

A G E N D A

IDAHO TRANSPORTATION BOARD

May 21, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

May 21, 2020

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

To listen:

1. Dial 1-844-740-1264
 - a. access code: 287 564 741
 - b. attendee number: #

KEY:

ADM = Administration
CD = Chief Deputy
DIR = Director

HR = Human Resources
OP = Operations

	Page	Time*
Action Item 1. CALL MEETING TO ORDER		8:00
Information Item		
2. SAFETY/SECURITY SHARE: Shane Brown, District 5		
Action Item 3. BOARD MINUTES – April 16	4	8:05
Action Item 4. 2020 BOARD MEETING DATES	18	
June 16-17 – District 3		
July 15-16 – District 6		
August 19-20 – District 1		
Action Item 5. CONSENT CALENDAR	19	
CD ___ Add annual FY20 Technology Transfer project to the Program	20	
OP ___ Adjust State Funded System Support Program, Americans with		
Disabilities Act Ramps in the Program	21	
OP ___ Consultant agreements	28	
OP ___ Contract for award	33	

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



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<u>May 21, 2020</u>			Page #	Time*
Information Items				
6. INFORMATIONAL CALENDAR				
OP	—	Contract award information and current advertisements	39	
OP	—	Professional services agreements and term agreement work tasks report.....	46	
ADM	—	State FY20 financial statements	55	
ADM	—	Monthly report of federal formula program funding through April.....	73	
DIR	—	FY21-24 Strategic Plan for Division of Financial Management.....	75	
7. MONTHLY REPORT: INTERNAL & EXTERNAL DEPARTMENT ACTIVITIES - Director Ness and Chief Deputy Stokes				
				8:10
8. AGENDA ITEMS				
Action Items				
CHRO	—	FY21 compensation plan.....	89	8:25
Williams		<i>(Resolution on page 91)</i>		
CHRO	—	Revisions to Administrative Policies 5508 Smoking Policy.....	92	8:35
Williams		<i>(Resolution on page 96)</i>		
CD	—	Idaho 16, I-84 to SH-44 cost estimates	97	8:40
Schroeder		<i>(Resolutions on pages 102 and 103)</i>		
Information Item				
CD	—	Division of Motor Vehicles’ update.....	104	9:10
Gonzalez				
Action Items				
OP	—	Add SH-33, State Highway System Adjustment payment, Madison		
Rindlisbacher		County to FY21 <i>(Resolution on page 107)</i>	106	9:20
OP	—	129,000 pound truck routes, District 3 and 4	108	9:25
Luekenga		<i>(Resolutions on pages 123, 142, 164, and 185)</i>		
9. BREAK				9:55
10. AGENDA ITEMS, continued				
Information Items				
OP	—	Community Planning Association of Southwest Idaho (COMPASS)		
Beachler		functional classification change request	186	10:15

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	<u>May 21, 2020</u>	Page #	Time*
11. AGENDA ITEMS, continued			
Information Items			
OP Beachler	COMPASS National Highway System change request	195	10:25
OP Tomlinson	Highway Safety Plan	204	10:35
OP Tomlinson	Idaho Traffic Safety Commission annual report	206	10:40
OP Tomlinson	Crash data and zero fatality awards in District 5.....	215	10:45
	12. DISTRICT 5 REPORT: District Engineer Hubbard.....	217	10:50
	13. EXECUTIVE SESSION		11:10
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		
	14. ADJOURNMENT (estimated time)		12:45

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 2020

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:30 AM on Thursday, April 16, 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
Dwight Horsch, Member – District 5
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

Safety/Security Share. Executive Assistant Higgins stressed the importance of easing into outdoor activities like yardwork or exercise slowly and to do stretching exercises prior to the activity to alleviate sore muscles if you aren't used to those activities.

Chairman Moad thanked Executive Assistant Higgins for the message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on March 18, 2020 as submitted. Vice Chairman Kempton seconded the motion and it passed 6-0 on a roll call vote.

Board Meeting Dates. Chairman Moad said the plans for next month will be confirmed later, but tentatively, the following meeting dates and locations are scheduled:

May 20-21, 2020 – District 5
June 16-17, 2020 – District 3
July 15-16, 2020 – District 6

Consent Items. Member Horsch expressed some concern with the number of professional agreements requiring Board approval because they exceed the limit set in policy. He wondered if that limit is too low. Contracting Services Engineer Monica Crider provided justification for the request to exceed the limit for the Beech/Chestnut Street Reconstruction project.

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

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

April 16, 2020

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

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

1) Addition of Two Kootenai Metropolitan Planning Organization (KMPO) Transit Projects. On behalf of KMPO and Kootenai County, staff requests the addition of the \$850,000 Coeur d'Alene UZA Riverstone Transit Center, Phase 2 and the \$191,000 Coeur d'Alene UZA Paratransit Services projects to FY20 of the Idaho Transportation Investment Program. The projects are funded by the Federal Transit Administration.

2) Delay of STC-2822, West Glendale Road and Canal Bridge, Blaine County. On behalf of the Local Highway Technical Assistance Council (LHTAC) and Blaine County, staff requests the delay of STC-2822, West Glendale Road and Canal Bridge, key #13998 from FY20 to FY21. The \$2,210,000 made available in the FY20 Local Rural Program by this delay can be used to help cover the current year funding shortfall due to high bids.

3) Increase a Professional Services Agreement Amount to Over \$500,000. T-O Engineers has been providing engineering services for the Beech/Chestnut Street reconstruction project, key #18770. During the preliminary design, a re-design of the road to increase the turning radiuses at the intersections to accommodate farm equipment and large grain trucks was identified. The consultant will also be needed for a post award consulting agreement for Engineer of Record tasks. LHTAC is requesting approval to exceed the consultant individual task agreement limit of \$500,000 for T-O Engineers up to \$600,000.

4) Request to Approve Consultant Agreement. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #12310 – Ramsey Road, Wyoming to Lancaster Road for completion of design services and engineer of record services for a total estimated amount of \$1,601,000; key #20575 – SH-53, Hauser Lake Road to North Bruss Road for completion of design services for a total estimated amount of \$1,500,000; and key #1004 – SH-55, Smiths Ferry to Round Valley, Valley County for construction engineering and inspection services for a total estimated amount of \$1,600,000.

5) Contract for Award. The low bid on key #20098 – SH-41, East Prairie Avenue to Boekel Road, District 1 was more than ten percent over the engineer's estimate, requiring justification and Board approval. The Excavation, Special Fiber Optic Conduit, and Mobilization items accounted for the majority of difference between the engineer's estimate and low bid. If the District would have considered that the project is a three-year project and has certain right-of-way contract restrictions, it would have adjusted the mobilization item and increased the excavation and conduit costs to reflect work area restrictions. The project addresses a significant deficiency in the roadway. The District does not believe re-advertising the project would result in

lower bids, it has the additional funds required to award the project, and recommends awarding the contract. Low bidder: Scarsella Bros. Inc. - \$31,563,456.

Information Items. 1) Contract Awards and Advertisements. Key #22513 – SH-77, Cassia County Seal Coats, District 4. Low bidder: Kloepper Inc. - \$884,460.

