

A G E N D A

IDAHO TRANSPORTATION BOARD

December 17, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

December 17, 2020

Idaho Transportation Department
3311 West State Street
Boise, Idaho

To listen:

1. Dial #415-655-0003 US Toll
 - a. Meeting number (access code): 177 155 2829
 - b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after December 13.

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

		Page	Time*
Action Item	1. CALL MEETING TO ORDER		8:30
Action Item	2. BOARD MINUTES – November 19, 2020	4	
Action Item	3. 2020 BOARD MEETING DATES	15	
	January 21		
	February 18		
	March ____		
Action Item	4. CONSENT CALENDAR	16	8:35
CD	____ Trucking Advisory Council membership appointments	17	
OP	____ Addition of Consolidated Rail Infrastructure and Safety Improvements		
	Program Grant to FY21	19	
OP	____ Addition of SH-78, intersection with SH-167 improvements to FY21	20	
OP	____ Federal Lands Program update	21	

*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.



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<u>December 17, 2020</u>			Page #	Time*
Information Items				
	5.	INFORMATIONAL CALENDAR		
OP	—	Contract award information and current advertisements	23	
OP	—	Professional services agreements and term agreement work tasks report.....	28	
OP	—	Annual outdoor advertising report	35	
OP	—	2020 freight annual update	38	
ADM	—	State FY21 financial statements	39	
ADM	—	Monthly report of federal formula program funding through November	58	
ADM	—	Non-construction professional service contracts.....	61	
	6.	MONTHLY REPORT ON DEPARTMENT ACTIVITIES -		
		Director Ness and Chief Deputy Stokes		8:40
	7.	DELEGATION – Safe Routes to School: Elaine Clegg.....	62	9:00
	8.	DISCUSSION – Follow-up on administrative surplus property rules/ procedure as it pertains to ITD		9:20
	9.	BREAK		9:50
	10.	AGENDA ITEMS		
OP	—	Excellence in Construction Partnering awards.....	84	10:10
McElhinney				
CD	—	Public Transportation Advisory Council and Public Transportation		
Duran		Office annual update	86	10:40
Action Item				
CD	—	Public Transportation Advisory Council District 3 appointment.....	88	10:55
Miller		(Resolution on page 119)		
Information Items				
CD	—	GARVEE Program update and preparation for 2021 bond sale	120	11:00
Schroeder/Tolman				
DIR	—	Road usage charge west update.....	122	11:45
Moore				

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		<u>December 17, 2020</u>	Page #	Time*
Information Item				
	11. EXECUTIVE SESSION			12:00
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]			
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			
Action Items				
	12. AGENDA ITEMS, continued			
OP Luekenga	____ 129,000 pound route requests, Districts 3 and 4135 (Resolutions on pages 158, 176, 193, 201, and 233)			1:30
OP Hoff	____ US-95, Thorncreek Road to Moscow relinquishment agreement234 (Resolution page 241)			2:00
OP Kanownik	____ Administrative Policy 5061 State Highway System Adjustments242 (Resolution page 253)			2:10
OP Gill	____ Revisions to Board Policy 4031 Early Development Program254 (Resolution page 263)			2:20
	13. ADJOURNMENT (estimated time)			2:30

*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

November 19, 2020

Due to the COVID-19 virus, the meeting was conducted remotely.

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:30 AM on Thursday, November 19, 2020. The following principals participated:

Bill Moad, Chairman
Jim Kempton, Vice Chairman – District 4
James R. Thompson, Member – District 1
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Bob Hoff, Member – District 6
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Chairman Moad said District 5 Board Member Dwight Horsch is absent due to a personal conflict.

Chairman Moad said the Safe Routes to School delegation cancelled its presentation. Member DeLorenzo moved to amend the agenda to remove the Safe Routes to School presentation. Member Vassar seconded the motion and it passed 5-0 by individual roll call vote.

Safety Share. As a follow-up to last month's presentation on the success of the North Idaho Driving Under the Influence (DUI) Task Force, Executive Assistant to the Board (EAB) Higgins said the Task Force had a successful Halloween weekend with zero serious or fatal injury crashes. The Task Force estimated that half of the DUI drivers it located were due to other motorists reporting suspected impaired drivers. EAB Higgins commended the motorists for recognizing that driving impaired is not acceptable and reporting it. ITD has been working toward a similar culture regarding safety. If employees see a safety hazard, they are to speak up and/or fix the unsafe situation.

Chairman Moad thanked EAB Higgins for the message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on October 15, 2020 as submitted. Member Vassar seconded the motion and it passed 5-0 by individual roll call vote.

Board Meeting Dates. The following meeting dates were scheduled:
December 17, 2020
January 21, 2021
February 18, 2021

November 19, 2020

Consent Items. Member Vassar made a motion, seconded by Vice Chairman Kempton, and passed 5-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-57 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 certification of receipts and disbursements; the FY20 Annual Report; the addition of the Lakeshore Connection Planning project to FY21; the McMillen Jacobs Associates individual task agreement; the David Evans & Associates term agreement; consultant agreements; and contracts for award.

1) Certification of Receipts and Disbursements. The FY20 certification of receipts and disbursements cash basis, as shown as Exhibit #530, which is made a part hereof with like effect, was submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code. Total receipts were \$788,487,700, disbursements were \$771,510,100, and the cash balance as of June 30, 2020 was \$93,433,800.

2) FY20 Annual Report. The FY20 Annual Report, which is required by Idaho Code, reports on the financial condition and management of the Department. Minor revisions to address the changing needs of users were made to the draft report that the Board reviewed last month.

3) Addition of Lakeshore Connection Planning Project to FY21. The City of Ponderay received a Better Utilizing Investments to Leverage Development Transportation Discretionary Grant for \$1,399,786. The grant will fund the design and engineering of a multimodal link from Ponderay to the Pend d'Oreille Bay Trail and preliminary design for bicycle and pedestrian safety enhancements to SH-200. The municipality will provide the \$349,946 match. Staff requests the addition of the Lakeshore Connection Planning project to FY21 of the Idaho Transportation Investment Program (ITIP).

4) McMillen Jacobs Associates Individual Task Agreement Extension. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests ratifying McMillen Jacobs Associates' consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list up to \$521,000. The consultant has been providing assistance with the US-95, Milepost 188 Rock Slide Mitigation, near Riggins, District 2 project, key #23078. The emergency project required immediate response, and due to its complexity and uncertainty, a supplemental agreement is now required for the design and inspection services for the catchment berm/tecco mesh in the amount of \$221,775, exceeding the \$500,000 limit.

5) David Evans & Associates Term Agreement Extension. In accordance with Board Policy 4001, staff requests ratifying David Evans & Associates' term agreement limit to exceed \$1,500,000. The consultant was selected to perform slope stability monitoring for the US-95, Milepost 188 Rock Slide Mitigation, Near Riggins project, key #23078. The professional service needs for this project have expanded due to the additional unforeseen scope required to collect

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the topography to design the final grading plan for Old Pollock Road and to collect the topography and tie in the US-95 right of way for the design of a catchment area at the toe of the US-95 slide. The estimated cost for these additional services is \$96,000.

6) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for keys #19526, #19195, and #19653 – Junction SH-6 Turnbay/Deep Creek Bridge/Washington–Idaho Railroad Bridge, Latah County, District 2 for additional environmental, right of way, and design services of approximately \$1.3 million; key #20033 – SH-75, Elkhorn Road to River Street, Ketchum, District 4 for design and environmental re-evaluations of approximately \$3.2 million; key #20053 – Chester to Ashton, Fremont County, District 6 for design of approximately \$1.9 million; key #20065 – I-15/US-20 Connector, Bonneville County, District 6 for preliminary design and environmental of approximately \$5.2 million; and keys #22595, #22596, #22593, #22594, #22597, #22598, #22599, and #22431 – South Idaho Bridge Bundling Project Local Highway Technical Assistance Council (LHTAC) for design of approximately \$3.4 million.

7) Contracts for Award. The low bid on the following projects were more than ten percent over the engineer's estimate, requiring justification and Board approval. The majority of difference between the low bid and engineer's estimate on key #20584 – SH-8, SH-9, and US-12, FY21b District 2 Bridge Repair was in the Superpave Hot Mix Asphalt Paving Including Asphalt and Additive Class Special 3, Special Temporary Illumination, Special Temporary Traffic Control, Special Smoothness Grind, and Mobilization items. The first item was difficult to estimate because of the small quantities for four bridges with a 100 mile spread in a rural part of the state. The unknown contractor's material source locations and hauling distance were also factors. The lump sum items for the Temporary Illumination, Temporary Traffic Control, and Special Smoothness Grind items plus multiple site locations can vary the prices. The Mobilization item was difficult to estimate because of unknowns regarding the location of the contractor's resources to the project sites, multiple site locations, and how the contractor plans to manage the contract. The District does not believe re-advertising the project will result in lower estimates and recommends awarding the contract. Low bidder: Clearwater Construction DBA Clearwater Western - \$985,000.

The Chip Seal and Temporary Traffic Control items accounted for the majority of difference between the engineer's estimate and low bid on key #20738 – I-84, Broadway to Eisenman, Boise, District 3. The project has a start window of May 15 to June 19, 2021, which is the beginning of the annual work window for chip seals. The potential for lower temperatures introduces risk for reduced productivity. The project is also on a high volume freeway, presenting additional risks associated with production, safety, and the potential for damage claims. For the Temporary Traffic Control item, the engineer's estimate failed to provide traffic control maintenance funding included in the lump sum item. Staff does not believe re-advertising the project would result in lower prices and recommends awarding the contract. Low bidder: H-K Contractors Inc. - \$1,859,669.

The main difference between the low bid and engineer's estimate on key #19046 – Ruby Creek #2 Bridge was in the Removal of Bridge and Prestress Slab – 48" Width x 18" Depth items. LHTAC did not fully anticipate the high level of inflation when it considered the remote location of the project. The bridge replacement project addresses a significant structural

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deficiency that will increase safety. LHTAC believes the low bid is reasonable and recommends awarding the contract. The sponsor, Boundary County, is prepared to provide the additional match. Low bidder: Braun-Jensen Inc. - \$886,000.

Information Items. 1) Contract Awards and Advertisements. Key #19830 – US-30, Bliss to Hagerman, District 4. Low bidder: Knife River Corporation–Mountain West - \$2,474,963.

Key #20025 – FY21 District 4 I-84 Bridge Repair. Low bidder: Cannon Builders Inc. - \$1,932,859.

Key #20251 – FY21 District 3 I-84 East Bridge Repair. Low bidder: Cannon Builders Inc. - \$952,100.

Key #20112 – SH-3, SH-7, SH-11, SH-162, and US-12, FY21 District 2 Bridge Repair. Low bidder: Truesdell Corporation - \$513,513.

Key #13476 – SH-44, Half Continuous Flow Intersection Intersection Eagle Road and SH-44, Eagle, District 3. Low bidder: Knife River Corporation-Mountain West - \$6,161,468.

Key #20191 – I-84, Westbound Declo Port of Entry, District 4. Low bidder: Knife River Corporation-Mountain West - \$10,867,817.

Key #19399 – US-95, Little Salmon River Bridge, District 3. Low bidder: Braun-Jensen Inc. - \$2,980,000.

Key #19248 – US-95, Sandpoint Long Bridge over Pend O'Reille, District 1. Low bidder: McMillen Jacobs Associates - \$9,680,932.

Key #19866 – US-93, Nevada State Line to Hollister, District 4. Low bidder: Geneva Rock Products Inc. - \$1,636,582.

Key #19682 – SH-4, Mullan Avenue to Prairie Avenue, Post Falls, District 1. Low bidder: Scarsella Bros., Inc. - \$21,379,646.

Key #13998 – STC-2822, West Glendale Road and Canal Bridge. Low bidder: Knife River Corporation-Mountain West - \$1,608,105.

Key #20094 – STC-1697, French Gulch/Fernan Hill Road, East Side Highway District. Low bidder: Interstate Concrete & Asphalt Co. - \$868,611.

Key #22638 - US-12, Cherry Lane Bridge. Low bidder: Cascade Bridge LLC - \$15,792,206.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From September 24 through October 27, 23 new professional services agreements and work tasks were

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processed, totaling \$3,282,507. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$852,382.

3) Annual Report on Rail-Highway Crossing Program. The State Railroad Grade Crossing Protection Fund receives \$250,000 annually for projects in the Rail-Highway Crossing Program. The goal of the program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings. The Fund also provides \$25,000 to support public education and safety programs that promote awareness of public safety at railroad grade crossings. The five-year fatality rate at railway-highway crossings for 2015-2019 was 1.4, a decrease from the 2014-2018 rate of 1.6.

4) Sponsorship of Department Programs. In accordance with Board Policy 4041 Sponsorship of Department Programs, staff is to report sponsorship activity. There are no sponsorship agreements at this time.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 28% as of September 30. Receipts from the Highway Distribution Account were \$16.2 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 18%, or \$130,000. Expenditures were within planned budgets. Personnel costs had savings of \$1.5 million or 5.2% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$41 million.

The balance of the long term investments was \$110.8 million at the end of September. These funds are obligated against construction projects and encumbrances. The cash balance was \$76.1 million, and includes the reserve to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$8.9 million through September. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$5.2 million, and expenditures were \$11.8 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$1.6 million.

6) Monthly Reporting of Federal Formula Program Funding through October. Idaho received obligation authority of \$59 million through December 11 via a continuing resolution. This corresponds to \$58.9 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. An extension to the federal Fixing America's Surface Transportation Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Obligation authority is currently 18.8% of apportionments. Of the \$58.9 million allotted, \$53.1 million remains.

7) FY22 Revision #1 Appropriation Request. The FY22 appropriation request revision #1 was delivered to the Division of Financial Management and Legislative Services Office on October 23. It included the following changes from the October 15, 2020 Board item: a decrease of \$33.4 million in federal carryover due to a maximum carryover authority amount of \$250 million; a decrease of \$6.1 million in federal funds due to the \$7.5 million Magic Valley Rail Safety and Capacity Expansion Federal Railroad Administration Grant being moved to FY21 and the receipt of additional grants; and a \$27.3 million decrease in expenditures for personnel and

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contract construction. The total appropriation request is \$668,792,400 plus \$68,591,600 for GARVEE bond debt service.

Monthly Report on Activities. Because November is a traditional time to give thanks, Director Ness said his report will focus on appreciation. Due to the COVID-19 pandemic, 2020 has been an unusual year. The Department's goals to address and respond to the pandemic were safety, continue providing services, and be flexible. Some of the employees he recognized for safety efforts included the Division of Aeronautics for distributing masks and hand sanitizer throughout the state, employees who are exhibiting respectful practices like wearing masks and social distancing, and leadership and other employees who are reaching out to their subordinates and peers to stay in touch. He commended employees for continuing to provide services, whether in the field, in the office, or from home. The Ports of Entry remained open, facilitating the movement of goods and supplies. The construction industry adapted to safety concerns and continued working; although a number of states shut down construction. The earthquake at the end of March created an additional burden, but staff responded immediately to ensure the safety and integrity of the transportation system.

Director Ness also thanked all of the employees for their flexibility. The Enterprise Technology Services staff did a commendable job ensuring employees could work remotely. The Human Resources employees continued paying employees and hiring new employees. The Office of Communication did an exceptional job communicating and keeping employees informed. In closing, he said it has been 11 years since he was hired as the director of ITD, and it has been a pleasure serving in this capacity.

Chief Deputy Stokes thanked Director Ness for his service. He said the Department has been making a concerted effort to reduce vacancies. He commended Human Resources for its efforts on this and said more information will be provided later in the meeting. He also recognized GARVEE Program Manager Amy Schroeder and her staff for receiving an award from the Community Association of Southwest Idaho on the safety efforts on the I-84 GARVEE corridor projects. Contractors were hired to patrol the corridor to provide assistance to motorists to help ensure a safer construction zone.

Chairman Moad thanked Director Ness and Chief Deputy Stokes for the reports.

Administrative Surplus Property Rules and Procedures as it Pertains to ITD Administrative Facilities. Department of Administration Director Keith Reynolds said his charge is to efficiently manage the state's assets. There have been discussions over the years regarding ITD's Headquarters campus. A legislative committee was formed in 2018 to study state agencies' locations, particularly in the Boise area where the value of commercial property has been increasing significantly.

Director Reynolds said the surplus property statute could be used to sell the ITD campus and relocate the Department. The statute allows state agencies to declare administrative facilities as surplus if it is no longer suitable for their needs. If the Board of Examiners agrees, the property is transferred to the Department of Administration for disposal. The first offer is to other state agencies and if there is no interest, the property may be sold to the highest bidder. He recommended issuing a Request for Proposal (RFP) for the sale of ITD's property. ITD's main

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office building is 60 years old and has deferred maintenance needs. It sits on a valuable piece of property that could return to the tax role. If the property is sold, the Department of Administration would take a 15% administrative fee. The remaining sale proceeds would be returned to ITD. The proceeds could be used for highway construction and/or a new Headquarters building, either existing or to be constructed, via a line item appropriation from the State Highway Account or a Division of Financial Management receipt to appropriation.

In response to numerous questions from the Board, Director Reynolds provided additional information. He concurred that the proposal to sell ITD's property is the Department of Administration's idea, not ITD's; however, the decision is the Board's. Regarding the time frame, initially he hoped to have a proposal to the legislature during the 2021 session; however, that schedule may not be realistic. The next step would be for the Board to declare the campus as surplus, stating it is no longer suitable for ITD's needs because a large portion of the approximate 45-acre property is not being used, and the property is surrounded by residential and commercial property. Because ITD cannot issue an RFP, another option may be for it to issue a Request for Information.

Director Reynolds acknowledged similar conversations have been held on the District 3 facility in Garden City. He believes that property is similar to the Headquarters' campus and is no longer suitable for the District's needs, but he does not recommend combining the two facilities into one package. If the Headquarters property is deemed surplus, the method for the appropriation would be determined prior to closing, and if no acceptable proposal is received, the surplus property declaration would be withdrawn and the property would be transferred back to ITD. Director Reynolds does not believe there is an existing building at the Idaho Chinden Campus to accommodate ITD's needs, so a new building would be constructed. He confirmed that excess funds from the sale would be transferred to ITD. They would not be deposited into the General Fund.

Chairman Moad thanked Director Reynolds for the presentation. He said the issue of declaring the Headquarters' campus as surplus property will be on the agenda next month.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock said the Council met four times in 2020. Some of the legislative proposals it reviewed addressed dyed fuel and increasing truck registration fees. It continues to stay abreast of 129,000 pound truck routes and issues. It has some concern with the time-consuming process to designate these routes and also with short sections of highways that have not been approved for vehicle combinations up to 129,000 pounds. Oregon and Washington have more vehicle size and weight restrictions than Idaho, which the TAC hopes can be addressed. TAC Chairman Pocock said some of the focus areas for 2021 will be securement of hay and straw bales, pursuing the discrepancy with the distracted driving law regarding points, and increasing the interaction between TAC members and Board members.

Chairman Moad thanked TAC Chairman Pocock for the report. He supports more interaction between the two groups and recommended the TAC members participate on Board tours when those resume.

Division of Motor Vehicles (DMV) Update. Motor Vehicle Administrator (MVA) Alberto Gonzalez said the fourth and final stage of the modernization project went live last month. Approximately eight million records were migrated from the mainframe to the new system. There were slowdowns during the transition, but he said the number of transactions being processed is almost back to normal. Some of the remaining challenges include remedies for registration transfers, fee issues, and linking orphan records; keeping up with system improvements; training; county offices closed due to COVID-19; and implementing the new insurance verification program. He expressed appreciation to the county partners and DMV staff for their efforts.

In response to Chairman Moad's question on the STAR card, MVA Gonzalez replied that the federal government extended the due date for STAR, or REAL ID, cards to October 2021. To date, about 400,000 REAL ID drivers' licenses have been issued.

Chairman Moad thanked MVA Gonzalez for the informative report and for the services DMV is providing.

Human Resources (HR) Annual Report. Chief Human Resources Officer (CHRO) Brenda Williams said COVID-19 and the initial stay-at-home order issued in March have resulted in challenges and additional work for the HR staff (such as contact tracing). The Office's supporting mission is to attract and retain the best talent. Some of its strategic goals are to make ITD an ideal workplace, improve the employee experience, leadership career development, and promote employee safety.

HR staff members reported on highlights. A concerted effort is being made to fill vacancies. At the end of October, 1,634 of the 1,648 full-time equivalent positions were filled. Of the voluntary separations in FY20, 41% were due to personal reasons, 37% were due to retirement, 15% were transfers to another state agency, and 7% went to the private sector. In-person training has generally been replaced with virtual classes. A heavy equipment operator program was conducted with a federal grant. Most of the participants have been offered jobs in the industry. The critical incident stress management program has been beneficial, particularly when a District 6 employee was killed in the line of duty earlier this year. The recordable injury incidents in FY20 were 40, a decrease from 51 in FY19 and 44 in FY18. The total incident rate of 2.37 in FY20 compares to 3.13 and 2.65 in FY19 and FY18, respectively.

CHRO Williams concluded by summarizing the current focus areas, including improving the employee experience, leadership career development, leadership engagement, improving the onboarding experience, revising the employee handbook, and establishing a stretch and flex program.

Chairman Moad thanked staff for the informative presentation.

SH-28 Little Sawmill Creek Culvert Project. District 6 Engineer (DE) Jason Minzghor said the Idaho Office of Species Conservation and Lemhi Soil and Water Conservation District obtained a grant to improve a culvert under SH-28 in Lemhi County. District 6 would like to partner in this effort to enhance fish passage in the drainage. He requested a \$100,000 project in the Idaho Transportation Investment Program for construction in the summer of 2021.

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Member Vassar expressed support for the project, noting that District 2 has partnered on a number of successful fish passage projects.

Member Hoff made a motion, seconded by Member DeLorenzo, and passed 5-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB20-58 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund SH-28 Little Sawmill Creek Culvert Project; and

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

NOW THEREFORE BE IT RESOLVED, that SH-28 Little Sawmill Creek Culvert project be added to the ITIP at a cost of approximately \$100,000 using FY2021 State statewide balancing; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY2020-2026 Statewide Transportation Improvement Program accordingly.

Chairman Moad thanked DE Minzghor for the presentation.

Annual Update on the Research Program. Ned Parrish, Research Program Manager (RPM), said federal statutes require 2% of federal funding for roads and bridges be used for planning and research, with a minimum of 25% of those funds devoted to research-related activities. The FY21 Research Program budget is \$1.87 million.

Several staff members summarized research projects on state highway system historical context to ensure compliance with environmental and historic preservation laws and regulations and consider effects of ITD activities on historic properties; an environmental document preparation and data management system to support project delivery efforts; and roadside monarch and pollinator habitat inventory to address the decline of native pollinators across North America.

RPM Parrish said some of the projects completed in FY20 were an assessment of new American Association of State Highway and Transportation Officials test method for alkali-silica reaction potential for evaluation of Idaho aggregates, development of a prediction model for pavement temperature, and a DMV customer web portal study. A Highway Safety Improvement Program project performance evaluation study, implementation of a balanced asphalt mix design of asphalt mixtures and use of rejuvenators for enhanced performance, roadside vegetation management to reduce invasive weeds and fire risk, and a qualified products list system needs study are some of the new research projects planned.

Chairman Moad thanked RPM Parrish and staff for the overview on the Research Program.

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Revisions to Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program (ITIP) Funds. Chief Engineer (CE) Blake Rindlisbacher presented revisions to Board Policy 4076 based on discussions at the September Board meeting. The Board Members and respective District Engineers are encouraged to identify potential projects to fund with the Unallocated Account. They are encouraged to reach out to partners and stakeholders, including advisory boards and committees, to identify unmet needs on the State Highway System. Some of the eligible projects would be urgent safety projects; partnering efforts to address safety, mobility, or economic opportunity; match for federal grants; and advance right of way purchase.

Vice Chairman Kempton noted the omission of funding highway system adjustments. There have been a number of state highway relinquishments funded through the Unallocated Program. CE Rindlisbacher said the list is not all-inclusive and highway system adjustments are an eligible activity.

Vice Chairman Kempton made a motion to include state highway system transactions as an eligible project for Unallocated funds. Member Vassar seconded the motion.

Member DeLorenzo suggested having the minutes reflect that highway system transactions are an eligible activity for funding. CE Rindlisbacher said staff is making a concerted effort to fund highway system transactions through the ITIP, but the policy can be revised.

Chairman Moad noted the consensus of the Board was to include state highway system transactions as an eligible funding activity in Board Policy 4076. He stressed the importance of flexibility and the ability to expedite these projects. The Board Members and District Engineers are familiar with their areas and needs, so should provide input and make project recommendations.

Vice Chairman Kempton withdrew his motion. The second, Member Vassar, concurred.

Chairman Moad called for a vote to accept the revisions to Board Policy 4076 Use of Unallocated Idaho Transportation Investment Funds. It passed 5-0 by individual roll call vote.

Chairman Moad thanked CE Rindlisbacher for revising the policy.

Update Guide for Utility Management 2020 Edition. Senior Transportation Planner (STP) Robert Beachler proposed adding a new chapter to the Guide for Utility Management. The chapter on broadband infrastructure would provide clarity due to demands of technology. The information will address private sector for-profit telecommunications facilities and provide updated guidance and procedures to staff. It will include methods for determining fair market value and potential compensation options. For broadband fiber optic telecommunications, he recommends shared resources agreements. He recommends adopting the Federal Communications Commission's presumptive fee structure for small wireless facilities for broadband wireless telecommunications with ITD reserving the right to change the fee structure based on future guidance from the Federal Communications Commission or Federal Highway Administration.

Chairman Moad thanked STP Beachler for the update.

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 12:10 PM 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 Thompson seconded the motion and it passed 5-0 by individual roll call vote.

The discussions on legal matters related to acquiring real property. The discussions on personnel matters related to the performance of employees.

The Board came out of executive session at 1:50 PM.

Administrative Settlement over \$200,000. Right of Way Manager Justin Pond said Board Policy 4005 Management of Department-owned Property requires Board approval for administrative settlements exceeding \$200,000. An administrative settlement is an offer in excess of the approved just compensation. It is used under certain circumstances to motivate amicable settlement with an owner and avoid recourse to legal proceedings.

Member Vassar made a motion, seconded by Member DeLorenzo, and passed 5-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right of way
ITB20-59 along US-91 for Project No. STP-1836(108), key #9225; and

WHEREAS, the Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Department to fairly compensate the property owner.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$362,307.00.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:55 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

November 19, 2020

BOARD MEETING DATES

2021

January 21
February 18

March ____
April ____

2021

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
31 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	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
30 31 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	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 31
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	31 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

“X” = holiday

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

December 3, 2020 – Highway Safety Summit; virtual

March 21-24, 2021 – Program Delivery Conference, Boise, Idaho

April 12-14, 2021 – Highway Safety Summit; Boise, Idaho

August 10-12, 2021 – Public Transportation Summit; Boise, Idaho

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 17 - 22

RES. NO. ITB20-60 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the Trucking Advisory Council membership appointments; the addition of the Consolidated Rail Infrastructure and Safety Improvements Program Grant to FY21; the addition of the SH-78, intersection with SH-167 improvement project to FY21; and the Federal Lands Program update.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed Consent Item

Presenter's Name Alberto Gonzalez	Presenter's Title Motor Vehicle Administrator	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

Subject

Trucking Advisory Council (TAC) - Membership Appointment		
Key Number	District	Route Number

Background Information

In July 2011 the Transportation Board approved Board policy 4042 establishing a Trucking Advisory Council (TAC), reporting to the Board. This policy requires the Motor Vehicle Administrator to recommend TAC members to the Board. Currently there will be four vacancies in the TAC. These vacancies include the TAC Chairman as well as vacancies in Districts 1, 4, and 6.

ITD Motor Vehicle Administrator, in consultation with the trucking industry, recommends the following persons to terms as member of the Trucking Advisory Council.

District 1 Member Frank Buell, January 2021 through December 31, 2023.

District 4 Member Kevin Iversen, January 2021 through December 31, 2023.

TAC Chairman John Pocock, January 2021 through December 31, 2023 as voted by the TAC members.

The TAC is an important council which is entrusted to advise the Board on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Current Membership of other TAC appointments is detailed below:

District Two Member, Wally Burchak, January 2020 through December 31, 2022

District Three Member, Tony Black, January 2019 through December 31, 2021

District Five Member, Dave McNabb, January 2020 through December 31, 2022

District Six Member, Vacant 2021

DMV Administrator and TAC Chairman will collaborate toward finding an appointment for District Six. This appointment will be for 1 year in order to align with policy requirements concerning TAC membership. The Board and TAC convey their gratitude to outgoing District Six member Heath Treasure for his contributions to the success of this important Council.

Staff will continue to provide the necessary administrative support to the Trucking Advisory Council for the efficient and timely disposition of their duties to the Board.

Recommendations

It is requested that the Board approve the appointment of District 1 Member Frank Buell, District 4 Member Kevin Iversen, and John Pocock as Chairman to the TAC for the terms of January 2021 to December 31, 2023.



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 December 17, 2020

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

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

Subject

Add Consolidated Rail Infrastructure and Safety Improvements Program Grant to the FY 2021 ITIP		
Key Number New	District 4	Route Number Eastern Idaho Railroad (EIRR) - Rupert, ID

Background Information

The purpose of this consent item is to request the addition of the **Eastern Idaho Railroad's (EIRR) Magic Valley Rail Safety & Capacity Expansion: A Rural Short Line Project** to the FY 2021 ITIP Program, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

Idaho Transportation Department, in partnership with WATCO Companies (parent company of EIRR), applied for and received an FY 2020 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant from the Federal Railway Administration. The Grant is for **\$7,491,315** and the total project estimated cost is **\$9,400,000**. As the co-sponsors, ITD will provide **\$500,000** and WATCO will pay **\$1,408,685** towards match for the Grant.

This is a multifaceted railway safety and expansion project located in Rupert. The concept behind this project is to; improve at-grade crossing safety, decrease wait time at blocked crossings and gaining much needed capacity and fluidity on the EIRR.

The project will remove two of four obsolete rail crossings while upgrading the remaining two rail crossing surfaces at State Highway 24 & 8th Street. Additionally, the rail crossings surface at 100 North Street is being upgraded to insulated concrete planking.

Currently, when EIRR builds unit trains it cuts the city of Rupert in half while blocking SH-24, 6th and 8th street crossings on average almost two hours a day, six days a week. In order to alleviate this, EIRR will relocate switching to the northeast of downtown Rupert by constructing approximately 11,508 feet of track, which will extend yard Tracks 140, 141, 142 and 143. With the addition of a 7,000-foot unit train side track, the EIRR will no longer switch railcars within the 8th Street crossing and allow for the passing of 120-car trains. This new capacity will allow for an additional 283 car spots, improve fluidity with its interchange partner and no longer delay vehicular traffic make their way through Rupert on any given day.

Staff requests that the project be added to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Recommendations

Approve the addition of the **Eastern Idaho Railroad's Magic Valley Rail Safety & Capacity Expansion: A Rural Short Line Project** at a cost of **\$9,400,000** to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 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 Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials	

Subject

Add SH 78, Intersection with SH 167 Improvements to FY 2021 of the approved FY 2021 - 2027 ITIP

Key Number 21890	District 3	Route Number MP 59.78 on SH 78 in Owyhee Co.
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Background Information

The purpose of this consent item is to request the addition of the **SH 78, Intersection with SH 167 Improvements** project to FY 2021 of the program per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

This project will improve the safety of the intersection of SH-167/SH-78 by widening westbound SH-78 to include a right turn lane to northbound SH-167 and an acceleration lane for southbound SH-167 to westbound SH-78. This will improve the overall safety of the intersection by improving sight distance and geometry for heavy vehicle traffic. The construction cost is estimated at \$345,000. There are adequate funds available in the FY 2021 ITIP to fund this project.

This project was erroneously removed from the FY 2021 – 2027 Draft ITIP last April so was not included in the Board's June Workshop nor September Recommended Program presentations. Staff requests that the Board add this project to FY 2021 of the approved FY 2021 – 2027 ITIP.

Recommendations

Approve the addition of the **SH 78, Intersection with SH 167 Improvements** project at a construction cost of **\$345,000** to FY 2021 of the approved FY 2021 - 2027 ITIP.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Chief Engineer	Initials BR	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials NDH	

Subject

Federal Lands Program Update to the FY 2021 – 2027 Idaho Transportation Investment Program

Key Number Various	District Various	Route Number Various
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Background Information

The Federal Lands Transportation Program and the Federal Lands Access Program were established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation Act (FAST) in 23 USC §203 & §204.

The Federal Lands Transportation Program (FLTP) was established to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service, US Fish and Wildlife Service, USDA Forest Service, Bureau of Land Management, US Army Corps of Engineers, Bureau of Reclamation, and independent Federal agencies with land and natural resource management responsibilities.

The Federal Lands Access Program (FLAP) makes funds available for projects that provide access to, are adjacent to, or are located within Federal Lands with priority given to projects accessing high-use Federal recreation sites or Federal economic generators, as identified by the Secretaries of the appropriate Federal land management agencies. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The Western Federal Lands Highway District Transportation Improvement Program was sent to the Department on November 9, 2020 and, among others, includes these two programs. They are also included in the Idaho Transportation Investment Program (ITIP) per 23 CFR 450.218(g). Staff requests per policy 5011 *Idaho Transportation Investment Program* to modify the Federal Lands programs with the changes found on the following page.

Recommendations

Approve the changes found on the following page to the Federal Lands programs.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Federal Lands Program Adjustments					
Key No.	Project	Program	Year	\$000	Action Requested
19789	Riverside Rd. Improvements, Boundary Co.	FLAP	2020	12,504	Delay to 2021
19171	SH 75, Galena Summit Slide, Blaine Co.	FLAP	2021	3,925	Advance to 2020
19790	West Milner Rd., 700 W to 1100 W Burley HD	FLAP	2021	5,740	Advance to 2020
20774	Custer Motorway & Yankee Fork Rd., Custer Co.	FLAP	2021	3,775	Delay to 2023
New	Lake Cascade Dam Crest Rd. Improvements, Valley Co.	FLTP	2022	1,225	Add to 2022
New	Camas Wildlife Refuge Auto Tour Route, Jefferson Co.	FLTP	2023	350	Add to 2023
New	Minidoka Wildlife Refuge Rds., Minidoka Co.	FLTP	2023	1,025	Add to 2023
New	Mt. Idaho Grade Rd., Grangeville HD	FLAP	2025	3,506	Add to 2025
New	Deer Flat Wildlife Refuge Parking & Trails, ACHD	FLTP	2025	1,110	Add to 2025
Note: Costs in thousands of dollars					



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	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
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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 10/01/20 to 11/30/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
11	6	1	1	0	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 11/01/20 to 11/30/20	
ITD	Local
3	2

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

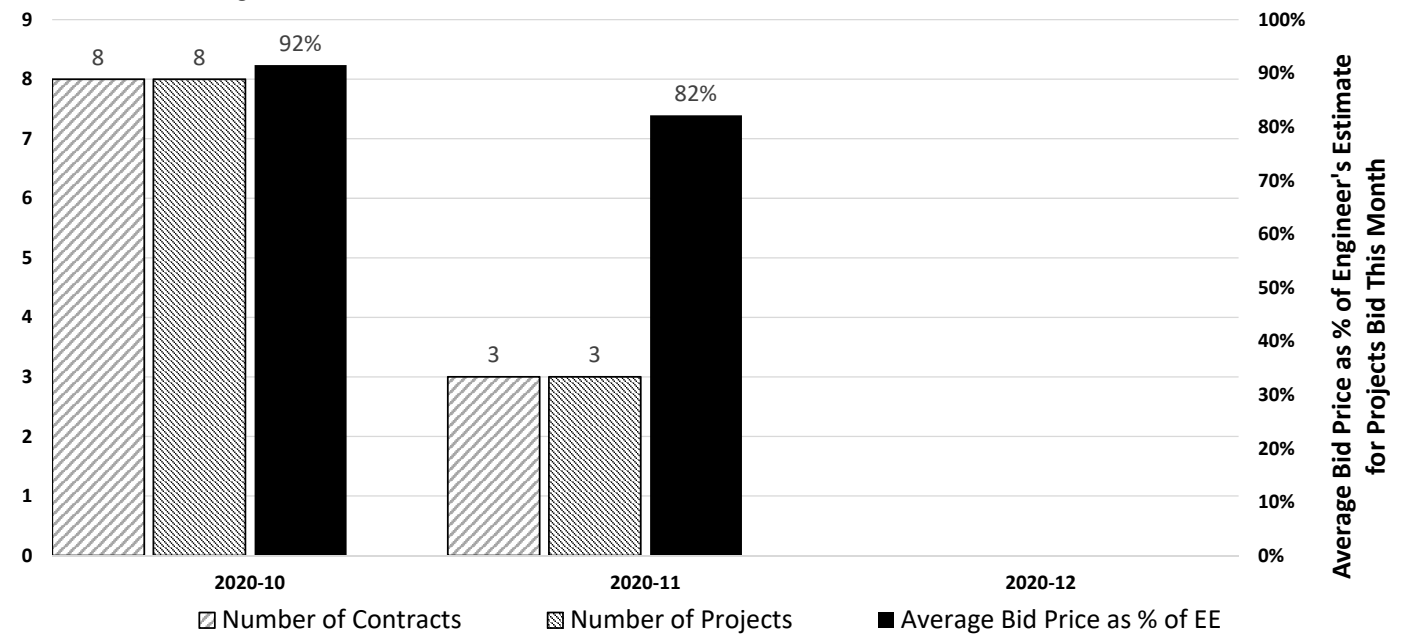
☐ Approved ☐ Deferred _____
☐ Other _____

FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

11 Projects YTD through November 30, 2020

YTD Total for all 11 projects:

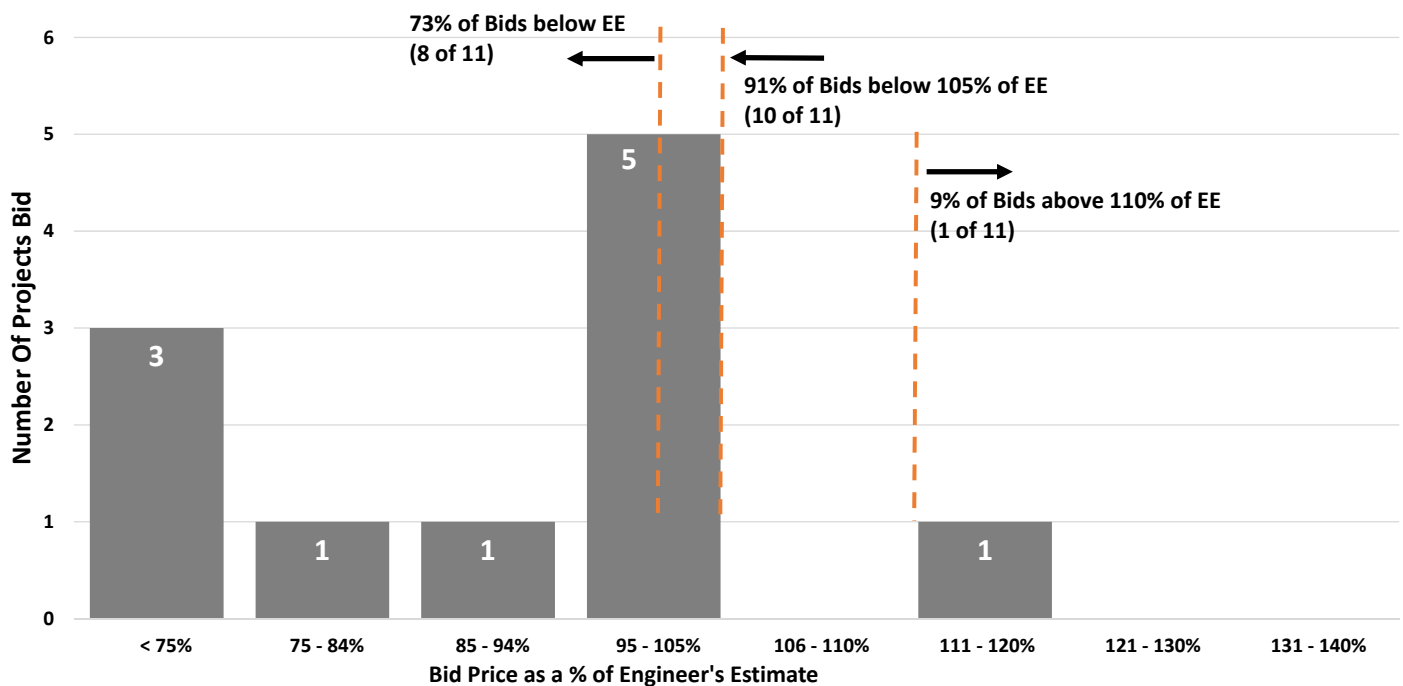
Ratio of Bid Costs / Engineer's Estimates = \$64.6 / \$71.8M = 90.0%



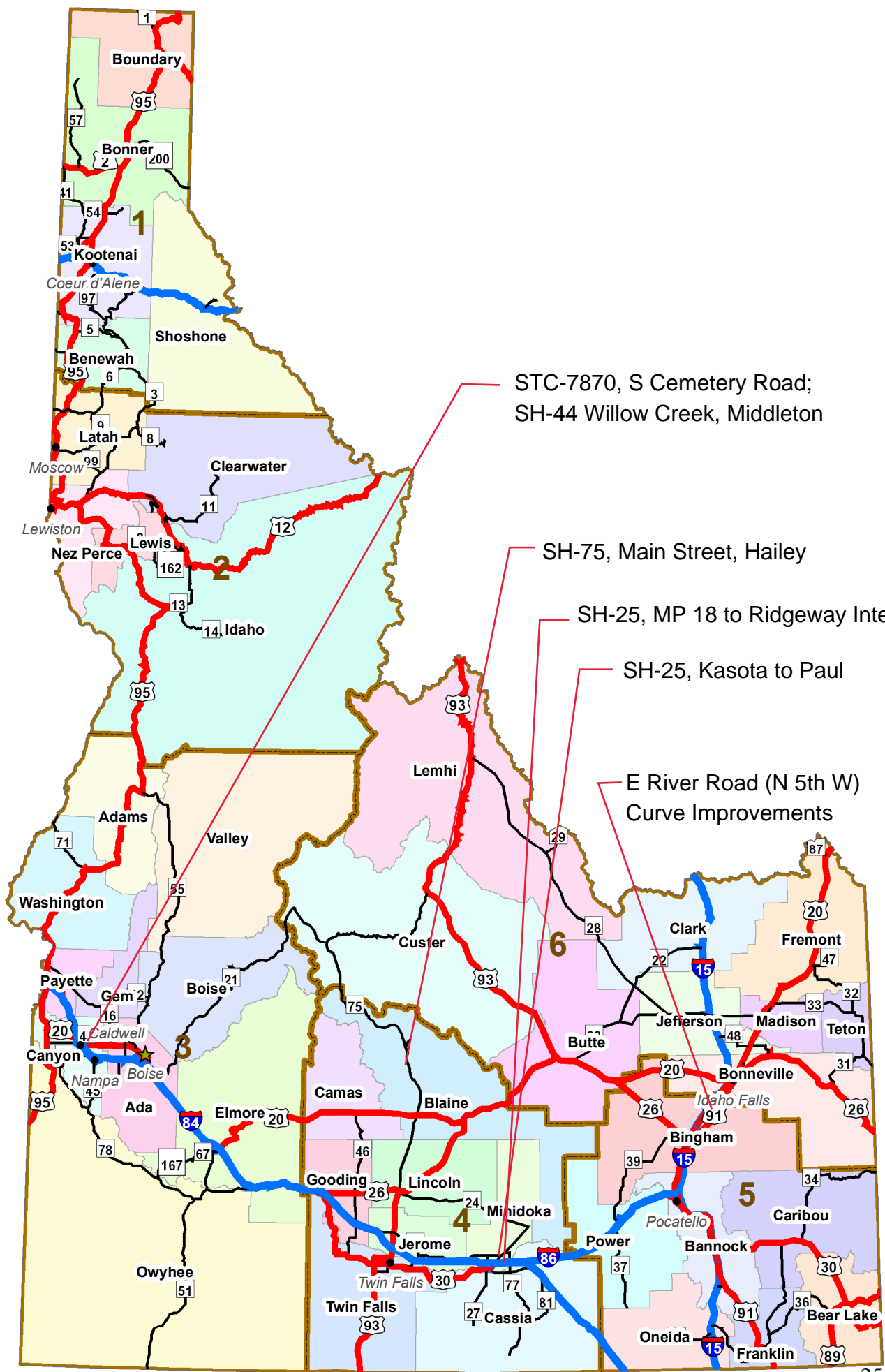
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

FFY21 State Infrastructure Project Bid Results: YTD Summary By Project Count

11 Projects YTD through November 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	20066	SH-25	11/17/2020	4	\$2,517,220.25	\$2,139,755.90	(-\$377,464.35)
SH-25, Kasota to Paul							85%
Contractor: Kloeppfer Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20217	SH-25	11/17/2020	3	\$5,776,394.84	\$3,990,400.00	(-\$1,785,994.84)
SH-25, MP 18 to Ridgeway Interchange							69%
Contractor: Western Construction Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(6)	20516	OFF SYS	11/17/2020	4	\$598,845.06	\$353,703.55	(-\$245,141.51)
E River Road (N 5th W) Curve Improvements							59%
Contractor: Sunroc Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	19998	SH-75	11/24/2020	3	\$3,337,984.00	\$3,425,000.00	\$87,016.00
SH-75, Main Street, Hailey							103%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(3)	12048	OFF SYS	11/24/2020	5	\$3,244,137.55	\$2,697,885.32	(-\$546,252.23)
STC-7807, S Cemetery Road; SH-44 to Willow Creek, Middleton							83%
Contractor: Concrete Placing Company Inc					Federal		

Monthly Contract Advertisement As of 11-30-2020

District	Key No.	Route	Bid Opening Date
3	21852	US-95	12/1/2020
US-95, I-84 to Gateway Junction \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	19870/20193	US-95	12/1/2020
US-95, Westlake Road to CulDeSac \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	20236	US-93	12/1/2020
US-93, Shoshone to Marley Road \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	20156	SH-19	12/1/2020
SH-19, Downtown Homedale Reconstruction \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
6	20454	US-20/I-15	12/8/2020
US-20/I-15 Interim Ramp Modification, Idaho Falls \$1,000,000 to \$2,500,000			State

District	Key No.	Route	Bid Opening Date
2	19725	SH-3	12/15/2020
SH-3, Middle Fork Potlatch Creek Bridge \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(4)	19114	OFF SYS	12/15/2020
SMA-8072, North Road Phase 3, Jerome Highway District \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	21993	I-90	12/15/2020
I-90, Sherman Avenue & Lakeside Avenue, Coeur d'Alene \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(3)	20430	OFF SYS	12/15/2020
STC-7821, Intersection N. Middleton Road & Cornell Street, Middleton \$250,000 to \$500,000			Federal



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

Meeting Date December 17, 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 Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number N/A	District N/A	Route Number N/A
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Background Information

For all of ITD:

Consultant Services processed twenty-eight (28) new professional services agreements and work tasks totaling **\$5,050,071** and seven (7) supplemental agreements to existing professional services agreements totaling **\$170,891** from October 28, 2020 through November 22, 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									
Environmental	1	2							3
Surveying		1		2	1				4
Construction		2	1	1					4
Public Involvement			1						1
Materials				3	1	1			5
Design				2	2				4
Bridge		2					2		4
Special Expertise									0
Local Public Agency Projects			1	1		1			3
Total	1	7	3	9	4	2	2		28



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-five (25) new professional services agreements and work tasks were processed during this period totaling **\$4,764,470**. Zero (0) supplemental agreements totaling **\$0** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, McArthur Lake, Boundary County	Resources not available: Environmental	Archaeological Data Recovery, Phase 1; Data Recovery Plan	RFI from Term Agreement	Archaeological and Historical Services	\$18,829

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Whitebird Creek Bridge Repairs, Idaho County	Resources not available: Bridge	Bridge Design	Direct from Term Agreement	HDR Engineering	\$55,490
FY24b D2 Bridge Repair	Resources not available: Bridge	Bridge Design Services	Direct from Term Agreement	HDR Engineering	\$99,944
US 95, Mile Post 188, Rock Slide Mitigation, Near Riggins	Resources not available: Construction	Blasting Services for Rock Slide Mitigation, Part 2	RFI from Term Agreement	McMillen Jacobs Associates	Prev: \$299,161 This: \$221,775 Total: \$520,936 Board Approved to Ratify Term Agreement Limit up to \$521K during November 2020 Meeting
US 95, Mile Post 188, Rock Slide Mitigation, Near Riggins	Resources not available: Surveying	Additional Slope Stability Monitoring, Topography & Right-of-Way Surveys	Direct from Term Agreement	David Evans and Associates	Prev: \$86,486 This: \$95,003 Total: \$181,489



Board Agenda Item

ITD 2210 (Rev. 10-13)

US 95, Mile Post 188, Rock Slide Mitigation, Near Riggins	Resources not available: Construction	Construction Engineering, Inspection & Testing Services	Direct from Term Agreement	HDR Engineering	Prev: \$99,836 This: \$124,145 Total: \$223,981
FY24b D2 Bridge Repair	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting	\$39,452
US 95, Whitebird Creek Bridge Repairs, Idaho County	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting	\$31,695

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 21, South Fork Payette Bridge at Lowman, Boise County	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	J-U-B Engineers	\$30,129
SH 51, South Side Canal Culvert, Owyhee County	Resources not available: Construction	Construction Engineering, Inspection, & Materials Testing Services	Direct from Term Agreement	HMH, LLC	\$28,296

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 27, Main Street to Overland Bridge; I 84, FY25 SH 81 to I 84, City of Burley	Resources not available: Materials	Geotechnical Services for Design	Direct from Term Agreement	Strata	\$98,520
SH 25, North Canal Bridge, City of Jerome	Resources not available: Construction	Construction Inspection & Testing Services	Direct from Term Agreement	Horrocks Engineers	\$68,673



Board Agenda Item

ITD 2210 (Rev. 10-13)

I 84, FY25 SH 81 to I 84, City of Burley	Resources not available: Surveying	Surveying & Mapping Services	Direct from Term Agreement	Forsgren Associates	\$99,918
US 93, Marley Road to Jim Bryne Slough, Lincoln County	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Civil Science	\$9,413
FY19 D4 Materials Reconnaissance	Resources not available: Materials	Geotechnical/ Materials Data Report	Direct from Term Agreement	Strata	\$63,126
FY17 D4 Material Sources	Resources not available: Materials	Perform R-Value Testing	Direct from Term Agreement	American Geotechnics	\$40,000
SH 46, City of Gooding	Resources not available: Design	OpenRoads Designer (ORD) Training	RFI from Term Agreement	Forsgren Associates	Prev: \$80,639 This: \$83,725 Total: \$164,364
SH 75, Elkhorn Road to River Street, City of Ketchum	Resources not available: Design	Preliminary Design Services	Individual Project Solicitation	Parametrix	Prev: \$1,178,915 This: \$1,815,108 Total: \$2,994,023 Board Approved \$3.2M during November 2020 Meeting

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY20 D5 Monument Preservation	Resources not available: Surveying	FY20 D5 & D6 Survey Monument Preservation	Individual Project Solicitation	David Evans and Associates	\$811,472
I 15, Rapid Creek Bridge, Bannock County	Resources not available: Design	Bridge Design, Phase 1; Preliminary Design	RFI from Term Agreement	Forsgren Associates	\$300,150
US 30, Nounan Road to Bennington, Bear Lake County	Resources not available: Design	Roadway Design Services	RFI from Term Agreement	Keller Associates	\$405,688
FY21 D5 Planning & Scoping	Resources not available: Materials	Pavement Preservation Package Update	Direct from Term Agreement	J-U-B Engineers	\$65,198



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 26, Slope Monitors Mile Post 373 to 402	Resources not available: Materials	Continue to Monitor, Maintain & Host Data for Geotechnical Slope Monitoring Sites	RFI from Term Agreement	Landslide Technology	\$27,969

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY20 Local/Off System Bridge Inspection	Resources not available: Bridge	Perform Bridge Load Rating	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$31,102
FY21 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	Direct from Term Agreement	Vander Boegh Engineering, PLLC	\$99,650

Supplemental Agreements to Existing ITD Professional Service Agreements

None this month.



