March, 2020.

BOARD OF COUNTY COMMISSIONERS
Madison County, Idaho

Resolution # 429482
1/20/2020, MADISON COUNTY
1-4-2020 - 10:10:43 PM Rev. of Page 2
Reviewed by: MADISON COUNTY
Rev. H. B. B. Rev. H. B. B.
Madison County Clerk

1 of 2

2 of 2

BY: *Jon O. Webb*
Jon Webb, Commissioner
Todd Smith
Todd Smith, Commissioner
Brend Mandershall
Brend Mandershall, Commissioner

ATTEST:
Kim H. Malt
Kim H. Malt, Clerk



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

11

SH 33 Relinquishment



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

12

Official Minute

OFFICIAL MINUTE

WHEREAS, Madison County is willing to assume jurisdiction of SH-33 from milepost 337.478 to 338.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587; and

WHEREAS, Madison County and District 6 have negotiated a Road Closure and Maintenance Agreement as provided in Idaho Code, Section 40-2038 which Madison County has executed pursuant to that statute; and

WHEREAS, during its March 18, 2020 meeting, the Board's Subcommittee on Adjustments to the State Highway System voted to recommend to the full Idaho Transportation Board approval of the District's request to transfer this segment of SH-33 from milepost 337.478 to 338.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County;

WHEREAS, the full Idaho Transportation Board has considered this matter and has voted to approve the District's request to transfer this segment of SH-33 from milepost 337.478 to 338.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County;

THEREFORE, BE IT RESOLVED, as directed in the agreements, jurisdiction of the SH-33 from milepost 337.478 to 338.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 can be transferred to Madison County, and that same section of highway hereby is removed from the State Highway System effective immediately.

BE IT FURTHER RESOLVED that the Idaho Transportation Department will cooperate with Madison County upon request in providing all right-of-way information in its files associated with the transfer of this section of highway.

APPROVED: IDAHO TRANSPORTATION BOARD:
Chief Engineer _____ Chairman _____

APPROVED AS TO FORM: Vice Chairman _____

Legal Counsel _____ Member _____

Date _____ Member _____

Member _____

Member _____

Member _____



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

13

ITD Resolution

Relinquishment of Sugar City Half Interchange Connector Road – SH 33 Resolution

WHEREAS, Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of State Highway 33 from mile post 337.478 to mile post 338.759, AND the Sugar City Half Interchange Connector Road from mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#444) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000.00 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff have met with the Board Subcommittee on State Highway System Adjustments and that subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$3,100,000.00 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the official minute, as shown as Exhibit #1, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.