Key #20035 – US-95/SH-41, FY21 District 1 Seal Coats. Low bidder: Poe Asphalt Paving Inc. - \$1,528,684.

Keys #20559 and #20596 – I-84, Jerome Interchange to Twin Falls Interchange Westbound, District 4. Low bidder: Western Construction Inc. - \$15,130,000.

Key #19867 – FY20 North Bannock County Pavement Preservation, District 5. Low bidder: VSS International Inc. - \$5,955,120.

Key #20038 – Ramsey Road; Chilco to Scarcello, Lakes Highway District. Low bidder: LaRiviere Inc. - \$5,760,522.

Key #20051 – US-30, Caribou County Line to Georgetown Summit, District 5. Low bidder: H-K Contractors Inc. - \$5,395,568.

Key #20590 – US-26, Puzzle to Milepost 283, District 5. Low bidder: Knife River Corporation – Mountain West - \$7,190,385.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From February 27 through March 25, 34 new professional services agreements and work tasks were processed, totaling \$6,045,596. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$246,594.

3) FY20 General Funds Apportionment for Local Bridge Replacement and Rehabilitation. In February 2020, the Board approved splitting the FY20 Further Consolidated Appropriation Act, Formula Bridge Replacement and Rehabilitation Program Funds evenly between ITD and the local public agencies. LHTAC directed its \$4,225,251 plus match to key #12019, Orofino Creek Road Bridge, Clearwater County - \$547,000; key #13135, Beaver Creek Bridge, Clark County - \$1,298,612; key #14060, Great Western Canal Bridge, Bonneville County - \$1,346,000; key #19030, Packsaddle Road Teton River Bridge, Teton County - \$783,980; key #20207, Rapid Lightning Creek Bridge #5, Bonner County - \$130,359; and key #20230, Eastside Drive Bridge, Valley County - \$454,000.

4) State FY20 Financial Statements through February. Revenues to the State Highway Account from all state sources were ahead of projections by 1%. Receipts from the Highway Distribution Account were 3.4% or \$5.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 6.7%, or \$156,000. This is primarily due to the receipts for aircraft registrations; however total receipts from aviation fuel taxes are slightly

below the forecast. The dramatic changes in travel due to COVID-19 will impact ITD's revenue. Expenditures were within planned budgets. Personnel costs had savings of \$8.6 million or 9.7% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$349.7 million exceeded any from the past three years.

The balance of the long-term investments was \$109.7 million and the cash balance was \$83.9 million at the end of February. Expenditures in the Strategic Initiatives Program Fund were \$20.4 million. No additional funds, other than interest earned on the cash balance, are coming into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$12.1 million year-to-date. Expenditures in the GARVEE Capital Projects Fund through February were \$13.8 million.

5) Monthly Reporting of Federal Formula Program Funding through March. Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. In February \$14.1 million of Highway Infrastructure General Funds were received. Obligation authority through September 30 is \$300.7 million, which corresponds to \$301.5 million with match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$301.5 million allotted, \$150.9 million remains.

Director's Monthly Report on Activities. Director Ness reported on the Department's efforts since Governor Little issued the stay-at-home order except for essential services on March 25 due to the COVID-19 pandemic. That order expired yesterday; however, it has been extended until April 30. Because the Department provides essential services, the focus has been to ensure the health and safety of employees, the public, and our partners; continue providing services; and be flexible. A number of employees are working from home while others continue working in the office or in the field. A plan to return to work will be developed before April 30. The Governor also instituted a hiring freeze for non-essential positions and a requirement for pre-approval for overtime. Director Ness said the Department is still working on those issues, as it appears every position is essential so he would like to continue filling vacancies, and staff needs the ability to respond immediately to unexpected events like a rockslide or earthquake.

Director Ness reported that the Governor has also requested that state agencies not implement the change in employee compensation that the legislature approved for FY21. The Department is determining what that means for the Horizontal Career Path initiative. Staff will also continue to closely monitor the revenue and make budget adjustments accordingly.

Member Vassar commended Director Ness for the informative report and congratulated the Department for its ability to continue serving the public during the pandemic.

Chief Deputy Stokes reported on a number of waivers and extensions that have been implemented due to the pandemic. Some of those include the extension of drivers' licenses and registrations that expire in March, April, or May to June 30; extending certain dealer requirements like continuing education; waiving vision screening for driver license applicants; and delaying the implementation of the vehicle registration verification program. Additional Division of Motor Vehicles' services are available online on a temporary basis. The allowance of studded snow tires and flagger certifications are also being extended.

Chief Deputy Stokes also reported on the potential loss of state revenue, as traffic has decreased significantly due to the COVID-19 pandemic. He believes staff has identified adjustments to the budget if state revenue is reduced up to \$70 million, or 20%. In response to Member Horsch's question on a contingency plan if the revenue is more than \$70 million below projections, Chief Deputy Stokes replied that the first option would be to look at the construction program and delay projects. The other option would be to look at staffing levels and operations.

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

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

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty reported on activities at the national level to address the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security Act signed by President Trump to provide funding to address various economic concerns contains a transportation component, including assistance to airports and public transit. Due to the emergency declaration, regulatory relief has been issued for motor carrier vehicles providing assistance due to the pandemic, and the REAL ID implementation has been delayed until October 2021.

Regarding 2020 legislation, GAM McCarty said the Governor vetoed the bill that increased the Transportation Economic and Congestion Mitigation revenue because of funding uncertainty due to the COVID-19 pandemic. Legislation restructuring special license plates was approved. This only allows specialty plates for state agencies and the additional costs of those license plates will be directed to the Highway Distribution Account. In February the Board approved a resolution to ensure ITD's rules would continue to be in effect in case the legislature did not act on the IDAPA requirements. She informed the Board that the legislature did not reauthorize the state's administrative code, so Board Resolution #20-04 will go into effective. She also reported that staff is working on legislative ideas and rulemaking for the 2021 session.

Chairman Moad thanked GAM McCarty for the update.

Revisions to Board Policy 4052 and Administrative Policy 5052 Official Travel by Department Personnel. Controller Dave Tolman said these policies are being revised to authorize the director to establish the travel spending plan and division administrators and district engineers to monitor and manage their plans. It also clarifies that the most efficient and cost effective travel shall be chosen. The changes are consistent with and meet the State Board of Examiners' State Travel Policy.

Member Vassar made a motion, seconded by Member DeLorenzo, and passed 5-0 by individual roll call vote to approve the following resolution (due to audio difficulties, Member Hoff's vote was not recorded):

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB20-12 the Idaho Transportation Department; and

WHEREAS, employee travel and associated costs are a necessary component of the Department's mission and function.

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

SH-16, I-84 to SH-44 Cost Estimates. Transportation Program Manager (TPM) Amy Schroeder explained Phase 2 of the SH-16, I-84 to SH-44 project, key #20788, is to purchase all of the right-of-way, including the property needed for the future interchanges, and to construct five miles of a new four-lane limited access highway between I-84 and US-20/26. Since 2018 \$8 million has been spent on the environmental re-evaluation, refining the conceptual design, and producing right-of-way plans. The right-of-way acquisition is funded at \$90 million; however, an additional \$35 million is needed for the acquisition. The design work is estimated at \$14 million. Advancing the design would improve the project readiness and be advantageous for proceeding to construction as soon as funding becomes available. She emphasized that staff does not have a recommendation regarding continuing construction from the north end or south end.