Board Agenda Item

ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Three (3) new professional services agreements totaling **\$285,601** were processed during this period. Seven (7) supplemental agreements totaling **\$170,891** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Indian Creek Path Extension; Taffy to Peppermint, City of Nampa	City of Nampa	Construction Engineering & Inspection Services	Direct from Term Agreement	T-O Engineers	\$43,992
West Glendale Road & Canal Bridge, Blaine County	Blaine County	Engineer of Record Services	Direct from Term Agreement	Keller Associates	\$29,625
Great Western Canal Bridge, Bonneville County	Bonneville County	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Keller Associates	\$211,984

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	Little Bear Creek Bridge, Latah County	HDR Engineering	4/2020, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering & Inspection Services	Prev: \$226,714 This: \$58,900 Total: \$285,614
2	Winchester Road, Evergreen Highway District	H.W. Lochner	6/2020, Construction Engineering & Inspection Services	Additional Testing Services	Prev: \$268,574 This: \$39,788 Total: \$308,362
2	Snake River Avenue DeMolay Trail, City of Lewiston	Horrocks Engineers	7/2020, Pathway Design Services	Geotechnical Investigation & Completion of Design Walls	Prev: \$48,652 This: \$5,000 Total: \$53,652
3	North 10 th Avenue Intelligent Transportation System (ITS) & Overlay, City of Caldwell	Six Mile Engineering	9/2019, Roadway Design & Intelligent Transportation System (ITS) Services through PS&E	Additional Design for Curbs & Storm Drain System	Prev: \$204,529 This: \$6,565 Total: \$211,094



Board Agenda Item

ITD 2210 (Rev. 10-13)

5	Dingle East Shore; Beach to Cemetery, Bear Lake County	Keller Associates	2/2019, Roadway Design through PS&E	Extend Environmental Study Area to Include Extended Termini per FHWA Requirements	Prev: \$337,637 This: \$37,406 Total: \$375,043
5	South Fisher Avenue, East Walker Street to Bridge Street, City of Blackfoot	Harper-Leavitt Engineering	6/2019, Roadway Design through PS&E	Environmental Re-Evaluation	Prev: \$255,189 This: \$6,565 Total: \$261,754
6	Garden Circle Road to Challis City Limits, Custer County	J-U-B Engineers	12/2016, Roadway Design through PS&E	Staking of Parcels, Title Report, Legal Descriptions & Updating Survey	Prev: \$477,218 This: \$16,667 Total: \$493,885

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Justin Pond	Presenter's Title Right of Way Program Manager	Initials JP	Reviewed By LSS
Preparer's Name Michele Johnson	Preparer's Title Right of Way Agent	Initials MJ	

Subject

Annual Outdoor Advertising Report		
Key Number	District State-wide	Route Number

Background Information

2020 Annual report on Outdoor Advertising activities is attached.

The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the State of Idaho. The controlling of these signs consists of the following primary functions:

- Maintaining an inventory of all outdoor advertising signs along the highway systems, including the State's NHS routes.
- Issuing permits and identification tags for signs erected prior to the effective date of the state's outdoor advertising control agreement and for signs legally erected.
- Removing, or causing to be removed, any signs not legally erected or maintained.

The responsibility for the administration of the Scenic Enhancement and Outdoor Advertising program is under the authority of the Right-of-Way Section.

Recommendations

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Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



DATE: December 1, 2020

Program Number(s)

TO: ITD Transportation Board

Key Number(s)

FROM: Justin Pond, Right of Way Manager

Program ID, County, Etc.State-wide

RE: Annual Outdoor Advertising Summary Report

The following provides information for the Annual Outdoor Advertising Report for 2020. Notable items include:

1. There were 0 appeals of denied sign applications during 2020.
2. There were 11 new Outdoor Advertising sign applications processed in 2020. 10 were approved and 1 was denied. This is a decrease in denials from two denied permits in 2019.
3. There remain illegal Outdoor Advertising signs throughout the state which need to be addressed. Recommended action: Sign inventory be updated throughout Idaho.

OUTDOOR ADVERTISING SIGN STATUS REPORT

TIME PERIOD - OCTOBER 1, 2019 THROUGH SEPTEMBER 30, 2020

	NEW	ILLEGAL	ILLEGAL	CONDEM-	BEING			
APPEALS	PERMITS	REMOVED	REMAINING	NATIONS	PURCHASED	REMOVED	REMAINING	ALL SIGNS
OUTDOOR ADVERTISING SIGNS				NON-CONFORMING SIGNS				DISTRICT TOTALS

DISTRICT 1	0	2	0	6	0	0	0	45	53
DISTRICT 2	0	1	0	4	0	0	0	21	26
DISTRICT 3	0	2	0	0	0	0	0	68	70
DISTRICT 4	0	5	0	2	0	0	0	33	40
DISTRICT 5	0	1	0	6	0	0	0	17	24
DISTRICT 6	0	0	0	0	0	0	0	34	253
TOTALS	0	11	0	18	0	0	0	218	466



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Scott Luekenga	Presenter's Title Freight Program Manager	Initials	Reviewed By LSS
Preparer's Name Ken Kanownik, AICP	Preparer's Title Planning Services Manager	Initials	

Subject

2020 Freight Annual Update		
Key Number	District	Route Number

Background Information

In March 2020, ITD hired Ret. Col. Scott Luekenga to replace Jeff Marker as the department's Freight Program Manager. Mr. Luekenga has brought over 30 years' experience in freight logistics in defense and his own Idaho roots in freight to the position for a seamless transition into the role. Since joining ITD, Mr. Luekenga has eliminated a 129k Route Application backlog, and continues to improve the process for 129k Route Applications.

Due to the previous Freight Program Manager vacancy and committee membership, the Freight Advisory Committee has not met since December 2018.

ITD Staff is working on updating Board Policy 4048 Freight Advisory Committee and Administrative Policy 5048. Updates reflect adjustments to FAC membership in order to:

- make the FAC better suited to represent individual District's freight stakeholders;
- stream line operational procedures for determining freight related actions;
- including of an annual work plan requirement and;
- establishing membership terms of service.

Staff would also note the recent completion of two freight related projects on major routes in Idaho:

- KN 20106 I-84 Hammet Hill Passing Lane – This project constructed a passing lane on Westbound I-84 near Hammet, ID removing a freight bottleneck through this capacity enhancement.
- KN 19883 US-95 North Corridor Access Improvements – This project improved safety and the reliability of freight on US-95 in Kootenai County by reducing conflict points, closing sections of median and improving signal spacing.

Recommendations

None

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 9 Nov 2020
 % of Time
 Remaining: 66.67

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 10/31/2020
 (all amounts in '000)

Fiscal Year: 2021

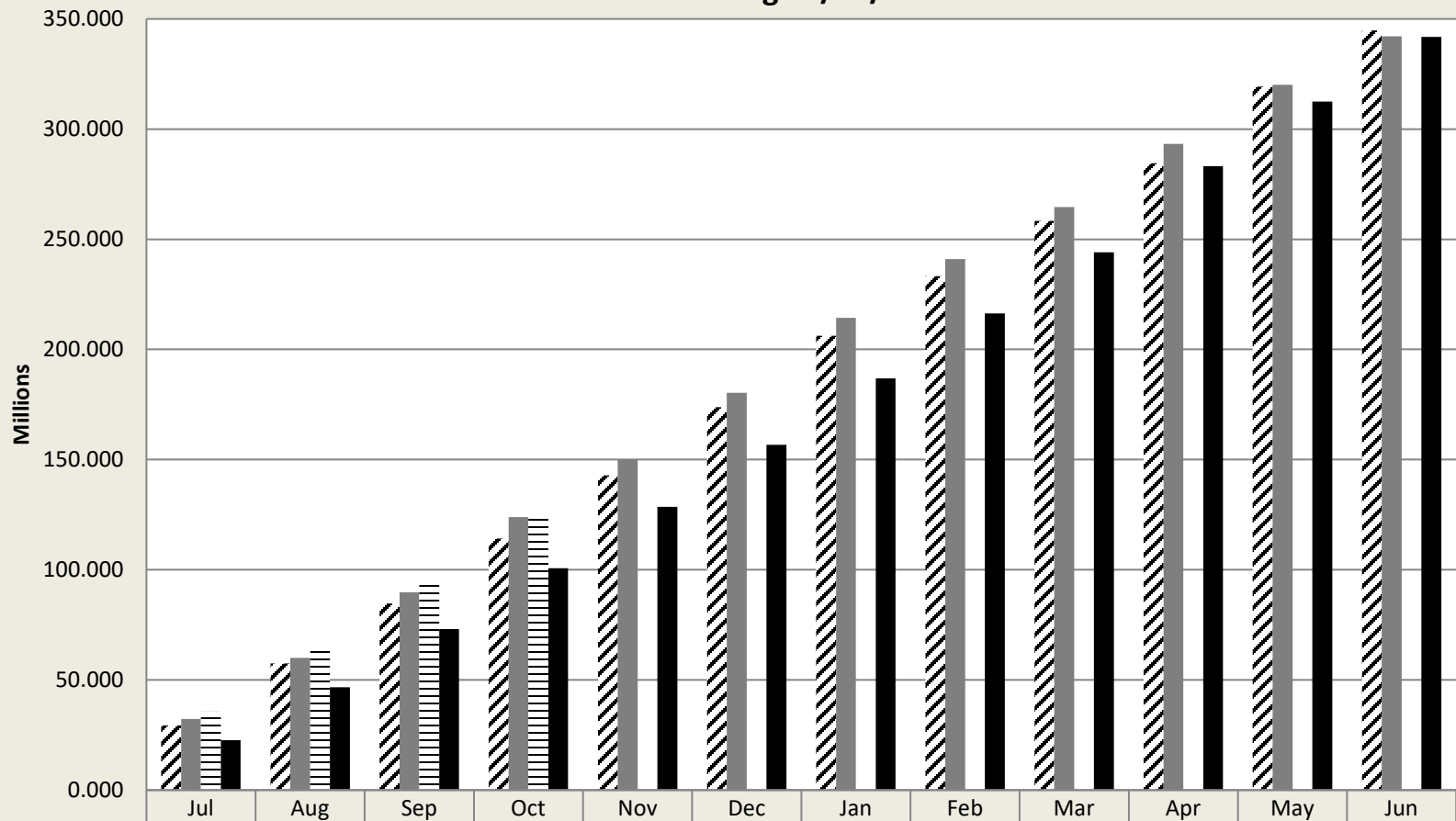
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
State Highway Account					
Federal Reimbursements	146,998	143,344	131,796	-2.5%	8.8%
State (Inc. H.D.A.)	123,908	123,596	100,685	-0.3%	22.8%
Local	11,934	2,692	7,400	-77.4%	-63.6%
Total State Highway Account:	282,840	269,632	239,882	-4.7%	12.4%
State Aeronautics Fund					
Federal Reimbursements	76	333	100	339.3%	233.4%
State	1,301	888	1,026	-31.8%	-13.5%
Total State Aeronautics Fund:	1,377	1,220	1,126	-11.4%	8.4%
Total Fund Received:	284,217	270,852	241,008	-4.7%	12.4%
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	226,063	192,232	222,513	-15.0%	-13.6%
Operations Expenses					
Highways	69,464	71,889	76,912	3.5%	-6.5%
DMV	15,657	15,137	15,882	-3.3%	-4.7%
Administration	11,115	9,936	10,014	-10.6%	-0.8%
Facilities	1,993	1,468	723	-26.3%	103.0%
Aeronautics	1,310	1,267	1,565	-3.3%	-19.1%
Total Operations Expenses:	99,537	99,697	105,096	0.2%	-5.1%
Transfers					
Debt Service	0	109	0	0.0%	0.0%
Total Transfers:	0	109	0	0.0%	0.0%
Total Disbursements:	325,600	292,038	327,610	-10.3%	-10.9%
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Expenditures by Type					
Personnel	37,849	42,689	44,937	12.8%	-5.0%
Operating	42,330	39,893	47,662	-5.8%	-16.3%
Capital Outlay	13,889	12,143	4,667	-12.6%	160.2%
Sub-Grantee	5,469	4,972	7,830	-9.1%	-36.5%
Totals Operations Expenses:	99,537	99,697	105,096	0.2%	-5.1%
Contract Construction	226,063	192,232	222,513	-15.0%	-13.6%
Totals (excluding Transfers):	325,600	291,929	327,610	-10.3%	-10.9%

State Highway Fund 0260

Fiscal Year 2021

State Revenue Source Forecast vs Actual

October - For Period Ending 10/31/2020



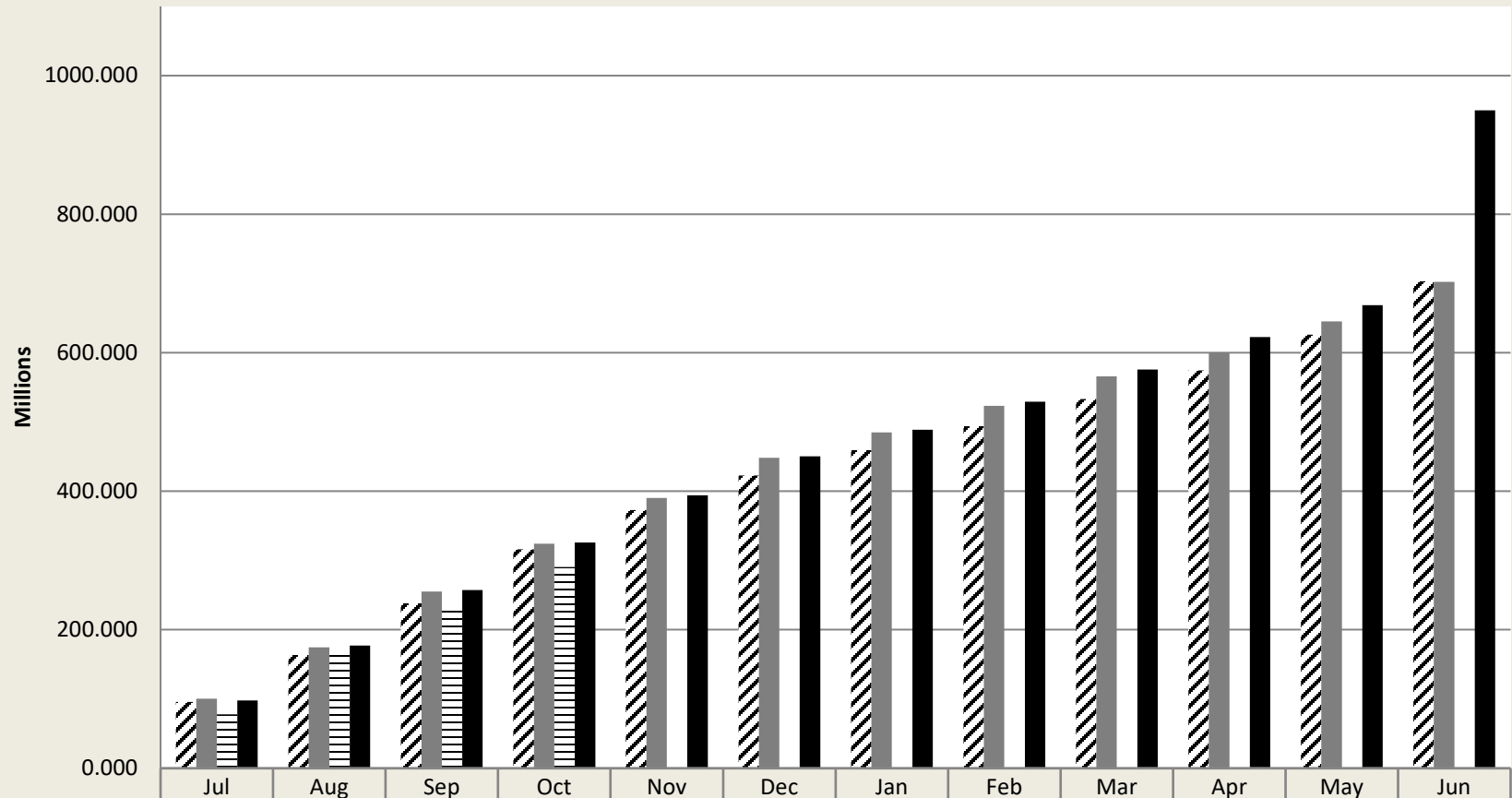
▨ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
= FY21 Current	35.679	64.171	94.151	123.596								
■ FY21 Forecast	22.639	46.708	73.139	100.685	128.562	156.683	186.834	216.393	244.041	283.154	312.470	341.823

State Highway Fund 0260

Fiscal Year 2021

Expenditures

October - For Period Ending 10/31/2020



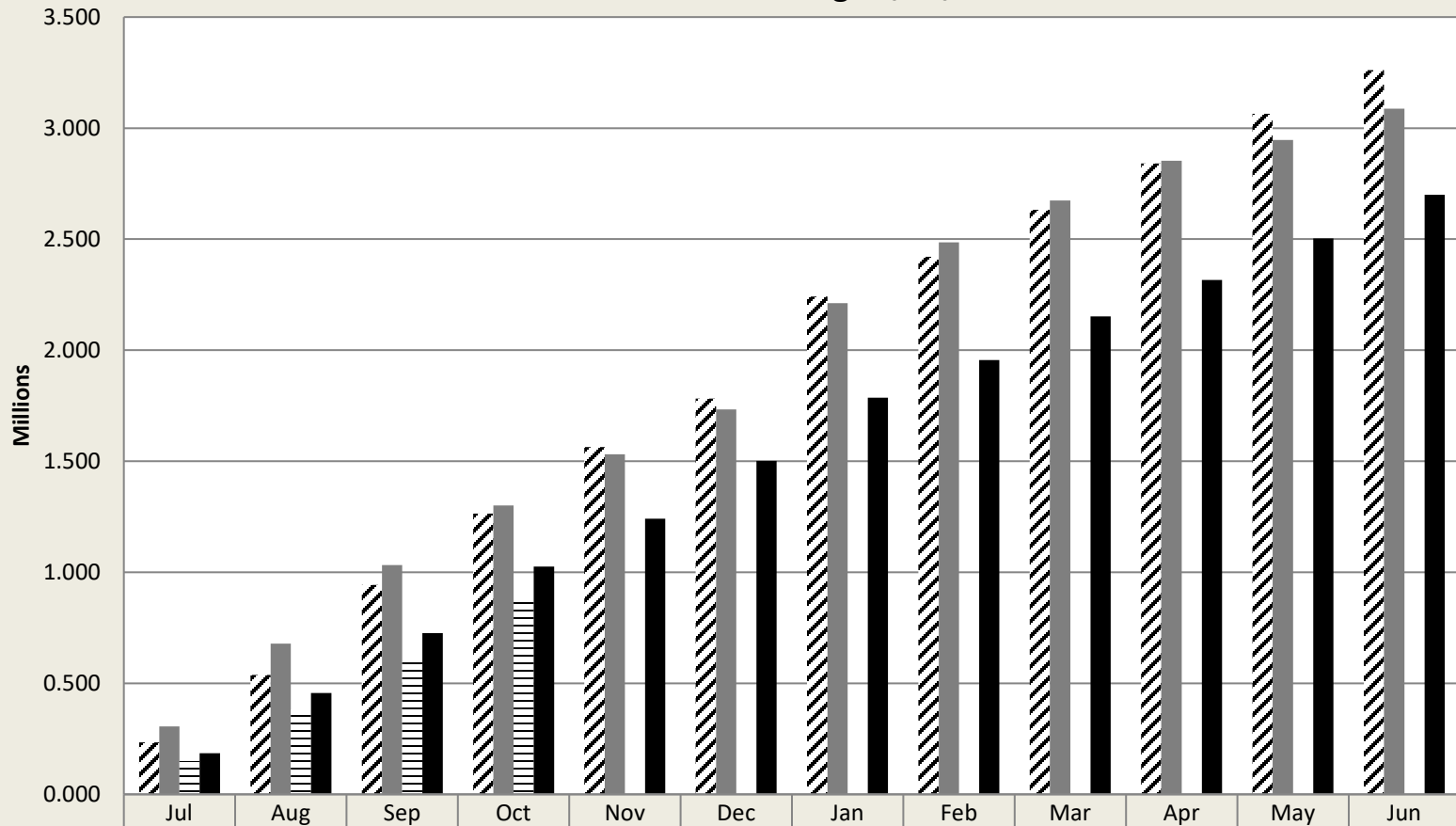
✓ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
= FY21 Current	78.041	169.582	229.279	290.676								
■ FY21 Forecast	97.930	176.990	257.415	326.044	394.086	450.190	488.772	529.255	575.513	622.565	668.439	949.660

Aeronautics Fund 0221

Fiscal Year 2021

State and Interagency Revenue Sources Forecast vs Actual

October - For Period Ending 10/31/2020



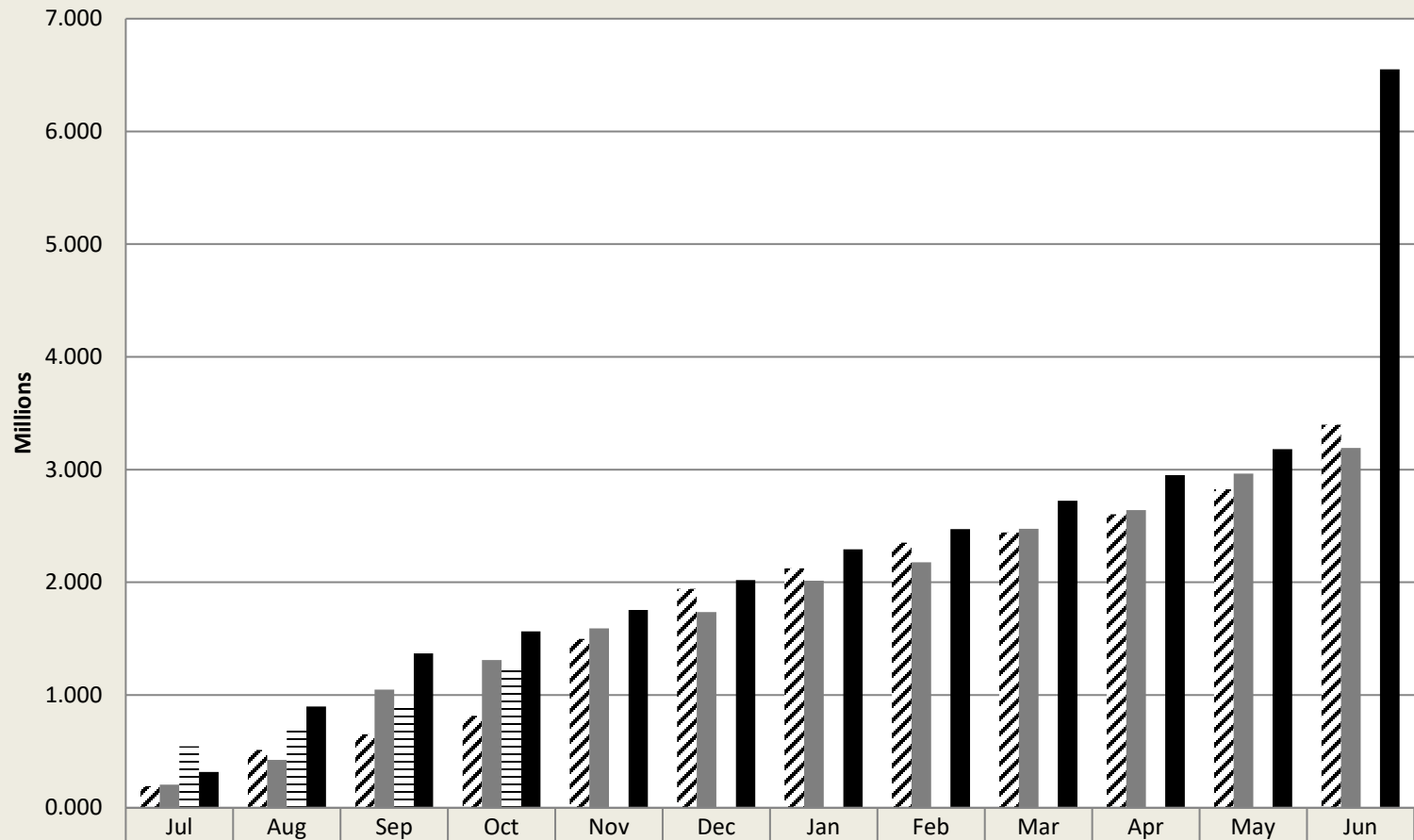
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▬ FY21 Current	0.149	0.382	0.596	0.888								
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	2.700

Aeronautics Fund 0221

Fiscal Year 2021

Expenditures

October - For Period Ending 10/31/2020



▨ 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 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
□ FY21 Current	0.546	0.729	0.906	1.253								
■ FY21 Forecast	0.319	0.899	1.369	1.565	1.756	2.021	2.294	2.473	2.722	2.952	3.181	6.551

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 09 Nov 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Sep-20	Oct-20	Sep-20	Oct-20	Sep-20	Oct-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,367,356	2,360,478	76,138,552	79,150,280	35,564,788	30,681,043
Investments (Long Term: STO - Diversified Bond Fund)	864,346	865,657	110,831,491	111,001,588	0	0
Total Cash & Investments	3,231,702	3,226,134	186,975,888	190,157,714	35,564,788	30,681,043
Receivables - Other	1,592	1,627	1,189,126	1,196,727	0	0
- Due From Locals (Project Overruns)	50,985	21,541	1,018,641	1,264,583	0	0
- Inter Agency	33,336	32,350	1,050	1,050	0	0
Total Receivables	85,913	55,518	2,208,816	2,462,359	0	0
Inventory on Hand	0	0	19,256,061	21,031,058	0	0
Total Assets:	3,317,615	3,281,652	208,440,766	213,651,131	35,564,788	30,681,043
LIABILITIES						
Vouchers Payable	0	0	1,762	1,762	0	0
Sales Tax Payable	0	0	9,336	16,593	0	0
Deferred Revenue (Local Projects Match)	0	0	22,940,430	22,152,246	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	252,326	254,837	0	0
Total Liabilities:	0	0	23,219,872	22,441,456	0	0
FUND BALANCE						
Reserve for Encumbrance	338,513	233,955	48,846,351	41,639,335	0	0
Fund Balance	2,979,102	3,047,697	136,374,543	149,570,339	35,564,788	30,681,043
Total Fund Balance:	3,317,615	3,281,652	185,220,894	191,209,675	35,564,788	30,681,043
Total Liabilities and Fund Balance	3,317,615	3,281,652	208,440,766	213,651,131	35,564,788	30,681,043

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 09 Nov 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Sep-20	Oct-20	Sep-20	Oct-20	Sep-20	Oct-20	Sep-20	Oct-20
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	11,193,943	7,805,803	52	52	11,193,996	7,805,855	(90,209)	(347,942)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	11,193,943	7,805,803	52	52	11,193,996	7,805,855	(90,209)	(347,942)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	11,193,943	7,805,803	52	52	11,193,996	7,805,855	(90,209)	(347,942)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	-4,800	4,800
Fund Balance	11,193,943	7,805,803	52	52	11,193,996	7,805,855	0	0
Total Fund Balance:	11,193,943	7,805,803	52	52	11,103,787	7,805,855	(90,209)	(347,942)
Total Liabilities and Fund Balance	11,193,943	7,805,803	52	52	11,103,787	7,805,855	(90,209)	(347,942)

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 09 Nov 2020
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 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	115,341,800	126,980,565	37,866,751	0	11,638,765	10.09 %	375,381,680	248,401,115	66.17 %
FHWA - Indirect Cost	11,804,300	10,544,590	2,963,558	0	(1,259,710)	-10.67%	25,000,000	14,455,410	57.82 %
Federal Transit Authority	3,400,000	4,275,771	491,959	0	875,771	25.76 %	14,759,600	10,483,829	71.03 %
NHTSA - Highway Safety	850,000	1,273,440	985,725	0	423,440	49.82 %	6,142,800	4,869,360	79.27 %
Other Federal Aid	400,000	270,038	198,773	0	(129,962)	-32.49%	11,621,300	11,351,262	97.68 %
Total Federal Sources:	131,796,100	143,344,404	42,506,766	0	11,548,304	8.76 %	432,905,380	289,560,976	66.89 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,554,100	10,554,100	100.00 %
Miscellaneous Revenues	10,462,860	11,474,252	2,867,380	0	1,011,392	9.67 %	30,313,162	18,838,910	62.15 %
Total State Sources:	10,462,860	11,474,252	2,867,380	0	1,011,392	9.67 %	40,867,262	29,393,010	71.92 %
Local Sources									
Match For Local Projects	7,400,000	2,684,394	827,616	0	(4,715,606)	-63.72%	19,238,100	16,553,706	86.05 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	7,400,000	2,691,894	827,616	0	(4,708,106)	-63.62%	19,238,100	16,546,206	86.01 %
TOTAL REVENUES:	149,658,960	157,510,551	46,201,762	0	7,851,590	5.25 %	493,010,742	335,500,192	68.05 %
TRANSFERS-IN									
Highway Distribution Account	60,508,500	78,650,519	18,782,880	0	18,142,019	29.98 %	215,599,000	136,948,481	63.52 %
Fuel/Registration Direct	24,765,181	26,419,519	6,132,712	0	1,654,338	6.68 %	67,657,200	41,237,681	60.95 %
Ethanol Fuels Tax	4,948,900	7,051,437	1,661,953	0	2,102,537	42.48 %	17,700,000	10,648,563	60.16 %
TOTAL TRANSFERS-IN:	90,222,581	112,121,475	26,577,544	0	21,898,894	24.27 %	300,956,200	188,834,725	62.74 %
TOTAL REV AND TRANSFERS-IN:	239,881,541	269,632,026	72,779,306	0	29,750,484	12.40 %	793,966,942	524,334,917	66.04 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 09 Nov 2020
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 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	30,656,822	29,166,126	9,846,492	0	1,490,696	4.86 %	88,102,566	58,936,440	66.90 %
Board, Hourly, OT, Shift Diff	152,560	246,162	82,214	0	(93,602)	-61.35%	1,272,723	1,026,561	80.66 %
Fringe Benefits	13,670,042	12,853,146	3,745,359	0	816,896	5.98 %	40,003,711	27,150,565	67.87 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,246,400	2,246,400	100.00 %
In State Travel Expense	580,400	249,673	65,706	0	330,727	56.98 %	1,780,821	1,531,148	85.98 %
Out of State Travel Expense	189,078	2,165	0	0	186,913	98.85 %	467,098	464,933	99.54 %
Technology Operating Expense	14,796,947	5,053,336	1,707,646	7,503,037	2,240,573	15.14 %	27,020,181	14,463,807	53.53 %
Operating Expense	31,569,628	18,588,082	3,848,694	7,992,111	4,989,436	15.80 %	70,392,775	43,812,582	62.24 %
Technology Equipment Expense	1,009,000	334,347	303,526	118,193	556,459	55.15 %	2,611,400	2,158,859	82.67 %
Capital Equipment Expense	3,116,200	3,597,266	3,430,143	6,915,606	(7,396,671)	-237.36%	27,097,700	16,584,829	61.20 %
Capital Facilities Expense	510,000	397,632	87,564	734,483	(622,115)	-121.98%	6,009,807	4,877,693	81.16 %
Trustee & Benefit Payments	7,280,303	4,692,408	829,420	0	2,587,895	35.55 %	21,321,900	16,629,492	77.99 %
Total Operations Expense:	103,530,980	75,180,342	23,946,765	23,263,430	5,087,207	4.91 %	288,327,082	189,883,309	65.86 %
Contract Construction									
Technology Operating Expense	0	251,495	40,238	344,230	(595,725)	0.00 %	0	(595,725)	0.00 %
Operating Expense	1,998,000	907,860	224,298	453,260	636,880	31.88 %	10,600,000	9,238,880	87.16 %
Capital Projects	220,227,339	189,023,411	41,228,362	954,405	30,249,523	13.74 %	641,141,164	451,163,348	70.37 %
Trustee & Benefit Payments	288,000	297,784	122,958	0	(9,784)	-3.40%	9,591,300	9,293,516	96.90 %
Total Contract Construction:	222,513,339	190,480,550	41,615,856	1,751,895	30,280,894	13.61 %	661,332,464	469,100,019	70.93 %
TOTAL EXPENDITURES:	326,044,319	265,660,892	65,562,621	25,015,325	35,368,101	10.85 %	949,659,546	658,983,328	69.39 %
TRANSFERS OUT									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	0	0	0	0	0	0.00 %	57,646,439	57,646,439	100.00 %
TOTAL TRANSFERS OUT:	0	108,900	0	0	(108,900)	0.00 %	57,646,439	57,537,539	99.81 %
TOTAL EXPD AND TRANSFERS OUT:	326,044,319	265,769,792	65,562,621	25,015,325	35,259,201	10.81 %	1,007,305,985	716,520,867	71.13 %
Net for Fiscal Year 2021:	(86,162,778)	3,862,234	7,216,685		65,009,685		(213,339,043)	(192,185,950)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

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: 2021										
Budget Fiscal Year: 2021										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	150,000	112,481	40,003	58,203	(20,684)	-13.79%	2,500,000	2,329,316	93.17 %
Operating Expenditures	Federal	1,840,000	1,046,655	224,519	739,288	54,057	2.94 %	8,000,000	6,214,057	77.68 %
Operating Expenditures	Local	8,000	219	13	0	7,781	97.27 %	100,000	99,781	99.78 %
Total Operating Expenditures		1,998,000	1,159,354	264,536	797,490	41,155	2.06 %	10,600,000	8,643,155	81.54 %
Capital Outlay										
Capital Outlay	Dedicated	75,164,097	53,172,584	8,749,419	123,157	21,868,356	29.09 %	228,094,683	174,798,942	76.63 %
Capital Outlay	Federal	127,063,241	119,751,925	29,437,452	831,248	6,480,069	5.10 %	361,320,980	240,737,808	66.63 %
Capital Outlay	FICR	11,900,000	12,785,742	2,480,917	0	(885,742)	-7.44%	33,000,000	20,214,258	61.26 %
Capital Outlay	Local	6,100,000	3,313,161	560,574	0	2,786,839	45.69 %	18,725,500	15,412,339	82.31 %
Total Capital Outlay		220,227,339	189,023,411	41,228,362	954,405	30,249,523	13.74 %	641,141,164	451,163,348	70.37 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	4,000	3,678	0	0	322	8.05 %	500,000	496,322	99.26 %
Trustee & Benefit Payments	Federal	276,000	294,106	122,958	0	(18,106)	-6.56%	8,991,300	8,697,194	96.73 %
Trustee & Benefit Payments	Local	8,000	0	0	0	8,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		288,000	297,784	122,958	0	(9,784)	-3.40%	9,591,300	9,293,516	96.90 %
Total Contract Construction:		222,513,339	190,480,550	41,615,856	1,751,895	30,280,894	13.61 %	661,332,464	469,100,019	70.93 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2021	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:	2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Miscellaneous Revenues		220,000	83,345	14,305	0	(136,655)	-62.12%	670,000	586,655	87.56 %
TOTAL REVENUES:		220,000	83,345	14,305	0	(136,655)	-62.12%	670,000	586,655	87.56 %
TRANSFERS-IN										
Cigarette Tax		0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax		5,750,000	6,961,699	1,758,244	0	1,211,699	21.07 %	18,612,996	11,651,297	62.60 %
TOTAL TRANSFERS-IN:		5,750,000	6,961,699	1,758,244	0	1,211,699	21.07 %	19,218,623	12,256,924	63.78 %
TOTAL REV AND TRANSFERS-IN:		5,970,000	7,045,045	1,772,548	0	1,075,044	18.01 %	19,888,623	12,843,579	64.58 %
EXPENDITURES										
Contract Construction - Capital Projects		16,000,000	18,487,915	6,656,294	0	(2,487,915)	-15.55%	67,900,346	49,412,430	72.77 %
TOTAL EXPENDITURES:		16,000,000	18,487,915	6,656,294	0	(2,487,915)	-15.55%	67,900,346	49,412,430	72.77 %
TOTAL EXPD AND TRANSFERS OUT:		16,000,000	18,487,915	6,656,294	0	(2,487,915)	-15.55%	67,900,346	49,412,430	72.77 %
Net for Fiscal Year 2021:		(10,030,000)	(11,442,871)	(4,883,745)		(1,412,871)		(48,011,723)	(36,568,851)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	88,651	208,431	4,834	0	119,780	135.11 %	259,000	50,569	19.52 %
TOTAL REVENUES:	88,651	208,431	4,834	0	119,780	135.11 %	259,000	50,569	19.52 %
TOTAL REV AND TRANSFERS-IN:	88,651	208,431	4,834	0	119,780	135.11 %	259,000	50,569	19.52 %
EXPENDITURES									
Contract Construction - Capital Projects	14,400,000	12,312,799	3,392,975	0	2,087,201	14.49 %	20,376,559	8,063,760	39.57 %
TOTAL EXPENDITURES:	14,400,000	12,312,799	3,392,975	0	2,087,201	14.49 %	20,376,559	8,063,760	39.57 %
TOTAL EXPD AND TRANSFERS OUT:	14,400,000	12,312,799	3,392,975	0	2,087,201	14.49 %	20,376,559	8,063,760	39.57 %
Net for Fiscal Year 2021:	(14,311,349)	(12,104,368)	(3,388,140)		2,206,981		(20,117,559)	(8,013,191)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	52	0	0	52	0.00 %	0	(52)	0.00 %
TOTAL REVENUES:	0	52	0	0	52	0.00 %	0	(52)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	52	0	0	52	0.00 %	0	(52)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPENDITURES:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
Net for Fiscal Year 2021:	(25,831)	(48,998)	0		(23,167)		(49,831)	(833)	

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 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

Fund: 0345 CARES Act Covid-19

	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: 2021									
Budget Fiscal Year: 2021									
REVENUES									
Federal Sources - Federal Transit Authority	0	3,819,386	664,959	0	3,819,386	0.00 %	0	(3,819,386)	0.00 %
TOTAL REVENUES:	0	3,819,386	664,959	0	3,819,386	0.00 %	0	(3,819,386)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	3,819,386	664,959	0	3,819,386	0.00 %	0	(3,819,386)	0.00 %
EXPENDITURES									
Operating Expenditures	1,495,964	147,456	12,361	4,800	1,343,708	89.82 %	4,951,395	4,799,139	96.92 %
Trustee & Benefit Payments	11,134,663	2,371,830	910,331	0	8,762,833	78.70 %	20,638,404	18,266,574	88.51 %
TOTAL EXPENDITURES:	12,630,627	2,519,286	922,692	4,800	10,106,541	80.02 %	25,589,799	23,065,713	90.14 %
TOTAL EXPD AND TRANSFERS OUT:	12,630,627	2,519,286	922,692	4,800	10,106,541	80.02 %	25,589,799	23,065,713	90.14 %
Net for Fiscal Year 2021:	(12,630,627)	1,300,100	(257,733)		13,925,927		(25,589,799)	(26,885,099)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

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: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	10,318,199	1,399,987	0	10,318,199	0.00 %	0	(10,318,199)	0.00 %
TOTAL REVENUES:	0	10,318,199	1,399,987	0	10,318,199	0.00 %	0	(10,318,199)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	10,318,199	1,399,987	0	10,318,199	0.00 %	0	(10,318,199)	0.00 %
EXPENDITURES									
Operating Expenditures	0	71,280	18,680	0	(71,280)	0.00 %	0	(71,280)	0.00 %
Capital Projects	0	12,841,379	2,329,139	0	(12,841,379)	0.00 %	0	(12,841,379)	0.00 %
TOTAL EXPENDITURES:	0	12,912,659	2,347,820	0	(12,912,659)	0.00 %	0	(12,912,659)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	12,912,659	2,347,820	0	(12,912,659)	0.00 %	0	(12,912,659)	0.00 %
Net for Fiscal Year 2021:	0	(2,594,460)	(947,833)		(2,594,460)		0	2,594,460	

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 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

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: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	17,600	1,516	0	17,600	0.00 %	0	(17,600)	0.00 %
TOTAL REVENUES:	0	17,600	1,516	0	17,600	0.00 %	0	(17,600)	0.00 %
TRANSFERS-IN									
Operating	0	4,700,000	324,669	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL TRANSFERS-IN:	0	4,700,000	324,669	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	4,717,600	326,185	0	4,717,600	0.00 %	0	(4,717,600)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	46,347,627	401,824	0	(46,347,627)	0.00 %	0	(46,347,627)	0.00 %
TOTAL EXPENDITURES:	0	46,347,627	401,824	0	(46,347,627)	0.00 %	0	(46,347,627)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	46,347,627	401,824	0	(46,347,627)	0.00 %	0	(46,347,627)	0.00 %
Net for Fiscal Year 2021:	0	(41,630,026)	(75,638)		(41,630,027)		0	41,630,027	

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 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2021	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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	99,800	332,749	123,244	0	232,949	233.42 %	668,500	335,751	50.22 %
State Sources - Miscellaneous	33,994	50,226	18,049	0	16,232	47.75 %	347,000	296,774	85.53 %
Interagency Sources -	109,500	110,721	49,572	0	1,221	1.12 %	252,500	141,779	56.15 %
TOTAL REVENUES:	243,294	493,695	190,865	0	250,402	102.92 %	1,268,000	774,304	61.06 %
TRANSFERS-IN									
Operating	882,826	726,577	224,272	0	(156,249)	-17.70%	2,100,000	1,373,423	65.40 %
TOTAL TRANSFERS-IN:	882,826	726,577	224,272	0	(156,249)	-17.70%	2,100,000	1,373,423	65.40 %
TOTAL REV AND TRANSFERS-IN:	1,126,120	1,220,272	415,138	0	94,153	8.36 %	3,368,000	2,147,727	63.77 %
EXPENDITURES									
Permanent Staff Salaries	293,462	262,157	87,847	0	31,305	10.67 %	847,578	585,421	69.07 %
Board, Hourly, OT, Shift Diff	37,000	43,813	10,566	0	(6,813)	-18.41%	64,100	20,287	31.65 %
Fringe Benefits	126,701	117,468	32,760	0	9,233	7.29 %	366,538	249,070	67.95 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	24,236	21,848	11,721	0	2,389	9.86 %	60,905	39,058	64.13 %
Out of State Travel Expense	5,679	244	244	0	5,435	95.70 %	12,034	11,790	97.97 %
Technology Operating Expense	17,526	8,226	2,140	912	8,388	47.86 %	48,235	39,097	81.06 %
Operating Expense	478,702	284,121	28,832	189,616	4,965	1.04 %	1,075,626	601,889	55.96 %
Technology Equipment Expense	0	5,170	5,170	0	(5,170)	0.00 %	6,000	830	13.83 %
Capital Equipment Expense	1,900	0	0	1,823	77	4.05 %	57,400	55,577	96.82 %
Capital Facilities Expense	30,000	37,686	8,951	500	(8,186)	-27.29%	92,324	54,138	58.64 %
Trustee & Benefit Payments	550,000	279,144	178,343	0	270,856	49.25 %	2,154,648	1,875,504	87.04 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
TOTAL EXPENDITURES:	1,565,206	1,059,877	366,575	192,852	312,479	19.96 %	6,551,472	5,298,745	80.88 %
TOTAL EXPD AND TRANSFERS OUT:	1,565,206	1,059,877	366,575	192,852	312,479	19.96 %	6,551,472	5,298,745	80.88 %
Net for Fiscal Year 2021:	(439,086)	160,396	48,562		406,632		(3,183,472)	(3,151,018)	57



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 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 November		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received obligation authority through December 11th via a continuing resolution signed on October 9, 2020. Obligation authority through December 11th (72/365^{ths}) is \$59.0 million which corresponds to \$58.9 million with match after a reduction for prorated indirect costs. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. This carryover of general funds is also included in the apportionments detailed below. As of this writing, neither an additional continuing resolution nor appropriation act has been passed. It is possible that this will happen, however, between the Board book's printing and the Board meeting.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Currently, obligation authority is 18.8% of apportionments.

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

Recommendations

For Information



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)

Exhibit One Actual Formula Funding for FY2021

Per FAST Flatlined at FY 2020 – Total Year	
Federal Aid Only	\$316,590
Including Match	\$342,741
Per Apportionments – Total Year	
Federal Aid Only	\$313,242
Including Match	\$339,117
Obligation Limits through 12/11/2020	
Federal Aid Only	\$59,014
Less prorated \$25M indirect costs w/Match	\$58,933

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2021 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through October 9, 2020.

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

Program	Allotted Program Funding through 12/11/2020	Program Funding Remaining as of 11/30/2020
All Other SHS Program	\$35,042	\$26,232
GARVEE Formula Debt Service*	\$10,500	(\$2,519)
State Planning and Research*	\$1,387	\$63
Metropolitan Planning*	\$372	\$3
Railroad Crossings	\$401	\$410
Transportation Alternatives (Urban/Rural)	\$700	\$270
Recreational Trails	\$313	\$313
STBG - Local Urban+	\$1,616	(\$2,363)
STBG - Transportation Mgt. Area	\$2,452	\$2,452
Transportation Alternatives (TMA)	\$88	\$88
STBG – Local Rural	\$2,688	\$43
Local Bridge+	\$997	\$1,672
Off System Bridge	\$748	(\$499)
Local Safety	\$1,630	(\$123)
Total (excluding indirect costs)	\$58,933	\$26,041

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2021 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 November 30th.
 5. Advanced construction conversions of \$151.2 million are outstanding for FY 2021.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020Consent Item ☐Information Item ☒Information
Amount of Presentation Time Needed Only

Presenter's Name	Presenter's Title	Initials	Reviewed By
Chase Croft	Business & Support Mgr	CC	LSS
Preparer's Name	Preparer's Title	Initials	
Chase Croft	Business & Support Mgr	CC	

Subject

Non-Construction Professional Service Contracts issued by Business & Support Management

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

Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 -'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.'

Business and Support Management section did not execute any professional service agreements in the previous month.