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

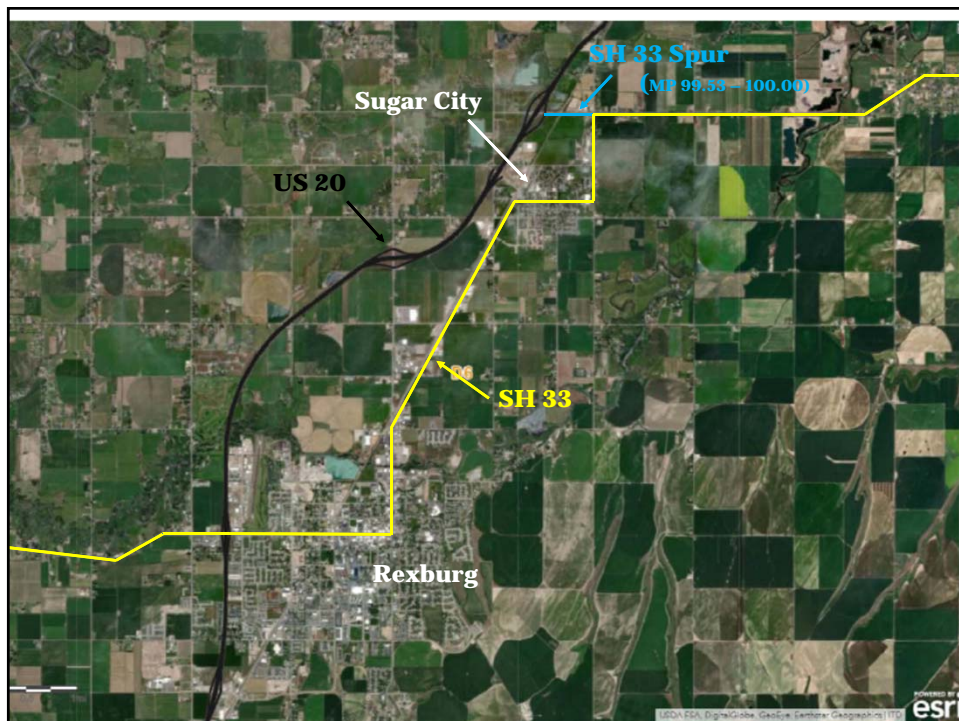
14

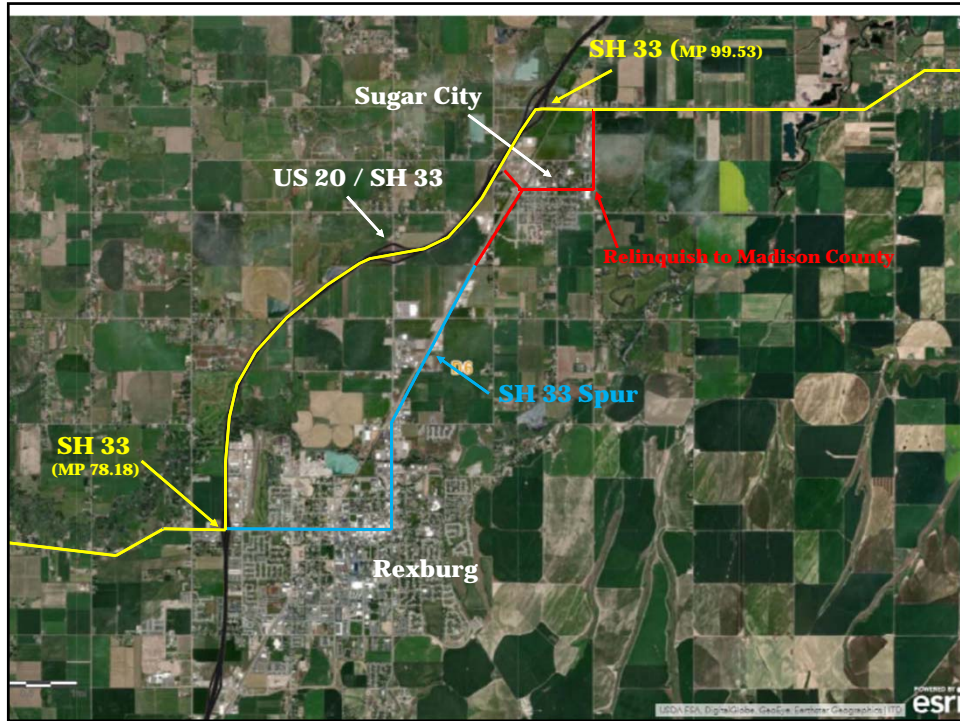
SH 33 Relocation



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

15





Relinquishment of Sugar City Half Interchange Connector Road – SH 33 Resolution

WHEREAS, Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of State Highway 33 from mile post 337.478 to mile post 339.759, AND the Sugar City Half Interchange Connector Road from mile post 100.00 to mile post 100.12, and mile post 100.367 to mile post 100.587, to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#444) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000.00 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff have met with the Board Subcommittee on State Highway System Adjustments and that subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$3,100,000.00 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the official minute, as shown as Exhibit #1, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 16, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 mins

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Monica Crider, PE	Preparer's Title Contracting Services Engineer	Initials MC	

Subject

Board Policy 4030 and Administrative Policy 5030 – Surface Transportation Block Grant Rural (STBGR) Exchange Program

Background Information

During the August 2019 Board meeting, Joel Drake from ITD HQ Financial Planning and Analysis Section, presented proposed changes to LHTAC managed program (Local Highway Rural Investment Program) for board consideration and approval. At the meeting, a resolution was approved that directs staff to draft revisions to Board and Administrative Policies, 4030/5030, respectively, for their review and that they have reviewed and approves the cap and exchange rate changes presented with an effective date of October 1, 2020.