Member Thompson asked about the benefits of continuing construction from US-20/26 south to Ustick Road. TPM Schroeder said that improvements would be made to Ustick Road so motorists could continue traveling. The SH-16 extension would not result in a dead-end. Member Thompson expressed support to continue constructing SH-16 from the north end.

Member DeLorenzo said there will be a gap in the state highway regardless of which end construction resumes, impacting the local system. She knows the City of Nampa prefers continuing construction from the south end. She asked if other local agencies or the Community Planning Association of Southwest Idaho (COMPASS) have shared their comments on the corridor or preferences regarding the next construction phase. TPM Schroeder replied that ITD has been coordinating with Ada County Highway District and Nampa Highway District #1 on the design standards for the local roads that will be impacted by SH-16. COMPASS has provided traffic modeling information. No other agency has expressed a preference to continue construction on the north or south end.

Vice Chairman Kempton mentioned the new Amazon fulfillment center constructed in Nampa. He asked if the Sales Tax Anticipation Revenue (STAR) legislation may be a funding tool. Member DeLorenzo said District 3 pursued that, but because sales taxes will not be generated at the center, a STAR agreement is not an option.

Member Horsch asked if the increased traffic may be a factor in the decision to continue construction at the north end or south end, and added that he believes there is interest in diverting

the Amazon traffic from local roads. TPM Schroeder concurred with the desire to relieve the additional traffic that the I-84 Garrity Boulevard Interchange is expected to receive. The anticipated traffic from the fulfillment center is expected to occur during non-peak times. Residential growth is occurring faster than anticipated on the north end, putting more traffic on those roads during peak commute times.

TPM Schroeder presented potential funding options for the design work, including reallocating savings identified on I-84 projects from competitive bids, applying INFRA grant savings to the Middleton and Ustick bridges, and design refinements on I-84 projects in the Nampa to Caldwell corridor. Of the approximately \$35 million in savings, \$14 million could be used to complete the design and \$20 million could be diverted to right-of-way acquisition.

The consensus of the Board was to support this proposal. Chairman Moad thanked TPM Schroeder for the presentation and requested a resolution to proceed in this direction at a future meeting.

Public Transportation Advisory Council (PTAC) District 4 Appointment. Shauna Miller, Grants/Contracts Officer (G/CO), said the District 4 PTAC member resigned last year. The Public Transportation Office solicited applications to fill the vacancy. Two applications were received and reviewed by PTAC, which moved that both applicants are fit to serve on the Council.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB20-13 Council (PTAC); and

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

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

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

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

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

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

Chief Deputy Stokes thanked G/CO Miller for her service, and mentioned that she was recently appointed to the national Rural Transportation Assistance Program Review Board. Chairman Moad congratulated G/CO Miller on this appointment.

Board and Administrative Policies for Small Cell Facilities in ITD Right of Way. Chief Engineer (CE) Blake Rindlisbacher presented draft policies to address small cell facilities in the Department's right of way. Broadband and small cell facilities are not owned and operated by utility companies governed by the Idaho Public Utilities Commission and subject to ITD's guidelines for utility accommodations and rules governing utilities on state highway right of way. Regulation of broadband facilities is derived from the Code of Federal Regulations and guidance from the Federal Highway Administration. Regulation of small cell facilities is derived from executive orders and guidance from the Federal Communications Council.

Nationwide, the best practice for managing small cell facilities in public right of way is through a company specific Master License Agreement, according to CE Rindlisbacher. Staff is currently negotiating an agreement with a telecommunication service provider; however, policies are required before a Master License Agreement can be approved and guidance issued to staff to permit placement of these facilities. The proposed policies would authorize staff to finalize a Master License Agreement and permit small cell facilities in ITD right of way. Staff will continue working on development of processes, fee schedules, guidance, and operating procedures for broadband facilities.

In response to Member Vassar's question, CE Rindlisbacher said companies are focusing on urban areas, but will expand to rural areas. Both Vice Chairman Kempton and Member Horsch expressed concern with moving these facilities if necessary due to a highway project. CE Rindlisbacher said the agreement will identify the responsible party in those situations.

Chairman Moad thanked CE Rindlisbacher for the information and said the consensus is to continue refining the policies and present them to the Board in the near future.

District 1 SH-3 Levee Widening. District 1 Engineer (DE) Damon Allen requested \$1.5 million in engineering funds to develop a new project on SH-3 near St. Maries. The 2.5-mile segment to be improved sits on a levee along the St. Joe River. The pavement width is narrow and commercial vehicle crashes appear to be increasing. The proposed solution is to use light weight GeoFoam blocks to widen the existing roadway without impacting the wetlands. He estimates the construction will cost \$15 million; however, no construction funding is being requested at this time because additional investigation and engineering are required to finalize the engineer's estimate.

Member Hoff asked if this technique is a new, innovative approach and if the affected local public agencies support the project. DE Allen mentioned several projects where the GeoFoam blocks have been used in Idaho. The intent is to out-source the geotechnical

engineering, but the rest of the project is routine and the other work should be completed in-house. He has communicated with the City of St. Maries and Benewah County. Both support the project, and the County has concurred to provide assistance with the detour route.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB20-14 appropriated for construction, maintenance and improvement of state highways;
and

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

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

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

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

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

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY20-26 Statewide Transportation Improvement Program accordingly.

The Board commended DE Allen for identifying an innovative solution to improve this section of SH-3.

129,000 Pound Truck Route Requests: US-93 and SH-75, District 6. Freight Program Manager (FPM) Scott Luekenga said Arlo G. Lott Trucking Inc. requested designating portions of SH-75 and US-93 as 129,000 pound truck routes to transport the mineral Molybdenum from the mine near Clayton to the Montana border.

FPM Luekenga presented the Chief Engineer's analysis on the US-93 route. The Division of Motor Vehicles (DMV) reported that the sections of US-93 from milepost 244.33 to 263.85 and from milepost 304.7 to 350.82 are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The section of US-93 from milepost 263.85 to 304.7 is designated as a blue route and all trucks must adhere to the 5.5-foot off-track and 95-foot overall

vehicle length criteria. The bridge analysis determined that the 29 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety reported one non-interstate high accident intersection location and four high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga reported that the DMV confirmed that SH-75 from milepost 219.5 to 244.33 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the eight bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga summarized the public comments received on the two routes. Thirty-six of the 39 comments received opposed designating these routes for vehicle combinations up to 129,000 pounds, with the majority of opposition on the US-93 route. The comments expressed concerns with issues like additional traffic, motorcyclists and recreational vehicles on the highway, a section of US-93 that follows the Wild and Scenic-designated Salmon River, and wildlife along the corridor. However, the majority of comments do not directly relate to commercial motor vehicles operating at weights up to 129,000 pounds. He added that the Board Subcommittee on 129,000 Pound Truck Routes approved motions to send both applications to the full Board with a recommendation for approval.