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Safe Routes Idaho Network Report, December 2020



ITD Funded SRTS Programs FY20/21

2 New programs FY21 Southeast Idaho Council of Governments (SICOG)

- **School Districts:**
 - ◊ Pocatello

Clearwater County Economic Development Council (CCEDC)

- **School Districts:**
 - ◊ Orofino

Ongoing Programs

Valley Regional Transit Safe Routes to School

- **School Districts:**
 - ◊ Boise
 - ◊ West Ada (Meridian, Eagle, Star)
 - ◊ Nampa
 - ◊ Caldwell
 - ◊ Vallivue
 - ◊ *Kuna (not all schools)

Bonneville MPO Safe Routes to School

- **School Districts:**
 - ◊ Idaho Falls
 - ◊ Bonneville (Idaho Falls, Ammon, Iona, Ucon)

Mountain Rides Safe Routes to School

- **School Districts:**
 - ◊ Blaine County (Ketchum, Hailey, Bellevue)

Moscow Safe Routes to School

- **School Districts:**
 - ◊ Moscow

Lake Pend Oreille School District Safe Routes to School

- **School Districts:**
 - ◊ LPOSD (Sandpoint, Ponderay, Kootenai, Dover, Hope)

Safe Routes Idaho by the numbers

SRTS serves

11% of Idaho school districts

52% of Idaho students

Staff and Schools

- ◆ 3 programs with full-time staff
- ◆ 5 programs with part-time staff
- ◆ 13 school districts in 2020-21.
- ◆ 248 individual elementary middle and high schools
- ◆ Approximately 148,000 students.
- ◆ Approximately 103,000 K-8 students

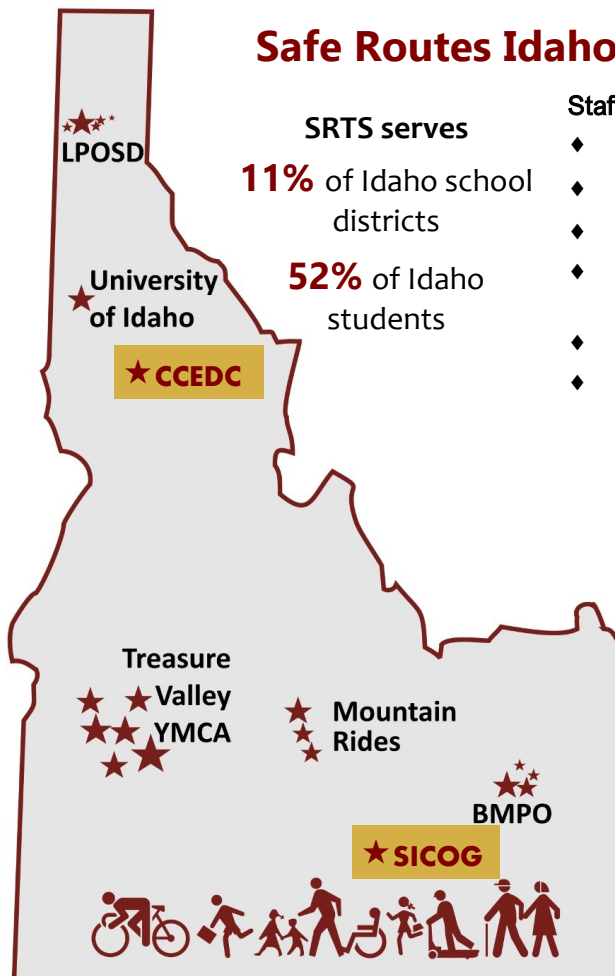
New Programs

SICOG

- Staff: 1
- School Districts: Pocatello; 12,505 students

CCEDC

- Staff 1/2
- School Districts: Orofino; 1,135 students



New this year

- Best Practices Guide for Pedestrian and Bicycle Safety
- Bike Rodeo Guide
- Safe Routes Idaho Curriculum Guide



In 2020 we scanned the programs to see which features they shared. This chart shows the results.

	Task force	Work w/School staff	Use volunteers	In-class curriculum	Walk To School Day	Bike To School Day	Bike Rodeos	Walking School Bus	Social Media	Route Maps	Storage Unit	Own Trailer	Own bikes/scooters
Mountain Rides, Wood River Valley													
Treasure Valley/Ada													
Treasure Valley/Canyon													
University of Idaho/Moscow													
LPOSD/Sandpoint													
BMPO/Idaho Falls													



Safe Routes Idaho Walk to School Day 2020

2020 was much different due to virtual school and the need to social distance and sanitize. In many cases there was no chance for a typical Walk to school Day...

... Let's do Walktober

Moscow

University of Idaho SRTS hosted WALKtober to encourage everyone to stay active. Each student in Moscow (approx. 1500) was reached with an in-class or distance learning message from their homeroom teacher with a brief explanation of the event and a sticker featuring their "One Less Car" slogan. The premise of this event was to swap car trips for human-powered methods of transportation wherever and whenever possible in October. Their "one less car" slogan empowered children to understand that every time they walk or bike, it has a positive impact on safety for all types of road users and the environment. Teachers were supplied with additional in-class or distance learning options to provide further education and encourage students to walk during the month.



District 91 and 93 – Idaho Falls, Ammon Iona, Ucon

Bonneville Metropolitan Planning Organization SRTS hosted a Walktober challenge with School District 91 and District 93. Thirteen schools participated. Students were encouraged to walk to school ten times, starting October 5 to October 23, with a chance to win a scooter.

... how about a Helmet/Light/Reflector giveaway

Boise, West Ada – Meridian, Eagle, Star, *Kuna - Nampa, Caldwell, Vallivue



Treasure Valley SRTS was at Desert Sage Elementary school for a helmet/light/reflector giveaway during the school lunch pick up. They fit helmets, gave safety tips, and connected with people during this fun event. This led to another event during school lunch pick up at Lake Hazel Middle School. They passed out over 200 helmets, reflectors, safety booklets, and light sets total. The best thing about both of these events is that it has led to two more weeks of bike rodeos at schools.

... a Family Activity

Lake Pend Oreille Schools – Sandpoint, Ponderay, Kootenai, Dover, Hope

Lake Pend Oreille School District SRTS, Walk to School Day was promoted as an individual/family activity. Physical Education teachers handed out reflective slap-and-arm bands for students to participate in walking activities. The 4 Ways Always – Pedestrian Safety video made by Walk'n Rollers was shown to the students.



... let's do a Photo shoot

Wood River - Ketchum, Hailey, Bellevue

Mountain Rides SRTS program focused on a mid-September Bike to School Day. Ambassadors dispersed across the valley to take photos at the different schools to showcase on their Facebook and Instagram pages. Over the summer, they co-hosted summer camps and afterschool programs with the Bellevue Public Library.



Safe Routes Idaho FY 20/21

Safe Routes to School



Transportation Alternatives



ITD continues to maximize the use of Transportation Alternatives Program (TAP) funding for both infrastructure and non-infrastructure (education and encouragement) assistance to local organizations

- Ensuring unused funds get reprogrammed into other Transportation Alternatives projects
- Developing outcome based workplans
- Building support for data collection



ISG – SRTS focused workplan



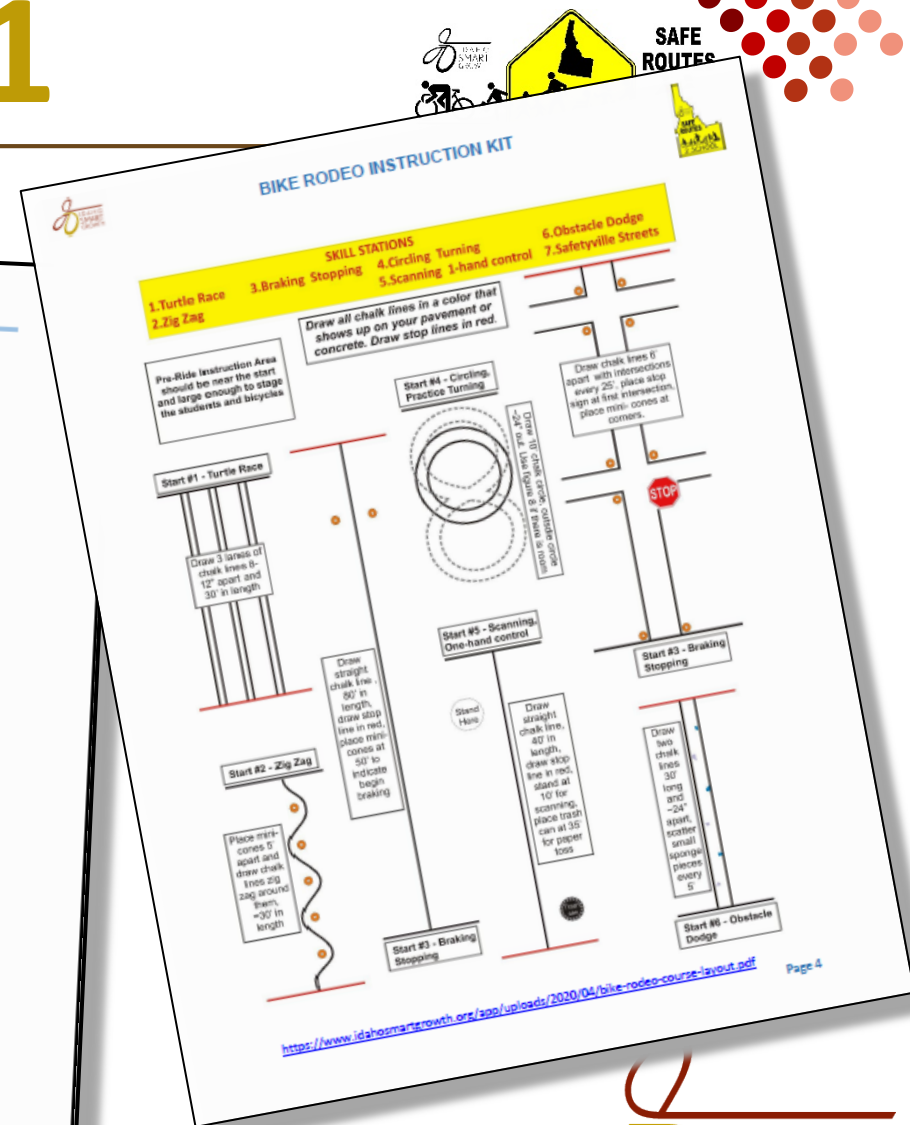
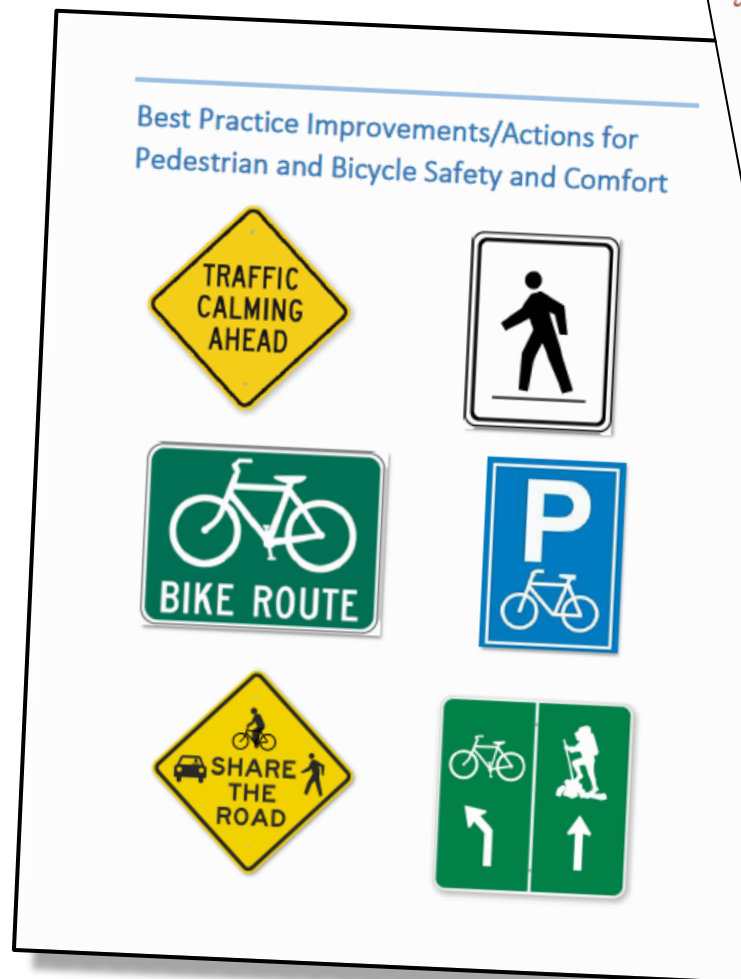
- Build Capacity of Local Programs
 - Support local Safe Routes to School (SRTS) Programs and Coordinators
- Encourage more and stronger local Safe Routes programs
 - Provide education, start-up assistance, and support events for interested schools and school districts
- Integrate with ITD goals
 - Strengthen ITD coordination of SRTS expenditures; minimize risk of project or program failure
- Provide Community Assistance/Assessment
 - Few grants open but continue to work with past recipients



ISG Activities FY20/21

- Develop Best Practice Improvements/Actions for Pedestrian and Bicycle Safety and Comfort
- Publish Bike rodeo Instruction Kit

<https://www.idahosmartgrowth.org/safe-routes-to-schools/>



Other – 20/21

- Created SRTS Welcome to School kit

ISG Assisted and consulted

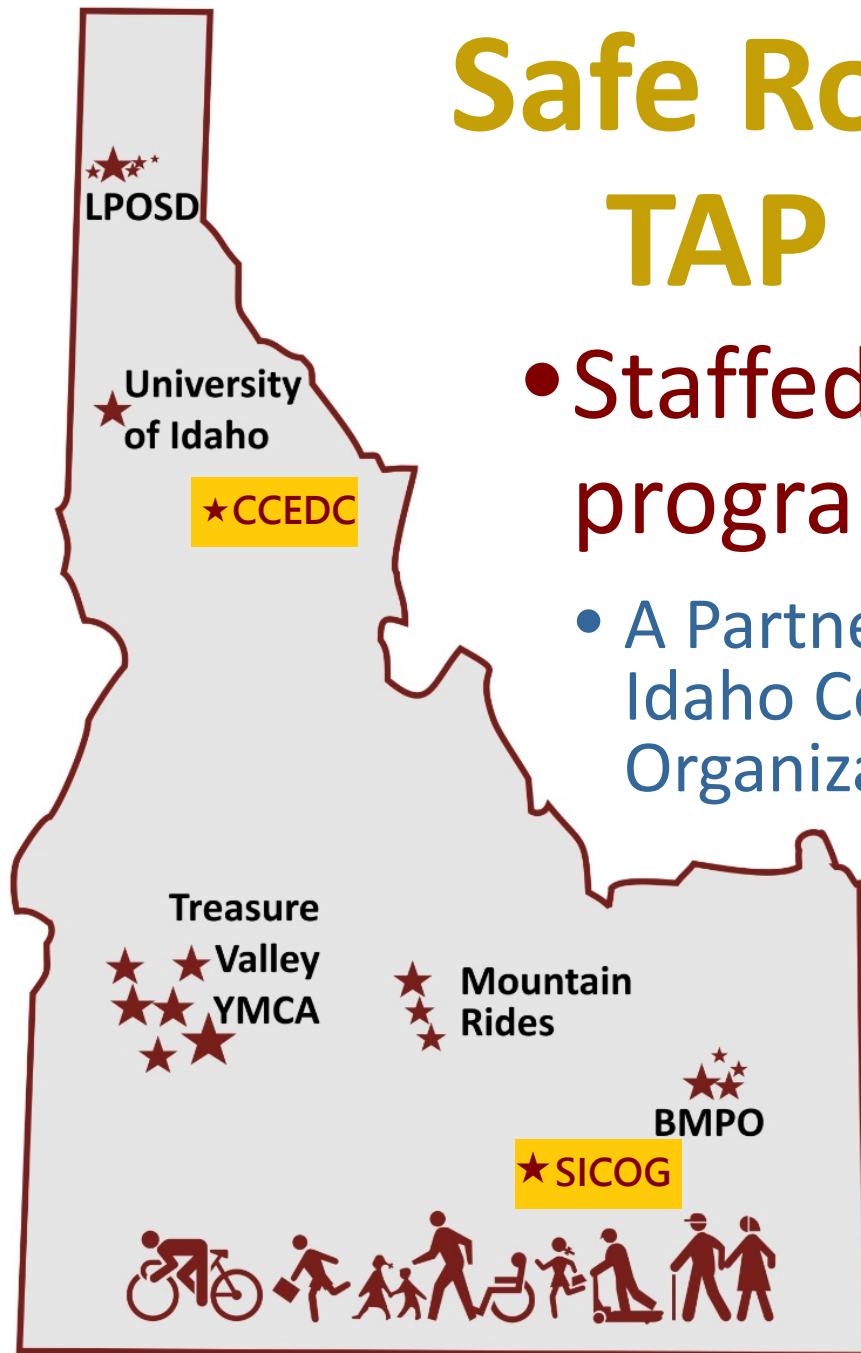
- Emmett – Consulted on design after crash
- Soda Springs – some plans for amenities after COVID
- SICOOG/Pocatello – Explored new program
FUNDED
- Coeur d'Alene, Twin Falls – Explored new program



Safe Routes Idaho TAP Partners



- Staffed TAP funded non-Infrastructure programs
- A Partnership with ITD and Local Idaho Communities and Organizations



Safe Routes Idaho



- Staffed programs (with TAP non-infrastructure funding)
 - 5 programs with full-time staff
 - 3 programs with part-time staff
- Safe Routes Idaho Programs served
 - 13 school districts in 2018-19.
 - 248 individual schools
 - approximately 148,000 students.
- Volunteer programs
 - 11 communities participating in at least one activity



Safe Routes Idaho



SRTS programs serve

- 11% of school districts + 3%
- 52% of Idaho students + 13%

Volunteers serve

- +4% more of Idaho students
doubled from 2%

Statewide

- Serving **over 55%** of Idaho students

30% of remaining Idaho students
in three communities – CDA,
Twin Falls, Lewiston



2 new Programs for FY21

Southeast Idaho Council of Governments (SICOG)

School Districts:

- Pocatello; 12,505 students

Clearwater County Economic Development Council (CCEDC)

School Districts:

- Orofino; 1,135 students



CLEARWATER COUNTY, IDAHO



Existing Programs FY20/21

Valley Region Transit Safe Routes to School (formerly with YMCA)

- 4 full time staff serve; 5 school districts; 2 counties; 101,132 students

Bonneville Metropolitan Planning Organization (Idaho Falls +)

- 1 half time staff serve; 2 school districts; 1 counties; 23,597 students



Existing Programs FY20/21

University of Idaho/Moscow

- 1 full time staff serve; 1 school districts; 1 counties; 2,299 students

Mountain Rides Safe Routes (Blaine county)

- 1 full time staff serve; 1 school district; 1 counties; 3,391 students

Lake Pend Oreille School District (Greater Sandpoint)

- 1 half time staff serve; 1 school districts; 1 counties; 2,299 students



LPOSD
Safe Routes to School



ISG Activities FY20/21 *cont.*



- Scan Safe Routes Idaho Program Characteristics

Comparison of Characteristics of Safe Routes Idaho Programs	Task force	Work w/School staff	Use volunteers	In-class curriculum	Walk To School Day	Bike To School Day	Bike Rodeos	Walking School Bus	Social Media	Route Maps	Storage Unit	Own Trailer	Own bikes/scooters
Mountain Rides, Wood River Valley													
Treasure Valley/Ada													
Treasure Valley/Canyon													
University of Idaho/Moscow													
LPOSD/Sandpoint													
BMPO/Idaho Falls													



COVID response FY 20/21



Curriculum Development

- Create Safe Routes Idaho Curriculum Guide
- Advance Traffic Garden Design and procurement option





Walk to School 2020

2020 was much different due to virtual school and the need to social distance and sanitize. In many cases there was no chance for a typical Walk to school Day...

... Let's do **Walktober** – Moscow, Idaho Falls

... how about a **Helmet/Light/Reflector** giveaway VRT-SRTS

... a **Family Activity**, Greater Sandpoint

... let's do a **Photo shoot**, Wood River Valley



of Schools registered declined **53%** over 2019

Bike Rodeos – 5,000+ students



- VRT-SRTS – Created flow rodeo design and strategy for 1week-2week setups
- UI/Moscow – 8 schools, 1500 students, +150%
- Mtn. Rides/Blaine County – 2 schools, 500 students, +2000%
- LPOSD – 3 rodeo, 70 students +300%
- BMPO – partnered
- Other– COVID affected most



ISG Outreach FY 2020/21



- Provide support and education to select local communities
- Assist with select local events such as traffic calming near elementary school in Boise
- Convene SRTS coordinators and others with national speakers
- Measure Results



2020 Safe Routes Convening



- **23 attendees** – SRTS Coordinators, ITD TAP Coordinators, staff from ITD, LHTAC, IWBA, as well as ISG Staff
- **America Walks presentation** – Walking best practices from around the country
- **Equity presentation** – Deep Dive on ensuring equitable responses across your community
- **Traffic Gardens** – Intro to concept and developing pop-ups
- **Networking** – COVID response sharing

We would welcome Board members attendance next year



Storage, moving equipment



- Incentives need storage space – in-house and rented storage space
- Half of programs own bikes and scooters – need to move to events
- Trailers, Vans – half of programs have acquired



ISG Activities FY 2020 (planned)



- Refine SRTS Curriculum guide
- Develop online video library
- Continue monthly Safe Routes Idaho networking
- Hold quarterly webinars
- Develop quarterly newsletter



Questions?





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

Presenter's Name Dan McElhinney	Presenter's Title Chief Operations Officer	Initials DM	Reviewed By LSS
Preparer's Name Vince Trimboli	Preparer's Title Public Affairs Manager	Initials VT	

Subject

2020 ITD/AGC Excellence in Construction Partnering Awards Presentation		
Key Number	District	Route Number

Background Information

The Idaho Transportation Department (ITD) and the Associated General Contractors (AGC) of Idaho have initiated an annual award program to recognize the best in construction partnering to complete projects efficiently, with a team focus on safety, innovative problem solving, and effective contract administration. The goal of the *"Excellence in Construction Partnering Awards"* is to highlight the tremendous value project partnering brings to building transportation projects across Idaho in a timely, professional, and responsive manner.

Here is a link to a short video introducing the ["Excellence in Construction Partnering Awards."](#)

During the Idaho Transportation Board meeting, Director Brian Ness, Chief Operations Officer Dan McElhinney, and AGC CEO Wayne Hammon will honor award recipients. ITD and AGC will recognize team solutions, share lessons learned, and highlight best practices for infrastructure projects in four categories.

To receive an award, project teams were to demonstrate efficient resolution of issues and project closeout, enhanced Work Zone Safety by the team, strong public awareness and increased collaboration between all stakeholders. Other important criteria for effective partnering includes the ability to resolve conflict, improve communication on the project with all audiences and utilize innovative solutions.

Application forms were reviewed by a panel of judges consisting of partners from ITD, AGC, LHTAC, COMPASS, ACHD and industry. Judges reviewed applications based on partnering criteria found in the application package instructions, complexity, contract innovation, and status of the project. Nominations have the potential of earning gold, silver, bronze or honorable mention Partnering Recognition Awards. The winners will be announced at the December ITD Board meeting.

To read the entire application package view this link and click on the [Excellence Awards](#) tab.

Recommendations

For information.



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 December 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ron Duran & Kathleen Lewis	PT Manager/PTAC Chair	RD	LSS
Preparer's Name	Preparer's Title	Initials	
Ron Duran	PT Manager	RD	

Subject

Public Transportation Advisory Council & Office Annual Update		
Key Number	District	Route Number

Background Information

Per Admin Policy 5038 and 4039, the Public Transportation Program Manager and the Public Transportation Advisory Council (PTAC) will report to the Idaho Transportation Board annually on Public Transportation Programs.

The ITD-Public Transportation Office (ITD-PT) is the recipient of \$13 million Federal Transit Administration (FTA) dollars annually, and awards those funds through a competitive application program.

The ITD-Public Transportation Office works in conjunction with PTAC, FTA, Metropolitan Planning Organizations, transit providers, and local stakeholders to assist in meeting the transportation needs throughout the state. The Public Transportation programs are strategically structured to ensure proper oversight of pass through funding in accordance with federal regulations, with a focus on ITD's strategic mission of Your Safety, Your Mobility, Your Economic Opportunity.

Recommendations

No action required from the Idaho Transportation Board. This is an information update only.



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 December 17, 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 3 Appointment		
Key Number N/A	District 6	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 3 member resigned in August 2020. In order to fill the vacancy the Public Transportation (PT) Office solicited applications for the District 3 PTAC member position in August 2020. Four applications were submitted to the PT Office. The applications were reviewed by the PT Office and the remaining PTAC members.

During the December 10, 2020 meeting, the PTAC moved by unanimous consensus that the applicants are fit to serve on the PTAC.

The District 3 member's term began July 1, 2020 and expires June 30, 2023. The applicant appointed will serve the remaining portion of the term ending June 30, 2023.

ACTION: The Public Transportation Office hereby requests the Idaho Transportation Board reviews the application and makes a selection to fill the District 3 position.

Recommendations

Board approval of the attached resolution, page 119.

Board Action

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



NEGOTIATION SERVICES, L.L.C.

Public Rights of Way & Easements • Full Service to the Public and Private Sectors

LARRY RINCOVER

ITD Approved • Member 

Ms Shauna Miller
Idaho Transportation Department
Public Transportation Office

October 15, 2020

Ref: Public Transportation Advisory Council (PTAC)
District 3 application

Dear Ms. Miller,

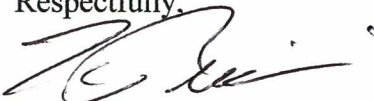
I respectfully submit the attached application for the vacancy in District 3 of the Public Transportation Advisory Council (PTAC). In support of my application I've attached my Statement of Qualifications (SOQ), the same submitted in project bids to public agencies.

In summary, I provide acquisition services for public agencies (Cities, Counties and Highway Districts, as well as ITD) to acquire the rights-of-way for road and bridge projects. I specialize in federal-aid funded projects. My company has been providing these services since 1990. I'm currently under contract with ITD to provide the acquisition/negotiation services for project 20788, Highway 16.

With thirty years of service in the industry throughout Idaho this application is my interest in utilizing my experience in support of future infrastructure development within Idaho during my semi retirement.

I hope you will consider my application to fill the position and look forward to receiving your response. If you need any further information please do not hesitate to call.

Respectfully,



Larry Rincover
Managing Partner



Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: LARRY RINCOVER
Street Address: 6112 HAZELBROOK LN City/State/Zip: GARDEN CITY, ID 83714
Phone: 208 861 0488 Email: LARRY@RINCOVER.COM

Organization Affiliation (if any):

Name: _____
Street Address: _____ City/State/Zip: _____

District you are applying for:

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



Conflict of Interest

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.

LARRY RINCOVED
Print Name

[Signature]
Signature

10/15/20
Date



NEGOTIATION SERVICES, L.L.C.

Public Rights of Way & Easements • Full Service to the Public and Private Sectors

LARRY RINCOVER

ITD Approved • Member  IRWA

SOQ:

Larry Rincover/Negotiation Services, LLC
2020

Dear Sir/Madam,

Negotiation Services, LLC (Larry Rincover, managing partner and Idaho real estate broker) is based in Boise, Idaho. The company provides right-of-way acquisition services for federal-aid and locally funded road, bridge and pathway projects throughout Idaho. Our “full service” approach which includes appraisal, review appraisal and negotiation services simplifies the request for proposal (RFP) process for public agencies. The company was formed in 1991 and has been actively providing eminent domain acquisition services to local public agencies continuously since.

Firm History:

Larry Rincover began Negotiation Services, LLC in 1991 in Ada County with the Ada County Highway District (ACHD) as its first and only client. For over ten years Larry negotiated and acquired rights-of-way exclusively for ACHD completing dozens of local projects. Several years ago ACHD expanded its right-of-way department to include acquisition agents internally thereby reducing and eventually eliminating the need for contract services. Negotiation Services, LLC then expanded its activities throughout Idaho servicing many of the 54 highway districts, cities and counties in acquiring rights-of-way primarily, although not exclusively for federal-aid funded projects. Dozens of projects have been successfully completed from Sandpoint to Driggs and most points in between. The company also provides real estate consulting services to both public and private clients.

Project Approach:

For over twenty nine years Larry Rincover has been providing negotiation services for cities, counties and highway districts throughout Idaho. The majority of projects have been entered into as “full service” contracts. Negotiation Services, LLC recommends full services contracts, incorporating in-house professional negotiation services as well as subcontracted appraisal and review appraisal services. A “full service” contract assures a consistent and coordinated acquisition process for every project. The company has successfully acquired rights-of-way for projects with as few as two parcels and as many as one hundred thirty. Services also include working with and guiding local public agencies (County Commissioners, Highway District Commissioner/Boards, City Councils and their Clerks) in records management and procedures required for federal-aid projects.

Experience:**A few of the State and local public agencies represented:**

The Idaho Transportation Department	Wendell Highway District
Boise City Parks Department	City of Weiser
Nampa Highway District #1	City of Caldwell
Canyon Highway District	City of Eagle
City of Sandpoint	Boise County
Idaho County	Blaine County
City of Chubbuck	City of McCall
Jerome Highway District	City of Rupert
City of Payette	City of Fruitland
Mountain Home Highway District	City of Emmett
Idaho County	Nez Perce County
City of New Plymouth	City of Fruitland
City of Middleton	City of Pocatello
City of Heyburn	Caldwell Highway District #4
Freemont County	Madison County
City of Driggs	Bingham County
Lost River Highway District	City of Cambridge
Golden Gate Highway District	City of Nampa
North Latah Highway District	

The company has worked in cooperation with many engineering and other project supporting companies including, but not limited to:

Briggs Engineering, CH-2M Hill, Civil Survey Consultants, Engineering Solutions, Forsgren Associates, Inc., HDR Engineering, Holladay Engineering Co., Horrocks Engineers, J-U-B Engineering, Inc, Keller Associates, Land Solutions, Parametrix, Inc., Project Engineering Consultants, Ltd., Riedesel Engineering, Inc., TO Engineers: as well as surveyors, all major Idaho title companies and many project environmental companies.

Negotiation Services, LLC has periodically represented private companies and private individuals with regard to their eminent domain issues.

Finally, the company has worked closely with the Local Highway Technical Assistance Council (LHTAC) since its inception as a resource for right-of-way acquisitions, project design, consulting and federal-aid acquisition processing support.

Projects I consider most memorable:

Park Center Bridges, (ACHD) Boise, Idaho (The West and East Park Center bridges)
Both bridges connected, through Park Center Blvd, Highway 21, Harris Ranch and Warm Springs to downtown Boise providing a major connecting benefit to the Ada County business community and traveling public.

Federal Way, (ACHD) Boise (four projects stretching from Vista to Micron)
Providing a four lane, scenic alternate approach to downtown Boise City from Highway 84 and Micron.

Franklin Road, (ACHD) including the Eagle Road intersection approximately two and a half miles west to Linder Ave., Meridian. These projects included several complicated situations successfully resolved through negotiations.

Indian Creek, (City of Caldwell) Acquisition of 13 parcels to open a covered and failing portion of Indian Creek: providing a linear park as a major part of the downtown revitalization project.

Lower Banks, also known as Banks 2 (Boise County) A major landslide necessitated the acquisition and relocation of several businesses.

Schweitzer Basin Road, (City of Sandpoint, Idaho) Provided for a major bridge and round-a-bout servicing access from Highway 95 to the Schweitzer Basin ski area.

Wendell to Buhl, (Represented three highway districts simultaneously) 130 parcels negotiated to improve agricultural truck access from Highway 84 at Wendell to Buhl.

Cleveland (Nampa-Caldwell) Blvd., (ITD) Caldwell to Nampa - 90 parcels. Successfully negotiated all acquisitions including an unprecedented number of “donations” from the property owners; a process and undertaking never attempted before or since.

Greenbelt: (City of Garden City) An early and vital extension of the greenbelt from the Red Lion Riverside to Glenwood Street, Garden City.

Boise River Greenbelt; (City of Boise-Boise Parks Dept.)
The last section of the Boise Greenbelt necessary to complete the pathway within Boise City limits.

Project Approach:

In my experience providing professional acquisition services I've found that our public agency clients are best served if there's mutual agreement on the following procedures:

Negotiation Services, LLC will be available to attend any, and all design meetings and public meetings related to the proposed project. We've found that contact with engineers and with property owners as early as possible in the process will be extremely beneficial. Due to federal-aid requirements my participation at public meetings will be provided at no cost to our clients.

The appraisal, review appraisal and right-of-way acquisition processes should be included in one "full service" contract. We have found that a cooperating relationship between the appraiser and right-of-way agent can be very beneficial in determining project impacts and the ultimate fair market values (FMV) to be offered. A "full service" contract also relieves public agencies of multiple requests for proposals (RFP) and agreements to manage. Negotiation Services, LLC has cooperating, sub-contract appraisers who are fully qualified in every specific appraisal discipline required. Each is fully vetted, approved and qualified by the Idaho Transportation Department as are Negotiation Services, LLC and Larry Rincover individually.

Professional References:

Mr. Scott Ellsworth, PE, Senior Administrator LHTAC	208-334-0565
Mr. Dennis Wagner, ITD Right-of-Way Dept.	208-334-8504
Mr. David Tate, City Clerk, City of Weiser	208-414-8506
Mr. Gerald Flatz, PE JUB Engineering	208-870-8618
Mr. Scott Robinson, Robinson Appraisal Services	208-853-5800
Mr. E. Don Copple, Esq.	208-342-3658
Mr. David Leroy, Esq.	208-342-0000

Negotiation Services, LLC: Experienced in the eminent domain Statute of Title 7, Idaho Code and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended.

Idaho Real Estate Broker Licenses

Negotiation Services, LLC	LC 39824
Larry Rincover (Broker)	DB 16572

"All negotiations are conducted with respect to property owners, the integrity of the project, and with particular attention to the public perception of the local sponsor."

Allan R. Schneider

3820 N Willowbar Ln, Garden City, ID 83714

208-870-4831 aaschneider@hotmail.com

September 3, 2020

Public Transportation Office
Attn.: Shauna Miller
PO Box 7129
Boise, ID 83707

Ms. Miller,

I am applying for the District 3 position on the Public Transportation Advisory Council. As outlined briefly in my curriculum vitae, I have held leadership positions and served on several boards during the course of my career in education and continue to do so in my retirement. I have also initiated and presided over several involved projects. I believe that my strongest asset in these roles is that I do the work: I don't procrastinate, and I don't defer. In this undertaking, I will do the work as always, but I have a particular stake in this unique council: it is charged solely with advancing public transportation.

I was diagnosed with retinitis pigmentosa in my 30's (I am losing my eye sight from the outside in), and I haven't driven for over 25 years. Ten years ago my retina specialist suggested I visit the Idaho Commission for the Blind and Visually Impaired (ICBVI). I was hesitant at first—I couldn't admit that I needed help. I eventually participated in all their course offerings, and the people there changed my life. I have been working to give back ever since, including serving on the state board for the ICBVI, and filling several positions for the National Federation of the Blind (NFB). Because I have met with and served with many Idahoans relying on public transportation, I have networking contacts throughout the state both in advocacy efforts (through the NFB) and in official channels (through the ICBVI).

In my work with and my association with the blind and visually impaired community, I've found that many, many of us consider our vision issues merely an inconvenience. In fact, one of my colleagues calls her recent blindness "this great adventure." The motto of the NFB is "Live the life you want—blindness is not what holds you back." However, to a person our biggest challenge always is we can't drive. We live in a society built around the automobile, and we simply can't drive! It's one thing to want public transportation, it's a different world to *need* it. Public transportation improves and enhances all of our lives, and I know that, and I want to advance that ideal for all. In addition, I earnestly want to represent the voice of disabled Idahoans on the council charged with our transportation.

Respectfully,



Allan R. Schneider

Maureen H. Gresham
3743 N Willowbar Lane
Garden City, ID 83714
mhgresham9@yahoo.com
208-509-2659

September 8, 2020

Shauna Miller
Idaho Transportation Department
Public Transportation Office
PO Box 7129
Boise, ID 83707

Ms. Miller,

Please accept this letter of reference for Al Schneider for the Public Transportation Advisory Council District 3 Position. As you are aware, I recently resigned from PTAC after serving 6 years. As such, I am well aware of the duties and responsibilities as well as the qualities needed to successfully serve on the PTAC including integrity, a willingness to serve, and a genuine interest in public transportation throughout Idaho. Al Schneider embodies each of these qualities.

Al has demonstrated integrity throughout his life with his dedication as a public-school teacher and the trust our neighborhood has placed in him as our HOA representative. As anyone can see from his resume, Al has a long and extensive history serving the community on a wide variety of boards and organizations. And, please know that his service on these boards goes beyond showing up at meetings. His organization, leadership and spirit has motivated our entire neighborhood to participate in the annual National Federal for the Blind Ride Cycle for Independence bicycle ride - 5 years running. Finally, Al recognizes the importance of public transportation, not just because he uses it but also because he sees how integral it is in supporting mobility and economic opportunity, especially in the District 3 area having lived in both Emmett and Boise.

While I am saddened by no longer serving on PTAC, I am confident that selecting Al Schneider will serve both PTAC and Idaho well. Please do not hesitate to contact me if you have any questions.

Sincerely,



Maureen H. Gresham

Albert F. Cinnamon
610 S. Hawthorne Ave.
Emmett ID 83617

Letter of Reference; Allan Schneider

Sept. 1, 2020

To Whom It Would Concern,

I have known Al since 1992. I came to Emmett to be the Youth Minister at a local church, and Al came to teach at Emmett High School. He was directing a large production of Guys and Dolls, and needed a few Extras to be in the play. He called me and asked if some of my youth group kids and I would be people that walked across the stage on the 'streets of New Your City' as tourists. Since that time we have become good friends.

We have cross country skied, winter camped, ridden bicycles, worked out and ran together for over 20 years. Until he moved to Boise after he retired.

Al had been a very important person in Emmett during his time living here. As a teacher at the High School, (English teacher, so I know he is reading this and wondering who taught me English) Al also became the one the school used to be in charge of many school activities; from All School Veterans Day Assemblies, to Scholarship assemblies, and teacher training and many more.

For our Community Al was very involved in certain things. He thought up and organized the whole community to have a Renaissance Fair. It was really a lot larger than Emmett. Vendors and participants came from all over the state as well as people who wanted to see the Knights and Damsels.

Al has shown that he has a very keen understanding of what is needed to pull off big events, and small ones. He is a person who not only knows what needs to be done, but how to get the necessary people to help him get it done.

Since I have known Al, he has had difficulty with his vision. He has a lack of peripheral vision. But I have never known him to feel handicapped in any way. We still were very active in physical activities as well as community activities.

I believe I can recommend Allan Schneider for the Public Transportation Advisory Council, and know that if he is placed on it all will be glad he is there.

If you need any further assistance from me, please contact me at cert83617@yahoo.com or 208.365.8822

All For Christ,
Albert F. Cinnamon



Live the life you want.

National Federation of the Blind of Idaho
Dana Ard, President
1320 E. Washington
Boise, ID 83712
(208) 345-3906
president@nfbidaho.org

Public Transportation Office
Attention Shauna Miller
PO Box 7129
Boise, Id. 83707

Dear Ms. Miller:

As the president of the National Federation of the Blind of Idaho, I am recommending Al Schneider for the Public Transportation Advisory Council, District 3 position. I have known Mr. Schneider for over 10 years. He serves several positions in the National Federation of the Blind of Idaho, and possesses many talents and abilities which would be assets to this position. As state newsletter editor, Mr. Schneider demonstrates clear, concise written and verbal communication skills. He has given presentations to our state convention, chapter meetings, schools and other venues showing an ability to present materials clearly, even when speaking to audiences who are not able to see a visual presentation. Mr. Schneider is the coordinator of the largest state fundraiser for the National Federation of the Blind of Idaho, the Cycle for Independence. He has greatly increased the number of sponsors for this event, and has at least doubled the income raised from this event. He prepares and plans other documents mandated by Ada and Canyon counties where this bike ride is held. Mr. Schneider is the treasurer for our largest chapter in the state, and manages a budget of several thousand dollars. He provides monthly reports to the chapter, which are always clear and well written. He completes all financial business connected with this assignment in a timely manner.

Prior to his involvement with the National Federation of the Blind of Idaho, Mr. Schneider worked with the Emmett Lions club and the Idaho Commission for the Blind developing a project where restaurants can have their menus provided in braille and large print at no cost so their blind and visually impaired patrons can read them.

In 2016, Mr. Schneider organized a celebration of White Cane Safety Day at our state capital. This celebration included a proclamation, which was read by then Lieutenant Governor Little, several speakers, and a demonstration of braille and the use of the white cane, where the Lieutenant Governor Little was instructed how to use the cane while under blindfold.

Mr. Schneider has driven Idaho roads as a sighted person until his vision loss. He now uses public transportation, and often travels on his bicycle on the green belt and city streets.

In summary, I believe that Mr. Schneider's written and verbal communication skills, his organizational skills, his attention to detail, his ability to plan and carry out projects and his knowledge of transportation systems will make him an excellent member of the Idaho Public Transportation Advisory Council. Please contact me if I can provide any further information.

Sincerely,
Dana Ard

CURRICULUM VITAE

**Allan R. Schneider
3820 N Willowbar Ln
Garden City, Idaho 83714
aaschneider@hotmail.com
208-870-4831**

EDUCATION:

**B.S. In Secondary Education, Northern State University, 1977
60+ Additional hours in English, reading, athletics, theater, and education
National Board for Professional Teaching Standards Certified**

WORK EXPERIENCE:

1991 to 2010	English/drama, reading teacher, and cross-country coach	Emmett High School
1989 to 1991	English/reading teacher	American School of Las Palmas, Canary Islands
1979 to 1989	English/reading teacher, and track coach	Moorcroft, Wyoming
1977 to 1979	English teacher and track/ cross-country coach	Waubay, South Dakota

ACCOMPLISHMENTS:

**National Board for Professional Teaching Standards certified
Nominee for Governor's Brightest Star Award
Current coordinator of *Cycle for Independence* (fundraiser for
Idaho's blind/visually impaired)
Current Board Member for Idaho Commission for the Blind and Visually Impaired
Current Editor for the National Federation of the Blind of Idaho newsletter
Current Treasurer for the Treasure Valley Chapter of NFB Idaho
Current Board Member of the Treasure Valley Chapter of NFB Idaho
Founder and former facilitator of Emmett Support Group for Visually Impaired
Founder and former president of the Idaho Renaissance Faire
Founder and former director of EHS's Senior Project program
Founder and former director of Natural Helpers program
Founder and former president of Project Starfish
Founder and former president of Emmett Community Playhouse
Teacher of the Year six times
Graduation Speaker four times
Homecoming Grand Marshall two times
Director of seven major musicals
Winner of four Director of the Year awards**



Conflict of Interest

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.

Allan R Schneider

Allan R Schneider

Print Name

Signature

10-10-20

Date



Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: Allen R Schneider
Street Address: 3820 N Willow Ln City/State/Zip: Garden City, ID 83714
Phone: 208-870-4831 Email: aaschneider@hotmail.com

Organization Affiliation (if any):

Name: _____
Street Address: _____ City/State/Zip: _____

District you are applying for:

District 1 ____ District 2 ____ District 3 X District 4 ____ District 5 ____ District 6 ____

Walter M. Steed
5341 W. Torana Drive
Meridian, Idaho 83646
(208) 883-0123
E-mail: wmsted@aol.com

October 14, 2020

Shuna Miller, Grants & Contracts Officer
Idaho Transportation Department
PO Box 7129
Boise ID 83707

Dear Ms. Miller,

I am pleased to submit my application for the ITD District 3 position on the Public Transportation Advisory Council.

I have lived in Idaho since 1978, having moved to Lewiston to manage a medical clinic. After the medical clinic, which turned out to include a new clinic construction project, I worked as project manager for a housing construction company working on Indian Reservations in Idaho and Washington. That evolved to becoming a consultant for Indian Housing Authorities in both states for 10 years. In 1990 another evolution took me into writing and administering Community Development Block Grants for fewer than 50,000 population Idaho communities, which I continue to this day. During all of these jobs, I extensively traveled the highways of the state.

From Lewiston I moved to Moscow in 1989 and served 9 years on the City's Transportation Commission (four years as Chair) and 10 years on the Moscow City Council (two years as President). I am married and my wife and I have five children with one in Boise, one in Meridian, a third in McCall and the other two in Washington and California. Having moved to Meridian full time in February 2018, last year I joined the Valley Regional Transit Advisory Council and currently serve as Chair. I was appointed to the Meridian Transportation Commission in June 2020.

I have a B.S. in Human Resources from Mississippi State University and an MBA from the University of Idaho. I am unaware of any conflicts of interest unless you see some in the above and thank you for your consideration for a position on PTAC.

Sincerely,



Walter M. Steed



Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: WALTER M. STEED

Street Address: 5341 W. TORANA DR. City/State/Zip: MERIDIAN ID 83646

Phone: 208/883-0123 Email: WMSTEED@AOL.COM

Organization Affiliation (if any):

Name: _____

Street Address: _____ City/State/Zip: _____

District you are applying for:

District 1 ____ District 2 ____ District 3 X District 4 ____ District 5 ____ District 6 ____



Conflict of Interest

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.

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- 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.

WALTER M. STEED

Print Name

Walter M Steed

Signature

10-14-20

Date

Walter M. Steed

- Objective** To serve as District 3 representative on the Idaho Transportation Department Public Transportation Advisory Council
- Experience**
- 1989–Present Moscow, Idaho/Meridian, Idaho
Self-employed Consultant
- Wrote and administered over 100 Community Development Block Grants for Idaho Cities, Counties and Utility Districts representing over \$150 million in infrastructure improvements.
- 1981–1989 Lewiston, Idaho
Self-employed Consultant
- Wrote and administered \$10 million in HUD construction and remodel projects for Indian Tribal Housing Authorities.
- 1980–1981 Lewiston, Idaho
Craftwall, Inc.
- Managed special projects for large housing construction company with multiple projects in three states.
- 1972–1980 Mississippi and Idaho
Medical Group Management
- Managed successive medical groups ranging from five physician single specialty groups to 24 physician multi-specialty groups
- 1969–1972 Jackson, Mississippi
Doctors Hospital, Inc.
- Managed business office and accounting for 124 bed, private, acute-care hospital.
- 1966–1969 Jackson, Mississippi
AllState Insurance Company
- Supervised office workers in multi-state regional insurance policy servicing office
- Education**
- 1987 University of Idaho Moscow, Idaho
- MBA, Business Administration
- 1966 Mississippi State University Starkville, Mississippi
- B.S., Personnel Administration

Other

- Appointed to City of Meridian Transportation Commission in June 2020.
- Appointed to Valley Regional Transit Advisory Council in 2019. Currently Chair
- Elected Moscow City Council Member 2008-2017 serving as President for two years
- Appointed to Moscow Transportation Commission in 1998 serving for nine years and as Chair for four years



Mayor Robert E. Simison

City Council Members:

Treg Bernt
Joe Borton
Luke Cavener

Brad Hoaglund
Jessica Perreault
Liz Strader

October 10, 2020

Shauna Miller
IDT Public Transportation Office
P.O. Box 7129
Boise, ID 83707

Dear Shauna,

I am writing in support of the application to the Idaho Transportation Department's Public Transportation Advisory Council (PTAC) District 3 seat for Mr. Walter M. Steed.

In May of this year the City of Meridian had an opening for a position on the Transportation Commission. Walter's application highlighted his outstanding qualifications, devotion to the community and willingness to serve and represent the residents of Meridian, which is why I chose to recommend his appointment. Since his appointment, Walter has shown himself to be an engaged, dedicated and valued member.

With previous experience as a City Councilman, Transportation Commission member and Chairman in Moscow, Idaho he would bring a unique perspective to PTAC discussions. As a member of the group I have no doubt that Walter would keep in mind the best interests of all residents when advising the ITD Board on public transportation issues.

For these reasons, I whole-heartedly recommend Mr. Steed's appointment to the ITD Public Transportation Advisory Council. He has the knowledge and experience that would benefit the residents of Idaho in this capacity.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Robt E. Simison', is written over a horizontal line.

Robert E. Simison
Mayor



October 12, 2020

Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707

To the Idaho Transportation Departments Public Transportation Advisory Council, District 3 (PTAC)

RE: Letter of Recommendation for Walter Steed

I am writing this letter to extend my sincere recommendation on behalf of Walter Steed to serve on the Public Transportation Advisory Council (PTAC). Over the past year, I have had the pleasure of working with Walter as a member of the Valley Regional Transit's Regional Advisory Council (RAC). He is a dedicated public servant, having served on the City Council in Moscow, Idaho, as well as the Board of SMART. He stepped into a leadership position with the RAC in early 2020.

His attention to details and the ability to ask pertinent questions has made him a valuable part of the RAC. In addition to Walter's ability to think through transportation issues that affect our customers, he does so with an open mind and is creative in his thought processes.

Walter is highly regarded by RAC members and he would be a great asset to the PTAC.

Please feel free to contact me at 208.258.2712 if you have additional questions.

Sincerely,

A handwritten signature in cursive script that reads 'Kelli Badesheim'.

Kelli Badesheim, Executive Director



DAVID G. BALLARD, ATTORNEY

Law Office of David G. Ballard

PO Box 935

Meridian, Idaho 83680

208-859-0922

david@lawbalallard.biz

October 12, 2020

Idaho Transportation Department
Public Transportation Advisory Council
P.O. Box 7129
Boise, Idaho 83707-1129

Attn: Shauna Miller:

Re: District 3 Appointment

Dear Ms. Miller:

I write in support of the application of Walter M. Steed to become a member of this Council.

Mr. Steed is a member of the City of Meridian Transportation Commission of which I currently chair.

In his capacity as of Member of the Transportation Commission, he has demonstrated the willingness to contribute to the building of the community.

He possess knowledge and experience which will lend it shelf in serving the purpose of the Council – to advise the Idaho Transportation Department (ITD) on issues and policies regarding public transportation in Idaho.

I recommend that he be appointed to Membership.

Sincerely,

A handwritten signature in blue ink, reading 'David G. Ballard'.

David G. Ballard

**Public Transportation Advisory Committee (PTAC) Application Form****Required for Submission**

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name:

FRANK JOSEPH TOOKE

Street Address:

2857 S. SWALLOW TAIL LN

City/State/Zip:

BOISE, ID 83706

Phone:

208-866-0660

Email:

NWPLYER68@HOTMAIL.COM

Organization Affiliation (if any):

Name:

NONE - RETIRED 12/31/2016

Street Address:

City/State/Zip:

District you are applying for:District 1 ☐District 2 ☐District 3 ☒District 4 ☐District 5 ☐District 6 ☐

FRANK J. TOOKE

2857 S. Swallowtail Ln, Boise, ID 83706 · (208) 866-0660

Nwflyer68@hotmail.com

September 14, 2020

Shauna Miller
Grants & Contracts Officer
ITD – Public Transportation Office
P.O. Box 7129
Boise, ID 83707

DEAR MS. MILLER,

I am very interested in the Public Transportation Advisory Council (PTAC) District 3 position. I am retired but I have extensive experience in a variety of fields which is detailed in my enclosed resume. I am also a frequent user of many of the routes provided by Valley Regional Transit.