To comply with the board's direction, attached are the revised policy for the Board's review and approval. The Surface Transportation Program Rural Exchange program policies requires nomenclature changes due to federal law changes related to the funding source (block grant). Other policy changes include an increase to the cap of federal funds exchanged by LHTAC from \$2.8 M to \$4.0 M of their Rural funding and rate of exchange from \$.6167 to \$.80 of state funds for every \$ of federal funds exchanged. These rates and numbers have not been updated for many years. Other changes include clarifications to the policy to align the program requirements with the policy.

Recommendations

Approval of the Resolution, page 225 .

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other		



BOARD POLICY 4030

Page 1 of 2

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RURAL (STBGPR) EXCHANGE PROGRAM

Purpose

The purpose of this policy is to authorize the Director to exchange Local Federal-Aid Surface Transportation Program Rural apportionments for State Highway Account monies and to establish a Local Rural Highway Investment Program for programming these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director is authorized to exchange Local apportionments of Federal-Aid Surface Transportation Block Grant Program Rural (STBGPR) apportionments for State Highway Account dollars. This exchange will provide the opportunity for small cities, counties and highways districts to improve their level of investment in their public highway and street infrastructure under the Local Rural Highway Investment Program (LRHIP) as established below.

All Federal-Aid STBGPR apportionments exchanged by the Idaho Transportation Department for State Highway Account dollars shall be used on State Highway construction projects. All State Highway Account dollars exchanged for STBGPR apportionments shall be provided to the Local Highway Technical Assistance Council (LHTAC) for use under the Local Rural Highway Investment Program.

~~The maximum STPR apportionments exchanged will be \$4,540,295 after reductions for any Federal obligation authority limits applied to STPR apportionments. The rate of exchange shall be .6167 State Highway Account dollars for each apportionment dollar. Not more than \$2,800,000 is annually available for exchange from the State Highway Account.~~

Effective Federal Fiscal Year 2021, October 1, 2020, the maximum annual STBGR apportionments exchanged will be limited to \$ 5,000,000 after reductions for any Federal obligation authority limits applied to STBGR apportionments. The rate of exchange shall be .80 State Highway Account dollars for each STBGR apportionment dollar. Not more than \$ 4,000,000 is annually available for exchange from the State Highway Account. Annually, an exchange agreement shall be executed with the LHTAC wherein LHTAC may request the amount of STBGPR apportionments to be exchanged subject to the above maximum limit.

There is hereby established a Local Rural Highway Investment Program (LRHIP) governing the use of State Highway Account dollars exchanged under this policy. The Director is authorized to establish such administrative policies as necessary to enable the administration of the Program by LHTAC. The following minimum criteria are to be applied in the use of the pool of State Highway Account dollars provided under the Local Rural Highway Investment Program:

- Projects funded must be on a rural public highway outside urban areas with populations of 5000 or greater.
- The local highway jurisdiction must be assessing property taxes, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.), for funding roads and bridges.
- ~~The local highway jurisdiction should be showing a 70% 30% split on their user (highway distribution account) non-user (property tax or substitute property tax) funding of their road budget as shown in the cost responsibility requirements in Chapter 6 of the Idaho Highway Needs assessment Study Update 1995.~~
- ~~Any funds received by any one (1) jurisdiction in an amount greater than \$50,000 shall be used for contracting out to private enterprise for the work or project to be accomplished.~~

All funds expended shall be done so in accordance with the State of Idaho Procurement Laws

The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

Approved by the Board on:

Date _____

Bill Moad
Board Chairman



BOARD POLICY 4030

Page 1 of 2

SURFACE TRANSPORTATION BLOCK GRANT RURAL (STBGR) EXCHANGE PROGRAM

Purpose

The purpose of this policy is to authorize the Director to exchange Local Federal-Aid Surface Transportation Program Rural apportionments for State Highway Account monies and to establish a Local Rural Highway Investment Program for programming these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director is authorized to exchange Local apportionments of Federal-Aid Surface Transportation Block Grant Rural (STBGR) apportionments for State Highway Account dollars. This exchange will provide the opportunity for small cities, counties and highways districts to improve their level of investment in their public highway and street infrastructure under the Local Rural Highway Investment Program (LRHIP) as established below.

All Federal-Aid STBGR apportionments exchanged by the Idaho Transportation Department for State Highway Account dollars shall be used on State Highway construction projects. All State Highway Account dollars exchanged for STBGR apportionments shall be provided to the Local Highway Technical Assistance Council (LHTAC) for use under the LRHIP.

Effective Federal Fiscal Year 2021, October 1, 2020, the maximum STBGR apportionments exchanged will be limited to \$ 5,000,000 after reductions for any Federal obligation authority limits applied to STBGR apportionments. The rate of exchange shall be .80 State Highway Account dollars for each STBGR apportionment dollar. Not more than \$ 4,000,000 is annually available for exchange from the State Highway Account. Annually, an exchange agreement shall be executed with the LHTAC wherein LHTAC may request the amount of STBGR apportionments to be exchanged subject to the above maximum limit.

There is hereby established a Local Rural Highway Investment Program governing the use of State Highway Account dollars exchanged under this policy. The Director is authorized to establish such administrative policies as necessary to enable the administration of the Program by LHTAC. The following minimum criteria are to be applied in the use of the pool of State Highway Account dollars provided under the Local Rural Highway Investment Program:

- Projects funded must be on a rural public highway outside urban areas with populations of 5000 or greater.
- The local highway jurisdiction must be assessing property taxes, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.), for funding roads and bridges.

All funds expended shall be done so in accordance with the State of Idaho Procurement Laws

The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

Approved by the Board on:

Date _____

Bill Moad
Board Chairman



SURFACE TRANSPORTATION PROGRAM BLOCK GRANT RURAL (STBGR)
EXCHANGE PROGRAM

Purpose

This policy implements Board policy 4030. It authorizes the Chief Engineer to enter into agreement with the Local Highway Technical Assistance Council to exchange funds and provides criteria for eligible participants in the Local Rural Highway Investment Program, for eligible projects, and for administering these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Local Rural Highway Investment Program

The Idaho Transportation Board in conjunction with the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) has developed the Local Rural Highway Investment Program to assist the small cities, counties, and highway districts to improve their investment in their public highway and street infrastructure.

~~The program is funded with a pool of up to \$2,800,000 of ITD State Highway Account funds.~~
Effective Federal Fiscal Year 2021, October 1, 2020, the maximum annual STBGR apportionments will be limited to \$5,000,000 after reductions for any Federal obligation authority limits applied to STGBR apportionments. The rate of exchange shall be .80 State Highway Account dollars for each STBGR apportionment dollar. Not more than \$4,000,000 is annually available for exchange from the State Highway Account. At the request of the Idaho Transportation Board, the LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and the LHTAC. The LHTAC's administration expenses for this program will come from the Highway Investment Program pool of funds on an annual basis.

The Chief Engineer shall enter into an agreement with the LHTAC authorizing the LHTAC to administer the Local Rural Highway Investment Program (LRHIP). The agreement shall insure that the administration of Local Rural Highway Investment Program adheres to the requirements of Board policy 4030 and this policy. The agreement shall commit the LHTAC to adherence to accepted general governmental accounting principles in the receipt, budgeting, and expenditure of State Highway Account funds provided by the Department for the Local Rural Highway Investment Program.