Member Horsch said the Subcommittee on 129,000 Pound Truck Routes deliberated on these routes due to the negative comments; however, it believed the engineering analyses supports the decision to designate the routes for weights up to 129,000 pounds. Member Hoff concurred. He was the hearing officer at the public hearings, and he believes there is a lot of misperceptions and misunderstanding about vehicle combinations up to 129,000 pounds.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-15 Transportation Board to designate state highways for permitted vehicle
combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck
Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a
129,000 pound route in District 6: US-93, Milepost (MP) 244.33 to 350.82; and

WHEREAS, the Department has received a request for a 129,000 pound route in
District 6: SH-75, MP 219.5 to 244.33; and

WHEREAS, the Chief Engineer and ITD Staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 39 comments were received with 3 in support, and 36 were adversarial on the specific route(s); and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on February 18, 2020 with a recommendation to approve the routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to approve the route requests; 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 April 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on the US-93, MP 244.33 to 350.82 route; and

BE IT FURTHER RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on the SH-75, MP 219.5 to 244.33 route; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 6; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective 30 April, 2020.

Chairman Moad thanked FPM Luekenga for his presentation.

Relinquishment of East Side Frontage Road/Farm Field Access. DE6 Jason Minzghor said the District has been working with the Board Subcommittee on Adjustments to the State Highway System to relinquish the East Side Frontage Road/Farm Field Access to Madison County. The frontage road was established to avoid land-locking property when the US-20, Thornton Interchange was constructed and the at-grade crossing on US-20 was eliminated. An easement was secured to provide access from those properties to local roads. The County has approved a road closure and maintenance agreement, which includes \$850,000 from ITD to defray the cost of operation and maintenance of the road.

Vice Chairman Kempton made a motion, seconded by Member Hoff, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. ITB20-16 WHEREAS, Idaho Transportation Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of the East Side Frontage Road/Farm Field Access, to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#443) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$850,000 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff met with the Board Subcommittee on State Highway System Adjustments and that Subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$850,000 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the Official Minute, as shown as Exhibit #520 which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.

Relinquishment of SH-33/Sugar City Half Interchange Connector Road. DE6 Minzghor presented a road closure and maintenance agreement relinquishing SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County. The agreement includes a payment of \$3,100,000 to the County to defray operation and maintenance costs and to improve a segment of the highway by the railroad. DE Minzghor intends to request a project in the next ITIP update.

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

RES. NO. ITB20-17 WHEREAS, Idaho Transportation Department staff and Madison County staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of SH-33 from milepost 337.478 to milepost 339.759 and the Sugar City

Half Interchange Connector Road from milepost 100.00 to milepost 100.12 and milepost 100.367 to milepost 100.587 to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#444) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff met with the Board Subcommittee on State Highway System Adjustments and that Subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$3,100,000 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the Official Minute, as shown as Exhibit #521 which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.

Chairman Moad thanked DE Minzghor for his work on these system adjustments.

Board Policy 4030 and Administrative Policy 5030 Surface Transportation Block Grant Rural (STBGR) Exchange Program. Contracting Services Engineer (CSE) Monica Crider proposed revisions to the referenced policies. The main changes increase the cap of federal funds exchanged by LHTAC from \$4.5 million to \$5 million for the Rural funding and the rate of exchange from \$.6167 to \$.80 of state funds for every \$1 of federal funds exchanged per direction from the Board at the August 2019 meeting. Other revisions include nomenclature changes due to federal law changes related to the funding source (block grant) and clarifications to align the program requirements with the policy.

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

RES. NO. WHEREAS, via prior resolution (August 2019) the Idaho Transportation Board
ITB20-18 reviewed and approved cap and exchange rate increases to the Local Rural
Highway Investment Program (LRHIP) managed by the Local Highway
Technical Assistance Council (LHTAC); and

WHEREAS, via prior resolution, the Board approved an effective date of these changes of October 1, 2020; and

WHEREAS, via prior resolution, the Board directed staff to update the corresponding policies related to the Surface Transportation Program Rural Exchange Program which outlines the LRHIP parameters to reflect these and other necessary changes; and

WHEREAS, staff in conjunction with LHTAC, revised Board Policy 4030 and Administrative Policy 5030 Surface Transportation Program Rural Exchange Program to reflect the above as well as any other necessary changes to align current process with policy.

NOW THEREFORE BE IT RESOLVED, that the Board approves Board Policy 4030 Surface Transportation Block Grant Rural (STBGR) Exchange Program; and

BE IT FURTHER RESOLVED, that the Board concurs with changes to Administrative Policy 5030 Surface Transportation Block Grant Rural (STBGR) Exchange Program.

Executive Session on Personnel and Legal Issues. Vice Chairman Kempton made a motion to meet in executive session at 12:00 noon to discuss personnel issues as authorized in Idaho Code Section 74-206 (a) and legal issues as authorized in Idaho Code Section 74-206 (e) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to operations. The discussion on personnel matters related to the hiring of an employee.

The Board came out of executive session at 1:35 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:35 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

BOARD MEETING DATES

2020

June 16-17 - District 3
 July 15-16 - District 6
 August 19-20 - District 1
 September 15-16 - District 4

October 14-15 - Boise
 November _____ - Boise
 December _____ - Boise

2020

SMTWTFS	SMTWTFS	SMTWTFS	SMTWTFS
January	February	March	April
1 2 X 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 X 17 18 19 20 21 22 23 24 25 26 27 28 29	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May	June	July	August
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 X 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 X 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 X 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 X 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

"X" = holiday

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

Other dates of interest:

May 26-29: AASHTO spring meeting

June 7-11: National Transportation Leaders Institute

June 19-23: TRB/AASHTO Research Advisory Committee

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

July 19-21: AASHTO Research Advisory Committee

September 20-23: ARTBA annual meeting

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

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 20-38

RES. NO. ITB20-19 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 addition of the annual FY20 Technology Transfer projects; adjustments to the State Funded System Support Program, Americans with Disabilities Act ramps; consultant agreements; and a contract for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 20-21, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

Add annual **FY20 Technology Transfer** project to FY2020 of the approved FY 2020–2026 ITIP.

Key Number New	District HQ	Route Number LOCAL
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Background Information

The purpose of this consent item is to request approval to add **FY20 Technology Transfer** project to the Program per policy 5011 *Idaho Transportation Investment Program* (ITIP).

This project provides funding for Idaho's T2 Center. The T2 Center is a part of a national program known as the Local Technical Assistance Program and provides training and technical assistance to local transportation agencies throughout Idaho.

This is an annual project at a total cost of **\$300,000**. The funding is split 50% Federal-aid and 50% Local Highway Technical Assistance Council (LHTAC). In the future the annual project will be set up during the program update cycle for multiple years.

Staff requests the addition of this project to the current approved ITIP.

Recommendations

Approve the addition of the **FY20 Technology Transfer** project at a total cost of **\$300,000** to FY2020 of the approved FY2020-2026 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 May 20-21, 2020

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

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

Subject

Adjust State Funded System Support Program, Americans with Disabilities Act (ADA) Ramps in the approved FY 2020 – 2026 ITIP

Key Number various	District various	Route Number State
-----------------------	---------------------	-----------------------

Background Information

The purpose of this consent item is to request approval to adjust five projects in the FY20/21 State Funded System Support Program, Americans with Disabilities Act (ADA) Ramps, per policy 5011 *Idaho Transportation Investment Program (ITIP)* and at the request of the local sponsors.