- I have 14 year's experience as a financial specialist and manager in Federal Transportation Finance and Oversight with the Federal Highway Administration, here in Idaho and in Sterling, VA.
- 20+ years as a CPA involved in audit and tax services to a variety of clients, initially with KPMG in Washington D.C. and as a partner in a practice in Montana.
- I served in the United States Navy as a Navy Pilot and an IT systems specialist, 6 years active duty and 18 years as a reservist. I attained the rank of Navy Commander.
- My Public Service includes:
- 7 years as an elected city councilman and finance committee member & chairman in Miles City MT
- 5 years as a member of the Miles City Airport Commission
3 years as Chairman
- 17 years as a member of Holy Rosary Hospital Board of Trustees, Finance Committee Member and Chairman

My primary experience is in finance but I also have extensive experience in personnel management, project oversight and administration and public involvement. And I have a keen interest in public transportation.



Frank J. Tooke



Conflict of Interest

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.

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- Is a student or volunteer with the project applicant?
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- 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.
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- 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.

Frank Joseph Tooke

Print Name

Frank J. Tooke

Signature

9/10/20

Date

RESUME OF FRANK J. TOOKE

2857 S. Swallowtail Ln
Boise, ID 83706
(208) 866-0660
Email · nwflyer68@hotmail.com

EDUCATION:

BA BUSINESS ADMINISTRATION WITH ACCOUNTING EMPHASIS, UNIVERSITY OF MONTANA JUNE 1972
GRADUATED WITH A 3.12 GPA AND PASSED THE UNIFORM CPA EXAM FIRST SITTING IN MAY 1972.

MASTERS IN BUSINESS ADMINISTRATION, GEORGE WASHINGTON UNIVERSITY, WASHINGTON D.C.
SEPTEMBER 1978

FOCUSED ON ACCOUNTING, FINANCE, AUDITING AND OPERATIONS RESEARCH. RECEIVED JOB OFFERS FROM ALL THE BIG 8 ACCOUNTING FIRMS AS WELL AS A NUMBER OF OTHER FIRMS.

PROFESSIONAL EXPERIENCE:

AUGUST 1972 TO SEPTEMBER 1972 – NAVAL AVIATOR AND SYSTEMS ANALYST, UNITED STATES NAVY

COMPLETED NAVY JET TRAINING FEB 1974. QUALIFIED IN T-2, A-4 JET AIRCRAFT AND C-131 TWIN ENGINE PROPELLOR AIRCRAFT. ACCUMULATED 800 PLUS FLIGHT HOURS. WAS ASSIGNED ADDITIONAL DUTIES AS A SYSTEMS ANALYST FOCUSING ON SOFTWARE TESTING AND ACCEPTANCE.

SEPTEMBER 1978 to NOVEMBER 1979 – STAFF AUDITOR, KPMG, WASHINGTON D.C. OFFICE

PARTICIPATED IN A NUMBER OF FINANCIAL AUDITS OF DOMESTIC AND INTERNATIONAL FIRMS INCLUDED FANNY MAE, BRITISH AEROSPACE, AAA AND A NUMBER OF LARGE SAVINGS & LOANS IN THE D.C. AREA.

NOVEMBER 1979 TO APRIL 2003 – AUDITOR & PARTNER, TOOKE & COMPANY, CPA'S, MILES CITY, MT.

PROVIDED AUDIT, TAX AND COMPUTER SERVICES TO A VARIETY OF CLIENTS INCLUDING HEAVY HIGHWAY CONTRACTORS, FARMERS AND RANCHERS, RETAIL BUSINESS AND NONPROFIT ORGANIZATIONS.

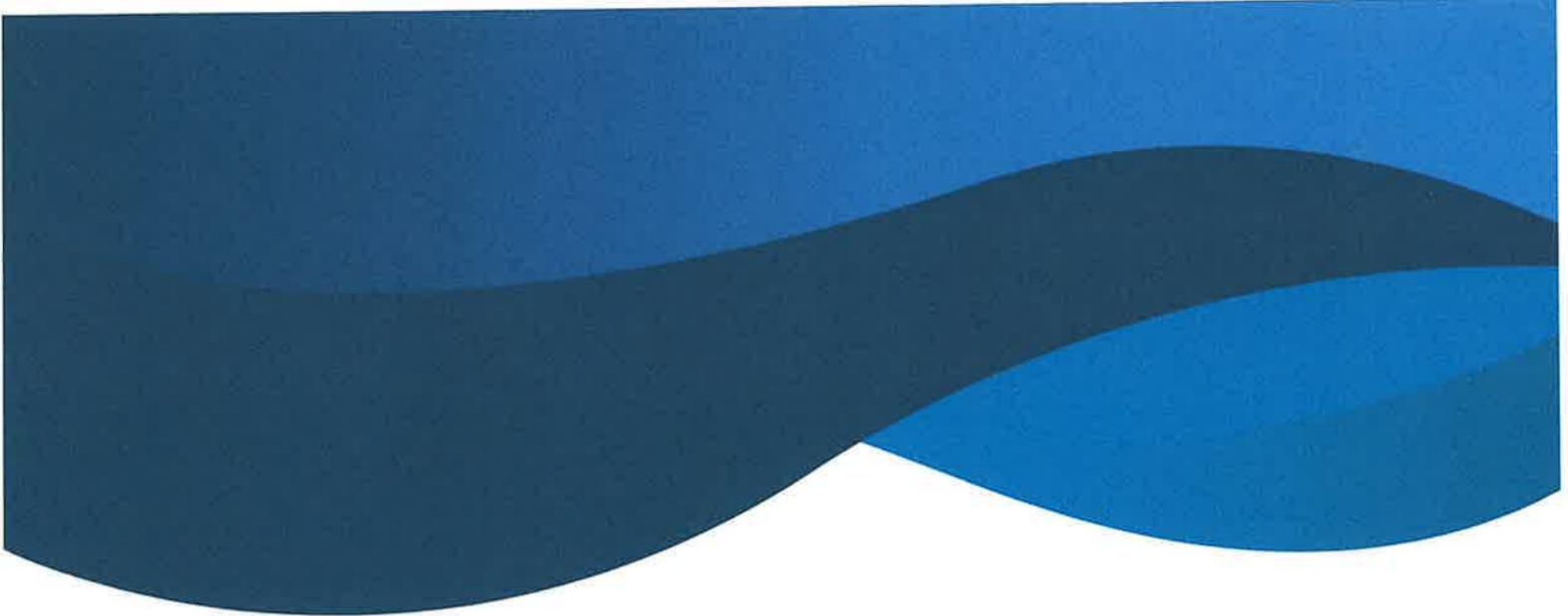
APRIL 2003 TO DECEMBER 2016 – FINANCIAL SPECIALIST & FINANCIAL MANAGER FEDERAL HIGHWAY ADMINISTRATION AT THE FHWA IDAHO DIVISION AND EASTERN FEDERAL LANDS, STERLING, VA.

PROVIDED FINANCIAL EXPERTISE AND OVERSIGHT FOR FEDERAL AID FUNDS PASSED THROUGH TO STATE AND LOCAL AGENCIES FOR HIGHWAY AND TRANSIT PROJECTS. RESPONSIBLE FOR OVERSIGHT AND ADMINISTRATION OF \$280 MILLION IN FEDERAL AID FUNDS. MAINTAINED CLOSE RELATIONSHIPS WITH STATE & LOCAL PROGRAM PLANNING AND FINANCIAL PERSONNEL AND AUDITED PROJECTS AND PROGRAMS TO ENSURE FEDERAL AID REQUIREMENTS WERE MET.

SKILLS:

- HAVE EXTENSIVE INDEPTH KNOWLEDGE OF FEDERAL FINANCING OF TRANSPORTATION PROJECTS & PROGRAMS, PARTICULARLY IN IDAHO.
- EXTENSIVE FINANCIAL & ACCOUNTING EXPERIENCE IN THE PUBLIC & PRIVATE SECTORS.
- SIGNIFICANT EXPERIENCE AS A MEMBER AND CHAIRMAN OF A NUMBER OF CIVIL AND PUBLIC COMMITTEES AND COUNCILS.
- POSSESS SIGNIFICANT EXPERIENCE IN COMMUNICATING PERFORMANCE GOALS & OBJECTIVES FOR ORGANIZATIONS.

I HAVE A PASSION FOR PUBLIC TRANSIT AND USE IT WHEREVER I TRAVEL IN THE UNITED STATES. I AM ALSO VERY FAMILIAR WITH WORKING WITH STATE AND LOCAL ENTITIES ON TRANSPORTATION ISSUES.



ITD – Public Transportation Office

Attn: Shawna Miller
PO Box 7129
Boise, Idaho 83707

Dear Shawna,

I am writing you to recommend Frank Tooke Whom I have known for 12 years as a candidate for your District 3 representative to the Public Transportation Advisory Committee (PTAC). Frank is a former employee of the FHWA Idaho Division. He served as our Financial Manager and demonstrated that he is a person of remarkable maturity, has excellent communication skills, and was very reliable. Also, he has served on committees like the PTAC in the past and he is very well acquainted with the process.

Frank would be a tremendous asset to represent your District on the PTAC and has my highest recommendations. If you have any further questions regarding Frank background or qualifications, please do not hesitate to call me.

Sincerely,



Gus Shanine

208-334-9180 Ext. 119

August 26, 2020

ITD - Public Transportation Office
Attn: Shauna Miller
P.O. Box 7129
Boise, ID 83707

Re: Recommendation Letter for District 3 PTAC

Dear Ms. Miller,

I am writing to you to recommend Frank Tooke to be a member of the PTAC for District 3. I have known Frank for many years and can speak to his passion for and commitment to public transportation. Frank regularly rides public transit and regularly promotes the bus system to friends and colleagues. He truly understands the value that public transit brings to the community.

I also worked with Frank at the FHWA Idaho Division Office for many years. Frank has a wealth of knowledge and skill in transportation policy and finance, which would be beneficial to his role on PTAC. He can provide valuable insights into the broader transportation sector that will be of value to PTAC.

Finally, I know Frank has a strong history of volunteerism throughout his life. He believes in giving back to the communities he has lived in and will be a dedicated and engaged volunteer for PTAC. I highly recommend Frank Tooke's application to District 3 PTAC.

Please don't hesitate to contact me if you have any questions.

Sincere Regards,



Lori Porreca
FHWA Office of International Programs
Lori.porreca@dot.gov

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 3 with four submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from October 21, 2020 to November 21, 2020; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their December 10, 2020 meeting where the council determined all applicants were qualified to fill the vacant District 3 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board has determined to appoint _____ for the District 3 PTAC position for the term of July 1, 2020 through June 30, 2023.

Approved:



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 45 minutes

Presenter's Name Amy Schroeder & Dave Tolman	Presenter's Title	Initials	Reviewed By LSS
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials	

Subject

GARVEE Program Update & Preparation for 2021 Bond Sale		
Key Number	District	Route Number

Background Information

No action is being requested this month. This informational item is an overview of the GARVEE program progress to date and the upcoming bond sale, which includes the remaining bonds authorized by the Legislature in 2017 and refinancing the callable portion of the 2011 bond series. It also includes an overview of the bidding schedule and costs for I-84 between Nampa and Caldwell and a concept to utilize for potential savings of GARVEE Bonds in this corridor.

THREE ACTIVE GARVEE CORRIDORS:

Significant progress has been made in all three of the active GARVEE Corridors.
US-95, Garwood to Sagle: SH-53 Interchange and Garwood Rd & Granite North
I-84, Meridian To Caldwell: Kacher to Franklin Blvd (Nampa) & Franklin Rd (Caldwell) to Karcher
SH-16, I-84 to Emmett: I-84 to US-20/26 Phase 2

UPCOMING BOND SALE:

The first series of bonds authorized by the legislature in 2017 were sold in May 2019; the total sold was \$141.5 million. \$158.5 million bonds remain. All of the new bond proceeds have been dedicated to the expansion of the I-84 corridor between the Franklin Road Interchange (exit 29) in Caldwell and the Karcher Interchange in Nampa (exit 33).

The callable portion of the 2011 Series A bonds can be refinanced at a much lower interest rate and included in the upcoming transaction. These bonds can be refinanced no sooner than April 16, 2021.

Board approval will be needed in January 2021 to move forward with this bond sale and refinancing of the 2011 Series A bonds at a lower interest rate.

I-84, NAMPA TO CALDWELL CORRIDOR:

ITD has accelerated the delivery of the design for the I-84 corridor between the Franklin Road Interchange (exit 29) in Caldwell and the Karcher Interchange in Nampa (exit 33). This section of the corridor is being delivered as three packages (listed below). These projects are being delivered early to take advantage of the winter bidding season and to advance the progress of safety and capacity improvements in this corridor.



Board Agenda Item

ITD 2210 (Rev. 10-13)

The first project listed, which will widen the shoulders to provide for traffic control during construction of the mainline, will be advertised before the bonds are sold. This project will be awarded prior to the bond sale in April 2021 and therefore requires Board approval in January to be eligible for expenditures against the new bonds. This project will be advertised and awarded within the \$25 million limit previously agreed to by the Board.

The other two projects listed will be advertised prior to selling the bonds, however, the bonds must be sold before awarding a contract. Our intent is to advertise both projects before the bonds are sold, but not issue a Notice of Intent to Award to the apparent low bidder until the bonds are sold on April 16, 2021. Board approval will be required in January in order to follow through with this advertisement strategy.

The anticipated costs for the remaining I-84 construction projects are:

<u>PROJECT</u>	<u>ESTIMATED CONSTRUCTION COST</u>
Shoulder Widening (KN 23079)	\$ 9.0 million
I-84 Mainline West (KN 23080)	\$71.8 million
I-84 Mainline East (KN 23081)	\$44.3 million
Construction Services (10% of CN)	<u>\$12.5 million</u>
TOTAL	\$137.6 million

POTENTIAL GARVEE SAVINGS:

Staff recommends selling the remaining bonds from the 2017 authorization (\$158.5 million) in April 2021, as selling a small amount at a later time would incur additional fees associated with processing a bond sale.

The table above shows the cost of the I-84 projects to be less than the remaining bonds to be sold. It is estimated that there could be approximately \$20 million savings among these projects. This won't be known for certain until the bids open for all three of these I-84 projects.

If there are bid savings, they need to be used in approved GARVEE corridors. One possible strategy would be to fully fund the right-of-way on SH-16 since it is estimated that approximately \$15 million additional funding is needed to complete right-of-way acquisitions and the demolition of 17 parcels in this corridor.

Board approval will be needed to move potential savings to another GARVEE corridor such as the SH-16 corridor. This will be presented again after all of the bids for the I-84 corridor construction have been opened.

Recommendations

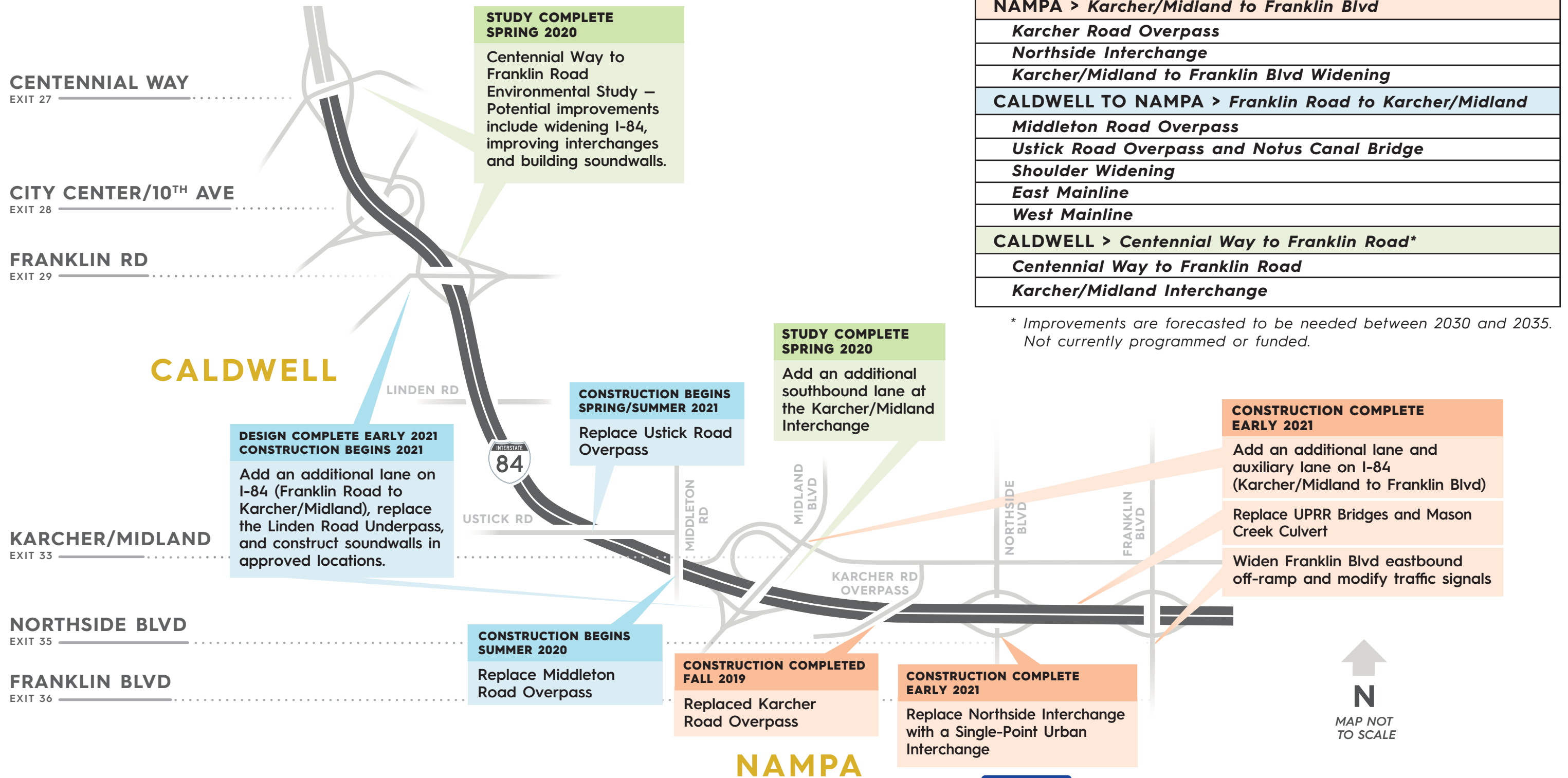
Informational item only at this time.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

I-84 CORRIDOR

CALDWELL >>>>> NAMPA



TO LEARN MORE:
ITDPROJECTS.ORG/84CORRIDOR
TEXT: 84CORRIDOR to 555888

E: 84CORRIDOR@ITD.IDAHO.GOV
P: (208) 334-8002
En español: (208) 334-8152



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LISTEN TO THE DRIVE IDAHO PODCAST

Hear the latest discussions about I-84 improvements in Canyon County.

Available on Apple Podcast, Spotify or wherever you get your podcasts

DEC 2020

GARVEE Update

Amy Schroeder
Dave Tolman

December 17, 2020



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Informational Item

- **GARVEE Progress**
 - US-95, Garwood to Sagle
 - I-84, Meridian To Caldwell
 - SH-16, I-84 to Emmett
- **Bonds**
 - Overview of bonding philosophy
 - 2021 Bond Sale
- **Potential savings on I-84**



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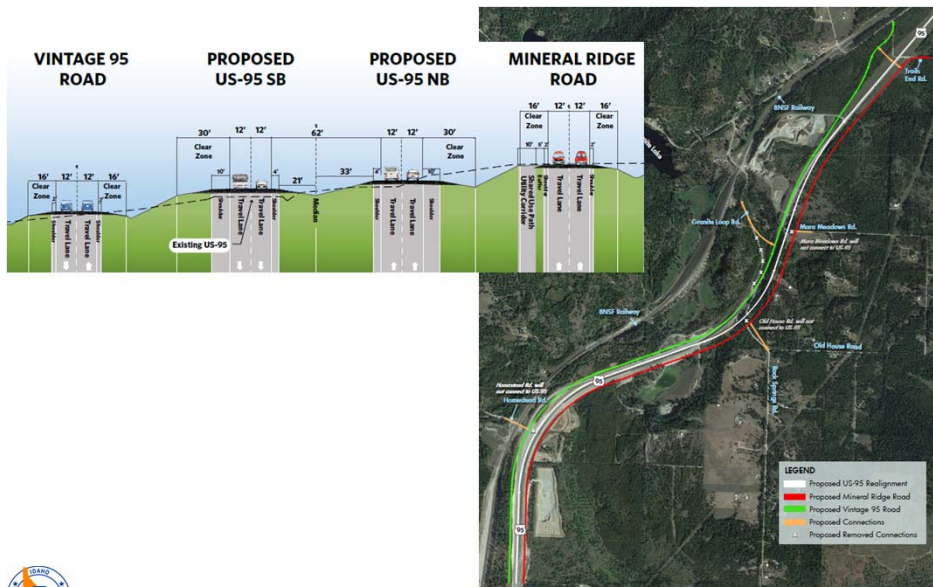
US-95, SH-53 & Garwood



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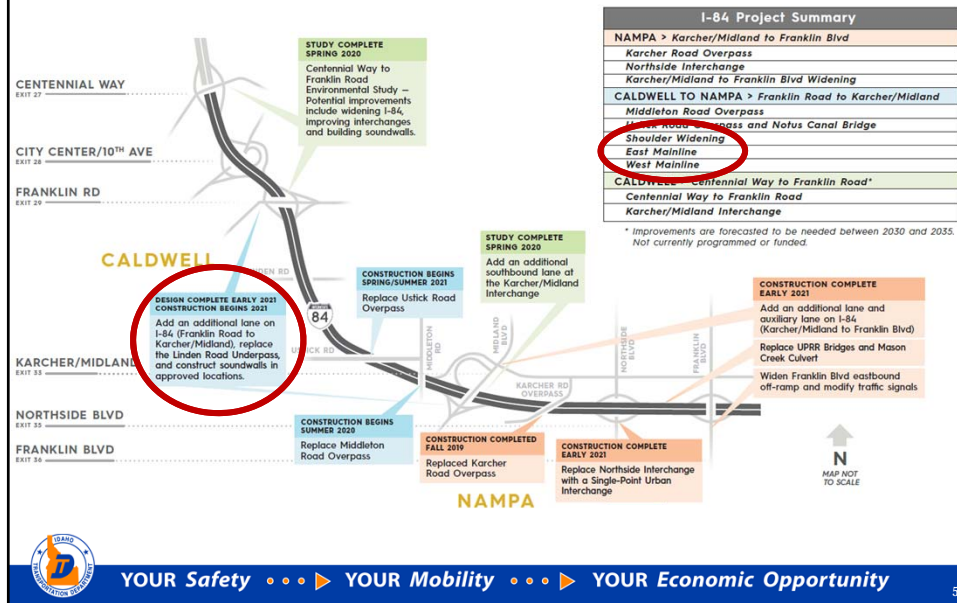
US-95, Granite North



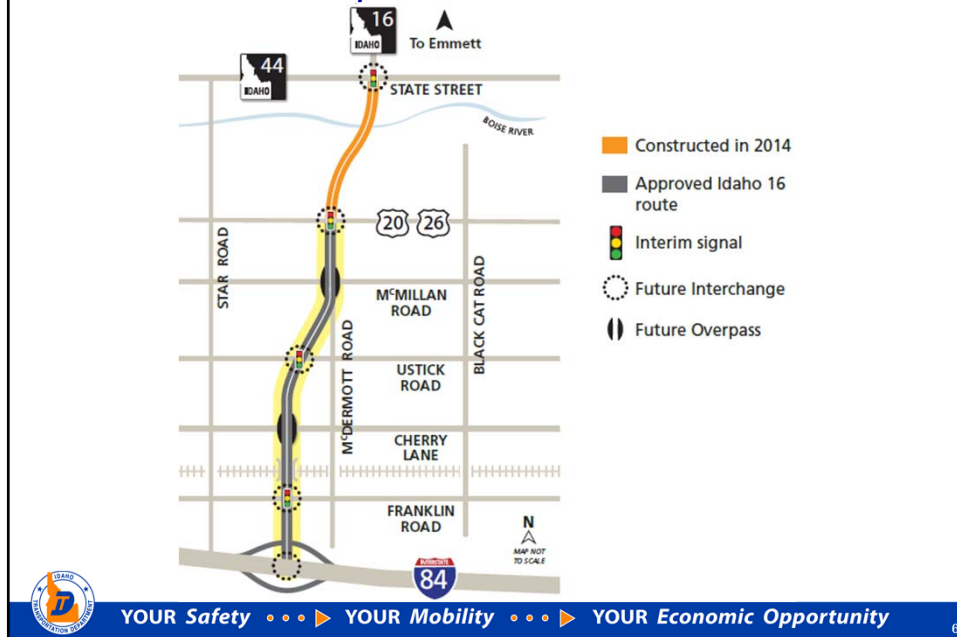
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I-84, Nampa to Caldwell



SH-16, I-84 to US-20/26



Questions?



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Bonding

- **Bonding Philosophy**

- Issued to meet the 36 month IRS spend down requirement
- Issued for investments with an intended life longer than the term of the bonds
- Issued to ensure bonds are secured prior to contracts awarded
- Award construction contracts prior to bonds sold with a risk factor not to exceed \$25M

- **Each Series**

- Term for new money is 18 years
- Call provisions at 10 years



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2021 Bond Series

- **Refinancing of callable portion of the 2011 bond of approx. \$60.8M**
 - Net Present Value Savings would be approx. \$15.4M
 - Interest rate for final 8 years would be approx. 1.1% vs 4.6% of original issue
- **New funding for projects of \$158.5 M (balance of 2017 authorization)**
 - New bonds follow the same structure as previous issues
 - Estimated interest rate is 2.2% (subject to market conditions at sale)
 - Increases debt service by about \$6M/year until 2031



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2021 Bond Series

- **Next Steps:**
 - Board approval of the new bond series in the January Board meeting with the passage of a resolution
 - Work with Finance team of:
 - Idaho Housing and Finance Association
 - Citigroup
 - Bond Council
 - Rating agency review end of March
 - Bond sale April 16 with funds available early May



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Questions?



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I-84, Franklin Road to Karcher Costs

<u>PROJECT</u>	<u>COST*</u>
Shoulder Widening (KN 23079)	\$ 9.0 million
I-84 Mainline West (KN 23080)	\$71.8 million
I-84 Mainline East (KN 23081)	\$44.3 million
Construction Support Services	\$12.5 million
TOTAL	\$137.6 million

* Construction contracts and administrative costs estimated at final design



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Potential GARVEE Savings

2017 Remaining Authorization	\$158.5 million
I-84 Estimated Costs*	\$137.6 million
Potential GARVEE Savings	~\$20 million

* Construction contracts and administrative costs estimated at final design



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Option for Reallocation of Savings

<u>SH-16 Corridor</u>	<u>COST</u>
Environmental Re-Evaluation	\$ 8 million*
Final Design	\$ 14 million*
Right-of-Way (funded)	\$110 million*^
Additional ROW Needed	~\$ 15 million

* Environmental, final design and partial right-of-way acquisition costs are fully funded.

^ Right-of-Way estimate is from the 2019 cost and risk assessment, and shown inflated to 2021 YOE at the 70th percentile. Current funding sources include GARVEE bonds, Federal Aid and State funds.



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Future Actions

- **January 2021**
 - 2021 bond sale
 - \$158.5M new bonds
 - Refinance remainder of 2011 bonds
 - Includes awarding I-84 Shouldering Widening package at-risk
- **After all bids for I-84 work are open**
 - Options to utilize GARVEE bond savings



Questions?





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Matt Moore	TLPS	MEM	MM
Preparer's Name	Preparer's Title	Initials	LSS
Matt Moore	TLPS	MEM	

Subject

Road Usage Charge (RUC) West Update		
Key Number	District	Route Number
n/a	n/a	n/a

Background Information

RUC West is a leading authority on road usage charging in the United States. The membership includes 17 state transportation organizations who share resources to investigate road usage charging as an appropriate revenue collection method for their respective state.

Idaho became a member in 2014 and is a part of RUC West's Tier 3: Monitoring transportation trends (evaluating the road usage charge environment).

Today's presentation will offer background on RUC West. It will also address the outcomes of a pilot program that Idahoans participated in with the states of Washington and Oregon, along with a city in British Columbia. Finally, a brief review of adjacent state activities with road usage charging will be shared.

Recommendations

For information only.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Idaho Transportation Board

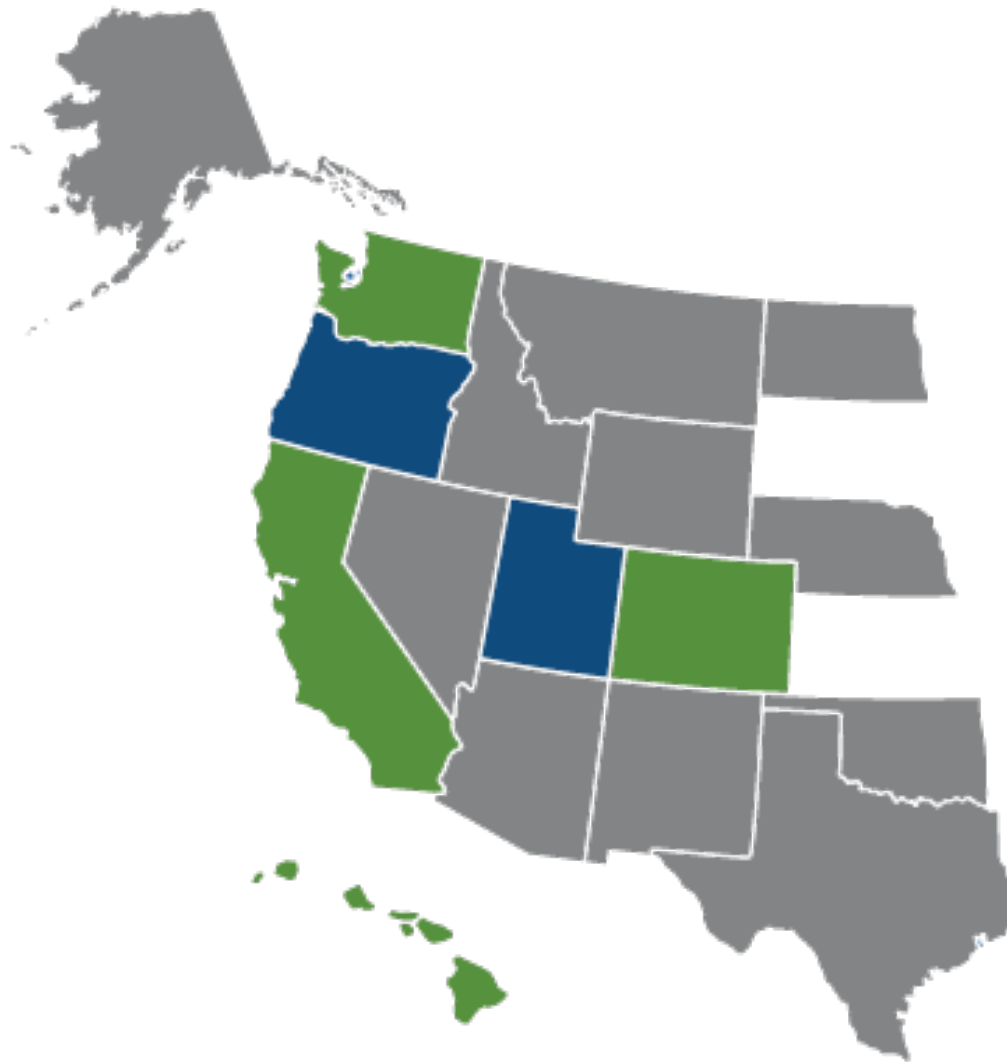
MATT MOORE, TLPS – GOVERNMENTAL AFFAIRS DECEMBER 17, 2020



NEW PATHS TO ROAD FUNDING

Who is RUC West?

Leading authority on road usage charging including 17 states sharing best practices, ideas, and information



LEGEND

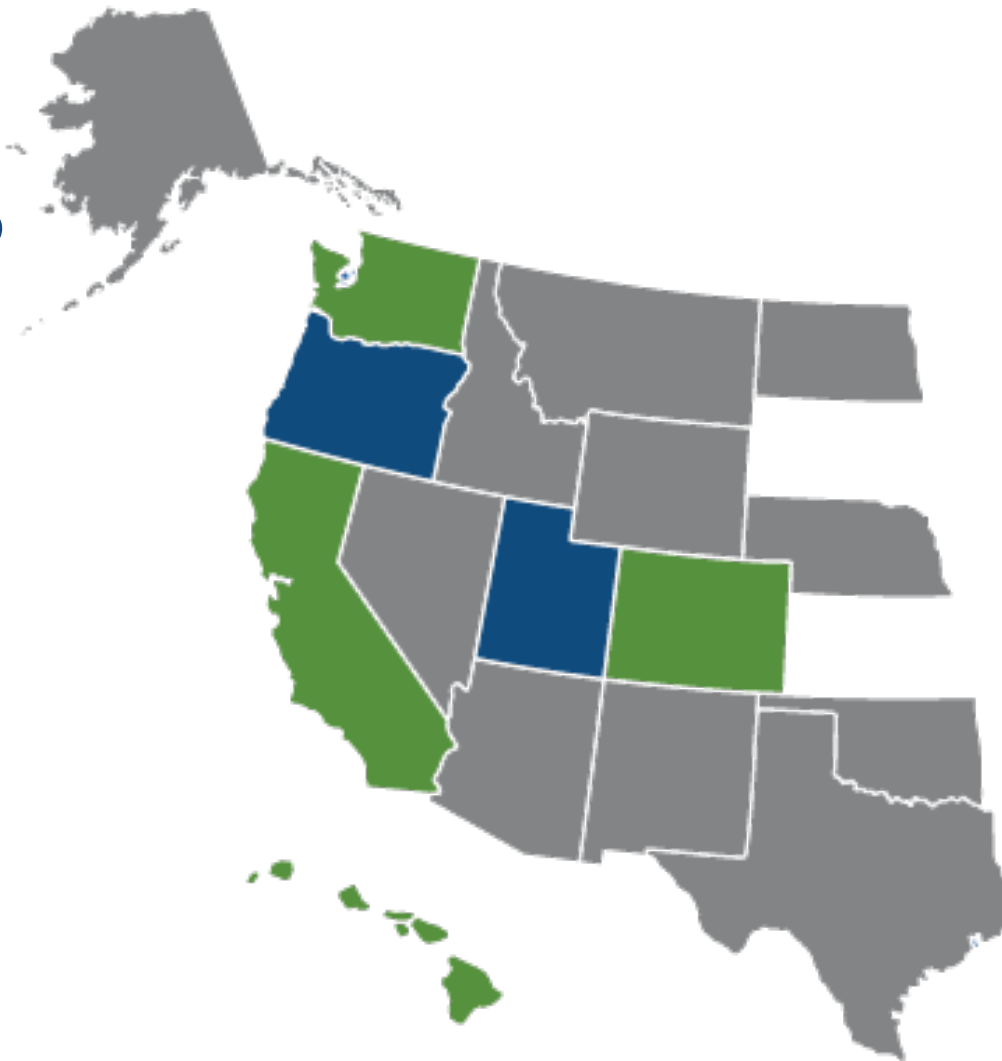
Tier 1: Active Program

Tier 2: Exploring & Piloting

Tier 3: Monitoring Trends

Idaho, Tier 3 since 2014

- Participate in Steering Committee and Executive Committee
- Use SP&R Pooled Funds to conduct research



LEGEND

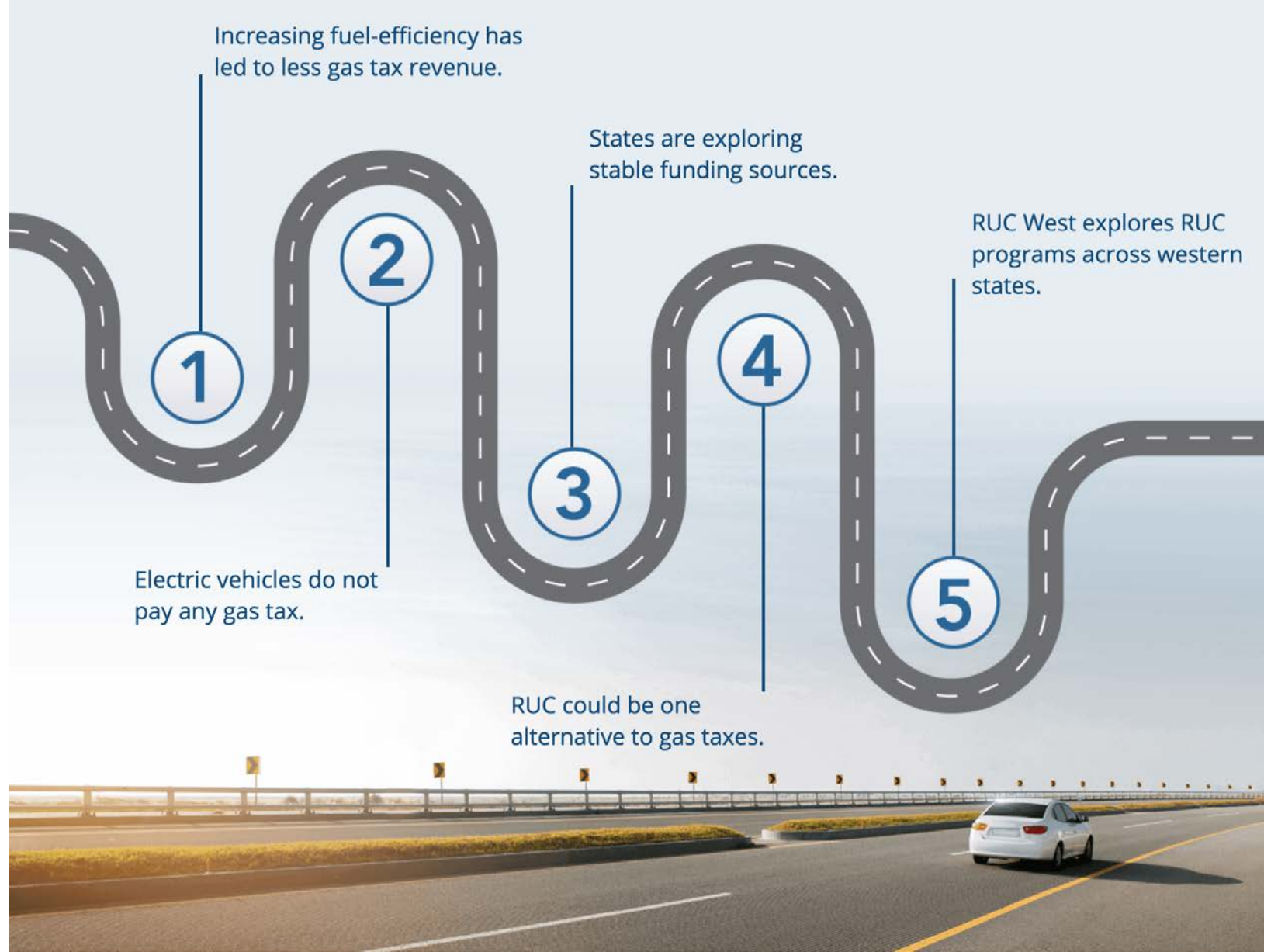
Tier 1: Active Program

Tier 2: Exploring & Piloting

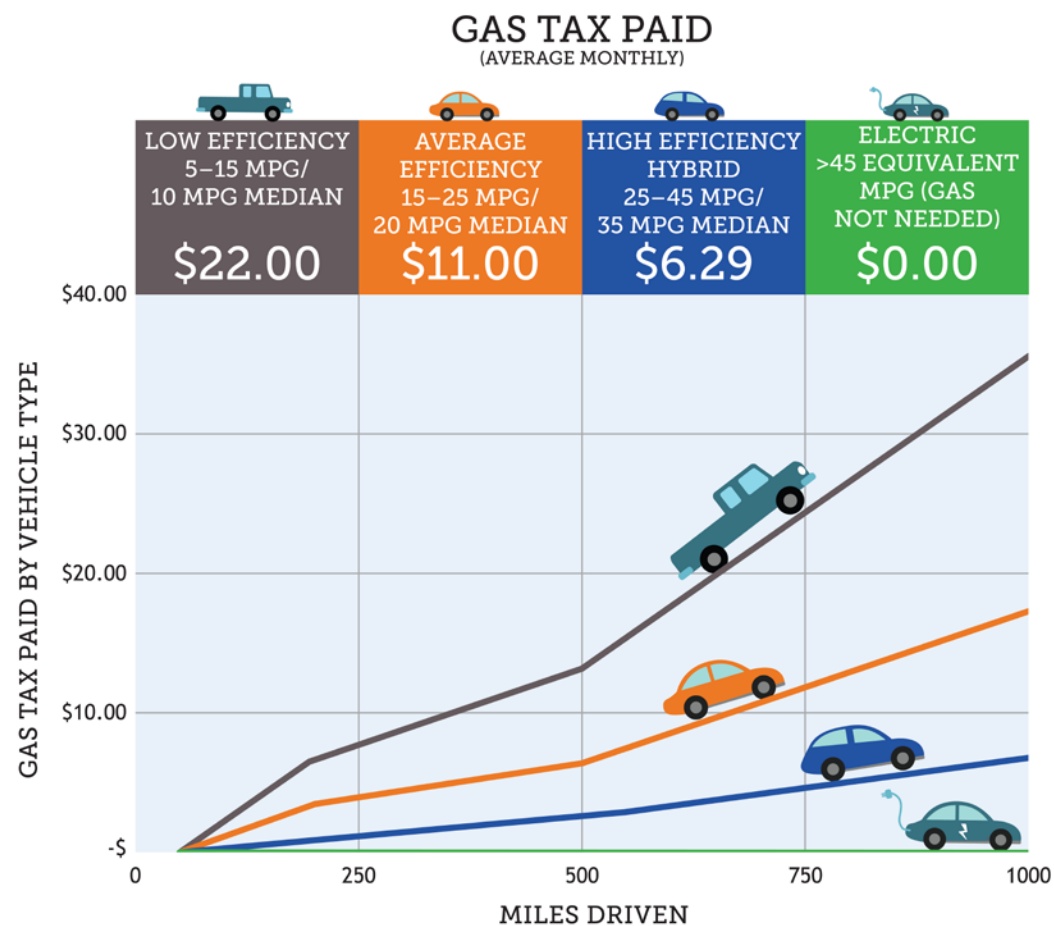
Tier 3: Monitoring Trends

How a Road Usage Charge could be more equitable

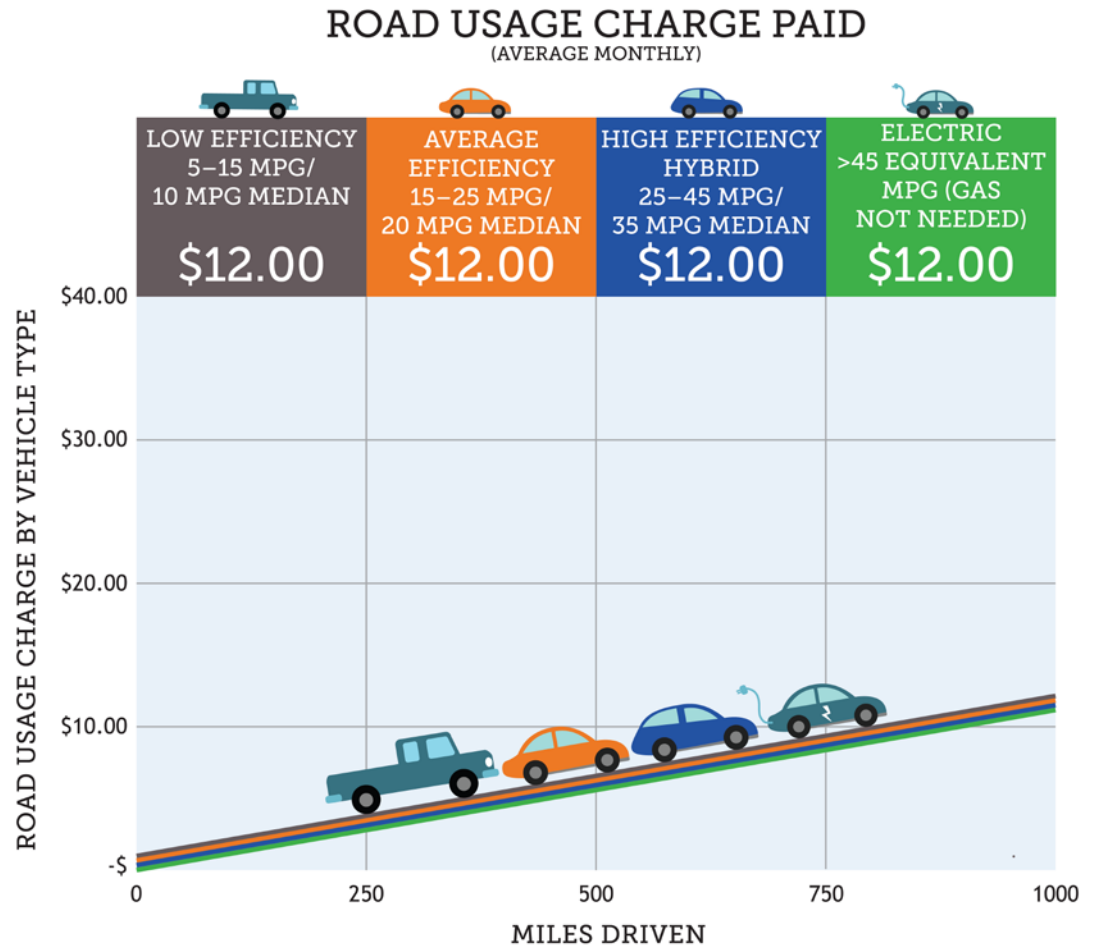
Pay-by-mile system that could replace or offset loss of gas taxes to repair or improve roads



How does Gas Tax Compare to RUC?



22 cents/gallon gas tax



1.2 cent/mile road usage charge

Update on Pilot Program with WSTC

- Washington Legislature directed the Washington State Transportation Commission to investigate, test, and evaluate a per-mile road usage charge as a potential replacement for the state gas tax for light-duty vehicles
- WA RUC Pilot Project, funded by the U.S. DOT grant, kicked off with the volunteer recruitment, design, and setup phase in 2017
- The test launched January 2018 and concluded in February 2019

Update on Pilot Program with WSTC

- WA RUC Pilot Project involved agencies and drivers from multiple jurisdictions: Washington, Oregon, Idaho, and British Columbia
- Understanding how a system could work across borders, using drivers who live near borders, with multiple cost rates by jurisdiction, and an accounting and payment clearinghouse for reconciling funds among jurisdictions
- In total, 14 Idaho drivers were invited, and by June eight drivers had enrolled
- Enrolled participants came from across the state, with half from the Boise area and the rest from near the Washington border, including Kootenai and Bonner Counties

Update on Pilot Program with WSTC

- Idaho drivers logged 14,377 miles, accruing \$172.45 in road usage charges owed to Idaho at the per-mile rate of 1.6 cents; \$1.21 owed to Washington at 2.4 cents per mile; and \$54.96 owed to Oregon at 1.7 cents per mile
- At the same time, Washington drivers logged 114,030 miles in Idaho, owing \$1,824.48 to Idaho in theoretical road usage charge
- Oregon drivers logged 2,636 miles in Idaho, owing \$44.81 to Idaho in theoretical road usage charge

Update on Pilot Program with WSTC

- Washington legislature now addressing revenue losses due to COVID-19, as well as a WA Supreme Court decision requiring the state to use transportation funding to replace fish passage culverts
- In 2021, a revenue package with RUC could be applied to a small program only for EVs at first, setting up gradual transition similar to Utah and Oregon
- WSTC received another federal research grant to assess the equity impacts of switching from a gas tax to RUC, impacts of recent transportation trends (including teleworking) on revenue forecasting, and innovations that would reduce the cost of collection (October 2020 - December 2023)

Update on Other States – Tier 1 States

- OR – longest RUC effort; gradual transition approach
- UT - Initial voluntary program for electric/hybrid vehicle drivers (2020) to enroll in the program in lieu of paying an additional, capped flat fee at the annual vehicle registration



Update on Tier 2 & 3 States

- HI – HIRUC research and demonstration effort 2019-21; collects mileage data during annual vehicle inspections; future transition to RUC with no work for drivers, less state cost
- OK considering legislation in 2021 for a RUC Pilot





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020

Consent 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
Preparer's Name Scott Luekenga	Preparer's Title Freight Program Manager	Initials csl	

Subject

129,000 Pound Route District 3 and 4		
Key Number	District 3 and 4	Route Number District 3: ID-19, US26 & I84B. District 4: ID-81S & US-93 Gap

Background Information

Staff is presenting five (5) 129,000 Pound Route applications for Board consideration.

District 3: Three (3) applications submitted by Idaho Milk Transport for ID19, US26 and I84B

- Case 202001ID19 - resolution on page 158
- Case 202002US26 - resolution on page 176
- Case 202003I84B - resolution on page 193

District 4: One (1) application submitted by Transystem for ID81S and one (1) application submitted by Idaho Milk Transport to correct a gap in the 129,000 network on US-93.