Local Rural Highway Investment Program funds may be used for partial to full funding on the following:

1. Single highway projects,
- ~~2. A portion of a highway project's expenses,~~
2. Match for a Federal-aid highway project,
3. Transportation Planning,
4. Signing projects, and
5. Emergency projects

Organizations eligible to receive funds under the Local Rural Highway Investment Program:

1. Must be a local highway jurisdiction (LHJ) with jurisdiction over roadways outside urban areas with 5000 population or greater,
2. Must be assessing property tax for roads and bridges, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.) for roads and bridges, and
- ~~3. Should be showing a 70% - 30% split on their user (highway distribution account)/non user (property tax, or substitute property tax) funding of their road budget as shown in the cost responsibility requirements in Chapter 6 on the Idaho Highway Needs Assessment Study Update 1995.~~

Project Criteria:

The following criteria must be met in order for a project to be eligible for Local Rural Highway Investment Program funds:

1. The project must be on a rural public highway (outside urban area with 5000 population or greater).
- ~~2. Any funds received by any (1) jurisdiction in an amount greater than \$50,000 shall be used for contracting out to private enterprise for the work or project to be accomplished.~~
3. There is a maximum limit of ~~\$100,000~~ \$ 250,000 on the amount of funds available to any one (1) jurisdiction in any given year, ~~A jurisdiction could make application for up to three(3) years of expenditures in one(1) given application for a maximum of \$300,000 over a three(3) year period. These would be rare occasions, but could be necessary for more complicated projects. It is not the intent of this program to cover the complete cost of a project, but merely enhance the funding available to improve the investment in the highway project.~~ \$1050, 000 construction grant plus \$100,000 emergency grant.
4. Recipients of these funds will be required to notify LHTAC if the funds are utilized for project expenditures different than that shown on the approved application.

98 All funds expended shall be done so in accordance with State of Idaho Procurement Rules.

100 ADMINISTRATIVE POLICY 5030

101 Page 3 of 3

102
103 **Administration:**

104 Annually, LHTAC will take applications from the local highway jurisdictions eligible for this
105 program. The applications with instructions will be sent out annually in ~~September~~ the Fall.

106
107 Applications are to be returned in before December 31, ~~so that~~ State funds can be made available in
108 ~~approximately February~~ of the following calendar year depending on the availability of Federal and
109 State appropriations.

110
111 This Program encourages the use of these funds to make capital expenditures, such as materials and
112 contracts on various projects. The funds could also be used for the non-Federal matching funds on a
113 Federal-aid highway or planning project in a rural area. ~~STP Rural, STP Enhancement, STP~~
114 ~~Safety, Bridge and Congestion Mitigation and Air Quality~~ STBG- Rural, Transportation
115 Alternatives Program (TAP), Offsystem and Local Bridge, Local Safety and Federal Lands Access
116 Program are among the Federal programs that could be matched.

117
118 The LHTAC shall maintain a program of the projects on which the Local Rural Highway Investment
119 Program funds are used. The LHTAC shall report the status of projects, the balance of Program
120 funds, and the annual costs of administration using Program funds to the Idaho Transportation Board
121 on an annual basis.

122
123
124 _____
125 Brian W. Ness
126 Director

Date _____



SURFACE TRANSPORTATION BLOCK GRANT RURAL (STBGR) EXCHANGE PROGRAM

Purpose

This policy implements Board policy 4030. It authorizes the Chief Engineer to enter into agreement with the Local Highway Technical Assistance Council to exchange funds and provides criteria for eligible participants in the Local Rural Highway Investment Program, for eligible projects, and for administering these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Local Rural Highway Investment Program

The Idaho Transportation Board in conjunction with the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) has developed the Local Rural Highway Investment Program to assist the small cities, counties, and highway districts to improve their investment in their public highway and street infrastructure.