- The city of Pocatello requests the advance of project to allow construction in same year as another scheduled project for ADA ramps to realize construction efficiencies by doing both in same construction season.
- The City of Cascade requests a delay of project due to weather issues.
- The City of Hailey requests termination of the agreement, as the ramps will be completed instead under KN 19998 SH 75, Main Street, Hailey in FY 2021.
- The City of Riggins felt the grant monies were insufficient to complete all 19 curb ramps planned and therefore they plan to reapply in the future.
- The City of Weiser requested to cancel/withdraw their application for the FY20 ADA Ramps.

KN	District	Project Name	Sponsor	MPO	Action	FY20	FY21
22450	5	FY21 POCATELLO 11 ADA RAMPS	Pocatello	BTPO	advance	59,600	(59,600)
22087	3	FY20 CASCADE 7 ADA RAMPS	Cascade	n/a	delay	(35,000)	35,000
22089	4	FY20 HAILEY 6 ADA RAMPS	Hailey	n/a	remove	(60,000)	
22096	2	FY20 RIGGINS 19 ADA RAMPS	Riggins	n/a	remove	(50,350)	
22099	3	FY20 WEISER 17 ADA RAMPS	Weiser	n/a	remove	(59,500)	
					Sum	(145,250)	(24,600)

The Bannock Transportation Planning Organization will update their Transportation Improvement Program by May 21, 2020.

Staff requests the above detailed changes be made to the current approved ITIP.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

Approve the detailed adjustments in the State Funded System Support Program as follows:

KN	District	Project Name	Sponsor	MPO	Action	FY20	FY21
22450	5	FY21 POCATELLO 11 ADA RAMPS	Pocatello	BTPO	advance	59,600	(59,600)
22087	3	FY20 CASCADE 7 ADA RAMPS	Cascade	n/a	delay	(35,000)	35,000
22089	4	FY20 HAILEY 6 ADA RAMPS	Hailey	n/a	remove	(60,000)	
22096	2	FY20 RIGGINS 19 ADA RAMPS	Riggins	n/a	remove	(50,350)	
22099	3	FY20 WEISER 17 ADA RAMPS	Weiser	n/a	remove	(59,500)	
					Sum	(145,250)	(24,600)

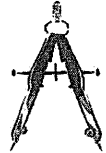
Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Engineering Department
911 North 7th Avenue P.O. Box 4169
Pocatello, ID 83205-4169
Phone (208) 234-6225 Fax (208) 234-6151



March 19, 2020

Ryan McDaniel CFM, PMP

Program Manager

State of Idaho Transportation Department

3311 West State Street

Boise, ID 83703

Dear Mr. McDaniel:

The City of Pocatello would like to request advance KN22450 SY21 D5 Pocatello into FY20. This project includes 11 ADA Ramps; we would like to construct this project in the same year as KN22094 SY20 D5 Pocatello 15 ADA Ramps. We feel that we could realize some construction efficiencies by doing both of these projects in the same construction season. Thank you for considering the advancement of KN22450 SY21 to SY2020.

Sincerely,

Maggie Clark, PLA

City of Pocatello Public Works Project Manager



February 20, 2020

Blaine Schwendiman

District 3 Idaho Department of Transportation

Mr. Schwendiman,

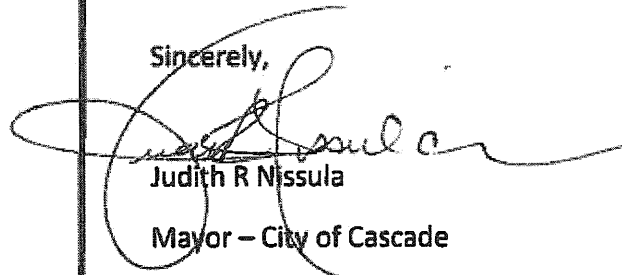
The City of Cascade officially requests an extension for project Key Number 20635. Due to weather and delays on contractors our ADA ramp projects are delayed.

We have a new building inspector who is taking charge of the project and will ensure that we get this completed in this fiscal year.

Apologies for the delay in getting this project completed.

Thank you for your patience and continued follow-up so that the City would not lose this opportunity.

Sincerely,



Judith R Nissula

Mayor – City of Cascade

105 South Main Street
P.O. Box 649
Cascade, Idaho 83611
208.382.4279
208.382.7204

City of Hailey

OFFICE OF THE MAYOR

115 MAIN STREET SOUTH, SUITE H
HAILEY, IDAHO 83333

(208) 788-4221
Fax: (208) 788-2924

April 8, 2019

Mr. Ryan McDaniel
State of Idaho
Idaho Transportation Department, Headquarters
Division of Engineering Services, Contracting Services
3311 West State Street
Boise, ID 83707-1129

Subject: Key No. 22089 – FY20 Hailey 6 ADA Ramps
Request to Terminate Cooperative Agreement

Dear Ryan:

The City of Hailey requests termination of the Cooperative Agreement associated with Key No. 22089. As you know, the six ADA ramps originally contemplated under the agreement are currently programmed in a 2021 Idaho Transportation Department construction project on State Highway 75, under Key No. 19998.

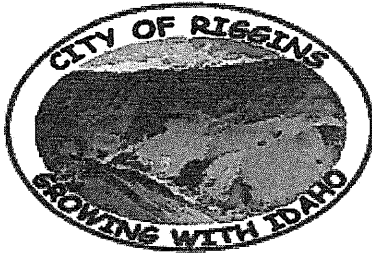
The City appreciates the support provided by the Idaho Transportation Department throughout the years. We look forward to working with you on future projects.

Sincerely,



Fritz X. Haemmerle
Mayor

cc: Brian Yeager, Hailey Public Works Director
File



CITY OF RIGGINS

P.O. Box 249
Riggins, Idaho 83549
(208) 628-3394
Fax (208) 628-3792
rigginscity@gmail.com

December 12, 2019

State of Idaho
Idaho Transportation Department
Attn: Ryan McDaniel, CFM, PMP
3311 West State Street
Boise, Idaho 83703

RE: TERMINATION OF FY20 ADA RAMP AGREEMENT – KEY NO. 22096

Dear Mr. McDaniel:

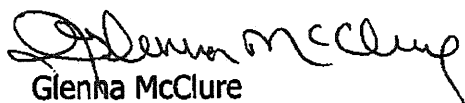
After careful consideration, the Riggins City Council is requesting the FY20 ADA Curb Ramp Project Agreement be terminated effective December 11, 2019.

It has been determined the grant monies will not be sufficient to complete all 19 curb ramps identified. In addition, funding for Professional Engineering services will need to be included in the City budget.

We understand another call for applications will be released in the near future for FY22 funding. We have a number of issues to consider before another application is submitted by the City of Riggins. Once we have a firm grasp on the details of such a project, we do hope to utilize ITD funding to make the necessary improvements.

Thank you for the assistance you have provided to our staff.

Sincerely,


Glena McClure
Mayor

From: [Blaine Schwendiman](#)
To: [Ryan McDaniel](#)
Cc: [Jeff Ryan](#)
Subject: Cancel/Withdraw Application - FY20 Weiser 17 ADA Ramps; P#A022(099), K#22099
Date: Thursday, October 17, 2019 8:23:43 AM
Attachments: [image002.png](#)

Hi Ryan,

The City of Weiser has requested to cancel/withdraw their application for the FY20 ADA Ramps. Please see email below.