- Case 202004SH81S - resolution on page 201
- Case 201904US93 (Gap Correction) - resolution on page 233

Recommendations

Staff will seek Board approval of the two requested routes to complete the final administrative steps to allow 129K permitting on the routes described above.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

November 19, 2020

The Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Truck Routes met at 2:15 PM on Thursday, November 19, 2020. Due to the COVID-19 pandemic, the Subcommittee met remotely. In the absence of Subcommittee Chairman Dwight Horsch, Member Jim Thompson presided. ITB Vice Chairman Jim Kempton and Member Julie DeLorenzo participated.

ITB Chairman Bill Moad attended, along with principal Subcommittee staff members and advisors Deputy Attorney General Tim Thomas, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Planning Services Manager (PSM) Ken Kanownik, Executive Assistant to the Board (EAB) Sue S. Higgins, and Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles.

Minutes: April 16, 2020. Member DeLorenzo made a motion to approve the minutes of the April 16, 2020 meeting. Member Kempton seconded the motion and it passed unopposed.

Case #202004: SH-81 Spur, Milepost (MP) 0.0 to 0.338, District 4. FPM Luekenga presented the Chief Engineer's evaluation of the SH-81 Spur. The Division of Motor Vehicles confirmed that this highway 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 bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Although the surface condition is in very poor condition due to cracking, the District has no concerns with designating this route for vehicle combinations up to 129,000 pounds. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Acting Chairman Thompson said the route does not appear controversial. FPM Luekenga said a public hearing was held as part of the 30-day public comment period. No comments were received. Member Kempton expanded on the route, which is a short segment connecting I-84 and SH-81. The adjacent highway districts are studying 129,000 pound truck routes, but have no conflicts with this route designation.

Member Kempton made a motion to send case #202004, SH-81 Spur, milepost 0.0 to 0.338, to the Transportation Board with a recommendation for approval. Member DeLorenzo seconded the motion and it passed unopposed.

Gap on US-93, Case #201904, MP 38.0 to 48.3. FPM Luekenga said an earlier applicant requested designating US-93 from MP 41.55 to 48.3 for vehicle combinations up to 129,000 pounds. That inadvertently left a gap on US-93. Staff evaluated that approximate three-mile gap

and had no concerns with designating it for vehicles up to 129,000 pounds. When staff discovered the gap, it contacted the applicant, Idaho Milk Transport. Idaho Milk Transport confirmed that it would like the gap from MP 38 to 41.55 designated as a 129,000 pound route and requested a revision to its application.

Member Kempton made a motion to approve designating US-93, MP 38 to 41.55, as a 129,000 pound route. Member DeLorenzo seconded the motion and it passed unanimously.

Status of Applications. FPM Luekenga said staff just completed the public comment period for three routes in District 3, SH-19, I-84 Business Loop, and US-20. He would like to present the routes to the Subcommittee soon so the full Board can consider them at the December 17 meeting. He also said there are three routes in District 2 that staff is evaluating, SH-6, SH-8, and SH-9. It is a loop from Potlatch to Moscow. Short line rail service was recently discontinued, so the lumber company needs to transport its product via highway. He anticipates a Subcommittee meeting in early January to consider those routes.

Revisions to 129,000 Pound Truck Route Manual. FPM Luekenga presented revisions to the Manual. The main changes update membership and replace staff members' names with titles. The process is also being changed to have the Executive Assistant to the Board send the respective Board member a copy of the application when it is received by the Department.

Member Kempton recommended presenting the Manual changes to the full Board for consideration because it is similar to a policy.

EAB Higgins said there have been discussions to shorten the timeframe to designate routes. One suggestion was to reduce the public comment period from 30 days to 15. Staff determined the 30-day period was self-imposed. There is no requirement for the 30-day period. The consensus of the Subcommittee was to shorten the public comment period to 15 days.

FPM Luekenga said the timing between a Subcommittee meeting and Board meeting can add additional days to the timeline. One option is to have a standing Subcommittee meeting date, such as the last Thursday of the month. If no meeting is necessary, it would be cancelled.

Regarding the public comment period, Member DeLorenzo said newspapers' deadlines have to be considered, especially weekly publications. That may add time to the process. If the comment period is shortened to 15 days, it will be especially important to provide sufficient notice.

PSM Kanownik added that local officials are contacted as part of the process. Another change staff will implement is to conduct a kick-off meeting when an application is received to establish a timeline and ensure all parties are aware of their responsibilities and due dates.

LHTAC Administrator Miles said the 129,000 pound truck route process was delayed when the FPM position was vacant. He believes since FPM Luekenga has been hired, it has improved. He stressed the importance of communicating with the appropriate local highway jurisdictions.

ITB Chairman Moad also recommended reaching out to the industry more, such as the Trucking Advisory Council, carriers, and shippers.

In summary, FPM Luekenga said the timeline and steps to shorten the time it takes to process an application will be incorporated into the Manual. The Manual will be presented to the Subcommittee for action at the next meeting.

Member DeLorenzo asked if there is a map that shows all of the 129,000 pound routes and if there are gaps in the currently-designated routes. CE Rindlisbacher said there is a map. It is colored-coded by 129,000 pound routes and off-tracking (blue routes allow 95 foot overall vehicle length and 5.5-foot off-track and red routes allow 115 foot overall length and a 6.5-foot off-track). The map doesn't necessarily identify 129,000 pound route gaps.

Member DeLorenzo suggested working with the Trucking Advisory Council to identify the gaps and encourage the Council to work with the industry to submit applications to eliminate those gaps.

CE Rindlisbacher added that the Department has been working on eliminating bottlenecks: identifying sections of road that limit vehicle lengths due to off-tracking issues. District 2 recently discovered that due to improvements made over the years, sections of a highway could be upgraded from blue routes to red routes.

The meeting adjourned at 3:10 PM.

Sue S. Higgins

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

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

December 2, 2020

Due to the COVID-19 pandemic, the Subcommittee met remotely.

Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Truck Routes Chairman Dwight Horsch called the meeting to order at 2:00 PM on Wednesday, December 2, 2020. ITB Members Jim Thompson and Julie DeLorenzo participated.

ITB Chairman Bill Moad attended, along with principal Subcommittee staff members and advisors Deputy Attorney General Tim Thomas, Chief Engineer Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, and Executive Assistant to the Board (EAB) Sue S. Higgins.

Minutes: November 19, 2020. Member DeLorenzo made a motion to approve the minutes of the November 19, 2020 meeting. Member Thompson seconded the motion and it passed unopposed.

Case #202002: US-26, Milepost (MP) 24.83 to 34.302, District 3. FPM Luekenga presented the Chief Engineer's evaluation of US-26. The Division of Motor Vehicles (DMV) confirmed that the highway 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 seven bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The surface condition is mainly pavement in fair condition; however, a short stretch is concrete in poor condition. The route has six non-interstate high accident intersection locations in the top 100 and two high accident intersection location clusters. Twelve of the 388 crashes on this route between 2014 and 2018 involved a tractor-trailer combination that resulted in two injuries. FPM Luekenga said the route connects with SH-16 and I-84, which are both 129,000 pound routes. The Chief Engineer's evaluation recommends approving the route.

Member DeLorenzo said the pavement condition has changed. A pavement rehabilitation project was completed so now all of the surface is rated good. Regarding the public comments, she said a number of them appear to be due to misconceptions about 129,000 pound vehicle combinations. Because of the additional axles required on these configurations, they result in less wear and tear on the road than the 105,500 pound vehicle combinations that currently operate on the route. ~~Also, because the axles have brakes, she believes safety is enhanced.~~

Member DeLorenzo moved to send case #202002, US-26, milepost 24.83 to 34.302, to the Transportation Board with a recommendation for approval.

Because the Subcommittee is comprised of three members, Chairman Horsch said a second is not required for motions.

The motion passed unopposed.

Case #202001, SH-19, MP 0.0 to 34.638. FPM Luekenga said the application is actually for SH-19, MP 0.0 to 4.827 and MP 34.195 to 34.638. There is a milepost overlap on old US-95, so the actual distance of the request is about 1.55 miles. The DMV confirmed that this highway falls under the blue route category allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement condition is good to very poor. There are no safety concerns and there were no accidents involving tractor-trailer combinations on this route from 2014 to 2018. The public comments received on this route generally expressed concern with safety and congestion. The Chief Engineer's evaluation recommends approving the route.

Member DeLorenzo said there are plans to improve the surface condition in 2021. She added that the comments again appear related to misunderstanding of 129,000 pound vehicle combinations.

Member DeLorenzo moved to recommend approval of case #202001, SH-19, MP 0.0 to 34.638 to the Transportation Board. The motion passed unanimously.

Case #202003, I-84 Business Loop, MP 61.797 to 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.9, District 3. FPM Luekenga said the application is actually for a continuous route connecting SH-55, SH-45, and I-84, which are already 129,000 pound routes. The DMV confirmed that this highway 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 two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The asphalt on the route is in fair to good condition. There are three non-interstate high accident intersection locations and two high accident intersection location clusters on the route. Between 2014 and 2018, 21 of the 1,208 crashes involved tractor-trailer combinations. The public comments received on this route were similar to the other comments, generally expressing concern with safety and congestion. The Chief Engineer's evaluation recommends approving the route.

Due to questions on the three different milepost sections, District 3 Operations Manager (OM) Jason Brinkman explained the route, which includes two one-way couplets in the City of Nampa. He said the map can be revised for clarity.

Member DeLorenzo said the evaluation indicates that a portion of the route is in very poor condition, but the report does not reflect pavement rehabilitation projects completed after 2015.

Chairman Horsch asked if there are plans to widen the route, add turn lanes, or make other major improvements. OM Brinkman said there are no major improvements planned on I-84 Business Loop or SH-19. There are plans to widen US-26; however, funding has only been identified to widen a portion of the route. There is also a project underway now to widen US-26 east of SH-16.

Member DeLorenzo noted the public comments were similar to the comments received on the other two routes and generally indicate a misunderstanding of these vehicle combinations. She reiterated that 129,000 pound vehicle combinations have more axles, resulting in less wear and tear on the road ~~and more braking power~~. Approval of this application will result in fewer trucks on the road from the applicant, which should improve safety and reduce congestion.

Member DeLorenzo moved to recommend approval of case #202003, I-84 Business Loop, MP 61.797 to 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.9, to the Transportation Board. The motion passed unanimously.

Member Thompson noted that the applicant will operate fewer trucks on the route, but questioned other companies operating at weights up to 129,000 pounds. Member DeLorenzo concurred that there may be other companies hauling at weights up to 129,000 pounds. It is difficult to know if they will travel on these routes or other 129,000 pound routes, as they generally take the most direct route.

In response to Member DeLorenzo's question, OM Brinkman said it appears the applications include local roads, but he does not know the disposition of those.

Revisions to 129,000 Pound Truck Route Manual. FPM Luekenga presented additional revisions to the Manual based on the discussions at the last meeting. The main changes include the addition of an internal kick-off meeting when an application is received. The key players will review the responsibilities and establish due dates. This should help expedite the process. The public comment period was also changed from 30 days to 15.

Chief Engineer Rindlisbacher said he talked to Legal about the 14-day appeal process after the Letter of Determination is issued and may include language regarding that administrative process.

Member DeLorenzo appreciated the inclusion of the timeline, but noted it only addresses routes recommended for approval. It does not address the process or timeline for other scenarios. FPM Luekenga said he can include timelines for other scenarios.

There was some discussion on the 15-day public comment period and ensuring sufficient notice is provided, particularly if weekly newspapers are used for the notification. ITB Chairman Moad suggested working closer with the industry on 129,000 pound routes, including the Idaho Trucking Association and ITD's Trucking Advisory Council. The Subcommittee concurred and recommended incorporating that into the Manual and presenting the Manual at the next Subcommittee meeting.

The meeting adjourned at 3:15 PM.

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



ITD CASE # 202001ID19

(dtd) 3/23/2020

Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID
		Zip Code 83318	

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. **ID-19: Beginning Mile Post 0.000 (Idaho/Oregon Boarder) to Ending Mile Post 34.603 (US-95)**

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
ID-19	XXXXXXX River Rd	XXXXXXX US-95	ID-19 APPROVED	US-95	Main St
US-95 APPROVED	ID-19	Simplot Blvd / ID-19			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Hill Rd	River Rd	River Rd	Homedale HD	3/13/2020
River Rd	Hill Rd	ID-19	Homedale HD	3/13/2020

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

- Justification**
This Request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Caldwell plant.
- Associated Economic Benefits**
Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.
- Approximate Number of Trips Annually**
365
- Commodities Being Transported**
Milk
- Anticipated Start Date to Use Requested Routes** October 1, 2020

Requestor's Printed Name Aaron Burton	Requestor's Signature	Date 3/13/2020
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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
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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)

Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Main St	ID-19	N 4th Ave	Canyon HD #4	3/13/2020
N 4th Ave	Main St	Albany St	Canyon HD #4	3/13/2020
Albany St	N 4th Ave	N 6th Ave	Canyon HD #4	3/13/2020

March 9, 2020

Attn: Office of the Chief Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.43 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

Aaron Burton

Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

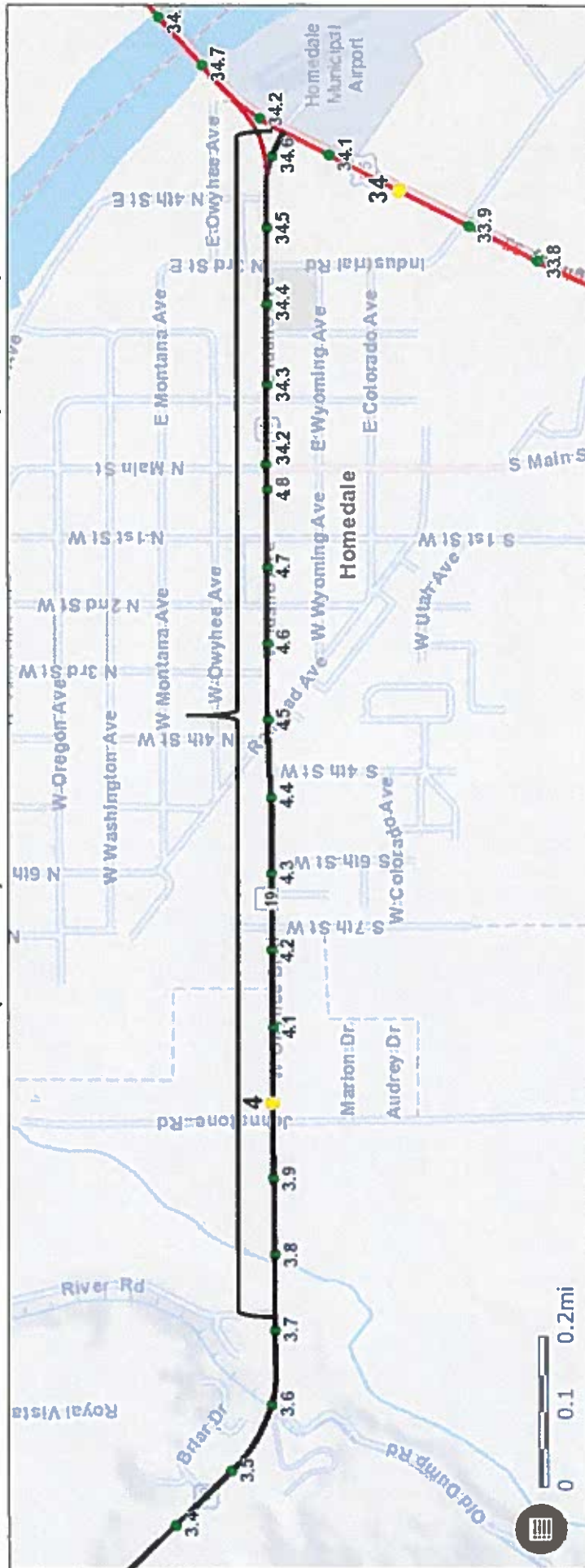
Bryce Bowman

Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council

Case #020201ID19

ID-19 from River Rd (MP3.702) to Intersection of US-95 and ID-19 (MP34.603)



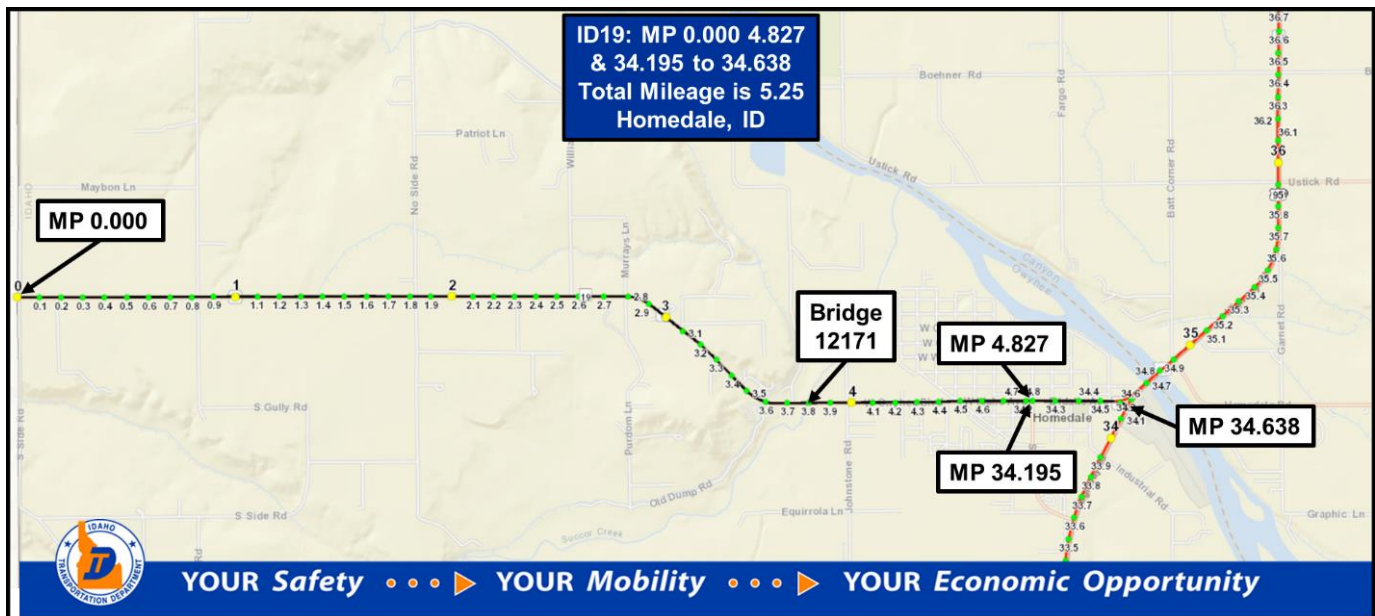


129,000 Pound Evaluation of SH-19 MP 0.000 to MP 34.638 (Case #202001SH19)

Executive Summary

Idaho Milk Transport (IMT) is requesting a 129,000 pound route approval for State Highway 19 (SH-19) between mile post (MP) 0.000 to MP 4.827 and MP 34.195 to MP 34.638 near Homedale, ID. (SH-19 has a mile post overlap with Old US-95 at MP 4.827 [SH-19] and MP 34.195 [Old US-95]) Map 1. IMT is requesting this route to support transport of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. Department of Motor Vehicles, Office of Highway Safety and Bridge Asset Management all recommend proceeding with this request.

MAP 1. SH-19



This section of SH-19 is relatively flat with minimal curvature and is coded a “Blue Route,” where vehicles with 95 foot overall vehicle length and a 5.50-foot off-track. ITD Bridge Section confirms one (1) bridge on this route will safely support 129,000 pound vehicles. The requested roadway pavement condition has good to very poor surface conditions, and is deficient in cracking between MP 0.000 – 4.870 and 34.195 – 34.572. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 8.78% of the Average Annual Daily Traffic (AADT). This segment of SH-19 has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. Analyses of the 5-year accident data (2014-2018) shows there was no accidents involving tractor-trailer combination.

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. DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **Specifically, the requested section of SH-19 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data (Table 1) below.

Table 1. SH-19, Bridge Data

Route	FROM:	SH-19 / Idaho/Oregon Border
	MILE POST:	0.000
	TO:	US-95 / SH-19 Jct
	MILEPOST:	34.638

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
SH-19	3.780	12171	244,000

*The bridge is adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

ITD District 3 Evaluation

District 3 recommends proceeding contingent upon local highway jurisdiction's approval of 129K route(s) from SH19 to the pickup dairies.

District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. 129K permits issued to this area would have to be monitored for destination. There is still the risk that any loads that are not traveling to or from the applicant location could run into issues as there is no turn around point before entering Oregon.

Roadway Characteristics

This section of road is a rural highway passing through the City of Homedale and agricultural areas. There is a milepost overlap on old US 95 making the route appear longer than it is, actual distance is only 1.55 miles.

Table 2. SH-19, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
0.00 – 2.000	2 – 1 each direction	No	Stabilized	No
	11'			
2.00 – 4.560	2 – 1 each direction	No	Stabilized	No
	11'		2'	
4.560 – 4.827	2 - 1 each direction	Yes	Paved / Curb	Yes
	12'	Left turn at intersection	8'	Parallel
34.195 – 37.572	2 – 1 each direction	No	Curb/sidewalk	Yes
	12'			Parallel
34.572 – 34.638	2 - 1 each direction	Yes	Stabilized	No
	1 free running right WB	Right turn by at JCT	6'	

Pavement Condition

The road is asphalt pavement. The surface of this section is considered to be good to very poor condition with a short section classified as good (Table 3)

Table 3. SH-19, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
0.000 – 2.00	Flexible	Yes	Very Poor	0.0	3.9	Cracking
2.000 – 4.560	Flexible	Yes	Very Poor	2.50	3.49	Cracking
4.530 – 4.827	Flexible	Yes	Poor	1.9	2.47	Cracking
34.195 – 34.572	Flexible	Yes	Poor	1.9	2.47	Cracking
34.572 – 34.638	Flexible	No	Good	5	2.08	None

Traffic Volumes

The speed limit of the highway varies between 25 and 55 mph.

Table 4. SH-19, Traffic Volumes

MILE POST	AADT	CAADT	% TRUCKS
0.000 – 2.000	675	140	21
2.000 – 4.560	1718	140	8
4.560 – 4.827	4430	200	4.5
34.195 – 34.572	5910	260	4.4
37.572 – 34.638	330	200	6

Truck Ramps

Due to the flat nature of this segment, no runaway truck ramps exist.

Port of Entry (POE)

There are no POE rover sites along this route.

Safety Review

Crash Data

The route passes three (3) churches, one (1) park, and one (1) high school. There are 13 unprotected crosswalks and one (1) 4-way stop intersection before the junction of SH-19 and US-95. Through traffic on US-95 is not controlled, the speed limit on US 95 is 35 MPH. This segment of SH-19 has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. The locations are shown in the table below with their statewide ranking.

This SH-19 segment has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 32 crashes involving 30 units (1 fatality and 15 Injuries) on SH-19 between the Idaho/Oregon border and US-95 of which no accident involved a tractor-trailer combination. Implementation of 129,000 pound route is projected to reduce truck traffic on this route.

Table 5. SH-19, HAL Segments

ROUTE	STATEWIDE RANK	MILEPOST	LENGTH (MILES)	COUNTY
None				

Table 6. SH-19, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.4"
Snowfall	14.2"
Days w/ Precipitation	81.4
Days w/ Sun	210

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 2020001SH19**

E-MAILS

Name: James Salisbury
Phone Number: 5418054401
Email Address: horse5959@rocketmail.com
Specific Route: Stateline to Homedale
Date: 10/22/2020

Comments: I have no problem with the 129,000 loads as long as they are not on the road when the school kids are going to or coming from school. Less trucks means more room for the rest of us.

Name: Michelle
Phone Number: 2084076824
Email Address: frogs_88_07@yahoo.com
Specific Route: ID-19, State Line to Homedale
Date: 10/22/2020

Comments: ID-19 STATE Line to Homedale is Homedale's main Road that is trafficked a lot by Locals and single axel Semi's is burdensome enough that we have a 5 o'clock traffic in our town. To allow a 95'0 or 99' 10" semi to come through our Small town roads will cause a lot of traffic issues for us locals. No matter how much less the spread out of the load over a greater surface area, can reduce impact to the roadway it will over time with more and more semis driving our main road will end up impacting our roads through our town. We do not have the big roads like Caldwell through our town, nor the capacity to deal with huge loads.

Name: Holly
Phone Number: (208) 250-4409
Email Address: idahorealestatebyholly@gmail.com
Specific Route: Homedale large loads
Date: 10/22/2020

Comments: I do not like the idea of large loads going through our town dune main. Teenage drivers and this mix is a bad idea. Please vote no. Also what is the plan for Road repair if approved?

Name: Matthew Kabush
Phone Number: 208-369-1678
Email Address: matthewkabush@gmail.com
Specific Route: ID 19 state line to Homedale
Date: 10/22/2020

Comments: I believe this is a good proposal and should be approved by ITD, this will reduce traffic and will not greatly increase wear on ID 19.

Name: Rakel Wells
Phone Number: 2083372553
Email Address: rockiedawn@yahoo.com
Specific Route: State Hwy 19 to Oregon 201
Date: 10/22/2020

Comments: I live about 50 feet from Idaho State Highway 19 on probably the worst possible place...at the top of the only hill on this stretch of road. Semi-trucks hauling potatoes, silage, and milk pass by my house dozens of times a day. Even with the posting of "No Jake or Engine brakes" these trucks still go way too fast down the hill and blast their Jake brakes taking the corner at scary and unsafe speeds. While I would be fine with the 129,000 lb. loads, as my husband is a truck driver (Lynden-Milky Way) and I would love for him to have even one less load on his shift, until they slow down on this hillside and drive safely, I feel that this may not be the best option.

Name: Mandy Roland
Phone Number: 208-880-5363
Email Address: oyebebe93@yahoo.com
Specific Route: Hwy 19 Oregon through Homedale
Date: 10/22/2020

Comments: My family live and farm on Hwy 19. We are in favor of this weight limit change. This means only an additional 12 ton on a load, more braking power, and less trips in. They still have to follow the same traffic laws as now. In the end this will benefit the producers, getting more of their products to market in one trip at a lesser cost.

Name: Katie Mae Ormond
Phone Number: 2067155407
Email Address: katiemaormond@gmail.com
Specific Route: ID-19, State Line to Homedale
Date: 10/22/2020

Comments: I live along this route and have no problems with granting this to the company. I think it will be perfectly fine, and they have really thought through their application. I support allowing them to haul these heavier loads.

Name: Hannah White
Phone Number: 2082845798
Email Address: deanbean090712@gmail.com
Specific Route: ID-19, state line to Homedale
Date: 10/23/2020

Comments: I don't think increasing weight limits through the main road into and through Homedale is a good idea for several reasons. A. There is a high school and main park right on either side of that road across from each other. It's already a safety hazard to have large trucks rolling through. The kids cross, often on foot during beginning, lunch which is open for all grades to leave campus to get food and end of day causing slower speeds to be required. B. Getting out of town anytime around certain hours onto 95 is stop and go with a line of traffic and people frequently ignoring the slower speeds past town on 95 and into town coming off it. C. We are a rural community with limited funding for fixing roads if they break down. Or plowing them in the winter. One of our plows for the neighborhood district is a tractor with a plow front attached, so winter conditions through town can get pretty rough depending on the weather. D. There are houses, churches and other non-commercial properties directly entering onto that road. And no traffic lights on the route. Only the main four-way stop in the middle and the stop entering 95 as you leave town. In all, increasing load limits and potentially the size and/or amount of trucks being authorized to use the route through the center of town is not safe.

Name: Paul Litow
Phone Number: Blank
Email Address: plitow@gmail.com
Specific Route: SH-19 MP0.000 to MP 34.638
Date: 10/23/2020

Comments: I do not support this application. ITD's analysis states that current SH-19 pavement conditions range from good to very poor. 129,000 pound trucks will worsen those conditions. Furthermore, local highway district roads (such as River and Hill) that will be used by these trucks will definitely not support these kind of weights: they already suffer ongoing damage by far lighter truck traffic. As a local highway district taxpayer, this greatly concerns me.

Name: Danyel Barnard
Phone Number: (208) 484-1215
Email Address: barnarddanyel@gmail.com
Specific Route: Stateline
Date: 10/23/2020

Comments: This would be an awful route for semis! There are too many quick, tight corners and the road is already very bumpy!

Name: Dennis Kendall
Phone Number: 208-455-1027
Email Address: dekplace-notices@hotmail.com
Specific Route: I-19 & I-95
Date: 10/23/2020

Comments: I travel this targeted route Monday through Thursday from Homedale to and from Nampa, and it is already frustrating enough to have to deal with produce trucks, tractors, and even Homedale drivers who, for some reason, can't bring themselves to go the 65 mph speed limit on I-95, ever. I-95 should have been expanded to four lanes decades ago, as should have I-19 west of the city of Greenleaf. If you want this kind of accommodation for slow moving transportation, you need to widen the roads involved to provide passing lanes for passenger cars and trucks. The population is growing this direction, as it is throughout the Treasure Valley, and without the expansion noted previously, this route should not be considered for this type of commercial use.

Name: Lucille Schnabele
Phone Number: 5418153651
Email Address: las101@yahoo.com
Specific Route: MP0.000-MP34.638
Date: 10/23/2020

Comments: The only ones I can see profiting from this is the owner of the truck. Tear up the roads with this additional weight and we the taxpayer will pay the price.

Name: Cassandra
Phone Number: 108-350-8488
Email Address: Cassandrale03@gmail.com
Specific Route: ID-19
Date: 10/23/2020

Comments: It will cause a major traffic problem if semi-trucks use ID-19 through downtown-center of Homedale. It would cause extreme risks for students because the high school sits on that road and would be dangerous for those teens that drive to and from school. Along with the countless students that walk to, and after school to get to and from school. These students also leave for lunch to surrounding businesses that would cause jeopardy to their lives. In addition, it would cause major burdens for the businesses along that road and for the people that reside in Homedale. There is already a lot of traffic with farm equipment, travelers, and the community on this small road that adding dangerous semi-trucks to the ID-19 route through Homedale would cause life threatening accidents.

Name: Carroll Dodd
Phone Number: 2088617657
Email Address: Cldodd1023@yahoo.com
Specific Route: Homedale special use permit on US 19
Date: 10/23/2020

Comments: FACEBOOK comments have legitimate concerns about speed limits and usage. The real issue is school bus and speed limits along the route. ITD needs to address signage, speed limits and how school bus routes pick up and drop off children along this route. PLEASE consider the potential hazard.

Name: Kevin Wilson Sr.
Phone Number: Blank
Email Address: Wilsonkw99@gmail.com
Specific Route: ID-19
Date: 10/24/2020

Comments: This road runs right pass access to my house. It's bad enough with the large farm equipment that roll down ID-19. MY family and I DO NOT WANT any of the large 190 ton plus trucks rolling through our town!

Name: Corynne Patterson
Phone Number: 2083989692
Email Address: Rynnepatterson@gmail.com
Specific Route: ID19
Date: 10/25/2020

Comments: In favor

Name: James Fleming
Phone Number: 2089964081
Email Address: jamesone1111.jf@gmail.com
Specific Route: ID 19 and Bridge 12171 west up the hill
Date: 10/30/2020

Comments: Currently we have Trucks that are using the air compression brakes going down the hill by our property even though the compression brakes are prohibited and signs are posted. These same trucks drive in the middle of road and off the edge of the highway. They cause damage that we the tax

payers will have to pay for. Often the trucks are in a hurry and almost run us off the road on our way to school, work and back home. Since the current trucks can't drive well and have made it a hassle to access our home and business I don't think we need to run even heavier loads on the highway that can't stop in time and will lay into the compression brakes 24/7.

Name: Eliza Wickard
Phone Number: 208 283 1751
Email Address: bnewickard@gmail.com
Specific Route: U.S. 20/20, I-84 to ID 16

Comments: I'm concerned about the safety of cars getting on and off the highway with bigger and heavier trucks on the road. There aren't turn lanes for all the intersections. There are a lot of residential areas and a high school close by.

Name: Teresa M Edington
Phone Number: 2088598852
Email Address: shugharz@yahoo.com
Specific Route: ID-19, State Line to Homedale

Comments: NO. This is a very small town that is quiet and low traffic. We are getting bigger but we want to keep our town nice. The request to allow larger trucking traffic right through the center of our town would only serve to make this a less nice place to live. Noise, longer waiting times at intersections, more dangerous for children walking to school. Our streets are narrow and changing parking will mean less parking. NOT WANTED. How can it ever be nice to shop along main street or go to the park with huge trucks roaring by? Turning Main Street into a highway does nothing good for the town of Homedale. They actually did the opposite with Eagle and saved their downtown. Bypassing Homedale and leaving main street for local traffic is the best thing for Homedale.

Phone Number: 2088807793
Email Address: Idahogems6@gmail.com
Specific Route: Hwy 19 to Oregon Stateline

Comments: The portion of this that concerns me, is the weight increase, with the speed posted on the portion of the road from Johnstone Rd to Purdom Lane. There are bus stops at different places throughout this area. I personally have seen many large trucks, semis included, going east on Hwy 19. I am not opposed to not having a permit but I would like to see the speed reduced starting before the corner and dropping down the hill into Homedale.

Name: Stacey Stimmel
Phone Number: (208) 965-7714
Email Address: staceystimmel@gmail.com
Specific Route: 1511 River rd Homedale Idaho

Comments: I got down this route every day! I think it's a great idea! Make half the trucks a year, and I don't see why it's a big deal! Let them through! Less wear and tear on the road also! Good idea!

Name: Susan S lovino
Phone Number: 7023712709
Email Address: nysusani@yahoo.com
Specific Route: SR19 to Stateline

Comments: I live on Northside Road where one of the dairy haulers has been issued a permit for 129K. At this point they can't go anyplace other than from SR19 to Hill or River Road. First of all I am wondering why this was issued before 129K on SR19 Homedale turn off to Stateline. Secondly, do you people realize how narrow Northside Road is? As it is these haulers practically blow you off the road. As far as SR19 Homedale to Stateline 129K would be a mistake due to the wear and tear on the roads. If you look at the intersection of SR19 and Centennial in Caldwell is all chopped up from the truck traffic. I don't think these roads are equipped to handle this type of load. Allowing these trucks to drive through Homedale would be a mistake.

Name: Kimberly Ashliman
Phone Number: 4357579071
Email Address: kim@ioidaho.com
Specific Route: ID 19

Comments: Do NOT allow more and bigger trucks go through our little town. We have small school children constantly crossing Hwy 19 and much other traffic of parents dropping children at school. We also do not want the noise pollution of Jake brakes and squealing brakes on large trucks. And also no more broken windshields!

Phone

Name: Nathan Rementa
Date: 25 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: The first priority should be child safety. There are a lot of bus stops among the road and I feel that adding the 129,000 trucks will make it even more unsafe. The road is in poor condition and in need of work before the trucks should be allowed on it for safety purposes. Finally, a new bridge was put in at Sucker Creek, the ramps put on the bridge as well as the bridge itself will because overweight trucks to catch to much speed potentially causing problems. These three priorities must be addressed for him to change his mind to vote yes.

Name: Dan Dolan
Date: 3 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: I do not approve of the 129,000 Route because the trucks will cause damage and destroy the recently paved road and new bridge at Sucker Creek in a year.

Name: Carol Dodd
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: My husband and I are pleased to support the opportunity for the extended route. Thank you for providing citizens with information and they look forward to seeing what you get out of the feedback.

Name: Don Iverson
Date: 22 October 2020
Phone Number: 208-392-5844
Email Address: N/A
Specific Route: N/A

Comment: I will raise bloody hell if ITD proceeds with this route because you have not taken the people into consideration. ITD cannot just take homes and get away with it. My boyfriend lived in his house for 50 years and ITD cannot expect to come in and take his home without him fighting back. I hope that it fails and that nobody supports it but doubts that will stop ITD. I am going to talk to as many people as possible to get them to say no and if ITD would like to call her and talk about taking her boyfriend's house of 50 years to call her at her number.

Name: Sean Powell
Date: 11 November 2020
Phone Number:
Email Address:
Specific Route: 202001SH19

Comment: I really don't think we can handle that much traffic on that road. They drive really fast on that road already and someone is going to die backing out of their house. So I hope they will not do that.

**129,000 Pound Route Application
Case #202001ID19**

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 3: Idaho Highway 19, Milepost (M.P.) 0.000 to M.P. 4.827 and Old Highway 95 Milepost M.P. 34.195 to M.P. 34.638; 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 twenty-eight (28) comments were received with six (6) in support, thirteen (13) adversarial and nine (9) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 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 the full Board at the regularly scheduled Board meeting of December 17, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on Idaho Highway 19, Milepost (M.P.) 0.000 to M.P. 4.827 and Old Highway 95 Milepost M.P. 34.195 to M.P. 34.638; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective January 1, 2021.



ID CASE # 2020020526

(dtd 3/23/2020)

Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID Zip Code ID 83318

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-26	SH16 Star Rd	Franklin Rd			
MP 34.302	MP 33.207	MP 24.830			

Local Route(s) Requested *Application adjust to MP 34.302 To LINK IN W/SH16 @ 3/24/20*

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
W Green Ln	S McDermott Rd	S Black Cat Rd	Ada County HD	3/13/2020
S Black Cat Rd	W Green Ln	W Kuna Rd	Ada County HD	3/13/2020

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

1. Justification This Request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Caldwell plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips Annually 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes <u>October 1, 2020</u>		
Requestor's Printed Name Aaron Burton	Requestor's Signature	Date 3/13/2020

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
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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)

Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
W Kuna Rd	S Black Cat Rd	Happy Valley Rd	Ada County / Nampa HD	3/13/2020
Happy Valley Rd	Kuna Rd	E Amity Ave	Nampa HD	3/13/2020
Cruse Ln	S Robinson Rd	E Amity Ave	Nampa HD	3/13/2020
E Amity Ave	S Happy Valley Rd	Robinson Blvd	Nampa HD	3/13/2020
Robinson Blvd	Robinson Blvd	E Franklin Rd	Nampa HD	3/13/2020
Star Rd	E Franklin Rd	US-26	Ada HD	3/13/2020
Madison Rd	Joplin Rd	US-26	Canyon HD #4	3/13/2020
Franklin Rd	Aviation Way	E Chicago St	Canyon HD #4	3/13/2020
E Chicago St	Franklin Rd	N 6th Ave	Canyon HD #4	3/13/2020
N 6th Ave	E Chicago St	Albany St	Canyon HD #4	3/13/2020
Albany St	N 6th Ave	N 5th Ave	Canyon HD #4	3/13/2020

March 9, 2020

Attn: Office of the Chief Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.43 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

Aaron Burton

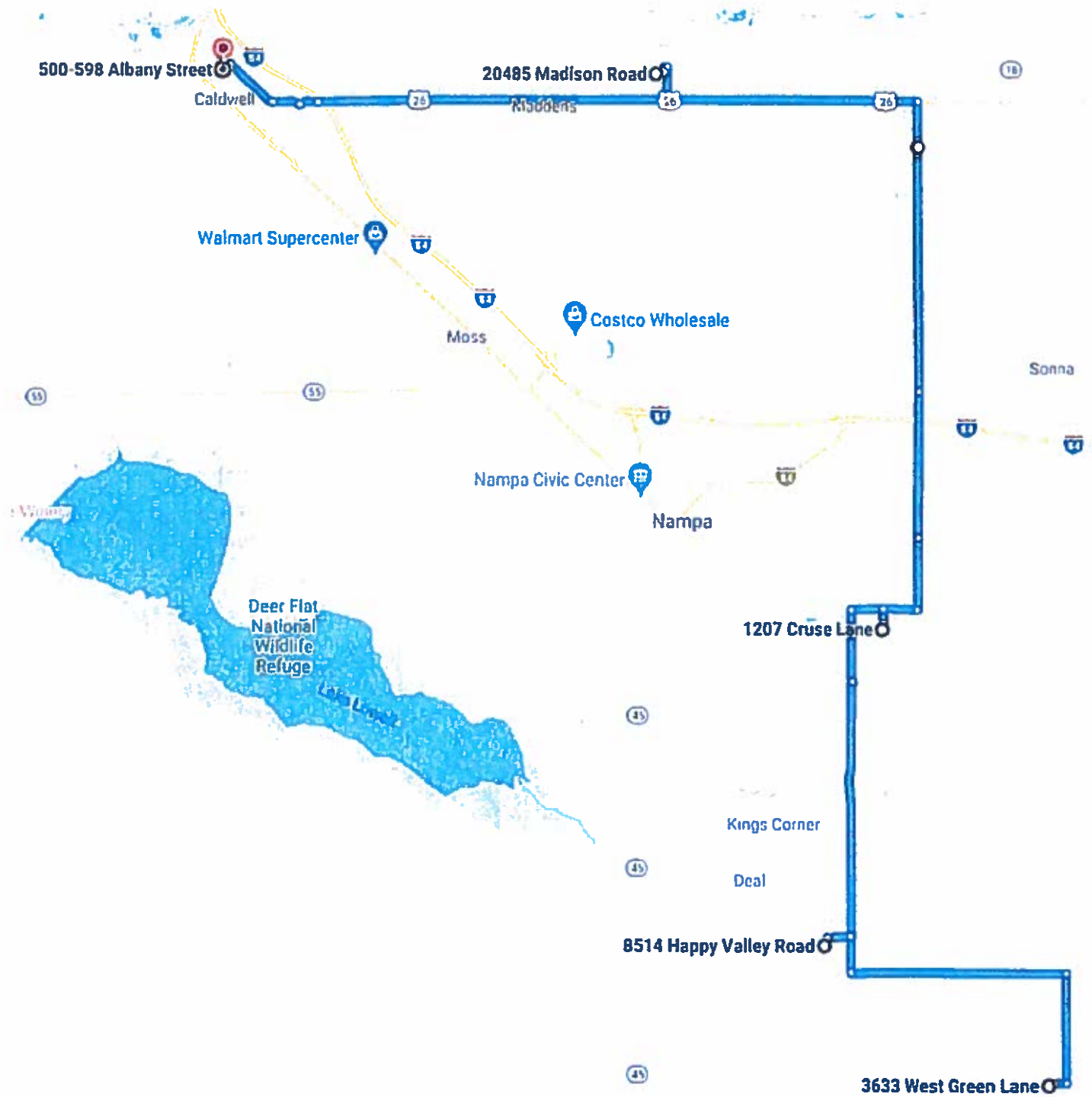
Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

Bryce Bowman

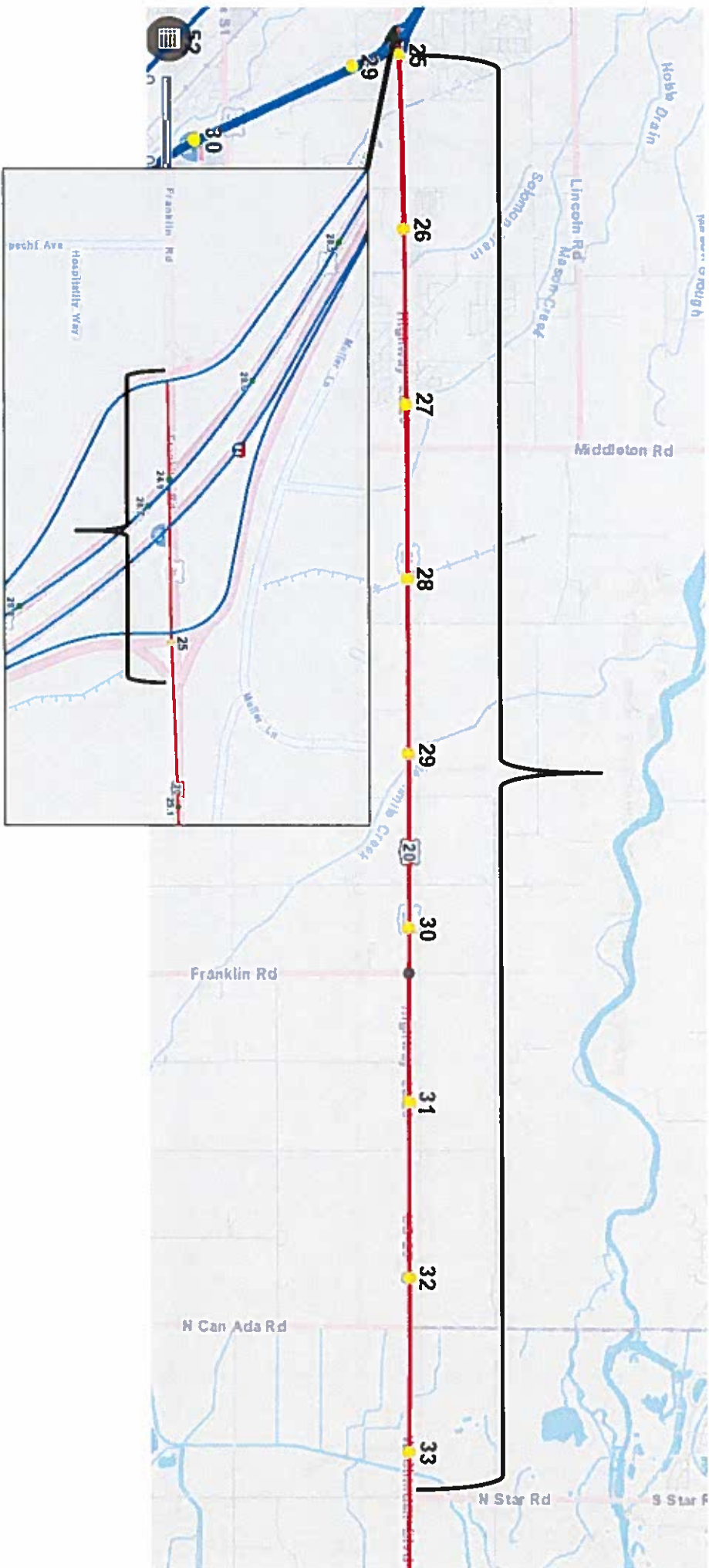
Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council

Map of the Requested Route



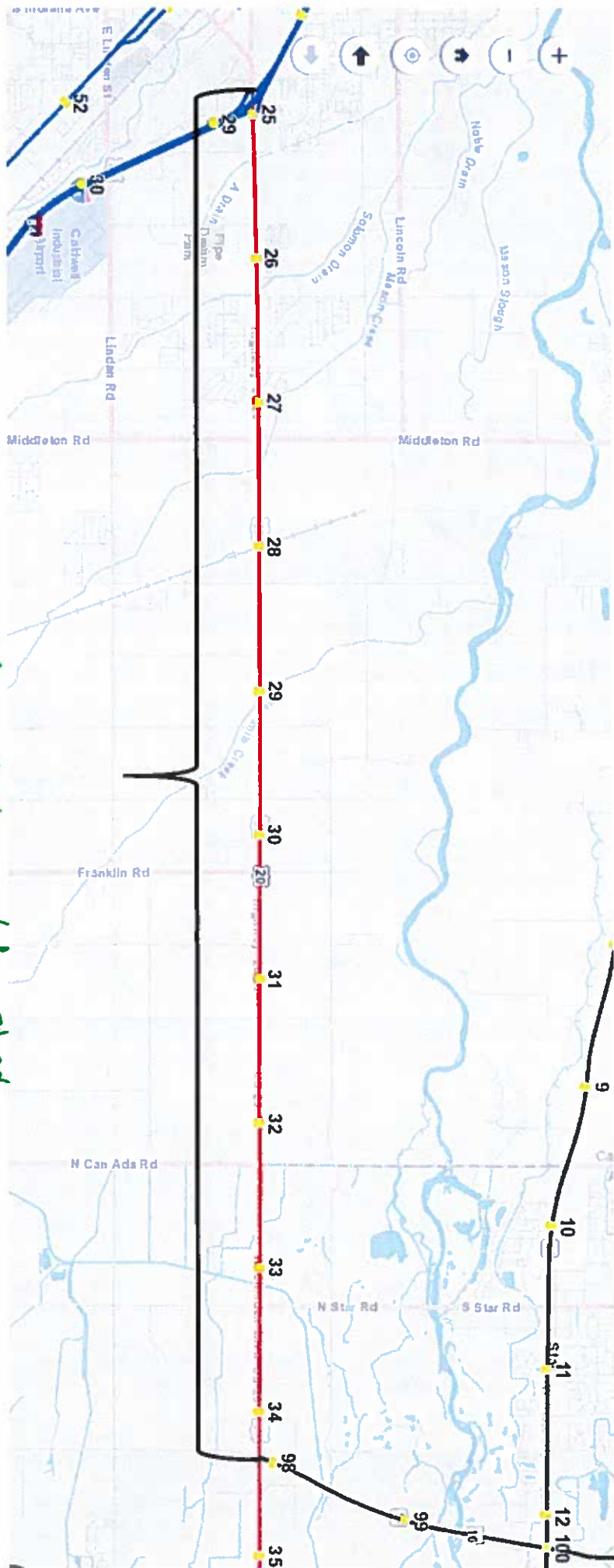
2020002US26 (US-26 MP 33.27 to 25.025)



Intersection of Franklin Rd and 184 (Ext 29 Ramp) is
Approved as part of the 184.