Effective Federal Fiscal Year 2021, October 1, 2020, the maximum annual STBGR apportionments will be limited to \$5,000,000 after reductions for any Federal obligation authority limits applied to STBGR apportionments. The rate of exchange shall be .80 State Highway Account dollars for each STBGR apportionment dollar. Not more than \$4,000,000 is annually available for exchange from the State Highway Account. At the request of the Idaho Transportation Board, the LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and the LHTAC. The LHTAC's administration expenses for this program will come from the Highway Investment Program pool of funds on an annual basis.

The Chief Engineer shall enter into an agreement with the LHTAC authorizing the LHTAC to administer the Local Rural Highway Investment Program (LRHIP). The agreement shall insure that the administration of Local Rural Highway Investment Program adheres to the requirements of Board policy 4030 and this policy. The agreement shall commit the LHTAC to adherence to accepted general governmental accounting principles in the receipt, budgeting, and expenditure of State Highway Account funds provided by the Department for the Local Rural Highway Investment Program.

Local Rural Highway Investment Program funds may be used for partial to full funding on the following:

1. Single highway projects,
2. Match for a Federal-aid highway project,
3. Transportation Planning,
4. Signing projects, and
5. Emergency projects

Organizations eligible to receive funds under the Local Rural Highway Investment Program:

1. Must be a local highway jurisdiction (LHJ) with jurisdiction over roadways outside urban areas with 5000 population or greater,
2. Must be assessing property tax for roads and bridges, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.) for roads and bridges, and

Project Criteria

The following criteria must be met in order for a project to be eligible for Local Rural Highway Investment Program funds:

1. The project must be on a rural public highway (outside urban area with 5000 population or greater).
2. There is a maximum limit of \$ 250,000 on the amount of funds available to any one (1) jurisdiction in any given year, \$150, 000 construction grant plus \$100,000 emergency grant.
3. Recipients of these funds will be required to notify LHTAC if the funds are utilized for project expenditures different than that shown on the approved application.

All funds expended shall be done so in accordance with State of Idaho Procurement Rules.

Administration

Annually, LHTAC will take applications from the local highway jurisdictions eligible for this program. The applications with instructions will be sent out annually in the Fall.

Applications are to be turned in before December 31. State funds can be made available the following calendar year depending on the availability of Federal and State appropriations.

This Program encourages the use of these funds to make capital expenditures, such as materials and contracts on various projects. The funds could also be used for the non-Federal matching funds on a Federal-aid highway or planning project in a rural area. STBG- Rural, Transportation Alternatives Program (TAP), Offsystem and Local Bridge, Local Safety and Federal Lands Access Program are

among the Federal programs that could be matched.

ADMINISTRATIVE POLICY 5030

Page 3 of 3

The LHTAC shall maintain a program of the projects on which the Local Rural Highway Investment Program funds are used. The LHTAC shall report the status of projects, the balance of Program funds, and the annual costs of administration using Program funds to the Idaho Transportation Board on an annual basis.

Brian W. Ness
Director

Date _____

RESOLUTION

WHEREAS, via prior Resolution (August 2019) the Idaho Transportation Board reviewed and approved cap and exchange rate increases to the Local Rural Highway Investment Program (LRHIP) managed by the Local Highway Technical Assistance Council and

WHEREAS, via prior Resolution, the Idaho Transportation Board approved an effective date of these changes of October 1, 2020, and

WHEREAS, via prior Resolution, , the Board directed staff to update the corresponding policies related to the Surface Transportation Program Rural Exchange Program which outlines the LRHIP parameters , to reflect these and other necessary changes, and

WHEREAS, staff in conjunction with LHTAC, revised Board Policy 4030 and Administrative Policy 5030 Surface Transportation Program Rural Exchange Program to reflect the above as well as any other necessary changes to align current process with policy, and

NOW THEREFORE BE IT RESOLVED, that the Board approves Board Policy 4030 Surface Transportation Block Grant Rural (STBGR) Exchange Program and

BE IT FURTHER RESOLVED, that the Board concurs with changes to Administrative Policy 5030 Surface Transportation Block Grant Rural (STBGR) Exchange Program.