The scheduled funds were not obligated. These can be used for another FY20 project if needed.

Please let me know if you have questions.

Thank you,

BLAINE SCHWENDIMAN
IDAHO TRANSPORTATION DEPARTMENT
DISTRICT 3
(208)334-8925
EMAIL: BLAINE.SCHWENDIMAN@ITD.IDAHO.GOV

<http://connect.idaho.gov/Connect.aspx?PageID=112&PageID=112&PageID=112>



**

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**

From: mike.campbell@cityofweiser.com <mike.campbell@cityofweiser.com>
Sent: Thursday, October 17, 2019 8:16 AM
To: Blaine Schwendiman <Blaine.Schwendiman@itd.idaho.gov>
Subject: [EXTERNAL] ADA ramps

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

Good morning Blaine,

The City of Weiser will have to cancel the ITD ADA project on Idaho and Main street for the physical year 2020. I would like to thank you for your time and help with these in the past .

Best Regards,
Michael Campbell
Purchasing Agent/Public Works Director
55 West Idaho



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 20, 2020

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

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number Various	District 1 & 2	Route Number Various
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Background Information

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

The size of the agreements listed was anticipated because of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility of the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector. In all cases, any agreement over \$500,000 is awarded through the Request for Proposal (RFP) process which is open to all interested firms.

Recommendations

Approve: (see attached sheets for additional detail)

- KN 19431, Blue Creek Bay Bridge (District 1) - for construction engineering and inspection services of approximately \$2.0M
- KN 19883, US 95, N Corridor Access Improvements (District 1) - for construction engineering and inspection services of approximately \$1.2M
- KN 20283/20280, D1/D2 Bridge Replacements (7) (District 2) - for construction engineering and inspection services of approximately \$1.3M
- KN 09070, Cherrylane Bridge (District 2/LHTAC) - for design services of approximately \$3.2M

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



DATE: April 30, 2020

Program Number(s) A019(431)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19431

FROM: Damon Allen, PE
District 1 Engineer

Program ID, County, Etc. BLUE CR BAY BR,
KOOTENAI CO

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

The purpose of this project is to rehabilitate both the eastbound and westbound Blue Creek Bay Bridges to extend the service life of the structures. HDR was selected through individual project solicitation in 2018 to provide construction engineering and inspection services (CE&I) for the project.

In January of 2019 the Idaho Transportation Board approved an increase of the professional services agreement with HDR to \$1.745M.

Construction of the project has not been completed and will continue through the 2020 construction season. This will require an additional increase to the total agreement amount of approximately \$195K. The additional funds are expected to be offset from state wide balancing. The total agreement cost is estimated to be \$1.94 M.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$2.0M to complete CE&I services.



DATE: April 23, 2020

Program Number(s) A019(883)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19883

FROM: Damon Allen, PE
District 1 Engineer

Program ID, County, Etc. US 95, N Corridor
Access Improvements, Kootenai County

RE: Request to increase professional services agreement amount to over \$1,000,000 for CE&I services by Ruen-Yeager and Associates

The purpose of this project is to improve mobility and safety on the US95 corridor by adding turn lanes to signalized side streets on US95, removing two signals currently at ¼ mile spacing, adding two signals to maintain ½ mile spacing, adding curbed medians at eight non-signalized intersections, providing ADA improvements, improving over 8.5 miles of shared use path, and constructing a connector road between US 95 and Government Way. Ruen-Yeager & Associates was selected through individual project solicitation in 2019 to provide construction engineering and inspection services (CE&I) for the project.

Project Phasing

The project is split into two construction seasons. Phase 1 was completed in 2019. Phase 2 will be completed in 2020.

Current Funding and Agreement Amounts

The agreement for CE&I services for the first phase of the project is \$606,996. An additional \$592,000 is estimated for CE&I services for Phase 2. Sufficient funds to cover the Phase 2 agreement have already been scheduled and obligated on the project.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$1,200,000 to complete CE&I services.



DATE: April 20, 2020

Program Number(s)A020(283)/ A020(280)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20283/ 20280

FROM: Doral Hoff, PE
District 2 Engineer

Program ID, County, Etc.D1/D2 Bridge
Replacements (7)

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for construction engineering and inspection services by HMM

The purpose of this project is to replace seven structures in Benewah, Bonner, Boundary, Clearwater, Idaho, and Shoshone counties. HMM Engineering was selected through individual project solicitation to provide construction engineering and inspection services (CE&I) for the project. This is a two-season construction project.

Project Phasing

The project is split into two construction seasons. Phase 1 replaced structures at Butcher Creek on SH-13, Little Hangman Creek on SH-60 and Texas Creek on SH-11. Phase 1 was completed in 2019.

Phase 2 will replace structures at Cedar Creek on SH-3, Kalispell Creek on SH-57, Round Prairie Creek on US-95 and Santa Creek on SH-6. Phase 2 is scheduled for construction in 2020.

Current Funding and Agreement Amounts

The agreement for CE&I services on Phase 1 is \$745,900. An additional \$554,100 is estimated for CE&I services for Phase 2. Any additional funds needed over and above what is already obligated will come from State FY21 funds.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$1,300,000 to complete CE&I services.



DATE: April 27, 2020

Program Number(s) BROS-3500(114)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 9070

FROM: Jeff Miles, PE
LHTAC Administrator

Program ID, County, Etc. Cherrylane Bridge,
Nez Perce Co

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for design services by Keller Associates

The purpose of this project, administered by LHTAC, is to improve safety and mobility across the Clearwater River by replacing the one-lane Cherrylane Bridge to a current standard two-lane bridge in Nez Perce County. The proposed bridge will be an 805-foot-long steel girder bridge and will make much needed improvements to the bridge approaches and intersection of Cherrylane Road and US-12. This construction project is estimated to take 3 years to construct and costing nearly \$20 million.

Keller was selected by Request for Proposals (RFP) in 2003 to complete the design of this bridge. Construction funding was to be funded using the Off-System Bridge and the Bureau of Indian Affairs (BIA) funds. Over the course of the design, the BIA funds were not available to help fund the project. Recently, Federal Highway Administration (FHWA) awarded a Better Utilizing Investments to Leverage Development (BUILD) Grant to Nez Perce County helping to fund the construction the Cherrylane Bridge project.

The Final Design Submittal has been received and is being reviewed. Additional effort is required to complete the Coast Guard Permit, the Environmental Biological Assessment updates, and the railroad agreement.

The current agreement totals \$2,840,303 dating back to 2004. In order to complete the design plans for construction, agreements, and permits, it is anticipated to need an additional \$60,000. The consultant will be the Engineer of Record during construction which is currently estimated at \$250,000. Funding for the supplemental design work and engineer of record will come from the BUILD grant package.