Case #2020002US26 (US-26 MP 34.302 to 25.025)

Adjusted map extending request from Starad
TO SR 16 OR 3/24/20



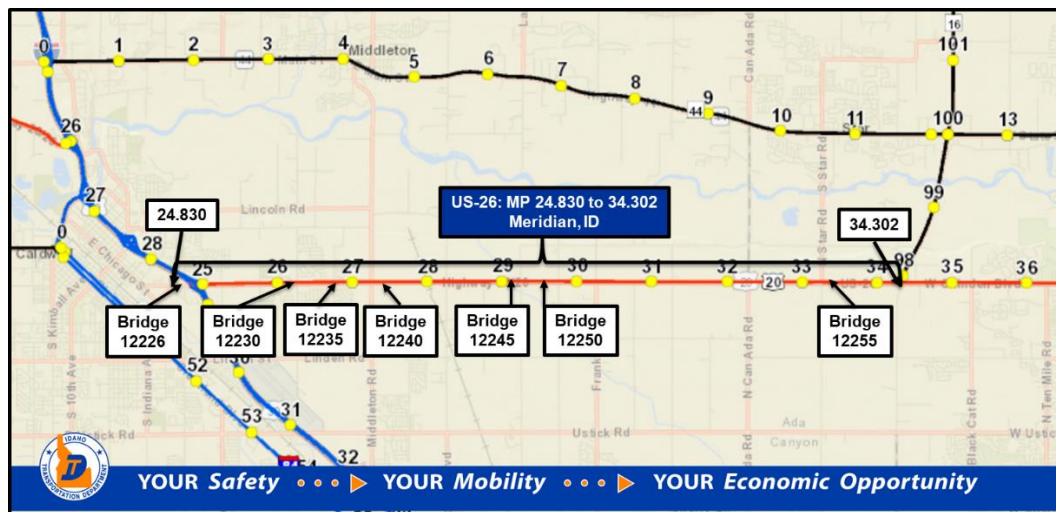


129,000 Pound Evaluation of US-26 M.P. 24.830 to M.P. 34.302 (Case #202002US26)

Executive Summary

Idaho Milk Transport is requesting a 129,000 pound route approval for United States Highway 26 (US-26) between mile post (MP) 24.830 to MP 34.302 (Map 1) for transportation of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. District 3, Department of Motor Vehicles, Office of Highway Safety and Bridge Asset Management all recommend proceeding with this request.

MAP 1. US-26



The requested route connects I-84 in Canyon County and SH-16 in Ada County. This segment of SH-26 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 staff confirms there are seven (7) bridges on this section of US-26, all will safely support the 129,000-pound truck load. District 3 analysis shows this section has poor surface condition due to the heavy grooves installed in the concrete surface. The Office of Highway Safety analysis shows this segment of US-26 has six (6) Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two (2) HAL Clusters.

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. **Specifically, the requested section of US-26 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 seven (7) 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 Table 1.

Table 1. US-26, Bridge Data

ROUTE	FROM:	US-26 / SH-16 Jct
	MILE POST:	24.830
	TO:	I-84 / Franklin Rd Jct
	MILE POST:	34.302

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121 RATING ^a (lbs)
US-26	33.12	12255	156,000
US-26	29.50	12250	316,000
US-26	29.07	12245	282,000
US-26	27.47	12240	186,000
US-26	26.94	12235	1,298,000
US-26	26.25	12230	263,800
US-26	24.89	12226	194,000

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).

ITD District 3 Evaluation

District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. The District has found no concerns with this action and recommends proceeding.

Roadway Characteristics

This section of road is a rural arterial passing through agricultural and commercial areas. The roadway is predominately flat, there are no dedicated passing or climbing lanes. The section of highway where it connects to I-84 (MP 24.830 to MP 25.760) is six (6) lanes with left and right turn bays. The remainder of the route is primarily two lanes with left turn bays at the major intersections and a few right turn bays into local businesses. The roadway geometry is outlined in the table below.

Table 2. US-26, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
24.830 – 25.850	4 – 2 each direction	Yes	Curbed	No
	12'	Left and Right		
25.850 -32.750	1 – 1 each direction	Yes	Yes	No
	12'	Left turn bays at major insections*	8'	
32.750 – 33.200	2 – 1 each direction	No*	Yes	No
	12'		8'	
33.200 – 34.400	4 – 2 each direction	Signalized left turn bays	Curbed	No
	12'			
33.400 – 34.050	2 – 1 each direction	No	Yes	No
	12'		8'	
33.050 – 34.302	4 – 2 each direction	Yes	Yes	No
	12'	Signalized left turn	8'	

*Center left turn bays located at local road intersection – 14' wide.

Pavement Condition

The road is mostly asphalt pavement with a short section of concrete from MP 24.840 to MP 25.300. This section is considered to have a poor surface condition, this is due to the heavy grooves installed in the concrete surface.

Table 3. US-26, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
24.840 – 25.300	Ridged	Yes	Poor	5.00	2.14	Roughness Index
25.300 – 33.200	Flexible	No	Fair	3.10	3.32	None
33.200 – 34.305	Flexible	No	Fair	3.10	3.26	None

Traffic Volumes

The speed limit of the highway varies between 35 and 55 mph. The traffic volumes are provided below.

Table 4.US-26, Traffic Volume

MILE POST	AADT	CAADT	% TRUCKS
24.830 – 25.300	14700	610	4
25.300 – 33.200	10935	543	5
33.200 – 34.302	14043	1070	8

Truck Ramps

No runaway truck ramps exist. The route is flat with the exception of the Interstate interchange between MP 24.840 and MP 25.300

Port of Entry (POE)

There are no POE rover sites along this route.

Safety Review

There is one (1) at grade rail road crossing at MP 28.00. It is a signalized crossing with no crossing arms. There are seven (7) traffic signals, three (3) are in the low speed area around the I-84 interchange, the remaining signals are located in 55 MPH zones. There are no school zones along the route.

Crash Data

This segment of US-26 has six Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two HAL Clusters. The locations are shown in the Table 5 below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 388 crashes involving 802 vehicles. One (1) fatality and 293 Injuries) on US-26 between I-84 and SH-16. Twelve (12) of the crashes involved a tractor-trailer combination resulting in two (2) injuries. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5.US-26, of HAL Segments US 20/26

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
US-26	17	34.32 (SH 16)	Intersection	Ada
US-26	30	33.26 (Star Rd)	Intersection	Ada
US-26	34	27.25 (Middleton Rd)	Intersection	Canyon
US-26	63	26.26 (KCID Rd)	Intersection	Canyon
US-26	75	30.26 (Franklin Rd)	Intersection	Canyon
US-26	93	29.25 (Northside Blvd)	Intersection	Canyon
US-26	46	33.261 – 34.261	1.0	Ada
US-26	95	24.994-25.254	0.26	Canyon

Table 6.US-26, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	25"
Snowfall	18.65
Days w/ Precipitation	95.8
Days w/ Sun	207.5

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 202002US26**

E-MAILS

Name: Gabriel Barrera
Phone Number: 2089899421
Email Address: 19744alle@gmail.com
Specific Route: U.S. 20/26, I-84 to ID-16
Date: 10/22/2020

Comments: Absolutely not! Hwy 20-26 barely handles the current amount of traffic, and with new neighborhoods being developed all along the route, you're asking for certain traffic collisions and certain vehicular deaths. Vallivue is building a new middle school in the area along with five other schools along the route, this is purely begging for disaster.

Name: Tyler Perot
Phone Number: 208-982-2287
Email Address: r2live@hotmail.com
Specific Route: U.S. 20/26, I-84 to ID-16
Date: 10/22/2020

Comments: I DO NOT approve of this proposal for trucks/freight of this size and weight along this route. Traffic is heavy enough in this area and the road has just been and is still under construction for expansion. The residents of meridian and eagle DO NOT want trucks of this size rolling through our neighborhoods under any circumstance. We do not need the excessive noise or the slower traffic and the SAFETY HAZARDS that come with this type of transportation. I REPEAT - NO!!!!

Name: Jeff Payton
Phone Number: 2089654313
Email Address: Blank
Specific Route: Highway 20-26
Date: 10/22/20

Comments: We already have enough congestion on 20-26. Adding slow accelerating heavy trucks would just add to the congestion

Name: Ray Kennedy
Phone Number: 12086977344
Email Address: kd7edo@yahoo.com
Specific Route: US 20/26, I-84 to ID-16
Date: 10/23/2020

Comments: I am concerned with several things - traffic is terrible on Chinden already. If allowed hours for heavy trucks could be restricted to not coincide with rush hours, that would be helpful - I support the local Dairy farmers need to transport, and 365 trips (730 with returns) seems reasonable. However, will this not open the door to any other 129k trucks from who knows where, carrying who knows what from using same route at will? I would advocate for a specific permits - to Dairygold only at this time - to prevent

toxic/chemical/dangerous loads from entering the corridor. Grant a permit to Dairygold only, with hour restrictions that avoid the rush hours. Thanks, Ray Kennedy

Name: Nichole M Lakey
Phone Number: 2084847730
Email Address: nicholelakey@gmail.com
Specific Route: HWY 20/26
Date: 10/24/2020

Comments: This route is not just industrial, it is HIGHLY residential, with many subdivisions, apartments and schools in the area (a new middle school is currently being built, and ground has been broken on several more subdivisions). Allowing these extremely large loads to access this road will create unsafe traffic situations and likely accidents. There is risk to children in the area as well due to these large vehicles and limited visibility. Please STRONGLY consider these factors. This is not just about a company making money, many of us make our lives in this area and we truly do not need massive trucks hauling heavy loads in our neighborhood. Please consider the residents of the area and how this would affect us.

Name: Bill Weiser
Phone Number: 2083404195
Email Address: bweiser@marvell.com
Specific Route: 20/26
Date: 10/26/2020

Comments: Since the description indicates this change does not add to the traffic volume, and may even reduce the number of truck trips, I support the change. My main concern was and still is the 20/26 Franklin intersection, I see it is very unsafe due to the gas station side road onto Franklin Blvd so close to the busy and high speed intersection and heavy truck traffic. Hopefully, this intersection will be improved on a future initiative!

Name: Patrick Herre
Phone Number: 2085904084
Email Address: patherre@cablone.net
Specific Route: Hwy.20/26,I84-Hwy.16.
Date: 10/27/2020

Comments: The Q&A and supplied info on 129K is very good. We live on KCID Rd. east of I84 exit 29 and it is already difficult to access 20/26 with the existing traffic and I can't see how the heavier trucks can flow well. Our opinion is that more traffic lights are needed to assist side roads to move and reduce number of vehicles getting frustrated trying to leave the highly populated subdivisions and business parks .There will be more accidents. Thanks for the open door on this subject. Sincerely. Pat Herre.

Name: Kathy Herre
Phone Number: 2082839342
Email Address: kkherre@cablone.net
Specific Route: Hwy 20-26
Date:10/29/2020

Comments: I would like to see traffic lights installed at major intersections (KCID, Midland, CanAda) and

the speed limited reduced from Middleton Rd to the Caldwell Franklin on ramp to 35MPH. The traffic is so heavy at times it is impossible to get onto the highway from the intersections listed above.
Date: 10/27/20

Name: Timothy Pedersen
Phone Number: 760-285-3344
Email Address: timp3068@gmail.com
Specific Route: US 20/26, I-84 to ID-16
Date: 10/30/2020

Comments: My wife and I are NOT in favor of adding this kind of very heavy traffic to an already over-congested corridor that runs close to our neighborhood. The road is nowhere near ready for more traffic, especially of this nature, and will only be made worse with the coming construction to widen this route. This section of roadway will not ever be prepared for this kind of traffic, even after widening, and will cause a huge amount of added stress to all businesses and residents in the area.

Name: James Lucker
Phone Number: 12082880353
Email Address: jalucker@aol.com
Specific Route: U.S. 20/26 I-84 to ID-16
Date: 10/30/2020

Comments: After going over the request to increase GVW on this route, I do not understand how the evaluation of the damage to the road 129,000 GVW will be 20% less than an 80,000 GVW. First off, even if the weight is distributed differently, you will still have more tires covering the same space. eg an 80,000GVW has 10 wheels while a 129,000 GVW has 20 wheels. Gravel and other debris picked up by 20 wheels will damage a road more than 10 wheels with the same debris. Now, the distribution of the weight is different but still has the increased gross weight traveling across the same piece of road as the lesser GVW. All in all I believe the numbers are being used to SHOW a decrease in road wear but in reality the damage will be significantly higher. A mathematical formula would bear this out. A scientific evaluation not a transportation lobbyist evaluation should be made! I say NO to the proposal.

Name: Blair Saltz
Phone Number: 707-567-2643
Email Address: Brsaltz@icloud.com
Specific Route: US 20/26 I84 to ID 16
Date: 10/30/2020

Comments: Hello, Thank you for the opportunity to express an important opinion regarding the proposed application to allow loads of 129,000 on US 20/26. I am opposed to the request due to the increased noise this will cause on the roadway near our home. I know this is an application for transporting milk, however, I know to well from prior experience that once this request is approved, many other exceptions will be made as the requests flow-in. Once this is allowed, it will only increase the number of trucks that can use this route to avoid traffic or save time. I already have experienced increase noise with the widening of Highway 20/26 and I know the braking noise will increase, along with the engine noise. Trucks are not quite! Thank you for allowing us this opportunity to express our concerns and I hope this application is denied. Regards, Blair

Name: Tod Holden
Phone Number: 2084403206
Email Address: todholden@gmail.com
Specific Route: US 20-26
Date: 10/30/2020

Comments: How many milk trucks will drive the route per day?

Name: Robert M. Jones
Phone Number: 2089218725
Email Address: bobs47ford@gmail.com
Specific Route: hwy 16-20/26-I84
Date: 11/03/2020

Comments: my first concern was the addtl weights would creak more road maintenance \$\$\$\$. After reading your "fast facts" I feel better in that regard. I feel ITD is in a better position to determine the effect on the roads than the general public. However I will say that "dirt hauling" on 20/26 and hwy44 has increased tremendously in the past 3 years! I have had to replace 3 windshields on two vehicles in the last 2 years due to trucks throwing rocks while on 44 and/or 20/26, I am not happy with that. I am against this proposal the increased traffic will just put more profits in the hands of contractors.

Name: Mark
Phone Number: 208-871-4488
Email Address: micahelpedalboard@yahoo.com
Specific Route: 20-26

Comments: As resident of over 15 years along this route, I dont know why you show 2 bridges between I-84 & Middleton, there are no bridges there. Additionally, there needs to be stoplights added at KCID before any other considerations are assessed. This is a very high traffic & high accident location. Please reconsider your priorities before allowing any additional safety concerns. regards, resident

Phone

Name: N/A
Date: 27 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: Do not allow 129k trucks on Chinden or any other roads in Idaho.

Name: Berna Demond
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: This section is heavily traveled and already backed up. I live on this road and it is impossible to get out of our house during peak travel time during the day. I would like to see the 129k trucks stay on I84 where the roads are better able to handle them. I feel that adding them to this route will decrease safety for residents in the area.

Name: Richard Skanida
Date: 22 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: Firmly against because the route goes past sections with homes as well as grocery stores. The trucks are too dangerous and need to stay on the interstate and away from homes and people.

Name: Benny Moore
Date: 10 November 2020
Phone Number:
Email Address:
Specific Route:

Comment: I have to tell you since Chinden has been widened and they put in the Costco it is dangerous right now. The city in their genius put a left turn lane on the east bound side and people are cutting across traffic. People already fly down that road, the speed limit is 55 and people do not do this they go much faster. In the short time this has been in operation I have seen 2 big accidents and an accident the other day. The people pulling out of Costco cannot get up to speed fast enough and adding in 129,000 trucks would be a really bad idea. Add to that a 129k truckload they add an even bigger problem. They don't even try to stop, I talked to a driver one time and he said that they don't stop because it doesn't hurt them. I watch the construction trucks fly by when I try to get out of my development. I think it is a really bad idea especially where those trucks will destroy a recently new road. I think the statistics will show that people will get injured. I hope that it is reconsidered I am not against the trucks moving I just this route is a bad idea.

Name: John Haslett
Date: 15 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 2020002US26

Comment: I'm against the proposal at this time. Thank you.

Name: Norman Albert
Date: 14 November 2020
Phone Number: 4152255458
Email Address: N/A
Specific Route: 202002US26

Comment: I am calling in regards for my comments on the 129,000 load situation for us 26. I have a couple of concerns with this. This section being a high accident section with no traffic signals. For example any of the crossroads and Connada road across from milepost 24 to 34. The heavier trucks would be much more dangerous to the current situation especially when it comes to braking distance for these trucks. Second is the amount of axels and their effect on the roadway. Not necessarily the number of trucks but the number of axels. The difference from a 5 axel trailer versus an 11 to an 18 causes more damage. I'm also concerned about that weight for the asphalt. I know in the past there have been questions about the asphalt quality and some issues on that and I am not sure if the asphalt can handle the weight and I don't know if it can sustain the weight the weight that has been approved and I don't know if that means there would be early repair and replacement that haven't been approved by the citizenry. Also were trying to mitigate any additional sound that may come from that if there are air breaks that come from that. It is just a high accident area and we feel that it is unnecessary so we vote no on it. If you have any questions you may write to me or call me. Thank you.

**129,000 Pound Route Application
Case #202002US26**

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 3: U.S. Highway 26, Milepost (M.P.) 24.830 to M.P. 34.302; 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 twenty (20) comments were received with none in support, fourteen (14) adversarial and six (6) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 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 the full Board at the regularly scheduled Board meeting of December 17, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on U.S. Highway 26, Milepost (M.P.) 24.830 to M.P. 34.302; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective January 1, 2021.



Request For Designated Routes Up To 129,000 Pounds

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

Idaho Transportation Department

CASE # 202003184BL

(dtd 4/16/2020)

15

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
P.O. Box 1185		Burley	ID 83318

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
ID-45	Big Foot Rd	2nd St S	I-184	I-84 Exit 49	Exit 1A
I-84	Garry Blvd	Exit 49			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Lynwood Dr	Melmont Rd	Big Foot Rd	Nampa HD	3/13/2020
Big Foot Rd	Lynwood Dr	ID-45	Nampa HD	3/13/2020

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

1. Justification This Request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Boise plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips Annually 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes October 1, 2020		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 3/13/2020

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
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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

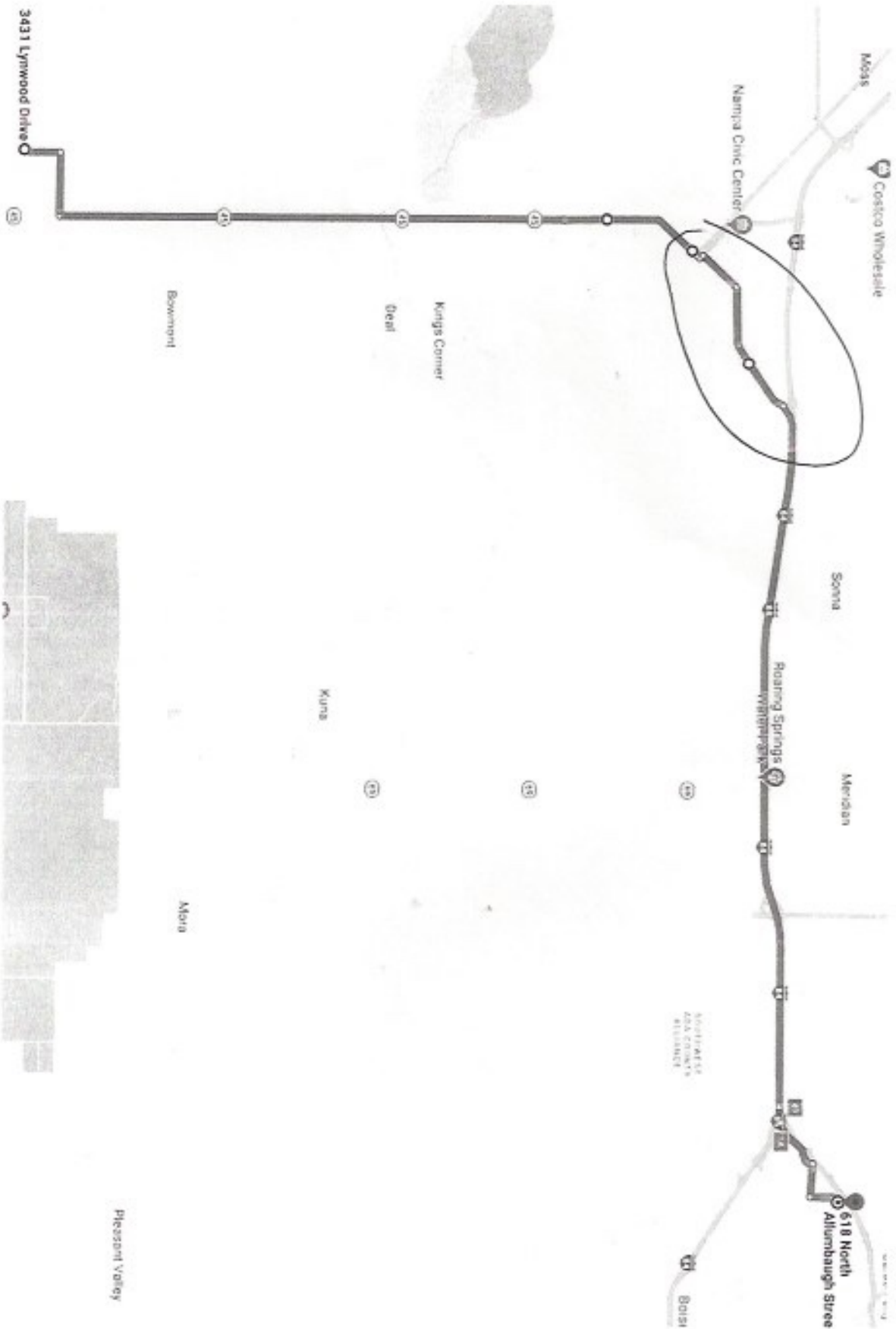
Cc: Local Highway Technical Assistance Council (LHTAC)

Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
2nd St S	ID-45	11th Ave S	Nampa HD	3/13/2020
11th Ave S	2nd St S	1st St N	Nampa HD	3/13/2020
11th Ave N	1st St N	Garrity Blvd	Nampa HD	3/13/2020
Garrity Blvd	11th Ave N	I-84	Nampa HD	3/13/2020
W Franklin Rd	I-184 Exit 1A	N Allumbaugh St	Ada County HD	3/13/2020
N Allumbaugh St	W Franklin Rd	Fairmont St	Ada County HD	3/13/2020

MAKE ONE ROUTE I 84 BL FROM ID 45 TO I 84 VIA
11TH AVE S, 11TH AVE N & GARRITY BLVD

Map of the Requested Route



March 9, 2020

Attn: Office of the Chief Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.43 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

Aaron Burton

Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

Bryce Bowman

Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council



129,000 Pound Evaluation of I-84BL

MP 61.797 to MP 58.665

MP 58.670 to MP 57.640

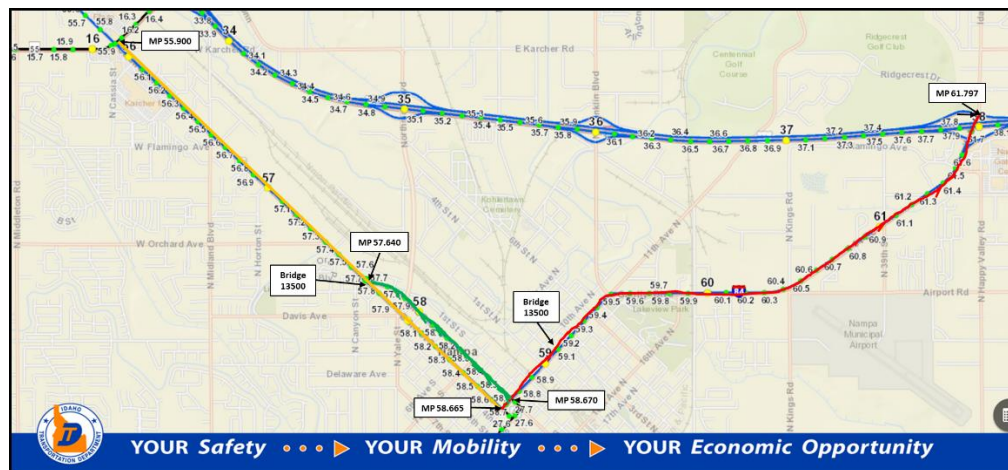
MP 58.665 to MP 55.900

(Case #202003184BL)

Executive Summary

Idaho Milk Transport is requesting a 129,000 pound route approval for Interstate 84 Business Loop (I-84BL) in Nampa, ID between mile post MP 61.797 to MP 58.665 and MP 58.670 to MP 57.640 and MP 58.665 to MP 55.900 (Map 1) for transportation of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. This route connects SH-55, SH-45 and I-84 which are presently approved 129K routes. Approval of this section will continue to connect the southern agricultural areas with the Interstate system and processing plants. District 3, and ITD Staff all recommend proceeding with this request.

MAP 1. I-84BL



This section of I-84BL is relatively flat with minimal curvature and is coded a “Red Route,” where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section confirms the two (2) bridges on the route will safely support 129,000 pound vehicles. The requested section of highway is asphalt and is in fair to good condition. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 4%-7% of the Average Annual Daily Traffic (AADT). The I-84BL segment from SH-45 to I-84 at Garrity Boulevard has two (2) Non-Interstate High Accident Intersection Locations (HAL) and one (1) HAL Clusters in the top 100 sites. The I-84BL segment of Nampa-Caldwell Boulevard from SH-45 to Karcher Boulevard has one (1) Non-Interstate High Accident Intersection Locations (HAL) and one (1) HAL Clusters in the top 100 sites.

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. DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **Specifically, the requested section of I-84BL 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 two (2) 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 (Table 1).

Table 1. I-84BL, Bridge Data

Route	FROM:	SH-55 / Karcher Ave Jct
	MILEPOST:	55.900
	TO:	I-84 / I-84BL Jct
	MILEPOST:	61.659

Highway Number	Milepost Marker	Bridge Key	121 Rating* (lbs)
I-84B	59.17	13500	290,000
I-84B	57.68	13805	334,000

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

ITD District 3 Evaluation

This segment has been evaluated and the District recommends approval of this request.

In response to the application to add I-84BL (Nampa Caldwell Blvd, 11th Ave North and Garrity Blvd) to the list of approved 129,000-pound trucking routes. District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes on I-84BL. This route connects SH-55, SH-45 and I-84 which are

presently approved 129K routes. Approval of this section will continue to connect the southern agricultural areas with the Interstate and processing plants.

Roadway Characteristics

These roadways are urban principle routes through mostly commercial areas. The roadway is mostly flat, the only grades are the interstate overpass and a railroad underpass. The roadways are mostly four (4) lanes divided by left turn bays and signalized intersections (Table 2).

Table 2. I-84BL, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
55.943 – 57.633	4 - 2 Each Direction	Yes	Curbed	No
	12'	Continuous Left Center Lane		
57.633 – 57.935	6 - 3 Each Direction	None	Curbed	No
	12'	-	-	-
57.935 – 58.665	6 - 3 Each Direction	Yes	Curbed/Sidewalk	Yes
	12'	Left Turn at Intersection	-	Parallel
58.665 – 58.818	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Left Turn at Intersection	-	
58.818 – 58.970	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Left Turn at Intersection	-	
58.970 – 61.797	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Continuous Left Center Lane	-	-

Pavement Condition

The requested section of highway is asphalt and is in fair to good condition. The report shows several sections with poor or very poor rating (Table 3). The report does not reflect pavement rehab projects completed between MP 58.000 and 60.100 after 2015.

Table 3. I-84BL, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
55.943 – 57.633	Flexible	No	Good	4.70	3.32	0.00
57.633 – 57.935	Flexible	No	Fair	3.80	3.00	0.00
57.935 – 58.665	Flexible	Yes	Poor	2.20	2.72	0.00
58.665 – 58.818	Flexible	Yes	Very Poor	2.20	1.57	0.00
58.818 – 58.970	Rigid	Yes	Very Poor	3.80	1.63	0.00
58.970 – 59.356	Flexible	Yes	Poor	2.20	2.23	0.00
59.356 – 59.846	Flexible	Yes	Poor	2.20	2.37	0.00
59.846 – 60.166	Flexible	Yes	Poor	2.20	2.06	0.00
60.166 – 61.578	Flexible	No	Good	4.30	3.18	0.00
61.578 – 61.797	Flexible	Yes	Poor	5.00	2.42	0.00

Traffic Volumes

The speed limit of the route varies between 35 and 45 mph. There are traffic signals at most intersections in this segment. The traffic volumes are in (Table 4). The route is made up of commuter, commercial and agricultural traffic.

Table 4. I-84BL, Traffic Volume

MILE POST	AADT	CAADT	% TRUCKS
MP 55.943 - 57.633	25547	1859	7
MP 57.633 – 57.935	15470	691	4
MP 57.935 – 58.665	11500	600	5
MP 58.665 – 58.818	18559	899	5
MP 58.818 – 58.970	22000	1100	5
MP 58.970 – 59.356	22477	1005	4
MP 59.356 – 59.846	18159	820	5
MP 59.846 – 60.166	24900	790	3
MP 60.166 – 61.578	25648	892	3
MP 61.578 – 61.797	22438	942	4

Truck Ramps

No runaway truck ramps exist.

Port of Entry (POE)

The POE does not maintain any rover sites on this section of highway.

Safety Review

Crash Data

The route passes two (2) churches, two (2) parks, two (2) schools and one (1) hospital. There are three (3) unprotected crosswalks and one (1) 4-way stop and eighteen (18) signaled traffic control intersections along this route. The I-84BL segment from SH-45 to I-84 at Garrity Boulevard has two Non-Interstate High Accident Intersection Locations (HAL) and one HAL Clusters in the top 100 sites. The I-84BL segment of Nampa-Caldwell Boulevard from SH-45 to Karcher Boulevard has one (1) Non-Interstate High Accident Intersection Locations (HAL) and one HAL Clusters in the top 100 sites (Table 5).

Analyses of the 5-year accident data (2014-2018) shows there were a total of 1,208 crashes involving 2,557 vehicles (0 fatalities and 711 Injuries) on I-84BL between I-84BL at Garrity Boulevard and SH 45 (MP 58.75-61.6) and SH-45 and Karcher Blvd (MP 55.9 to 58.67) and of which only 21 crashes involved a tractor-trailer combination. Ten (10) injuries resulted from the crashes. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. I-84BL, HAL Segments in Nampa (Garrity Blvd & 11th Ave)

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
11 th S Ave	42	2 nd South St	Intersection	Canyon
Garrity Blvd	88	Stamm Ln	Intersection	Canyon
I-84 BL	90	61.395-61.659	0.264	Canyon
11 th S Ave	42	2 nd South St	Intersection	Canyon
I-84BL	69	55.9 – 56.312	0.412	Canyon

Table 6. I-84BL, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.7"
Snowfall	9.2"
Days w/ Precipitation	80.1
Days w/ Sun	207

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 202003184BL**

E-MAILS

Name: Jeremy Noyes
Phone Number: 619-762-9062
Email Address: jeremymnoyes@gmail.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/23/2020

Comments: I live off Yale and Davis and the noise/congestion on the boulevard is already incredibly high. The intersection of Yale and 3rd is a pain point (especially between 2nd and 3rd), without adding extra truck traffic and compression breaks. In fact, I think even the sugar beet trucks need to find an alternate route. They create all kinds of issues in this part of town. Not sure what kind of alternatives there are, but please explore other options, like maybe Cherry Lane?

Name: Blank
Phone Number: Blank
Email Address: Blank
Specific Route: Blank
Date: 10/23/2020

Comments: Keep those trucks north of the freeway where the plant is located.

Name: Jesus Ramirez
Phone Number: 2088633408
Email Address: juniorramirez21@gmail.com
Specific Route: I84 Business Loop
Date: 10/23/2020

Comments: I have reviewed the information and would like to submit my comment for approval of the requested use by 129k pound loads.

Name: William Henscheid
Phone Number: 2088706614
Email Address: whenscheid@msn.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/23/2020

Comments: How many of these loads will there be and what time of day will these loads be traveling on the BUSIEST streets in Nampa! Secondly, please introduce me to anybody who can read the blurry, small, congested map you have on your website. This process is NOT informing the public if you can't even make the print legible and the maps readable. I will vehemently oppose this application until I am told WHERE the route actually goes. Shame on you ITD for trying to hide the truth from the public!

Name: Bob Faraday
Phone Number: 2083372673

Email Address: bobfaraday@yahoo.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/24/2020

Comments: I see absolutely no problem with this application. I say Approve!!!

Name: Bill Blohm
Phone Number: Blank
Email Address: kc7jsd@cableone.net
Specific Route: I-84 Business Loop, Nampa
Date: 10/24/2020

Comments: This request is asking to send 129,000 lb vehicles over two routes, Garrity Boulevard and the Caldwell/Nampa Boulevard, that already experience several congested areas where multiple stops are required to get through lights or intersections. While I appreciate that the 129,000 lb vehicles cause less wear and tear on our streets than currently allowed lighter transports, the increase in number of such vehicles will only make these routes more congested and more frustrating for local traffic. Add in the slow start from a standing stop using up most of a green light and the fact that I often see such double and single trailer vehicles go through red lights on turns rather than stop I can only see congestion and frustration of local drivers increasing. As a result, I am very much against allowing these 129,000 lb vehicles to use this route.

Name: Ham Hamilton
Phone Number: 4179883982 TEXT ONLY
Email Address: minew74@gmail.com
Specific Route: Nampa Garrity route
Date: 10/25/2020

Comments: Your maps are loaded with small print which is illegible. The color coding is therefore of no help. In the illustration, there is a green designation which is unexplained. HAL locations do not distinguish whether the locations are numbers 98-99 of 100 or 3-4 of 100. Reduction of annual trips is based on current use; there is no way to determine what the industry will desire for increased volume. What other industries than milk are affected? I see no recommendation from ITD. It appears this is a cover-yourself advertisement for a foregone conclusion of approval. When do I receive justification directly from the requesting agency? Forget the audible telephone, I am VERY hard of hearing.

Name: Sue A. Hoffman
Phone Number: 253.653.7020
Email Address: jshoffman509@reagan.com
Specific Route: I-84 Business Loop
Date: 10/24/2020

Comments: My first comment is that the ability to read the maps and charts online is horrific. Trying to see the exact routes needed and the street names connected to them are almost impossible. The card we received in the mail was just as bad. I have old eyes, but I really care what goes on in downtown Nampa. I spend a lot of time there between the restaurants and shops, especially during warmer weather. I am in a wheelchair which makes me not only over cautious, but more aware of my surroundings. Every time a huge truck barrels down 2nd Street, I shake my head because of the walking traffic that is in that area. Watching these trucks negotiate around corners and attempting to stop, taking up almost a whole block, is maddening. Now you seek to increase the size of these vehicles in a very pedestrian-oriented area, and I am vehemently opposed to that. I don't like the trucks that travel these downtown routes now and have always questioned whether there should be a better way to handle it. If a truck is actually delivering to a business downtown, that would be acceptable. But just to pass through an area of small businesses

with old people like me and small children is asking for trouble. Obviously I am opposed to this proposal. I also know some of the owners of the downtown businesses, and I can assure you that this does not make them happy. Thank you for allowing comments.

Name: Louella McDowell
Phone Number: 2084754049
Email Address: ella333@att.net
Specific Route: I-84 Business Route
Date: 10/24/2020

Comments: Based on the answers given to the printed questions, I cannot see where this agency has taken into consideration the great amount of growth planned for this area that directly affects I-84 highway and the increased volume of heavy traffic. Specifically the two new Amazon facilities. One in Nampa and the second planned for Meridian. Both will be located close to the highway affecting both local streets and roads, plus the use of I-84. Comment on the effect of this subject request on that aspect of possible impact re future growth and local street/road use by such heavy vehicles would be appreciated. Thanks.
Louella McDowell

Name: Eric carpenter
Phone Number: 208 830 7760
Email Address: taziskool@gmail.com
Specific Route: 129000
Date: 10/24/2020

Comments: I think it's the worst idea ever putting more weights on already deteriorating roads the infrastructure of Idaho is so far behind now you're going to put longer and heavier trucks I know it's a rule section of Highway but that's just going to add that much more work involved in keeping it maintained if a highway with concrete it might be okay 15% not really that high plus you're taking away somebody else's job by delivering them out it's good for the dairy and it's good for the cheese factory but it's bad for the driver bus to safety concern the winners are horrible you got a hundred and thirty thousand pounds that's a lot of weight I think with the new growth in the valley it would just be a bad idea

Name: David E Long
Phone Number: 12088630404
Email Address: decjlong@msn.com
Specific Route: I-84 Business Loop
Date: 10/24/2020

Comments: I use this route daily. I am in favor of the proposal to allow 129K lb truck operation through this area. I read the engineering report and the reason for the request.

Randolph B. Scott
2634 S. Benecia Way
Nampa, ID 83686
208-465-5171

Comments:
129,000 pounds is 49,000 pounds more than what is legal now on the open highways. This is ridiculous. These trucks will tear up our under-engineered roads faster, who pays for that. In a collision with a 2-4000 pound car guess who wins. It would be the same with an 80K truck but with way more forces involved equals more deadly crashes. Bottom line our roads are falling apart fast enough without allowing another 50k lbs of truck freight. Too dangerous and too much road bed damage, I say no.

Dick Mottram
P O Box 1785
Nampa, ID 83653
motts71@gmail.com
Date: 10/24/2020

Sirs:

With the condition of Idaho's roads already needing repair and/or upgrade, I feel that 80,000# loads are enough. 128,000# loads would deteriorate our roads at a faster rate, not to mention that it takes longer to stop in an emergency situation. If shippers need to ship heavier loads, they should look to the railroads.

Ps. I am a commercial driver

Stephanie Warner
5923 Airport Rd
Nampa, Id 83687
602-339-1018
Date: 10/24/2020

My concern for the passage of 129,000 pond loads on roadways in the Treasure Valley, is the road was not built to sustain this load of weight, in the short term it seems like a good idea but in the long term it will break down the road and will need major repairs which in the long runs cost a lot more. These heavy loads should only be driven on the roads designed for the weight.

Name: Krystyna Stish
Phone Number: 2086310074
Email Address: 1kn2ys@gmail.com
Specific Route: US 2026 i-84 to ID 16
Date: 10/30/2020

Comments: I am not in favor of this change. However, if they want to pay to repave, widen and create turn lanes on the 20/26 then yes. As it is right now with the subdivision growth, it has made the 20/26 very busy and the sugar beet trucks already make the 20/26 very hard to get on and off from the side roads. One of which I live off of.

Name: Patricia McDonald
Phone Number: 208-890-4049
Email Address: trish3860@yahoo.com
Specific Route: I84 business route

Comments: I live in downtown Nampa along this route. This area is 25 mph in parts with pedestrian traffic. Allowing this truck traffic will increase vehicles in the area, as well as noise traffic. This large of a truck is dangerous in a business district. We are already dealing with a lot more traffic on these roadways due to the increase of population here. I am absolutely opposed to this type of truck traffic allowed in the business loop.

Phone

Name: Joel Willis
Date: 27 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: How the companies of these trucks are going to pay for the damages that are done to the roads. The roads are already in poor condition. I worry that the extra weight is adding extra wear to the roads that is unnecessary and that these trucks and companies should be the ones ponying up to pay and fix their damage. I understand it will cause less trips and gas consumption, however the companies need to pay for maintenance on the road.

Name: Bruce Bownan
Date: 26 October 2020
Phone Number: 208-466-7355
Email Address: N/A
Specific Route: 20200418BL

Comment: I am a CDL Class A semi driver and want to know, why and for what purpose do you want these trucks added to this road in Nampa? The turn that is before the underpass will be incredibly tough for the size of trucks. On top of that the traffic is already really bad on this road and these trucks are unnecessary. I do not understand the logic or need.

Name: John Fergason
Date: 26 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: Having these trucks going down this road is a bad idea because it is already hard to see down the road. With Nampa growing the way that it is, this will slow down and make commerce way to bad.

Name: Mike Burns
Date: 24 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: Disapproves because there is already many diesel trucks and heavy loads going down this road.

Name: Eric Murphy
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200148BL

Comment: I don't think that it is possible to drive 129k trucks on this road. It is already too difficult for normal traffic because Nampa hasn't widened the roads enough to handle them. Thinks the roads won't be able to handle them.

Name: Shawn Henry
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: The road is already weak and we don't want heavy loads on the city streets.

Name: Janice Doerr
Date: 15 November 2020
Phone Number:
Email Address:
Specific Route: 20200418BL

Comment: I am opposed to having the large trucks come in this way. The boulevard and highway are too congested without them already and I just think they would add to the accidents and confusion.

Name: William Doerr
Date: 15 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very much opposed to allowing 129,000 loads going to the I84 business loop. Our roads are already in bad shape and we don't need them tearing them up.

Name: Karen Greenway
Date: 10 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very firmly against the 129,000 loads accessing what I refer to as Garity but what is called here business loop. That particular piece of road has schools, obviously businesses, a park, and a lot of other activities that should not have 129,000lb loads going down the road plus the highway itself is not prepared for that. My husband and I were in the trucking business for many years and I feel that 80,000lbs which I believe is the current amount are sufficient and that 129,000 should not be driven down our roadway.

**129,000 Pound Route Application
Case #202003I84BL**

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 3: Interstate Highway 84 Business Loop, Mile Post (M.P) 61.797 to M.P. 58.665 and M.P. 58.670 to M.P. 57.640 and M.P. 58.665 to M.P. 55.900; 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 twenty-five (25) comments were received with three (3) in support, seventeen (17) adversarial and five (5) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 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 the full Board at the regularly scheduled Board meeting of December 17, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on Interstate Highway 84 Business Loop, Mile Post (M.P) 61.797 to M.P. 58.665 and M.P. 58.670 to M.P. 57.640 and M.P. 58.665 to M.P. 55.900; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 3.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective January 1, 2021.



CASE # 202004SH81S

Route Request For Designated Routes Up To 129K

ITD 4886 (Rev. 08-13)

CASE # 202004SH81S

Idaho Transportation Department

itd.idaho.gov

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 Transystems		Contact Person's Name Kevin Iversen	
Contact Phone Number 208 734-8050	Fax Number 208 734-8153	E-Mail Address kevin.iversen@transystemsllc.com	
Company Address 201 Canyon Crest Drive, Suite 201		City Twin Falls	State ID
		Zip Code 83301	

Highway Route(s) 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(s)		
US-81 spur from US-81 to I-84 0.33 mi	MP 0.600 TO MP 0.300	PER APPLICANT at 7/02/20

Local Route(s) Requested

Roadway Name(s) or Number(s)		
Yale Road	E300S	

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

1. Justification 23% reduction in trips, 40% reduction in ESALs, Reduction in greenhouse gas emissions due to fewer trips		
2. Associated Economic Incentives 17% Reduction in freight cost		
3. Approximate Number of Trips <u>Annually</u> 3,457		
4. Commodities Being Transported Sugar Beets		
Notification Sent to City, County, and Highway District Officials That State Route(s) May Impact <input checked="" type="checkbox"/>		Date Sent June 9 th 2020
5. List to Whom Notification was Sent Scott Hitt		
Requestor's Printed Name Kevin Iversen	Requestor's Signature	Date 7/2/2020

Submit completed form to:

Idaho Transportation Department
Attn: Chief Engineer
PO Box 7129
Boise ID 83704-1129

or Fax: (208) 334-8195
Email:
tom.cole@itd.idaho.gov

ITD Use Only

	Approved	Denied	Date
Highway Review	<input type="checkbox"/>	<input type="checkbox"/>	
Bridge Review	<input type="checkbox"/>	<input type="checkbox"/>	

	Approved	Denied	Date
Sub-committee	<input type="checkbox"/>	<input type="checkbox"/>	
Chief Engineer	<input type="checkbox"/>	<input type="checkbox"/>	



129,000 Pound Evaluation of SH-81S MP 0.000 to MP 0.338 (Case #202004SH81S)

Executive Summary

Transsystem LLC. is requesting State Highway 81 Spur (SH-81S) be designated as a 129,000 Pound route. SH-81S is in District 4 between mile post (MP) 0.000 to MP 0.338 (Jct I-84/Yale Road) near Declo, ID (Map 1). The purpose is to transport of sugar beats from regional farms to the Amalgamted Sugar processing plant in Paul, ID. This request links SH-81 and I-84 between Malta, ID and Declo, ID., and reduces annual truck trips by 23%. District 4, Department of Motor Vehicles, Office of Highway Safety and Bridge Assest Management all recommend proceeding with this request.

MAP 1. SH-81S



SH-81S is flat with no curvature and is coded a “Red Route,” where vehicles with 115 foot overall vehicle length and a 6.50-foot off-track. ITD Bridge Section confirms one (1) bridge on this route which safely supports vehicles weighting up to 129,000 pound. This section is considered to have a very poor surface condition due to cracking. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 14% of the Average Annual Daily Traffic (AADT). This segment of SH-81S has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. There were no crashes involving involving tractor-trailer combination.

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. **Specifically, the requested section of SH-81S 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data chart below.

Table 1. SH-81S, Bridge Data

ROUTE	FROM:	SH-81 / SH-81S Jct
	MILE POST:	0.000
	TO:	SH-81S / I-84 Jct
	MILE POST:	0.338

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121K RATING (lbs)
SH-81S	0.26	16625	262,000

*The bridge is adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

ITD District 4 Evaluation

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. The District has found no concerns with this action and recommends proceeding.

Roadway Characteristics

This section of road is a rural major collector passing through an agricultural areas. The speed limit on this section of road is 35 mph. The requested route connects SH-81 to I-84 at Exit 228 and Yale Road in Cassia County. SH-81 and I-84 are approved 129K routes.

Table 2. SH-81S, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
0.000 – 0.338	2 - 1 each direction	No	Graded	No
	12'			

Pavement Condition

The road is mostly asphalt pavement with a short section of concrete comprised of the bridge deck on the I-84 Exit 228 interchange structure. TAMS data is unavailable for this section of SH-81S. TAMS data readings are dated 2013 with a rehabilitation overlay was last applied in 2014. Therefore, the TAMS condition data for this section of road is not an accurate representation of current road conditions. This section was last reconstructed in 1962;

Table 3. SH-81S, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
0.000 – 0.338	Flexible	No	Fair	None	None	None

Traffic Volumes

Table 4. SH-81S, Traffic Volumes

MILE POST	AADT	CAADT	% TRUCKS
0.000 – 0.338	604	87	14%

Truck Ramps

No runaway truck ramps exist. The route is flat.

Port of Entry (POE)

There are no POE rover sites along this route. Along I-84, the Cotterell POE is located immediately south. Along SH-81, there is a roving POE site located south of the junction.

Safety Review

Crash Data

SH-81S has no Non-Interstate High Accident Intersection Location (HAL) and has no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were no crashes on SH-81S. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. SH-81S, HAL Segments

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

Table 6. SH-81S, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.6"
Snowfall	22.1"
Days w/ Precipitation	76.6
Days w/ Sun	217

There are no recorded road closures due to weather conditions.

END EVALUATION

129,000 Pound Route

Public Comments

Case# 202004SH81S (State Highway 81 Spur)

Public Hearing

22 October, 2020 4:00 PM - 7:00 PM
Burley City Hall
1401 Overland Rd
Burley, ID 83318

129K Public Hearing, ID-81 Spur Hearing Transcript - October 22, 2020

OPENING

Good afternoon, it is Thursday, October 22, 2020.

We are at Burley City Hall, located on 1401 Overland Avenue in Burley.

It is the date, time and place for an Idaho Transportation Department hearing for a 129,000-pound truck route and the application thereto. The application number being #202004SH81S, and the application is for Idaho 81 Spur from Milepost 0 to 0.338, Cassia County.

Information for this hearing and for comments submitted directly to the Idaho Transportation Department have been previously provided by ITD in the following ways:

- A press release was sent to the regional media on Oct. 1 and Oct. 19;
- A display announcement for this hearing was published through The Times News on Oct. 1 & Oct. 11;
- A display announcement for this hearing was published in both English and Spanish through The Voice on Oct. 7 & Oct. 14;
- An online display announcement for this hearing ran online through The Times News from Oct. 15 to Oct. 21;
- Announcement posts were made on ITD's Facebook and Twitter accounts on Oct. 1 and Oct. 19;
- Scott Luekenga and Jessica Williams participated in a live radio information with KBAR on 1230 on the morning of Oct. 8; and
- Letters of information were sent out to all district and county officials for Cassia County as well as the Raft River Highway District and Burley Highway District.

Closing dates for comments is Friday, October 30, 2020.

My name is Jim Kempton, ITD Board Member representing District 4 and I will be serving as the hearing officer for this hearing.

With me today are ITD's Freight Manager Scott Luekenga, ITD D4 Public Information Officer Jessica Williams, and ITD Engineer Assistant Transportation Staff member Ana Solis who is serving as a Spanish speaking interpreter if required.

I would also like to mention that there have been two letters introduced for this hearing. One from the Burley Highway District and one from the Raft River Highway District, both letters indicating that the consideration in this hearing on the highway spur 81 and highway 81 connection to the interstate will not have any detrimental effects on Burley Highway District's 129k routes study that is in consideration now, and the same study for Raft River.

With those comments in mind, this hearing is now open.

CLOSING

This is Jim Kempton, hearing officer for the 129k truck hearing at the Burley City Hall in Burley, Idaho. It is now 7:00 o'clock, the time noted for closure of the meeting. There has been no persons who have appeared to testify and the hearing is hereby closed.