The purpose of this board item is to request approval to extend the existing professional services agreement amount on this project to an estimated \$3.2M to cover the completed design services and future engineer of record services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020

Consent 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

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary (10/1/19 to 05/04/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
38	14	4	4	1	0

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 03/31/20 to 05/04/20	
ITD	Local
1	0

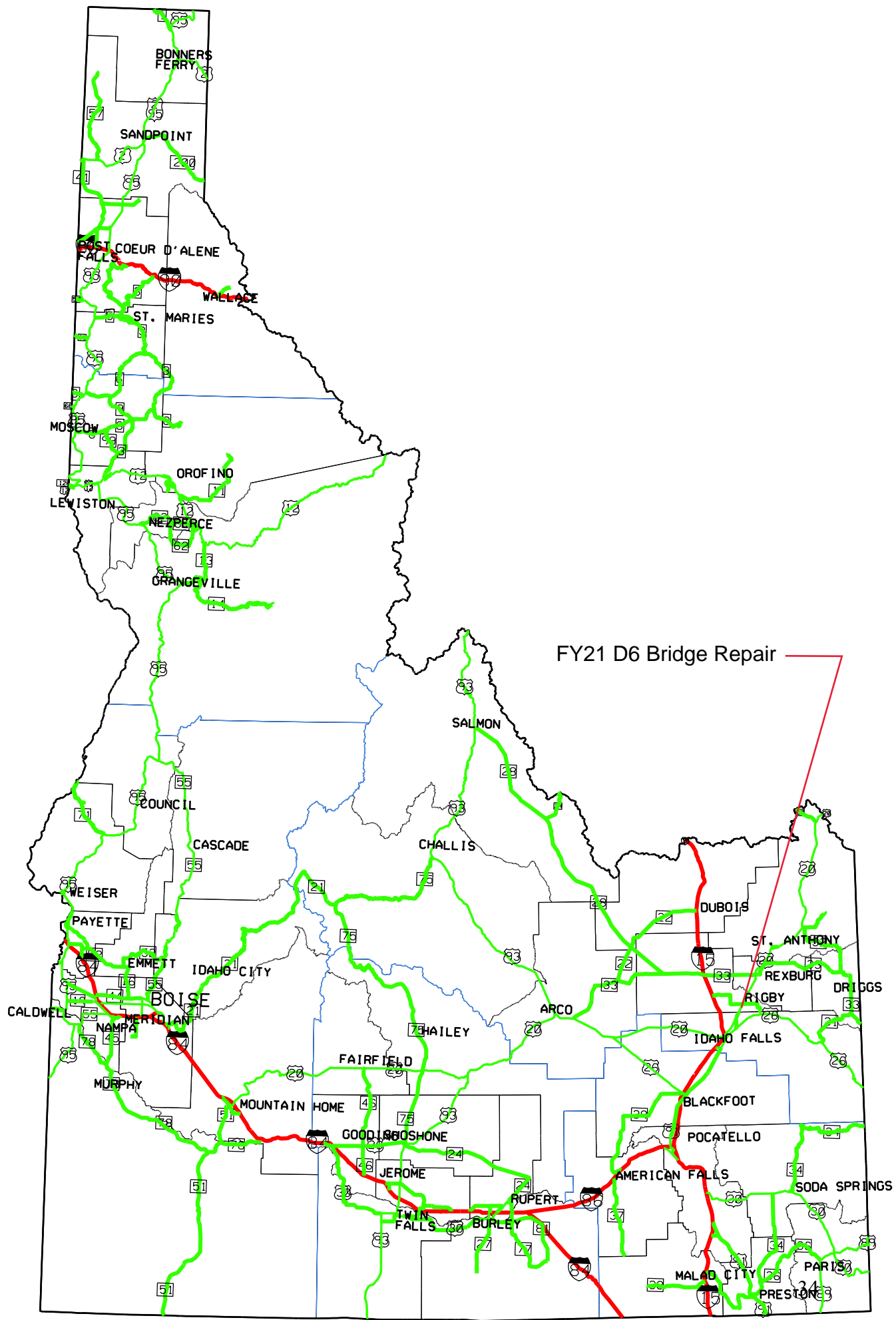
Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



FY21 D6 Bridge Repair

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
6	20189	Various	4/14/2020		4	\$3,069,601.43	\$3,751,572.58	\$681,971.15
FY21 D6 Bridge Repair						State		122%
Contractor: Knife River Corporation-Mountain West								

DATE OF BID OPENING - APRIL 14, 2020 - IDAHO FINANCED PROJECT

IDAHO Project No. A020(189)
FY21 D6 Bridge Repair, Bonneville County
Bonneville, Jefferson, and Madison County, Key No. 20189

DESCRIPTION: The work on this project consists of applying preservation treatments such as deck hydro-demolition and silica fume concrete overlays, epoxy overlays, polyester overlays, silane protective treatments for bridge railings, joint repairs, crack injections and patching.

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$3,751,572.58
CANNON BUILDERS, INC. BLACKFOOT, ID	\$4,470,402.18
MCMILLEN JACOBS ASSOCIATES BOISE, ID	\$4,957,653.41
BRAUN-JENSEN, INC. PAYETTE, ID	\$6,145,000.00

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$3,069,601.43

LOW BID - 122% Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana Dietz

Digitally signed by
Dana Dietz
Date: 2020.05.01
09:08:26 -06'00'

DANA DIETZ P.E.
Contracts Engineer

Date



DATE: April 20, 2020

Program Number(s)A020(189)

TO: DANA DIETZ, P.E.; Contracts Engineer

Key Number(s) 20189

FROM: Jason Minzghor, PE
District 6 Engineer

Digitally signed by Jason Minzghor
Date: 2020.04.23 15:42:34 -06'00'

Program ID, County, Etc.
FY21 D6 Bridge Repair, Bonneville County

RE: Bid Justification

The District has received and reviewed the bids for the referenced project. Four bids were received, ranging from 122% to 200% of the Engineer's Estimate (EE) (\$3,069,601.43). The difference between the apparent low bidder and the EE was \$681,971.15. All but the highest bid appeared competitive and reasonably balanced. The source of the Engineer's Estimate was the Average Unit Price Report and engineering judgement.

The District has analyzed the bids received. There is good agreement on prices between bidders for most items, and particularly for those that varied from the Engineer's Estimate, which provides confidence that bids were fair. A significant portion of the overall difference in cost came from following items.

Item No.	Bid Item	Quantity	Unit Price Engineer's Estimate	Unit Price Apparent Low Bidder	Extended Price Difference
405-435A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-5	430 tons	\$80.00	\$338.00	\$110,940.00
S904-05A	SP CROSSOVER	1 Lump Sum	\$400,000.00	\$745,000.00	\$345,000.00
S912-05A	COLD MILLING	4,225 SY	\$4.00	\$28.70	\$104,357.50
Total Difference					\$ 560,297.50
% of Difference in EE (\$681,971.15)					82.16%

The large disparity of prices in the items above can be attributed to several factors not fully considered while preparing the Engineer's Estimate. First, the construction of crossovers is rarely performed and difference in location can make the price vary substantially. Second, with such a small quantity of cold milling and asphalt that is placed in multiple locations at different times throughout the project, the unit prices are very unpredictable. Third, unit prices vary depending on when a project is bid. This project bid late in the season and higher unit prices are the result. The Engineer's Estimate should have made an adjustment in price based on these three factors. Had this adjustment been made the Engineer's Estimate would have been closer to the Apparent Low Bid.