Written Comments

None

E-Mails

None

Phone Comments

None

Public Hearing Comments

None

**129,000 Pound Route Application
Case #202004ID81S**

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 4: Idaho Highway 81 Spur, Milepost (M.P.) 0.000 to 0.338; 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 no comments were received; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 19, 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 the full Board at the regularly scheduled Board meeting of December 17, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on Idaho Highway 81 Spur, Milepost M.P. 0.000 to M.P. 0.338; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

October 29, 2020

Attn: Scott Luekenga
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: 129k Case #201904US93

Dear Mr. Luekenga,

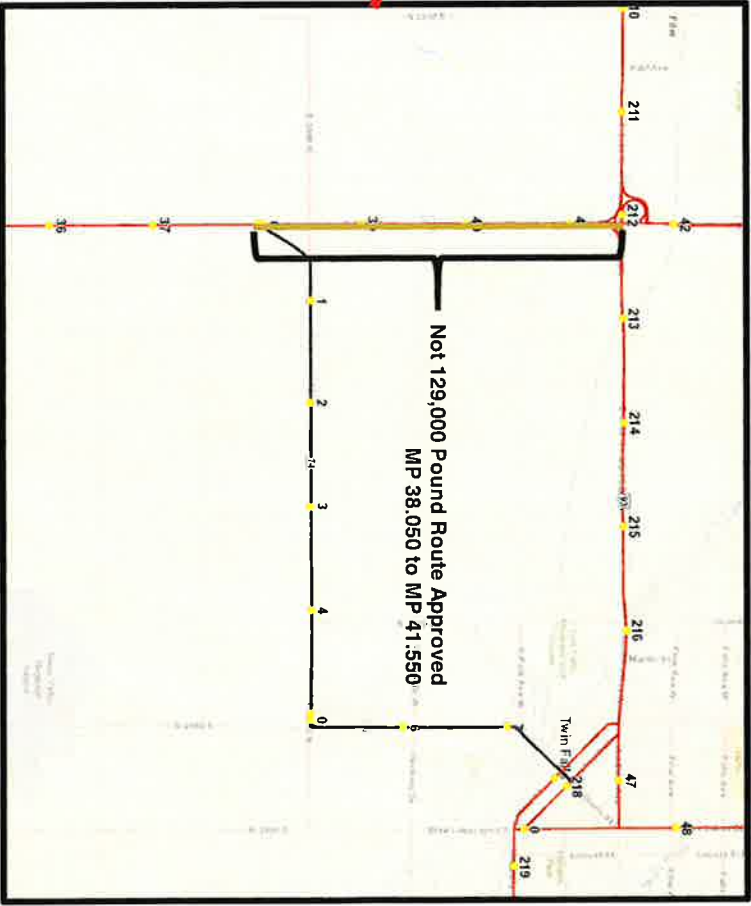
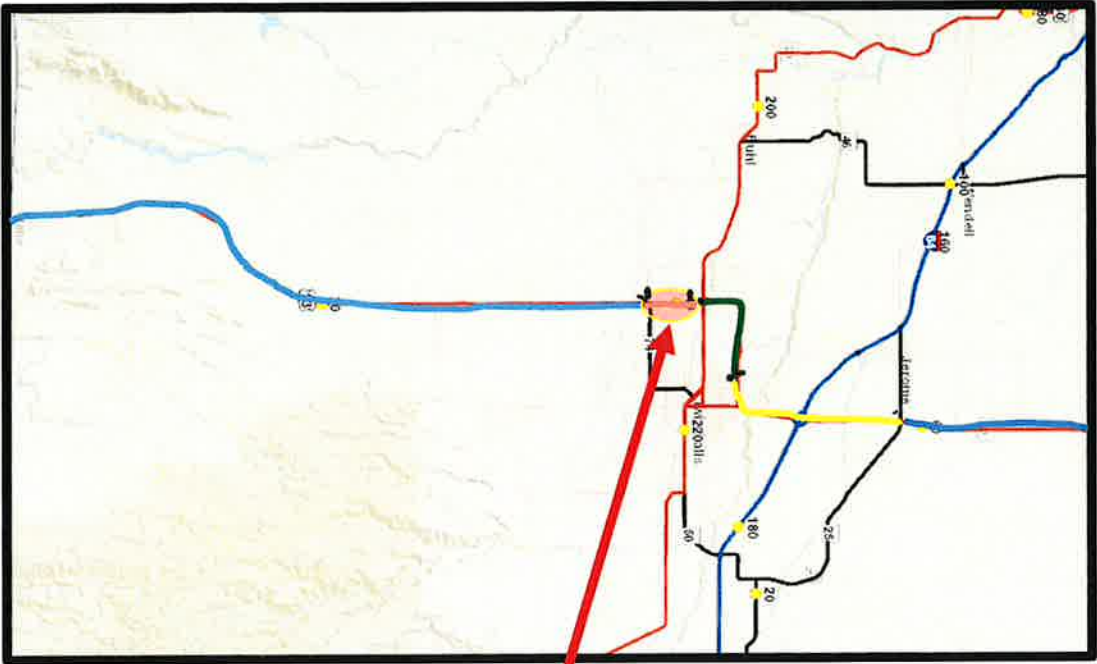
I am writing this letter to formally request that the 129k Subcommittee consider a revision of our application for a 129k route approval on US93 (case #201904US93). We request that US93 between mile post 38.5 and 41.5 be added to our application, these miles were mistakenly excluded from the initial application.

Thank you for your consideration of this matter.

Aaron Burton

Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

129,000 Pound Route Gap US-93 West of Twin Falls



- Pilot Project: US-93 MP0.000 to MP 38.050
- Case # 201904US93: US-93 MP 41.55 to MP 48.300
- Case # 201803US93 MP48.260 to MP 58.800



Case # 2019 04 US 93

Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID Zip Code 83318

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	E 2500 N	I-84	US 93	48.3	41.55
I-84	US-93	Exit 168			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
N 2300 E	2300N Rd	E 2500 N	Twin Falls	8/8/2019
E 2500 N	N 2300 E	US-93	Twin Falls	8/8/2019

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

1. Justification This request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Jerome plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 1959 trips to 1570 trips – a reduction of approximately 389 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips Annually 1570		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes November 1, 2019		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 8/8/2019

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 Email: officeofthechiefengineer@itd.idaho.gov	Fax: (208) 334-8195
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ITD Use Only

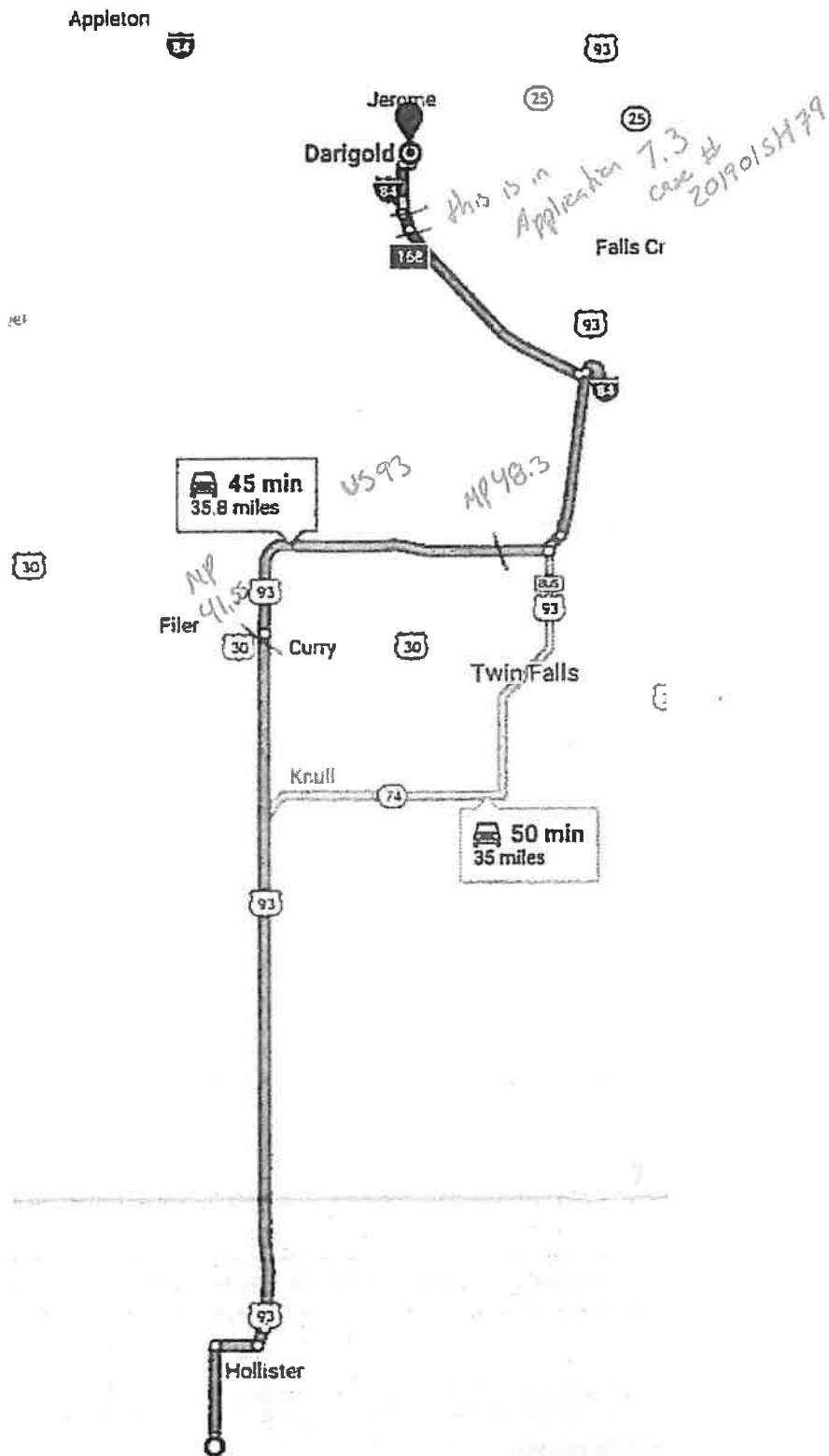
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>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

Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S Lincoln Ave	I-84 Exit 168	Rose St	Jerome	8/8/2019

Map of the Requested Route



August 8, 2019

Attn: Office of the Chief Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 20 dairy farms located in and around the Magic Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,000 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.4 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

Aaron Burton

Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

Bryce Bowman

Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council Jerome Local Highway Jurisdiction
Twin Falls Local Highway Jurisdiction West Point Local Highway Jurisdiction
Filer Local Highway Jurisdiction Buhl Local Highway Jurisdiction
Wendell Local Highway Jurisdiction



129,000 Pound Evaluation of US-93 M.P. 38.0 to M.P 48.3 (Case #201904US93)

Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on US-93 between milepost (MP) 38.0 at the intersection with SH79 and MP 48.3 at the intersection with Washington St., Twin Falls, for transportation of milk. Currently 1959 trips are made annually at 105,500 pounds but if approved will reduce the number to 1570. The requested section of US- 93 is 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. ITD Bridge Section confirms the one bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of US-93 has two Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 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 38.0 to milepost 48.3 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data chart below.

ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding with requested route.

Evaluation starting point begins at the junction with SH-74.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 38.0 to 48.26 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a rural principal arterial transitioning to urban principal arterial. The roadway geometry is outlined in the table below.

Table 1. SH-37 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
US93 38.045 - 40.6	2 – 1 each direction	No	Yes	No
	12'		3'	-
US93 40.6 -41.01	2 – 1 each direction	Yes	Yes	No
	12'		3'	-
US93 41.01-41.498	4 – 2 each direction	Partial	Yes	No
	12'	(one-way left turn bays)	4' - 5'	-
US93 41.498-41.894	4 – 2 each direction	No	Yes	No
	12'	(striped median)	4' - 5'	-
US93 41.894-47.025	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	6' - 8'	-
US93 47.025-48.3	4 – 2 each direction	No	No	No
	12'	(one-way left turn bays)	-	-

Pavement Condition

The road is asphalt pavement for the first nine miles of the requested route and turns to concrete once entering the city of Twin Falls. The pavements are in good condition; no section is considered deficient in cracking, rutting or ride. US-93 was realigned and reconstructed from milepost 41.75 to the end of the requested route as part of the Twin Falls Alternate Route projects. Phase one reconstructed milepost 47.025 to 49.252 in Twin Falls in 2007; Phase two constructed and realigned milepost 41.75 to 47.025 in 2011. The US-93/US-30 junction was reconstructed in 1997 and received a surface treatment/seal coat in 2004.

Resurfacing and safety projects extending south from US-30 junction to beyond SH-74 junction is scheduled in FY-2025 and FY-2026.

Spring breakup limits do not pertain to this section at this time.

Table 2. 2016 TAMS Visual Survey Data

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
US93	35.05 – 41.01	Flexible	No	Fair	Good	Good	Fair
US93	41.005 – 41.498	Flexible	No	Fair	5.00	3.48	0.26
US93	41.498 – 41.894	Flexible	No	Good	4.50	3.70	0.16
US93	41.894 – 44.250	Flexible	No	Good	4.90	4.33	0.19
US93	44.250 – 47.025	Flexible	No	Good	4.90	4.09	0.20
US93	47.025 – 48.025	Rigid	No	Good	4.90	NA	NA
US93	48.025 – 49.252	Rigid	No	Good	5.00	NA	NA

Traffic Volumes

The speed limit of the highway varies between 45 and 60 mph. There are 3 stop lights in this segment located in the city of Twin Falls. The traffic volumes are provided below.

Table 3. 2018 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
US-93 38.0 – 40.4	4700	660	14
US-93 40.4 – 41.005	5900	700	11.8
US-93 41.005-41.498	5200	700	13.5
US-93 41.498-41.894	5100	300	6
US-93 41.894-44.250	5400	300	6
US-93 44.250-47.025	11000	400	3.8
US-93 47.025-48.025	13000	400	3.2
US-93 48.025-49.252	28500	1800	6.3

Truck Ramps

The highway is relatively flat in this section. The southern portion has limited passing opportunities, but transitions to four-lane section with ample room.

Port of Entry (POE)

The POE does not maintain any facilities in this section.

Highway Safety Evaluation

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

Analyses of the 5-year accident data (2014-2018) shows there were a total of 135 crashes involving 259 units (0 fatalities and 58 Injuries) on US 93 between MP 38 and 48.3 of which 7 crashes involved tractor-trailer combinations. None of the injuries were due to crashes with tractor trailers.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	96	48.26 (Washington St)	Intersection	Twin Falls
US 93	129	39.51 (3700 N)	Intersection	Twin Falls
US 93	190.5	40.51 (3800 N)	Intersection	Twin Falls
US 93	224	45.42 (2600 E)	Intersection	Twin Falls
US 93	297	38.5 (3600 N)	Intersection	Twin Falls
US 93	122	48.258-49.252	0.994	Twin Falls

Additional Data:

Bridge Data:

Route Number: US 93
 Department: Bridge Asset Management
 Date: 11/6/2019

Route	From:	Twin Falls, ID
	Milepost:	48.30
	To:	Twin Falls, ID
	Milepost:	41.55

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
93	45.66	19391	204,000

^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).

**129,000 Pound Route Application
Case #201904US93**

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 4: United States Highway 93, Milepost (M.P.) 41.55 to M.P. 48.30; 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 eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 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 the full Board at the regularly scheduled Board meeting of May, 21 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on United States Highway 93, Milepost M.P. 41.55 to M.P. 48.30; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

In the Matter of the Applications for the)	
Designation of 129,000 Pound Route on)	
United States Highway 93.)	LETTER OF DETERMINATION
)	
Case No. 201904US93)	

The Idaho Transportation Department received an applications requesting that sections of United States Highway 93 be designated as routes in which transports weighing up to 129,000 pounds would be allowed. Specifically, the application sought the designation of United States Highway 93 from milepost M.P. 41.55 to M.P. 48.30. The application was submitted to the Idaho Transportation Department (ITD) pursuant to Idaho Code section 49-1004A

The staff at ITD District 4, the Division of Motor Vehicles, Highways Bridge Section and the Office of Highway Safety evaluated the proposed route applying the criteria set forth in the administrative rules that implement the statute. See IDAPA 39.03.22.200.04. ITD Staff found the proposed route satisfied engineering and safety standards set forth in the rule. I received the information from staff and recommended that the matter proceed to a public hearing.

In March, 2020, public hearings were noticed and conducted in both Wendell, ID and Twin Falls, ID on March 4 and 5, 2020 where written and verbal testimony was received. Idaho Transportation Board Member Jim Kempton presided over the hearing in both Wendell, ID and Twin Falls, ID. Following a thirty-day period, the time for submitting written comment closed.

The Board Sub-Committee held an open meeting on April 16, 2020. At that meeting I recommended approval of the proposed route. The Sub-Committee considered staff's analysis, my recommendation, the testimony received at the public hearing and the written comments submitted. The Sub-Committee voted to recommend approval of the proposed route to the full Idaho Transportation Board.

The Board Sub-Committee and my representative presented this matter to the Idaho Transportation Board at its regularly scheduled meeting of May 21, 2020. The Board received the submitted application, maps and Staff's evaluation of the proposed route. The Board also received transcripts of the testimony submitted at the public hearing and the written comments received by Staff. The Board accepted the recommendations to approve the route and adopted a resolution during the meeting, directing me to process a Letter of Determination approving the route for weights of up to 129,000 pounds.

THEREFORE, it is now DETERMINED that the application identified above is hereby APPROVED and the requested route are designated as routes in which vehicles combinations of up to 129,000 pounds may operate with a permit.

This Letter of Determination is an administrative action of the Idaho Transportation Department and will become a final agency action unless an appeal or pleading is filed with me within fourteen (14) calendar days from the date of service indicated below. The right to file an appeal or pleading is set forth in title 67, chapter 52, Idaho Code and IDAPA 04.11.01, referred to as the Idaho Rules of Administrative Procedure of the Attorney General.

Dated this 21 day of May, 2020.

BLAKE RINDLISBACHER
Chief Engineer
Idaho Transportation Department

CERTIFICATE OF SERVICE

I hereby certify that on this ____ day of May, 2020, a copy of the within and foregoing LETTER OF DETERMINATION was served by sending the same by United States mail, postage prepaid, in an envelope addressed to:

IDAHO MILK TRANSPORT
ATTN: GENE BRICE
P.O. BOX 1185
BURLEY, ID 83318

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

April 16, 2020

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 1:45 PM on Thursday, April 16, 2020. The meeting was conducted via telephone due to the COVID-19 virus. ITB Member Jim Thompson participated in the meeting and Member Julie DeLorenzo and Vice Chairman Jim Kempton participated in the discussions on the route(s) in their respective district.

Principal Subcommittee staff members and advisors participating from ITD included Deputy Attorney General Larry Allen, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Communication Manager (CM) Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, and Executive Assistant to the Board Sue S. Higgins.

Minutes: February 18, 2020. Member Thompson made a motion to approve the February 18, 2020 meeting minutes as submitted. Member DeLorenzo seconded the motion and it passed 3-0 by individual roll call vote.

Case #201804: I-84 Business - Milepost (MP) 0.0 to 0.94 and 19.68 to 19.83, District 3. FPM Luekenga presented the Chief Engineer's analysis on the I-84 Business route from the SH-19 intersection to I-84. The Division of Motor Vehicles (DMV) reported that the two sections of I-84B are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. District 3 evaluated the pavement condition between MP 0.00 and 19.83. The asphalt pavement is in fair to very poor condition. The section from MP 19.68 to 19.83 is very poor due to rutting. The Office of Highway Safety reported one non-interstate high accident intersection location and no high accident location clusters. The Chief Engineer's analysis recommends proceeding with the request.

Member DeLorenzo asked if there is a project in the Program to address the very poor pavement. District 3 Engineer Caleb Lakey said there is no project scheduled; however, he believes the maintenance crew could patch that section.

CM Trimboli said one public comment was received; however, it did not indicate a position on the route designation.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for I-84 Business, milepost 0.0 to 0.94 and 19.68 to 19.83. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201903: SH-46 – Milepost 85.33 to 100.15, District 4. FPM Luekenga said the DMV confirmed that this section of SH-46 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 five 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 to fair condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request. He added that eight comments were received on the three District 4 route designations, including concerns with congestion due to trucks' capacity to travel up the grade on SH-46.

CM Trimboli added that he believes the opposition is mainly due to the misunderstanding of these vehicle combinations. He intends to improve the educational efforts on designating these routes.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-46, milepost 85.33 to 100.15. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201901: SH-79 – Milepost 0.00 to 0.23, District 4. FPM Luekenga said the DMV confirmed that this section of SH-79 is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge 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. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-79, milepost 0.00 to 0.23. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201904: US-93 – Milepost 41.55 to 48.3, District 4. FPM Luekenga said the DMV confirmed that this section of US-93 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 one bridge 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 two non-interstate high accident intersection locations and one high accident location cluster. The Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga added that the Department received a late comment on this route expressing safety concerns, especially at a couple of intersections.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-93, milepost 41.55 to 48.3. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

The meeting adjourned at 2:15 PM.

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



Request For Designated Routes Up To 129,000 Pounds

ITD 4886 (Rev. 03-14)

itd.idaho.gov

CASE # 2018030593

Idaho Transportation Department

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 Glanbia Nutritionals		Contact Person's Name Drew Adams	
Contact Phone Number (208) 934-9824	Fax Number (208) 934-9434	E-Mail Address dadams@glanbia.com	
Company Address 121 4 th Ave. South		City Twin Falls	State ID Zip Code ID 83301

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
93	48.26	58.8

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Washington Street	0.0	1.96	City of Twin Falls	10/2/2018

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

1. Justification

Glanbia currently hauls 950,000 pounds of liquid whey daily from our Twin Falls plant to our Richfield plant. This is approximately 14 loads per day hauled at 105,000 pounds. All of this product currently travels along the requested route. Highway 93 south of Twin Falls and north of Jerome is already approved for 129,000 pound trucks.

2. Associated Economic Benefits

Allowing trucks to haul at the heavier weight limit will reduce three trips per day or over 1,000 loads per year. This will be a reduction in loaded trucks as well as empty trucks.

3. Approximate Number of Trips Annually

At 105,000 pounds 5,110

At 129,000 pounds 4,015

4. Commodities Being Transported

Liquid whey.

5. Anticipated Start Date to Use Requested Routes Upon approval

Requestor's Printed Name Drew Adams	Requestor's Signature 	Date 10/02/18
--	---------------------------	------------------

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
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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



129,000 Pound Evaluation of US-93 M.P. 48.26 to M.P 58.8 (Case #201803US93)

Executive Summary

Glanbia Nutritionals submitted a request for 129,000 pound trucking approval on US-93 between mile post (MP) 48.26 (Washington Street in Twin Falls) and MP 58.8 (intersection with SH-25) for transportation of liquid whey product from their Twin Falls plant to their Richfield plant. The request projects up to 4,015 trips annually which is reduction of approximately 1,100 loads annually from current operations. This section of US-93 is coded a "Red Route," where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section confirms the three bridges on the route will safely support 129,000 pound vehicles. District 4 evaluation shows the road condition to be rated "Good" to "Poor" with the "Poor" section (MP 49.45 to MP 50.14) rated as deficient. The deficient section of highway is programmed for a restoration project in FY 2021. The Office of Highway Safety analysis shows this section of US-93 has six Non-Interstate High Accident Intersection Locations (HAL) and has four HAL Clusters with details provided below. There is a single local road, Washington Street, under request with the City of Twin Falls. The Division of Motor Vehicles, the Office of Highway Safety, Bridge Asset Management and District 4 all recommend proceeding with this request.

Detailed Analysis

Division 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 MP 48.26 to 58.8 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 **three 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 4 Evaluation

This segment has been evaluated and the District recommends proceeding.

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 between MP 48.26 – MP 58.8 in response to the request to make this segment a 129,000-pound trucking route. The District found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a Principal Arterial in urban sections of northern Twin Falls and within the Twin Falls City limits from MP 48.26 to MP 50.2 and the rural sections through central Jerome County from MP 50.2 to MP 58.8. It intersects with US-93B at MP 49.45, I-84 at MP 53.1 and SH-25 at MP 58.7.

There are no dedicated passing or climbing lanes. The roadway geometry is outlined in the table below.

Table 1. US-93 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
48.26 – 49.24	6 – 3 each direction divided	No*	Yes	No
	12'	-	8'	
49.45 – 49.89	5 – 2 NBL, 3 SBL	Yes	Yes	No
	12'	-	8'	
49.89 – 50.14	4 – 2 each direction	No*	Yes	No
	12'	-	8'	-
50.14 – 50.74	4 – 2 each direction bridge	No	No	No
	12'	Barrier Median		-
50.74 – 52.71	4 – 2 each direction divided	No*	Yes	No
	12'	-	8'	-
52.71 – 53.15	4 – 2 each direction	No*	Yes	No
	12'	-	8'	-
53.15 – 55.20	4 – 2 each direction divided	No*	Yes	No
	12'	-	8'	-
55.20 – 58.80	2 – 1 each direction	No	Yes	No
	12'		4' - 5'	

* Center left turn bays located at local road intersections - 14' wide.

Note: A gap in mileposts exists between MP 49.24 and MP 49.45 due to the intersection of Pole Line Road and Blue Lakes Boulevard.

Pavement Condition

The road is concrete pavement from MP 48.26 to MP 49.24 and MP 52.71 to MP 53.15. Concrete pavement is in "Fair" condition and is not deficient in cracking, rutting, or ride. The road is asphalt from and MP 49.45 to MP 50.14 and is in "Poor" condition with a restoration project programed for FY 2021. The asphalt pavement from MP 50.74 to 58.80, the asphalt pavement from MP 49.24 to 52.71 and the asphalt pavement from MP 53.15 to 58.80 are in "Good" condition and are not considered deficient in cracking, rutting or ride.

Table 2. Pavement Condition

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING	ROUGHNESS	RUTING
48.26 – 49.24	Rigid	No	Fair	Good	Fair	Good
49.45 – 49.89	Flexible	Yes	Poor	Good	Very Poor	Fair
49.89 – 50.14	Flexible	Yes	Poor	Good	Very Poor	Fair
50.74 – 52.71	Flexible	No	Good	Good	Good	Good
52.71 – 53.15	Rigid	No	Fair	Good	Fair	Good
53.15 – 55.20	Flexible	No	Good	Good	Good	Good
55.20 – 58.80	Flexible	No	Good	Good	Good	Good

Traffic Volumes

The speed limit of the highway varies between 35 and 60 mph. Seven stop lights are in this segment, four located within the City of Twin Falls, two at the I-84 Interchange and one 500 South MP 53.68.

Table 3. 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
48.26-49.24	13,000	400	3
49.45-49.89	31,000	2,400	8
49.89-50.14	31,000	2,400	8
50.74-52.71	27,500	2,800	10
52.71-53.15	18,500	2,300	12
53.15-55.20	14,000	2,000	14
55.20-58.80	8,500	900	11

Truck Ramps

No runaway truck ramps exist due to the flat nature of the highway.

Port of Entry (POE)

No POEs are located on this section of highway.

Highway Safety Evaluation

This US-93 segment has six Non-Interstate High Accident Intersection Locations (HALs) in the top 200 statewide rankings and has four HAL Clusters in the top 200. These locations are shown in Table 4 with their statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 334 crashes involving 712 units (1 fatality and 282 injuries) on US-93 between MP 48.258 and MP 58.8 of which, 20 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the most prevalent contributing circumstances were failure to yield and following too close. Eight 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 4. HAL Segments – US-93

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	52	54.716	Intersection	Jerome
US 93	93	57.727	Intersection	Jerome
US 93	109	48.998	Intersection	Twin Falls
US 93	131	50.742	Intersection	Jerome
US 93	139	56.727	Intersection	Jerome
US 93	160	48.258	Intersection	Twin Falls
US 93	71	48.838-48.930	0.092	Twin Falls
US 93	79.5	47.961-48.461	0.5	Twin Falls
US 93	127	48.469-48.670	0.201	Twin Falls
US 93	194.5	48.258-49.252	0.994	Twin Falls

Additional Data:***Bridge Data:***

Route Number: US 93
Department: Bridge Asset Management
Date: 10/3/2018

Route	From:	Intersection with Washington Street
	Milepost:	48.26
	To:	SH-25
	Milepost:	58.80

Highway Number	Milepost Marker	Bridge Key	121 Rating^a
			(lbs)
93	48.66	19393	364,000
93	50.04	17580	200,000
93	56.51	17595	160,000

^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).

In the Matter of the Application for the)	
Designation of 129,000 Pound Route on)	
U.S. Highway 93)	LETTER OF DETERMINATION
)	
Case No. 201803US93)	

The Idaho Transportation Department received an application requesting that a section of U.S. Highway 93 be designated as a route in which transports weighing up to 129,000 pounds would be allowed. Specifically, the application sought the designation of U.S. Highway 93 from milepost 48.26 to milepost 58.80. This application was submitted to ITD pursuant to Idaho Code section 49-1004A.

The staff at ITD District 4 and the staff at the Division of Motor Vehicles, Bridge Section, and the Office of Highway Safety of ITD Headquarters evaluated the proposed route applying the criteria set forth in the administrative rules that implement the statute. See IDAPA 39.03.22.200.04. Staff found the proposed route satisfied engineering and safety standards set forth in the rule. I received the information from staff and recommended that the matter proceed to a public hearing.

Three public hearings were noticed and conducted in Twin Falls, Idaho on September 6, 2018, October 4, 2018 and November 20, 2018 where written and verbal testimony were received. Idaho Transportation Board Member Kempton presided over the hearing. Following a thirty-day period, the time for submitting written comment closed.

The Board Sub-Committee held an open meeting on January 16, 2019. At that meeting I recommended approval on the proposed route. The Sub-Committee considered staff's analysis, my recommendation, the testimony received at the public hearing and the written comments

submitted. The Sub-Committee voted to recommend approval of the proposed route to the full Idaho Transportation Board.

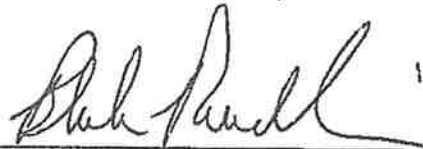
The Board Sub-Committee and my representative presented this matter to the Idaho Transportation Board at its regularly scheduled meeting of February 21, 2019. The Board received the submitted application, map of the proposed route and Staff's evaluation of the proposed route. The Board also received transcripts of the testimony submitted at the public hearing and the written comments received by Staff. The Board accepted the recommendations to approve the route and adopted a resolution during the meeting, directing me to process a Letter of Determination approving the route for weights of up to 129,000 pounds.

THEREFORE, it is now DETERMINED that the application identified above is hereby APPROVED and the requested route is designated as a route in which vehicle combinations of up to 129,000 pounds may operate with a permit.

This Letter of Determination is an administrative action of the Idaho Transportation Department and will become a final agency action unless an appeal or pleading is filed with me within fourteen (14) days from the date of service indicated below.

The right to file an appeal or pleading is set forth in title 67, chapter 52, Idaho Code and IDAPA 04.11.01, referred to as the Idaho Rules of Administrative Procedure of the Attorney General.

Dated this 21st day of January 2019.

A handwritten signature in black ink, appearing to read 'Blake Rindlisbacher', is written over a horizontal line.

BLAKE A. RINDLISBACHER, P. E.
Acting Chief Engineer
Idaho Transportation Department

CERTIFICATE OF SERVICE

I hereby certify that on this 21st day of January 2019, a copy of the within and foregoing LETTER OF DETERMINATION was served by sending the same by United States mail, postage prepaid, in an envelope addressed to:

GLANBIA NUTRITIONALS
121 4th Avenue South
Twin Falls, ID 83301

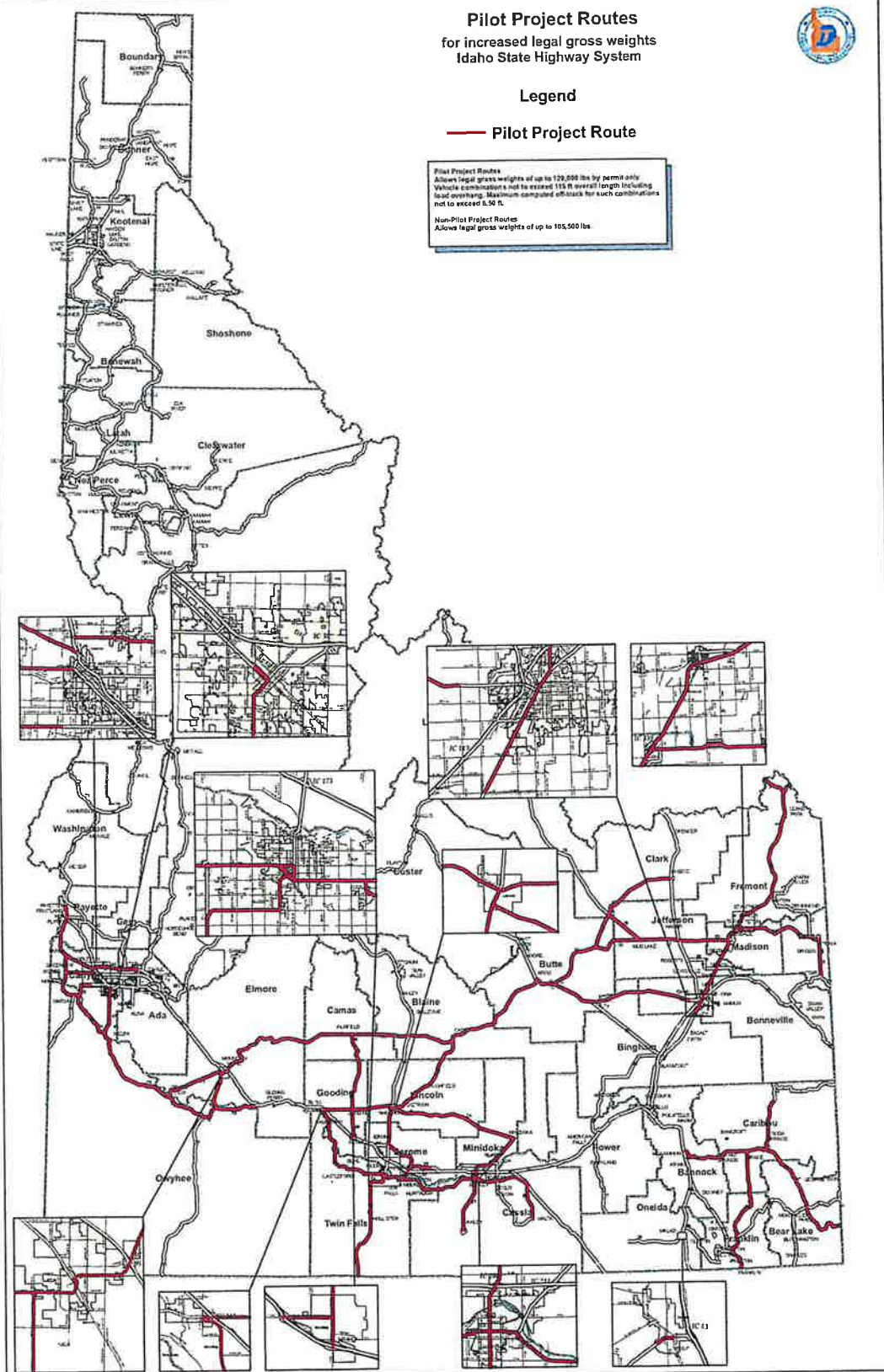




Pilot Project Route

Pilot Project Routes
Allows legal gross weights of up to 129,000 lbs by permit only.
Vehicle combinations not to exceed 115 ft overall length including
load overhang. Maximum computed off-track for such combinations
not to exceed 6.50 ft.

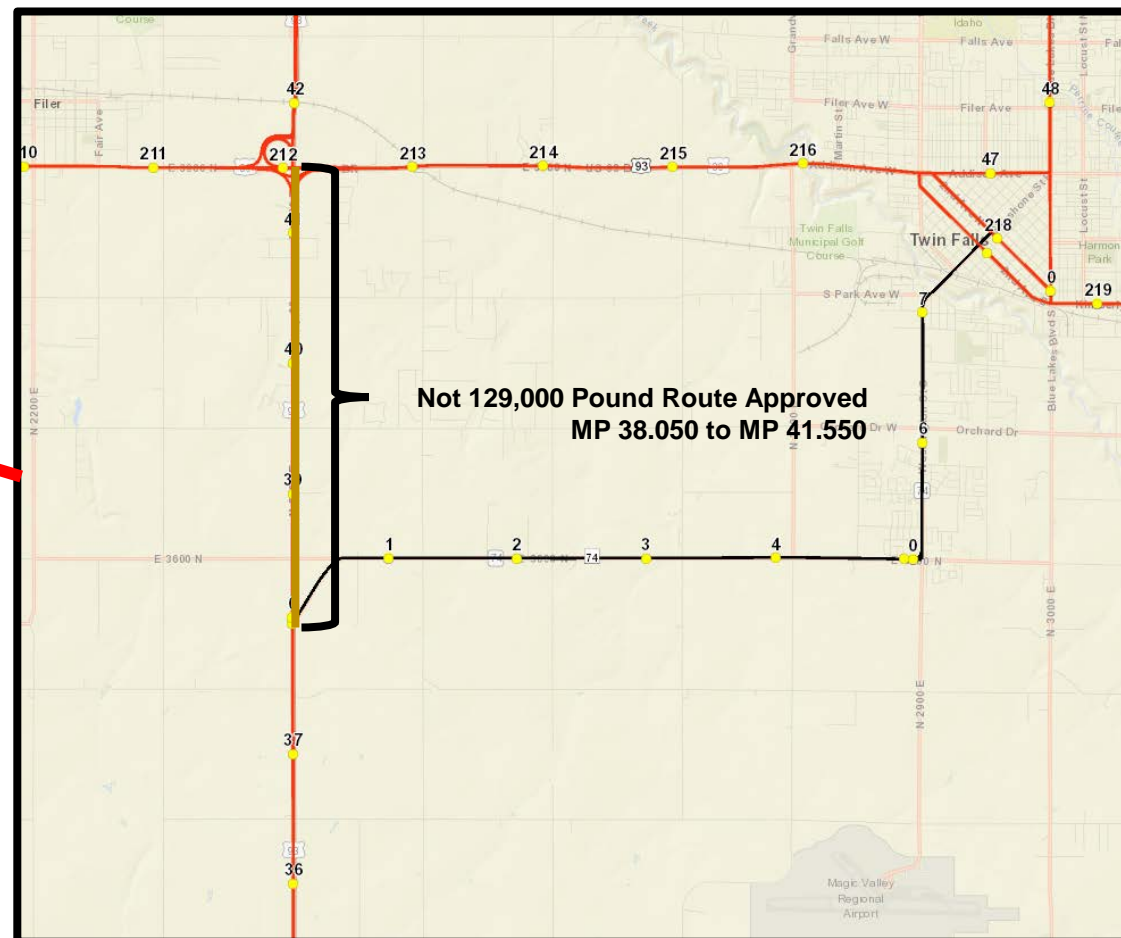
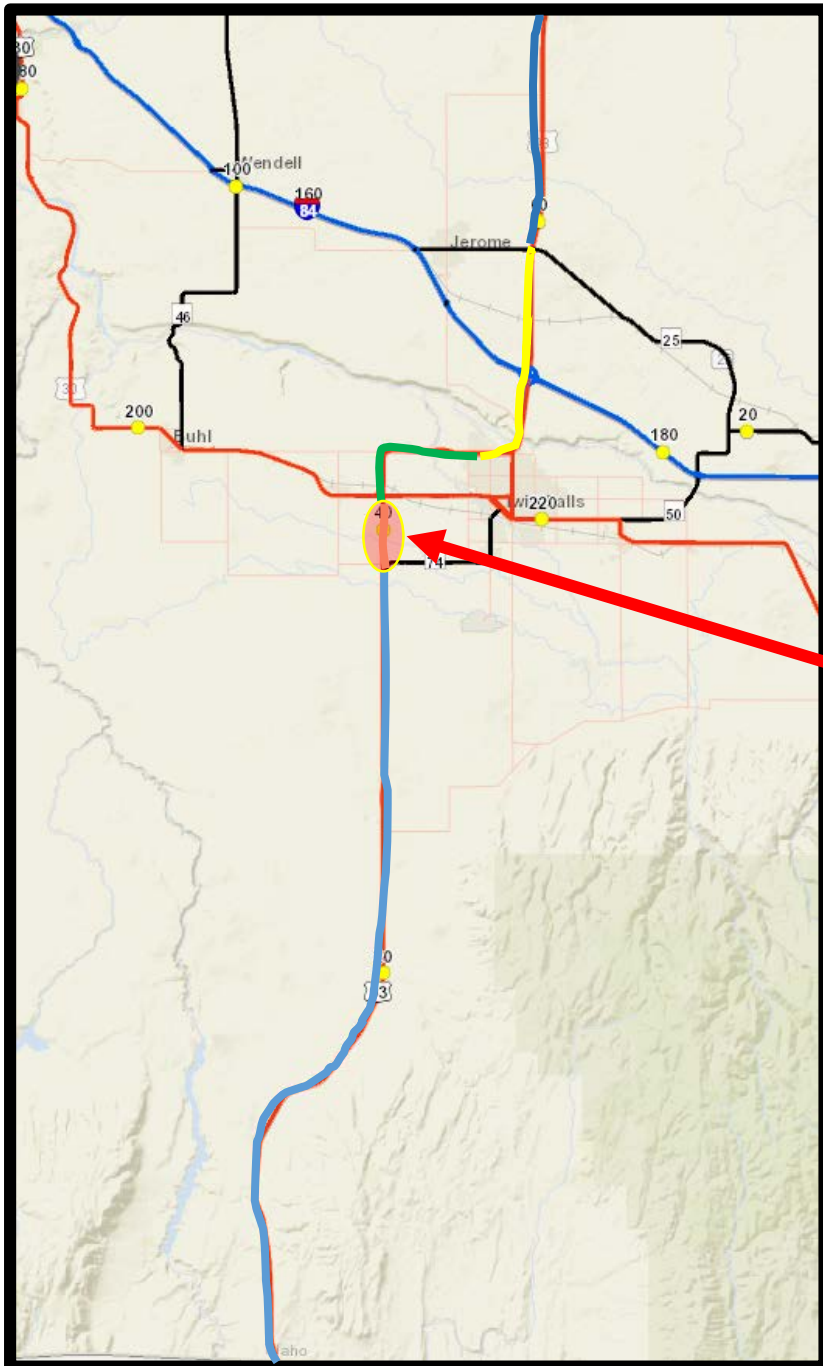
Non-Pilot Project Routes
Allows legal gross weights of up to 105,500 lbs.



Pilot Project Routes

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
a	US-93	002220	0.000	38.050	38.050	Nevada state line to junction with SH-74
	SH-74	016297	0.010	0.050	0.040	Junction US-93 to SH-74 connector
	SH-74	002210	0.000	7.835	7.835	Junction US-93 to intersection Shoshone Street with 2nd Avenue E and 2nd Avenue N
	SH-74 Conn	007630	0.000	0.129	0.129	SH-74 connector from Washington Street to 3600 N Road
	US-30	002040	217.915	223.505	5.590	2nd Avenue W and Shoshone Street to junction with SH-50
	US-30	002043	217.931	218.674	0.743	2nd Avenue N and Addison Avenue to 2nd Avenue E and Blue Lakes Boulevard
	SH-50	002260	0.000	8.092	8.092	Junction with US-30 to junction with SH-25
	SH-50 Conn	016035	0.000	0.140	0.140	Junction with SH-50 to junction with SH-25
	SH-25	002270	5.353	19.258	13.905	Junction with SH-50 to junction with US-93
	US-93	002220	58.731	73.659	14.928	Junction with SH-25 to junction with SH-75
	US-93	002240	165.950	199.270	33.320	Junction with SH-75 to junction with Old US-93
	US-93	007356	199.270	201.684	2.414	Junction with Old US-93 to milepost 201.684
	US-93	002240	201.850	226.286	24.436	Milepost 201.850 to milepost 226.286
	US-93	002240	226.327	248.555	22.228	Milepost 226.327 to intersection of Grand Avenue and Front Street in Arco
	US-20	002240	248.555	256.073	7.518	Intersection of Grand Avenue and Front Street in Arco to junction with SH-33
b	SH-33	002480	0.000	78.236	78.236	Junction with US-20 to junction with US-20 EB off ramp IC #133
	US-20	002070	333.190	348.082	14.892	Junction with US-20 EB off ramp IC #133 to milepost 348.082
	US-20	002070	349.000	406.300	57.300	Milepost 349.000 to Montana state line
	Total Length =				329.796	Miles
	US-91	002350	0.000	9.265	9.265	Utah state line to junction with SH-34
	Total Length =				9.265	Miles
	I-15B	001340	3.610	4.338	0.728	Junction with I-15 SB On/Off ramps IC#47 to junction with US-30
	US-30	002040	359.493	362.903	3.410	Junction with I-15B to end 2009 realignment
	US-30	002040	362.937	387.020	24.083	Milepost 362.937 to milepost 387.020
	US-30	002040	399.026	455.481	56.455	Milepost 399.026 to Wyoming state line
	Total Length =				84.676	Miles
	US-95	001540	26.266	28.941	2.675	Junction with SH-55 to milepost 28.940
	US-95	001540	29.000	33.345	4.345	Milepost 29.000 to milepost 33.345
	US-95	001541	33.345	34.253	0.908	Milepost 33.345 to milepost 34.230
	US-95	001540	34.642	45.440	10.798	Milepost 34.642 to milepost 45.440
d	US-95 Conn	030838	45.440	45.509	0.069	Junction with US-95 to junction with US-20/26
	US-95	002070	9.492	9.647	0.155	Junction with US-95 connector to junction with US-20/26
	US-95	001540	45.640	48.630	2.990	Milepost 45.640 to milepost 48.630
	US-95	016040	48.630	49.120	0.490	Milepost 48.630 to milepost 49.120
	US-95	001540	49.120	63.800	14.680	Milepost 49.120 to milepost 63.800
	US-95	001540	64.000	66.000	2.000	Milepost 64.000 to milepost 66 (Fruitland)
	Total Length =				39.110	Miles

129,000 Pound Route Gap US-93 West of Twin Falls



- Pilot Project: US-93 MP0.000 to MP 38.050
- Case # 201904US93: US-93 MP 41.55 to MP 48.300
- Case # 201803US93 MP48.260 to MP 58.800



Request For Designated Routes Up To 129,000 Pounds

ITD 4886 (Rev. 03-14)

itd.idaho.gov

CASE # 2018034593

Idaho Transportation Department

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 Glanbia Nutritionals		Contact Person's Name Drew Adams	
Contact Phone Number (208) 934-9824	Fax Number (208) 934-9434	E-Mail Address dadams@glanbia.com	
Company Address 121 4 th Ave. South		City Twin Falls	State ID Zip Code ID 83301

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
93	48.26	58.8

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Washington Street	0.0	1.96	City of Twin Falls	10/2/2018

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

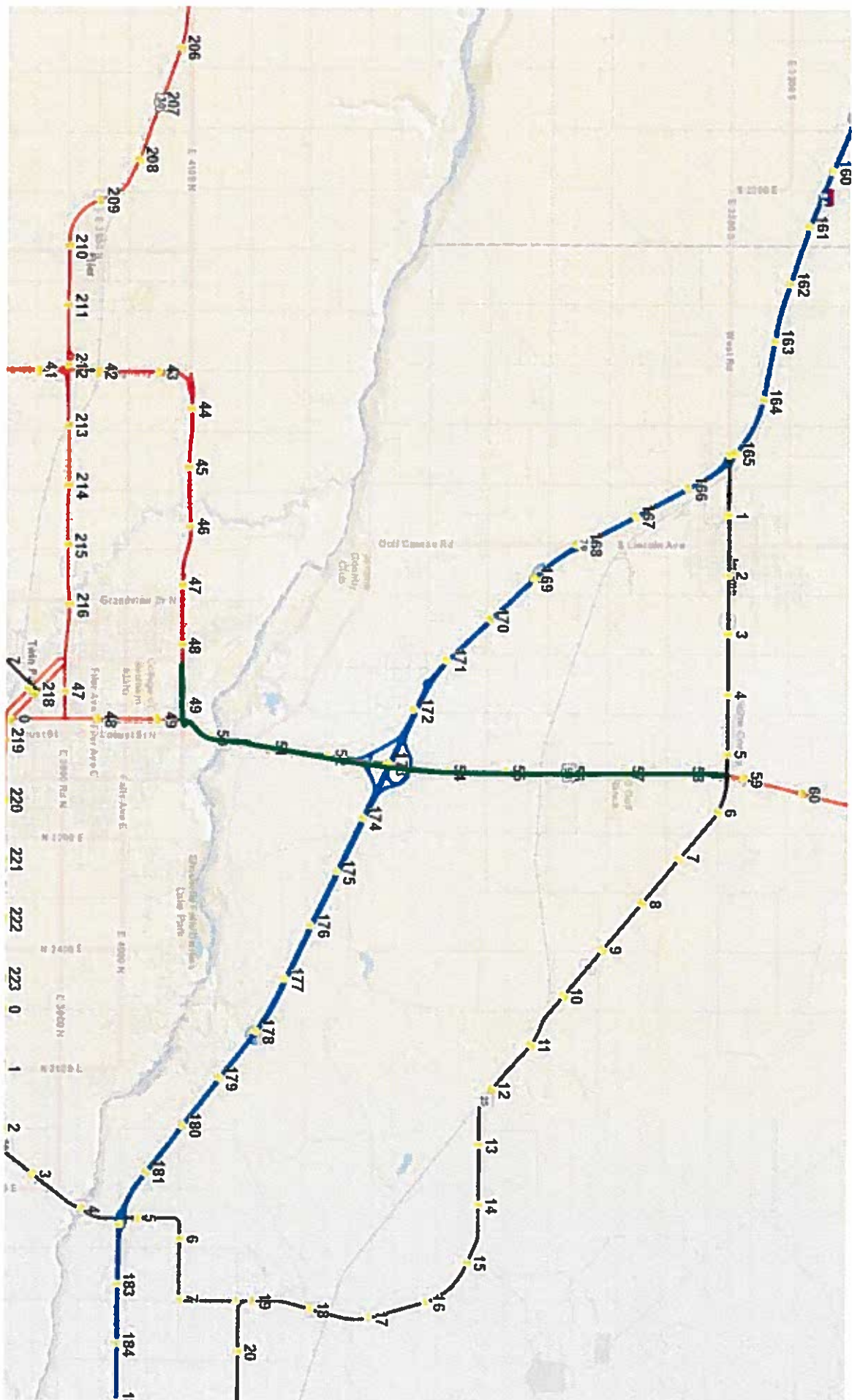
1. Justification Glanbia currently hauls 950,000 pounds of liquid whey daily from our Twin Falls plant to our Richfield plant. This is approximately 14 loads per day hauled at 105,000 pounds. All of this product currently travels along the requested route. Highway 93 south of Twin Falls and north of Jerome is already approved for 129,000 pound trucks.		
2. Associated Economic Benefits Allowing trucks to haul at the heavier weight limit will reduce three trips per day or over 1,000 loads per year. This will be a reduction in loaded trucks as well as empty trucks.		
3. Approximate Number of Trips Annually At 105,000 pounds 5,110 At 129,000 pounds 4,015		
4. Commodities Being Transported Liquid whey.		
5. Anticipated Start Date to Use Requested Routes <u>Upon approval</u>		
Requestor's Printed Name Drew Adams	Requestor's Signature 	Date 10/02/18

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
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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



129,000 Pound Route Application
Case #201904US93
Mile Post 38.050 to 41.499

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 4: United States Highway 93, Milepost (M.P.) 38.050 to 41.499; 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 eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 19, 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 the full Board at the regularly scheduled Board meeting of December 17, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on United States Highway 93, Milepost (M.P.) 38.050 to 41.499; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective January 1, 2021.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Doral Hoff	Presenter's Title District 2 Engineer	Initials DH	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Planning Services Manager	Initials KJK	

Subject

US 95 Thorncreek Road to Moscow KN 9294 Relinquishment Agreement		
Key Number 9294	District 2	Route Number US-95

Background Information

District 2 staff has negotiated terms for the relinquishment of US-95 after the completion of the US-95 Thorncreek Road to Moscow project that realigns US-95. The intent of the agreement is eventually relinquish ownership of the current US-95 alignment to the North Latah Highway District and designate the new alignment as US-95. To relinquish US-95 to the North Latah Highway District, the department will provide assistance to various design and improvement contributions as outlined in the agreement.

To eliminate risk and uncertainty in project costs, District 2 and the North Latah Highway District are agreeing to these terms prior to construction. District 2 staff will return to the Board and Sub-Committee on State Highway System Adjustments when the project is complete with the Official Minute and a new agreement to complete the relinquishment.

Recommendations

Staff requests the Board authorize staff to enter into an agreement (attached) with North Latah Highway District as outlined in the attached resolution, page 241.

Board Action

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

ROAD CLOSURE AND MAINTENANCE AGREEMENT
PROJECT NO. DHP-NH-4110(156)
US95, THORNCREEK ROAD TO MOSCOW
LATAH COUNTY
KEY NO. 9294

PARTIES

This Agreement is made and entered into this 10th day of June, 2020, by and between the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **NORTH LATAH HIGHWAY DISTRICT**, hereafter called the Highway District (hereinafter collectively referred to as the "Parties").

PURPOSE

The State has programmed the construction of Project No. DHP-NH-4110(156), Key No. 9294, to consist of reconstructing and realigning US95 between Thorncreek Road and Moscow (hereinafter referred to as the "Project"). The reconstruction and realignment of US 95 between Thorncreek Road and Moscow is shown on the attached print marked "Exhibit A" and made part of this Agreement. Further, the state will work with the Highway District to develop and construct improvements to the portion of the existing US-95 to be relinquished to the Highway District, (hereafter known as the "Improvements").

The State, upon and not until completion of the Project will relinquish certain roads to the Highway District, and the Highway District will accept the jurisdiction of the same certain roads from the State in accordance with Idaho Code 40-203B upon completion of the Project and Improvements. The relinquishment by the State and the acceptance by the Highway District will be effective upon completion of the Project and Improvements.

This Agreement is entered into pursuant to Idaho Code, Section 40-317 Idaho Code.

The Parties agree as follows:

SECTION I: That the State will:

1. Designate the new route, as shown on Exhibit A, as US95 between the connection to the existing route and new US95.
2. Construct two new approaches connecting the existing highway and the new US95 near milepost 335.161 (Station 101+00) and at milepost 339.766 (Station 341+24) as shown on Exhibit A.
3. Assume all costs of right-of-way acquisition, engineering, and environmental work necessary to complete the design and advertisement work of the project on the portion of highway that will eventually be relinquished to and accepted by the Highway District, excepting those items hereafter stated as obligations of the Highway District in accordance with the attached Exhibit A.

4. Include a project in the ITIP for development and construction of improvements to the portion of the existing US-95 to be relinquished to the Highway District. ITD Project No. A021(908), Uniontown Cutoff to South Fork of Palouse River Bridge, Key No. 21908. Negotiated maximum contract costs at time of this signing are estimated at PC = 160,000; CN/CO = 2,213,400; CC= 105,000.

5. Upon execution of this Agreement, pay for consultant services (PC) not to exceed a total value of \$160,000 to complete the associated design work for Improvements described below in ~~4a-4f~~ 5a-5e.

- S.F.
[Signature]
- Construct the entire highway with a 0.15 foot plant mix pavement overlay along with associated maintenance. Replace deficient pipes identified by the Highway District with new pipes,
 - Replace and/or update all guardrail along the route, and
 - Replace and/or update all signage and pavement markings along the route.
 - Obliterate portions of the pavement on the existing roadway that are wider than required.
 - The Improvements project will be constructed after ITD opens the new US-95 alignment to traffic.

No additional funds will be paid for PC services beyond this total value. If the Project is not ultimately constructed, this agreement will be null and void, but funds expended for design would not be returned to the State.

- Review and approve the plans and specifications prior to advertisement to ensure the scope of work for the Improvements project is satisfactory.
- After approval of Improvements project plans and immediately prior to project advertisement pay for consultant services (CC) not to exceed a total value of \$105,000, or 5% of CN whichever is larger, for construction administration, inspection, and advertisement. No additional funds will be paid for this work beyond this total value unless the project is re-advertised. If the Project is not ultimately constructed, this agreement will be null and void.
- Review and approve the bid results prior to awarding the Improvements contract. If the low bid is higher than 110% of the engineers estimate, the State will consult with the Highway District prior to awarding or re-advertising the Improvement contract. If the Improvements project is re-advertised, the State will pay for re-advertisement fees by the consultant.
- Pay for construction costs (CN/CO) not to exceed the amount of the low bidder of the Improvements project plus 5% of the contract amount for contingencies (change orders and unforeseen expenses). ITD will remit the construction cost payment to the Highway District upon approval of the Improvements contract. No additional funds will be paid for this work beyond this amount. If the Project is not ultimately constructed, this agreement will be null and void.
- Maintain the portion of the highway to be relinquished to the Highway District from the time traffic is diverted onto the new four-lane divided US-95 Highway from

Thorncreek to Moscow until the Improvements contract is authorized. The State will issue a ROW Use Permit to the Highway District to construct the Improvements.

11. Verify that the Improvements work has been completed using a project completion letter provided by the Highway District and signed by the District Engineer.
12. Relinquish and abandon in accordance with Idaho Code 40-203B to the Highway District by official notification from the Idaho Transportation Board which will be effective upon construction of the Improvements, that portion of existing US95 between milepost 335.161 and milepost 339.766, including the right-of-way appurtenant thereto, as shown on Exhibit A.

SECTION II: That the Highway District will:

1. Submit the highway construction plan set and proposal to the State for review and approval of the scope of work.
2. Advertise for the construction of the Improvements, open bids, and prepare a contract based on the successful low bid in accordance with State laws and procurement procedures for local governments, and request State approval prior to award.
3. After State review and approval of the low bidder, award a contract for construction of the Improvements based on the successful low bid, and provide the State a copy of the contract.
4. Secure the services of a consultant to provide all construction engineering and inspection (CE&I) and contract closeout tasks required to construct the Improvements.
5. Consent to the abandonment of the existing US (95) by the State by Highway District resolution which will be effective upon completion of the Improvements, immediately accept the jurisdiction of and responsibility for, in full and every respect, that portion of existing US95 between milepost 335.161 and milepost 339.766, including the right-of-way appurtenant thereto, as shown on Exhibit A, in accordance with Idaho Code Section 40-203B.

SECTION III:

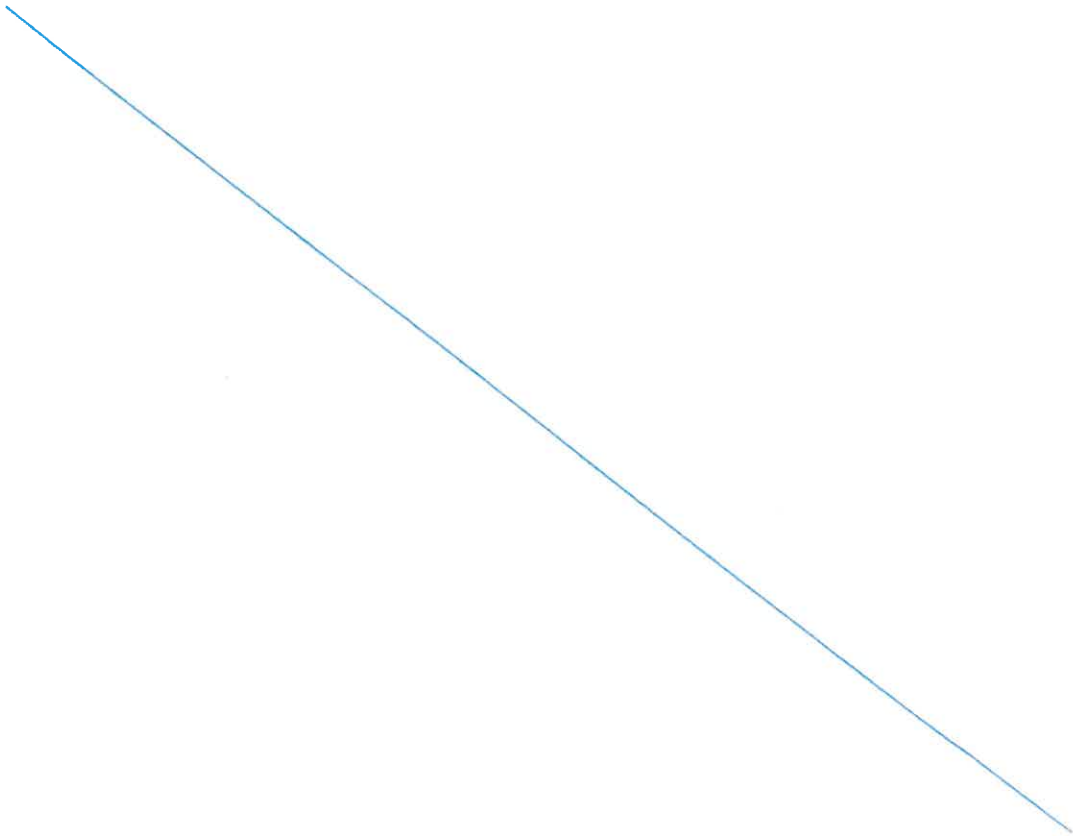
1. Sufficient Appropriation. It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the State to continue payments. Any such termination shall take effect immediately upon notice and be otherwise

effective as provided in this Agreement.

2. This Agreement shall become effective on the first date mentioned above and shall remain in full force and effect until amended or replaced upon the mutual consent of the State and the Highway District.

SECTION IV: Approval and Effect

1. This Agreement will become effective when it is signed by all parties and then reviewed and approved by the Idaho Transportation Board.



EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for the Highway District by the Board of Commissioners, attested to by the Secretary, with the imprinted corporate seal of the North Latah Highway District.

IDAHO TRANSPORTATION DEPARTMENT

APPROVED BY:

Chief Engineer

RECOMMENDED BY:



District Engineer

ATTEST:




Secretary

(SEAL)

By regular/special meeting on
JUNE 10, 2020

NORTH LATAH HIGHWAY DISTRICT



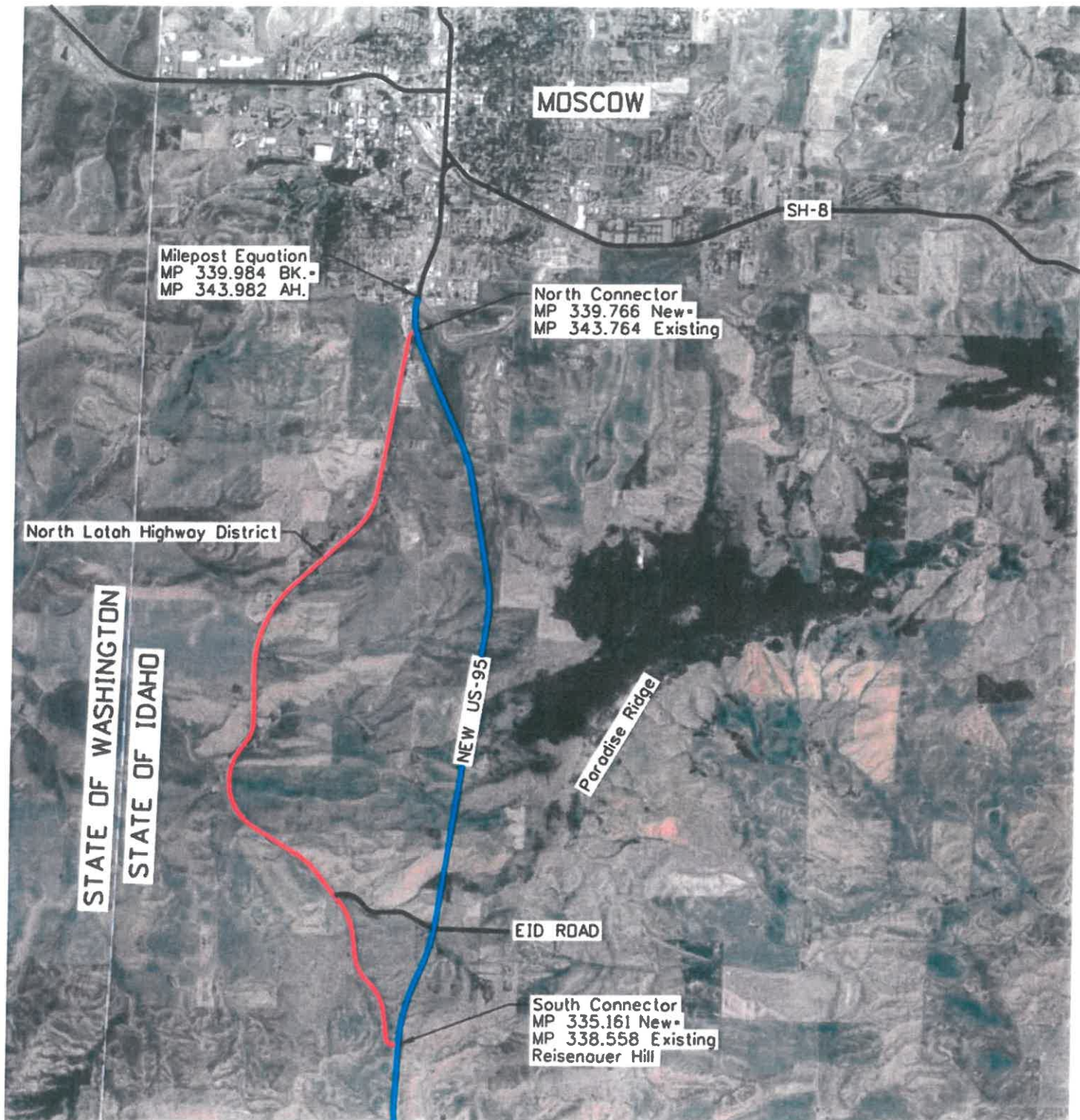
Chairman, Board of Commissioners



Commissioner



Commissioner



- To be relinquished to North Lotah Highway District
- US-95

EXHIBIT "A"
DHP-NH-4110(156)
THORNCREEK ROAD TO MOSCOW, PH. 1

**Road Closure and Maintenance Agreement Project No. DHP-NH-4110(156) US-95,
Thorncreek Road to Moscow, Latah County, Key No. 9294**

WHEREAS, Idaho Transportation Board Policy 4061 State Highway System Adjustments outlines the Idaho Transportation Board's authority to make additions and deletions to the State Highway Systems; and

WHEREAS, on June 10th 2020, the North Latah Highway District signed the Road Closure and Maintenance Agreement; and

WHEREAS, on September 15th 2020, the Idaho Transportation Board Sub-Committee on State Highway Adjustments recommended the Road Closure and Maintenance Agreement be presented to the Idaho Transportation Board for approval;

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board authorizes staff to enter into the Road Closure and Maintenance Agreement with the North Latah Highway District to set the conditions for the future relinquishment of US-95 from Thorn Creek to Moscow upon the completion of the US-95 Thorncreek Road to Moscow.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 12/17/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ken Kanownik	Planning Services Manager	KK	LSS
Preparer's Name	Preparer's Title	Initials	
Robert Beachler	Sr. Transportation Planner	RB	

Subject

Administrative Policy 5061 - State Highway System Adjustments		
Key Number	District	Route Number

Background Information

This item is being presented to the Transportation Board for concurrence.

The purpose of this policy is to implement Board Policy 4061 authorizing the Director to set forth the procedure to make adjustments to the State Highway System that serves statewide economic interests, movement of products and materials, and statewide mobility.

This policy provides ITD staff with new guidance regarding the process and procedures for requesting adjustments to the State Highway System. The policy cites legislative authority, outlines staff procedures, negotiation of agreements, and Adjustments Subcommittee review and approval.

The District Engineer is granted the flexibility in the engineering and evaluation methods that best demonstrate the benefits to the evaluation criteria.

On January 21st 2020 the Board Subcommittee on State Highway System Adjustments met to discuss updating Administrative Policy 5061 State Highways System Adjustments following the approval of the corresponding Board Policy 4061 in December of 2019.

On September 15th 2020 The Board Subcommittee on State Highway System Adjustments met to review Draft Administrative Policy 5061 which updates processes and procedures for ITD staff to follow for requesting adjustments to the State Highway System.

Attachments: AdminPolicy5061-SHSAAdjustments-LegislativeFormat-attach1.pdf
AdminPolicy5061-SHSAAdjustments-SignatureReady-attach2.pdf
AdminPolicy5061-SHSAAdjustments-Resolution17Dec2020-attach3.pdf



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

This item is being presented for Board concurrence with Administrative Policy 5061.
Resolution on page 253.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



STATE HIGHWAY SYSTEM ADJUSTMENTS

Purpose

The purpose of this policy is to implement Board Policy 4061 authorizing the Director to set forth the procedure to make adjustments to the State Highway System that serves statewide economic interests, movement of products and materials, and statewide mobility.

Legal Authority

- Idaho Code 40-120(5) - ~~Definition of State Highway System.~~ "State Highway System" means the principal highway arteries in the state, including connecting arteries and extensions through cities, and includes roads to every county seat in the state.
- Idaho Code 40-203(B) - ~~Abandonment or Assuming Control of a Highway. The Department may abandon or assume control of a highway with the consent of the local highway jurisdiction.~~ Whenever the Idaho Transportation Department is either planning to abandon any section or all of a state highway to a county, a city or a highway district or assume control of a section or all of a highway which is under the jurisdiction of a county, city or a highway district, the transportation department shall first obtain the consent of the applicable local highway jurisdiction before it may abandon or assume control of the highway. Consent shall be obtained by passage of a resolution by the local highway jurisdiction assenting to the proposed action of the transportation department. Prior to consenting to an abandonment or assumption of the applicable highway, the local highway jurisdiction may conduct a public hearing and also provide notice to any impacted property owners, businesses, industries and enterprises. If consent is not obtained as provided in this section, the action by the transportation department regarding the abandonment of a state highway or assumption of control of a local jurisdiction highway shall be null, void, and of no force and effect.
- Idaho Code 40-310 - Powers and Duties - State Highway System. The board shall:
 - (1) Determine which highways in the state, or sections of highways, shall be designated and accepted for the purpose of this title as a part of the state highway system.
 - (a) In determining which highways or section of highways shall be a part of the state highway system, the board shall consider the relative importance of each highway to cities, existing business, industry and enterprises and to the development of cities, natural resources, industry and agriculture and be guided by statistics on existing and projected traffic volumes. The board shall also consider the safety and convenience of highway users, the common welfare of the people of the state, and of the cities within the state and the financial capacity of the state of Idaho to acquire rights-of-way and to construct, reconstruct and maintain state highways. In making a determination, the board must, before it can abandon, relocate, or replace by a new highway, any highway serving or traversing any city, or the area in which the city is located, specifically find and determine that the benefits to the state of Idaho are greater than the economic loss and damage to the city affected. No highway serving or traversing any city shall be abandoned, relocated or replaced by a new highway serving the area in which a city is located without the board first holding a public hearing in that city. The abandonment shall proceed as set forth in section 40-203B, Idaho Code.
- Idaho Code 40-310(1) - ~~The Board shall determine which highways in the state, or sections of highways, shall be designated and accepted as a part of the State Highway System.~~

- ~~Idaho Code 40-310(3) – The Board has authority to abandon any highway and remove it from the State Highway System.~~
- Idaho Code 40-607 – A county or highway district shall have jurisdiction, with the full authority to construct, maintain and control, over an extension of a rural major collector highway eligible for federal highway funds within a city, when the city population is less than five thousand (5,000). The Department should take this into account and ensure that they are communicating with the appropriate local authority when abandoning or assuming a highway.

Adjustments to the State Highway System

~~Whenever a local highway jurisdiction proposes a change to the State Highway System (addition/removal/relocation/etc.), the appropriate District Engineer or a delegate refers the request to the Board Subcommittee on State Highway System Adjustments. Upon Board Subcommittee concurrence, the appropriate District Engineer or delegate conducts an analysis of the highway's operating and network characteristics using criteria adopted by the Idaho Transportation Board. The Idaho Transportation Department State Highway System Adjustments Procedures (hereafter known as SA Procedures) document contains the approved criteria. Adjustments necessary to the State Highway System shall fall under one or more of the following categories:~~

- Additions – The adding of new segments of highway to the State Highway System
- Deletions – The removal of highways from the State Highway System
- Realignments – The designation of an existing State Highway to a different segment of highway

The responsibility to bring appropriate requests for system adjustments to the Subcommittee is delegated to the Chief Engineer and the applicable District Engineer as outlined in this policy. However, the Chief Engineer and District Engineer may delegate these duties to staff.

A District Engineer may request system adjustments on behalf of the department or a local highway jurisdiction.

New highway construction projects that are anticipated to require system adjustments shall be brought to the Subcommittee on System Adjustments prior to inclusion in the Idaho Transportation Improvement Program (ITIP). The Chief Engineer or Subcommittee Chair may exempt adjustment requests for new highway construction from evaluation and reporting steps if the Board receives presentations or reports during the planning, scoping or design phase of the project.

The Chief Engineer will request a Subcommittee meeting to consider requests at the appropriate milestones, maintain a record of all requests, studies and results for any adjustment proposals for the State Highway System.

System Action Evaluation State Highway System Adjustments: Evaluation and Application

~~The appropriate District Engineer or delegate prepares a report that evaluates the requested adjustments based on the criteria contained within the SA Procedures document and submits to the Chief Engineer.~~

~~The Chief Engineer or delegate reviews the adjustment analysis and presents the findings to the Board Subcommittee. The Board Subcommittee on State Highway System Adjustments analyzes~~

~~the evaluation report, the Additions and Deletions Change Request form and the merits of the routes proposed for system adjustment to determine routes that are appropriate for further consideration. The Division of Engineering Services maintains a record of all requests, studies and results for any adjustment proposals for the State Highway System and complies with the procedures provided within the SA Procedures document.~~

The District Engineer shall initiate the System Adjustment process by completing the application provided by the Chief Engineer. The application will outline the benefits of the proposed action on the criteria of safety, mobility and economic opportunity. The District Engineer is granted the flexibility in the engineering and evaluation methods that best demonstrate the benefits to the evaluation criteria.

The Chief Engineer reviews the adjustment application. If the Chief Engineer concurs, a meeting to present the findings to the Board Subcommittee shall be requested.

State Highway System Adjustment ITD Staff Procedures for State Highway Adjustment Action

~~Upon Board Subcommittee recommendation of a State Highway System addition, removal, or other adjustment~~ After successful evaluation by the Chief Engineer, staff will take the following actions:

Request Subcommittee Preliminary Review to Approve Negotiation between Parties

- ~~1. The District Engineer or delegate contacts the appropriate local jurisdiction(s) to further investigate the proposed system action shall present the requested system adjustment to the Subcommittee. If the local jurisdiction is interested, conducts negotiations to reach an agreement on the action. The District Engineer considers all feasible options, including monetary appropriations and maintenance assistance such as snowplowing, striping, and discussing the date of the system action to assure minimal revenue and budget impact is encouraged to provide details on the requested action that demonstrate the benefits outlined in the application. The Subcommittee shall act by delegating authority to the District Engineer to negotiate terms required to complete the requested action, request further information or deny the requested action.~~
- ~~2. The appropriate District Engineer conveys the results of the negotiation meeting to the Board Subcommittee, the Director, and the Chief Engineer contacts the appropriate local jurisdiction(s) to further negotiations to reach an agreement on the action. The District Engineer considers all feasible options, including monetary appropriations and maintenance assistance such as snowplowing, striping, and discussing the date of the system action to assure minimal revenue and budget impact.~~
- ~~3. A public hearing is required for proposed actions that abandon, relocate or replace an existing route on the State Highway System serving or traversing a city, or the area in which a city is located. The ITD Public Involvement Coordinator coordinates a public hearing with the involved parties, provides news releases and other assistance. A public hearing is conducted as is appropriate for the system action. The District Engineer prepares the draft agreements with the consultation of the Contracting Services Engineer and sends to the Chief Engineer and Deputy Attorney General for review.~~

Request Subcommittee Review and Approval of Negotiated Draft Agreement: Direction to Proceed to a Final Agreement/Hearing if Required

4. The appropriate District Engineer prepares the draft agreements and sends to the Division of Engineering Services and Legal for review. At the direction of the Board, the District Engineer presents a Highway System Agreement to the affected local highway jurisdiction for signature. The agreement addresses all issues from the public hearing testimony (if a hearing was required), include reference to the maintenance reimbursement option selected by the local highway jurisdiction (if applicable), and outline the process for conveyance of the right of way. All negotiations, terms and conditions will be concluded promptly and not exceed a 2-year timeframe, unless otherwise approved by the Board. After the coordinated review, the Chief Engineer requests a Subcommittee meeting to review the draft agreement. The District Engineer shall provide Subcommittee Board members with financial information broken out by who pays (payment agreements), how much is to be paid (detailed by stakeholder party) and how ITD funding responsibilities are to be met (i.e. ITIP, Unobligated Funds, Project Re-programming, etc.). Critical milestones in requested highway system adjustments will be specifically identified in contract language and/or established ITD process. The Subcommittee will either approve the terms of the agreement, or ask the District Engineer to further negotiate the terms of the draft agreement.
5. Once an acceptable agreement has been made, the Official Minute is presented to the Idaho Transportation Board for a system action determination. No highway serving or traversing any city, or area in which the city is located, shall be abandoned, relocated or replaced by a new highway without the board first holding a public hearing in that city as required in Idaho Code 40-310. The ITD Office of Communications coordinates a public hearing with the involved parties, provides news releases and other assistance. After completion of the proceedings and consideration of all related information, the Subcommittee shall decide whether the highway should be, abandoned, relocated or replaced. The decision of the Subcommittee shall be written, shall address the issues raised at the public hearing, and shall be supported by findings of fact and conclusions of law.

If the Subcommittee finds that such a highway should be abandoned, relocated or replaced, the District Engineer will work with the local highway jurisdiction and develop an agreement that seeks the local highway jurisdiction's consent to assume the abandoned highway pursuant to Idaho Code 40-203B. The District Engineer will follow the above procedures for negotiating and drafting an agreement with the local highway jurisdiction. The local highway jurisdiction must accept the agreement with a resolution passed by the governing body of the jurisdiction before proceeding.
6. If financial payment is agreed to, the Chief Engineer shall ensure that the paperwork is completed and payment made to the local highway jurisdiction. At the direction of the Subcommittee, the District Engineer presents a final agreement to the affected local highway jurisdiction for signature. All negotiations, terms and conditions will be concluded promptly and not exceed a 2-year timeframe, unless otherwise approved by the Board.

Request Subcommittee Review of Final Agreement and Recommendation to the Idaho Transportation Board

7. All of these elements are necessary components for adequate Subcommittee review prior to making recommendations to the full Board. After these components are completed, the Chief Engineer will request a Subcommittee meeting for a final review of the requested action. The agreement, approved by the local jurisdiction, together with the resolution of acceptance passed by the local jurisdiction, and a draft Official Minute shall be included in this review. The Subcommittee will then determine if all actions have been completed and make a recommendation to take the requested action to the Idaho Transportation Board for final determination.
8. The District Engineer shall provide subcommittee members with a preliminary motion for the desired outcome of each requested action. The preliminary motion shall be included as part of the Subcommittee meeting packet distributed to Subcommittee Board members by the Transportation Board Executive Assistant.

Idaho Transportation Board Review / Final Decision

9. The Official Minute and agreement approved by the local jurisdiction, together with the resolution of acceptance passed by the local jurisdiction, shall be presented to the Idaho Transportation Board for a system action determination. Upon Board approval they shall sign the Official Minute, and the appropriate persons from the Department shall sign the Agreement.
10. If financial payment is agreed to, the District Engineer shall ensure that the paperwork is completed and payment made to the local highway jurisdiction.

Official Minute

The appropriate District Engineer ~~or delegate~~ prepares the Official Minute in concurrence with the Board Subcommittee for all system action determinations that are presented to the Idaho Transportation Board. The Official Minute provides the reason for action, describes the changes to the State Highway System, and establishes an effective date. The Official Minute is also the basis for title transfer of the real property to the proper owners. The Executive Assistant to the Board files the original Official Minute in the exhibit book and approval/disapproval is noted in the minutes of the Idaho Transportation Board meeting. The Division of ~~Engineering Services~~ Highways, Planning Services Section sends copies of the approved Official Minute to the affected district, local highway jurisdiction, city officials (when involved), the Port of Entry section in headquarters, and others as appropriate.

Brian W. Ness
Director

Date _____



STATE HIGHWAY SYSTEM ADJUSTMENTS

Purpose

The purpose of this policy is to implement Board Policy 4061 authorizing the Director to set forth the procedure to make adjustments to the State Highway System that serves statewide economic interests, movement of products and materials, and statewide mobility.

Legal Authority

- Idaho Code 40-120(5) - "State Highway System" means the principal highway arteries in the state, including connecting arteries and extensions through cities, and includes roads to every county seat in the state.
- Idaho Code 40-203(B) - Abandonment or Assuming Control of a Highway. Whenever the Idaho Transportation Department is either planning to abandon any section or all of a state highway to a county, a city or a highway district or assume control of a section or all of a highway which is under the jurisdiction of a county, city or a highway district, the transportation department shall first obtain the consent of the applicable local highway jurisdiction before it may abandon or assume control of the highway. Consent shall be obtained by passage of a resolution by the local highway jurisdiction assenting to the proposed action of the transportation department. Prior to consenting to an abandonment or assumption of the applicable highway, the local highway jurisdiction may conduct a public hearing and also provide notice to any impacted property owners, businesses, industries and enterprises. If consent is not obtained as provided in this section, the action by the transportation department regarding the abandonment of a state highway or assumption of control of a local jurisdiction highway shall be null, void, and of no force and effect.
- Idaho Code 40-310 - Powers and Duties - State Highway System. The board shall:
 - (1) Determine which highways in the state, or sections of highways, shall be designated and accepted for the purpose of this title as a part of the state highway system.
 - (a) In determining which highways or section of highways shall be a part of the state highway system, the board shall consider the relative importance of each highway to cities, existing business, industry and enterprises and to the development of cities, natural resources, industry and agriculture and be guided by statistics on existing and projected traffic volumes. The board shall also consider the safety and convenience of highway users, the common welfare of the people of the state, and of the cities within the state and the financial capacity of the state of Idaho to acquire rights-of-way and to construct, reconstruct and maintain state highways. In making a determination, the board must, before it can abandon, relocate, or replace by a new highway, any highway serving or traversing any city, or the area in which the city is located, specifically find and determine that the benefits to the state of Idaho are greater than the economic loss and damage to the city affected. No highway serving or traversing any city shall be abandoned, relocated or replaced by a new highway serving the area in which a city is located without the board first holding a public hearing in that city. The abandonment shall proceed as set forth in Idaho Code section 40-203(B).

- Idaho Code 40-607 – A county or highway district shall have jurisdiction, with the full authority to construct, maintain and control, over an extension of a rural major collector highway eligible for federal highway funds within a city, when the city population is less than five thousand (5,000). The Department should take this into account and ensure that they are communicating with the appropriate local authority when abandoning or assuming a highway.

Adjustments to the State Highway System

Adjustments necessary to the State Highway System shall fall under one or more of the following categories:

- Additions – The adding of new segments of highway to the State Highway System
- Deletions – The removal of highways from the State Highway System
- Realignments – The designation of an existing State Highway to a different segment of highway

The responsibility to bring appropriate requests for system adjustments to the Subcommittee is delegated to the Chief Engineer and the applicable District Engineer as outlined in this policy. However, the Chief Engineer and District Engineer may delegate these duties to staff.

A District Engineer may request system adjustments on behalf of the department or a local highway jurisdiction.

New highway construction projects that are anticipated to require system adjustments shall be brought to the Subcommittee on System Adjustments prior to inclusion in the Idaho Transportation Improvement Program (ITIP). The Chief Engineer or Subcommittee Chair may exempt adjustment requests for new highway construction from evaluation and reporting steps if the Board receives presentations or reports during the planning, scoping or design phase of the project.

The Chief Engineer will request a Subcommittee meeting to consider requests at the appropriate milestones, maintain a record of all requests, studies and results for any adjustment proposals for the State Highway System.

State Highway System Adjustments: Evaluation and Application

The District Engineer shall initiate the System Adjustment process by completing the application provided by the Chief Engineer. The application will outline the benefits of the proposed action on the criteria of safety, mobility and economic opportunity. The District Engineer is granted the flexibility in the engineering and evaluation methods that best demonstrate the benefits to the evaluation criteria.

The Chief Engineer reviews the adjustment application. If the Chief Engineer concurs, a meeting to present the findings to the Board Subcommittee shall be requested.

ITD Staff Procedures for State Highway Adjustment Action

After successful evaluation by the Chief Engineer, staff will take the following actions:

Request Subcommittee Preliminary Review to Approve Negotiation between Parties

1. The District Engineer shall present the requested system adjustment to the Subcommittee. The District Engineer is encouraged to provide details on the requested action that demonstrate the benefits outlined in the application. The Subcommittee shall act by delegating authority to the District Engineer to negotiate terms required to complete the requested action, request further information or deny the requested action.
2. The District Engineer contacts the appropriate local jurisdiction(s) to further negotiations to reach an agreement on the action. The District Engineer considers all feasible options, including monetary appropriations and maintenance assistance such as snowplowing, striping, and discussing the date of the system action to assure minimal revenue and budget impact.
3. The District Engineer prepares the draft agreements with the consultation of the Contracting Services Engineer and sends to the Chief Engineer and Deputy Attorney General for review.

Request Subcommittee Review and Approval of Negotiated Draft Agreement: Direction to Proceed to a Final Agreement/Hearing if Required

4. After the coordinated review, the Chief Engineer requests a Subcommittee meeting to review the draft agreement. The District Engineer shall provide Subcommittee Board members with financial information broken out by who pays (payment agreements), how much is to be paid (detailed by stakeholder party) and how ITD funding responsibilities are to be met (i.e. ITIP, Unobligated Funds, Project Re-programming, etc.). Critical milestones in requested highway system adjustments will be specifically identified in contract language and/or established ITD process. The Subcommittee will either approve the terms of the agreement, or ask the District Engineer to further negotiate the terms of the draft agreement.
5. No highway serving or traversing any city, or area in which the city is located, shall be abandoned, relocated or replaced by a new highway without the board first holding a public hearing in that city as required in Idaho Code 40-310. The ITD Office of Communications coordinates a public hearing with the involved parties, provides news releases and other assistance. After completion of the proceedings and consideration of all related information, the Subcommittee shall decide whether the highway should be, abandoned, relocated or replaced. The decision of the Subcommittee shall be written, shall address the issues raised at the public hearing, and shall be supported by findings of fact and conclusions of law.

If the Subcommittee finds that such a highway should be abandoned, relocated or replaced, the District Engineer will work with the local highway jurisdiction and develop an agreement that seeks the local highway jurisdiction's consent to assume the abandoned highway pursuant to Idaho Code 40-203B. The District Engineer will follow the above procedures for negotiating and drafting an agreement with the local highway jurisdiction. The local highway jurisdiction must accept the agreement with a resolution passed by the governing body of the jurisdiction before proceeding.

6. At the direction of the Subcommittee, the District Engineer presents a final agreement to the affected local highway jurisdiction for signature. All negotiations, terms and conditions will

be concluded promptly and not exceed a 2-year timeframe, unless otherwise approved by the Board.

Request Subcommittee Review of Final Agreement and Recommendation to the Idaho Transportation Board

7. All of these elements are necessary components for adequate Subcommittee review prior to making recommendations to the full Board. After these components are completed, the Chief Engineer will request a Subcommittee meeting for a final review of the requested action. The agreement, approved by the local jurisdiction, together with the resolution of acceptance passed by the local jurisdiction, and a draft Official Minute shall be included in this review. The Subcommittee will then determine if all actions have been completed and make a recommendation to take the requested action to the Idaho Transportation Board for final determination.
8. The District Engineer shall provide Subcommittee members with a preliminary motion for the desired outcome of each requested action. The preliminary motion shall be included as part of the Subcommittee meeting packet distributed to Subcommittee Board members by the Transportation Board Executive Assistant.

Idaho Transportation Board Review / Final Decision

9. The Official Minute and agreement approved by the local jurisdiction, together with the resolution of acceptance passed by the local jurisdiction, shall be presented to the Idaho Transportation Board for a system action determination. Upon Board approval they shall sign the Official Minute, and the appropriate persons from the Department shall sign the Agreement.
10. If financial payment is agreed to, the District Engineer shall ensure that the paperwork is completed and payment made to the local highway jurisdiction.

Official Minute

The appropriate District Engineer prepares the Official Minute in concurrence with the Board Subcommittee for all system action determinations that are presented to the Idaho Transportation Board. The Official Minute provides the reason for action, describes the changes to the State Highway System, and establishes an effective date. The Official Minute is also the basis for title transfer of the real property to the proper owners. The Executive Assistant to the Board files the original Official Minute in the exhibit book and approval/disapproval is noted in the minutes of the Idaho Transportation Board meeting. The Division of Highways, Planning Services Section sends copies of the approved Official Minute to the affected district, local highway jurisdiction, city officials (when involved), the Port of Entry section in headquarters, and others as appropriate.

 Brian W. Ness
 Director

Date _____



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

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129
(208) 334-8000 • itd.idaho.gov

December 17, 2020

ADMINISTRATIVE POLICY 5061 Update Resolution

Page 1 of 1

STATE HIGHWAY SYSTEM ADJUSTMENTS

WHEREAS, on January 21st 2020 the Board Subcommittee on State Highway System Adjustments met to discuss updating Administrative Policy 5061 State Highways System Adjustments following the approval of the corresponding Board Policy 4061 in December of 2019; and

WHEREAS, on September 15th 2020 The Board Subcommittee on State Highway System Adjustments met to review Draft Administrative Policy 5061 which updates processes and procedures for ITD staff to follow for requesting adjustments to the State Highway System; and

WHEREAS, the Idaho Transportation Board has reviewed the update to Administrative Policy 5061 State Highway System Adjustments.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board concurs with Administrative Policy 5061 State Highway System Adjustments in substantial form.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 17, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 Min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Randy Gill	PMO Manager	rg	
Preparer's Name	Preparer's Title	Initials	
Randy Gill	PMO Manager	rg	

Subject

Revisions to Board Policy 4031 - Early Development Program		
Key Number	District	Route Number

Background Information

The purpose of this Board Item is to present to the Board proposed revisions to Board Policy 4031- Early Development Program which will bring this policy up to date and address current procedures and best practices. Corresponding Administrative Policy 5031 – Early Development Program will also be updated.

Recommendations

Approve the resolution on page # 263.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



EARLY DEVELOPMENT PROGRAM

Purpose

Idaho Transportation Board policy 4011, Idaho Transportation Investment Program (ITIP) limits programming of project costs to projects that are funded for contract construction within the ~~five~~ seven years of the ITIP program. The Idaho Transportation Board (Board) recognizes that for some projects, exceptions to this policy may periodically be necessary in order to take advantage of unanticipated funding; and to provide better initial scoping for complex projects before inclusion in the first five years of the ITIP. The Early Development (ED) Program will provide for this by allowing for limited project development of projects as approved by the Board within the constraints of this policy.

Legal Authority

- Idaho Code 40-310(8) – Authority of Board to expend funds appropriated for state highway purposes.
- 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 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-719 – Strategic Initiatives Program funding and guidelines.
- ~~Idaho Code 57-814 – The Legislature created a Budget Stabilization Fund which shall remain in effect until May 31, 2017.~~

Early Development (ED) Program

A limited Early Development (ED) Program for State Highway System projects shall be established in the ITIP. The ED program shall be administered by the Director with the following guidelines included:

- 1) ~~Projects Development costs included in the ED program shall not exceed \$300,000 in each District and the Division of Engineering Products and Plans, Bridge Section per year~~ be as approved by the Board.
- 2) ~~Projects funded under the ED program shall be clearly depicted as unfunded for construction in the Capital Investment Program, in project agreements, and other public documents.~~ as approved by the Board.
- 3) ~~ED projects shall be the Department's highest investment priorities for the use of funding not currently programmed.~~

- 4) Total estimated ~~unfunded~~ construction costs of all projects included in the ED program shall be ~~limited to \$175,000,000 at any point in time, with each District/DEPP Bridge Section limited to no more than \$25 million in estimated construction costs each.~~ fully disclosed and updated annually for consideration during the ITIP update.

The ED program shall be updated ~~annually and~~ as approved by the Board. ~~along with other programs in the update of the ITIP.~~

Projects selected for the Early Development Program shall be ~~prepared for entry into the fifth year of the ITIP~~ developed to the level as directed by the Board. Their scope and delivery schedules shall reflect the ~~construction funding priorities anticipated in the fifth year~~ need to have the project ready to capitalize on funding opportunities or to match a Board approved funding strategy. ~~Projects in an advanced state of development in the Early Development Program but which are not consistent with the five year performance investment priorities of the ITIP, shall not be funded for construction ahead of other previously funded construction projects.~~

Approved by the Board on

Date _____

Jerry Whitehead
Board Chairman



EARLY DEVELOPMENT PROGRAM

Purpose

Idaho Transportation Board policy 4011 Idaho Transportation Investment Program (ITIP) limits programming of project costs to projects that are funded for contract construction within the seven years of the ITIP program. The Idaho Transportation Board (Board) recognizes that for some projects exceptions to this policy may periodically be necessary in order to take advantage of unanticipated funding and to provide better initial scoping for complex projects. The Early Development (ED) Program will provide this by allowing for project development as approved by the Board.

Legal Authority

- Idaho Code 40-310(8) – Authority of Board to expend funds appropriated for state highway purposes.
- 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 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-719 – Strategic Initiatives Program funding and guidelines.

Early Development (ED) Program

A limited Early Development (ED) Program for State Highway System projects shall be established in the ITIP. The ED program shall be administered by the Director with the following guidelines included:

- 1) Projects included in the ED program shall be as approved by the Board.
- 2) Projects funded under the ED program shall be clearly depicted as approved by the Board.
- 3) Total estimated construction costs of all projects included in the ED program shall be fully disclosed and updated annually for consideration during the ITIP update.

The ED program shall be updated as approved by the Board.

Projects selected for the Early Development Program shall be developed to the level as directed by the Board. Their scope and delivery schedule shall reflect the need to have the project ready to capitalize on funding opportunities or to match a Board approved funding strategy.

Approved by the Board on

Date _____

Bill Moad
Board Chairman



EARLY DEVELOPMENT PROGRAM

Purpose

This policy implements Board policy 4031. It describes allowable activities, cost measures, project eligibility and other parameters in order to limit the potential risk/loss of investments in projects being developed under the above referenced policy.

Legal Authority

- Idaho Code 40-310(8) - Authority of Board to expend funds appropriated for state highway purposes.
- 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 40-314(3) - Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-719 – Strategic Initiatives Program Funding and Guidelines.
- ~~• Idaho Code 57-814 – The Legislature created a Budget Stabilization Fund which shall remain in effect until May 31, 2017.~~

Purpose of the Early Development Program

The Idaho Transportation Investment Program (ITIP) limits programming of project costs to projects that are funded for contract construction within the seven years of the ITIP program. Some projects exceptions may be necessary in order to take advantage of unanticipated funding and to provide better initial scoping for complex projects. The Early Development Program will provide this by allowing for project development as approved by the Board.

Early Development Program

The initial program will include current projects directly approved by the Board. The projects proposed for this program will be recommended by the Chief Engineer prior to Board Approval of each project. Each nomination to the program will be considered in the context of the entire program.

The Early Development Program is not a funded program except as approved by the Board. Construction funding will be determined on a project by project basis as funds become available and will be decided by the Board. As construction funds are established for the projects in this program, the projects will be removed from this program and placed into the appropriate ITIP program.

Early Development Program Nomination Process

1. Project nominations come in the form of a project plan including:
 - Summary of why the project requires development prior to being programmed for construction funding
 - The level of project development readiness required
 - Project budget for all phases including construction
 - Project development schedule
 - Possible construction phasing plan

2. The project development standards, Federal Aid or State, will be included in the recommendation to the Board for approval.
3. The Chief Engineer will consider and prioritize nominations using data informed decision making and recommend projects to the Board for consideration.
4. The Chief Engineer may directly propose projects for consideration and recommend a project plan to fill a statewide need.
5. Changing priorities or funding considerations can cause projects to be removed from the program.

Use of Early Development (ED) Program Funds

In addition to our provisions outlined in 4031, the following limitations apply on using preliminary engineering funds to develop ED projects:

1. ~~Prior to the District or the Division of Engineering Products and Plans (DEPP) beginning development work on any project within the ED program, they shall prepare for approval by the Division of Engineering Services (DES) Administrator a Financial/Scope/Schedule document to identify that the proposed project(s) fit(s) within the \$25 million limit for unfunded construction and the \$300,000 preliminary engineering (PE) annual funding limit for development per District and DEPP.~~
2. ~~The aggregate total engineering costs for all projects within the approved ED program shall not exceed \$300,000 per fiscal year per District and DEPP. No single ED project shall exceed \$150,000 per year and \$300,000 total without approval of the Chief Operations Officer (COO).~~
3. ~~Eligible costs for the program shall be limited to preliminary design, environmental, and other early design related costs. Costs for final design or limited right of way costs may be requested and proceed only upon approval of the COO. Such requests shall include updated funding, scope, and scheduling information and whether the funding of the development and construction of the project will:
 - a. ~~be consistent with the five year performance investment priorities of the Idaho Transportation Investment Program (ITIP);~~
 - b. ~~jeopardize or create a burden on resources for existing projects in the ITIP; and/or~~
 - c. ~~risk loss or waste of investments to date on the project due to unrealistic future funding expectations.~~~~
4. ~~Along with other projects, projects in the ED program shall have active delivery and cost schedules. This information shall be updated annually for approval in conjunction with the ITIP update.~~
5. ~~Projects previously approved in the ED program that have had PE funds expended may not be dropped from the ED program in favor of new projects without approval of the Director or designee.~~
6. ~~Preliminary engineering costs may also be used to develop ED projects that are designated as Design/Build candidates by the DES Administrator. Expenditure guidelines must follow all criteria in this policy.~~

Brian W. Ness _____
Director

Date _____



EARLY DEVELOPMENT PROGRAM

Purpose

This policy implements Board policy 4031. It describes allowable activities, cost measures, project eligibility and other parameters in order to limit the potential risk/loss of investments in projects being developed under the above referenced policy.

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Purpose of the Early Development Program

The Idaho Transportation Investment Program (ITIP) limits programming of project costs to projects that are funded for contract construction within the seven years of the ITIP program. Some projects exceptions may be necessary in order to take advantage of unanticipated funding and to provide better initial scoping for complex projects. The Early Development Program will provide this by allowing project development as approved by the Board.

Early Development Program

The initial program will include current projects directly approved by the Board. The projects proposed for this program will be recommended by the Chief Engineer prior to Board Approval of each project. Each nomination to the program will be considered in the context of the entire program.

The Early Development Program is not a funded program except as approved by the Board. Construction funding will be determined on a project by project basis as funds become available and will be decided by the Board. As construction funds are established for the projects in this program, the projects will be removed from this program and placed into the appropriate ITIP program.

Early Development Program Nomination Process

1. Project nominations come in the form of a project plan including:
 - Summary of why the project requires development prior to being programmed for construction funding
 - The level of project development readiness required
 - Project budget for all phases including construction
 - Project development schedule
 - Possible construction phasing plan
2. The project development standards, Federal Aid or State, will be included in the recommendation to the Board for approval.
3. The Chief Engineer will consider and prioritize nominations using data informed decision making

and recommend projects to the Board for consideration.

4. The Chief Engineer may directly propose projects for consideration and recommend a project plan to fill a statewide need.
5. Changing priorities or funding considerations can cause projects to be removed from the program.

Brian W. Ness _____
Director

Date _____

RES. NO.

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

WHEREAS, Board Policy 4031- Early Development Program was developed to provide guidance and procedures for developing and updating the Early Development Program; and

WHEREAS, Board Policy 4031- Early Development Program contains outdated information and guidance.

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to Board Policy 4031 – Early Development Program, deleting the outdated information which is no longer applicable and providing current guidance and best practices; and

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to the corresponding Administrative Policy, 5031.