Re-bidding this project would not likely result in different prices due to the relatively close agreement in the bid amounts. There is a significant risk of costs increasing if the project was re-bid as tariffs, economic conditions, contractor availability and work windows and/or seasonality could be less advantageous.

The project's success is dependent on a timely award due to the appropriate timing for seasonality of construction. The District recommends that this project be awarded as soon as feasible, to the apparent low bidder, Knife River Corporation – Mountain West.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 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

Background Information

INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject. The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

NOTE:

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

Year to Date Bid Summary 10/01/19 to 05/04/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
38	14	4	4	1	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 03/31/20 to 05/04/20	
ITD	Local
6	6

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

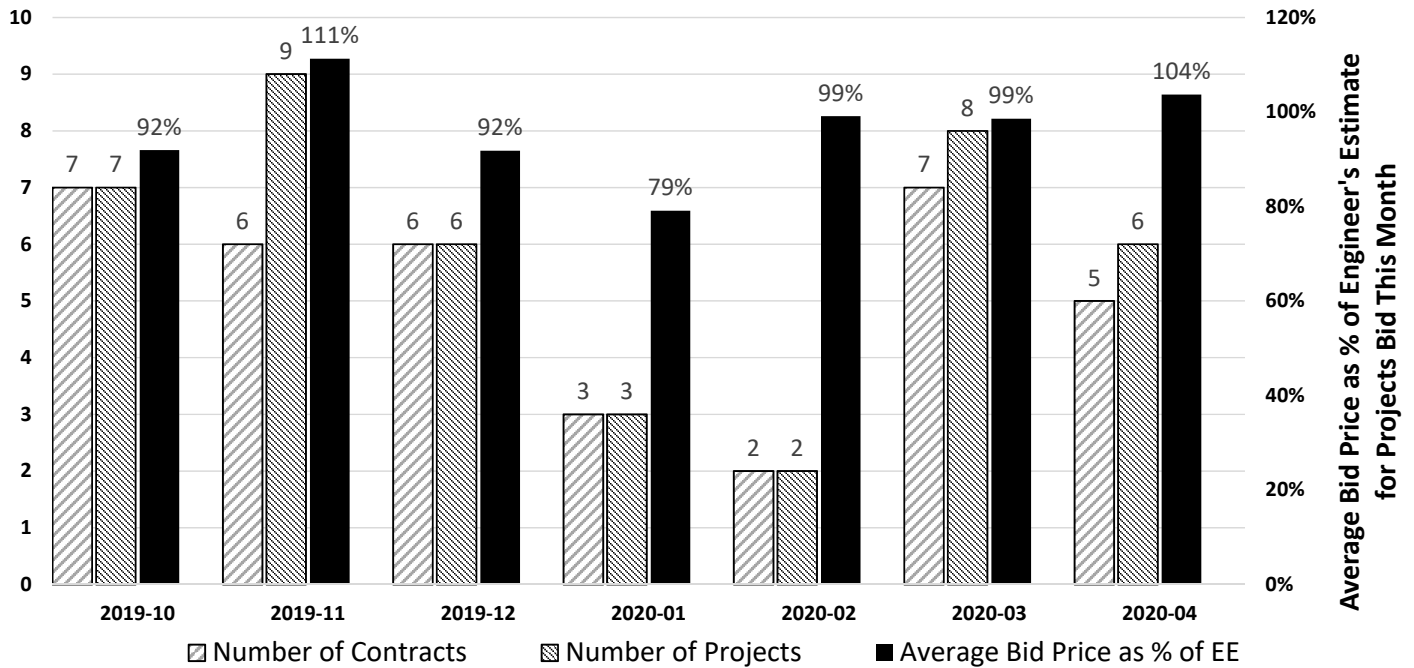
☐ Approved ☐ Deferred _____
☐ Other _____

FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

41 Projects YTD through May 4, 2020

YTD Total for all 41 projects:

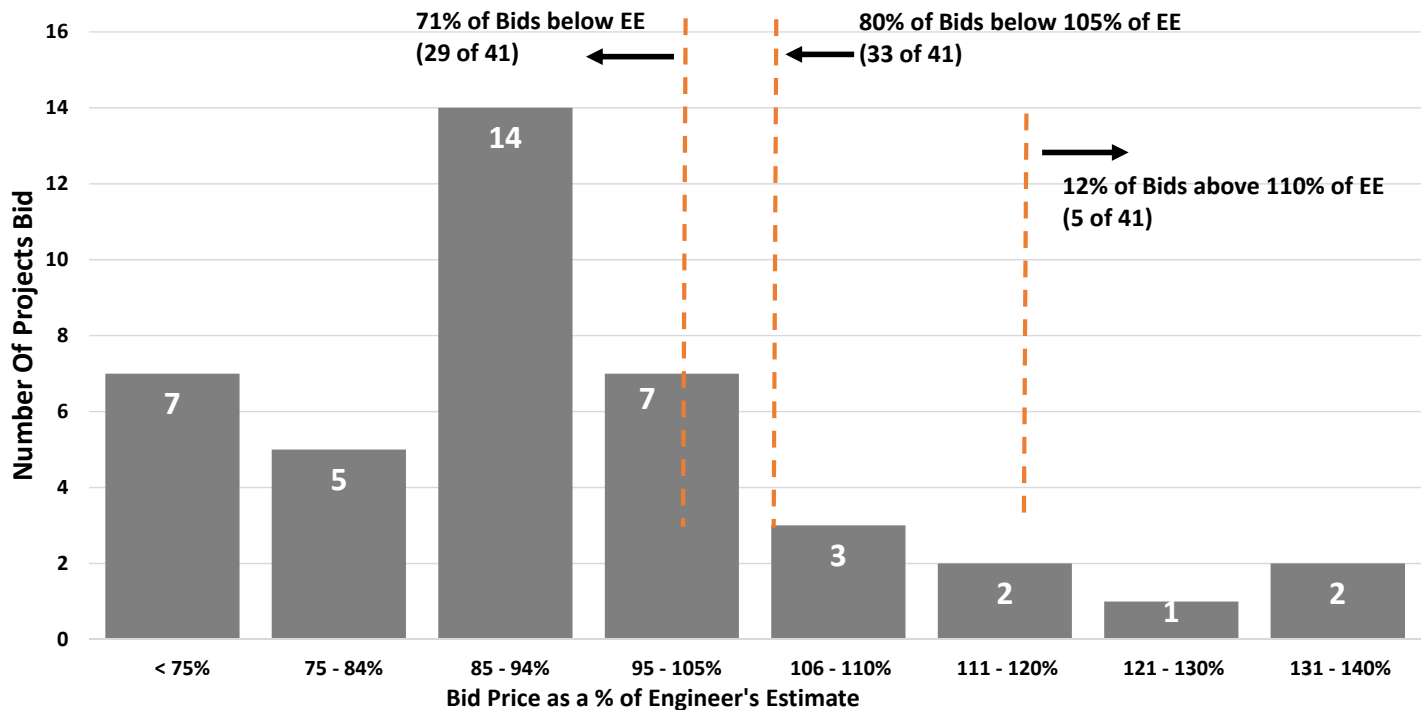
Ratio of Bid Costs / Engineer's Estimates = \$188.2 / \$189.2M = 99.5%



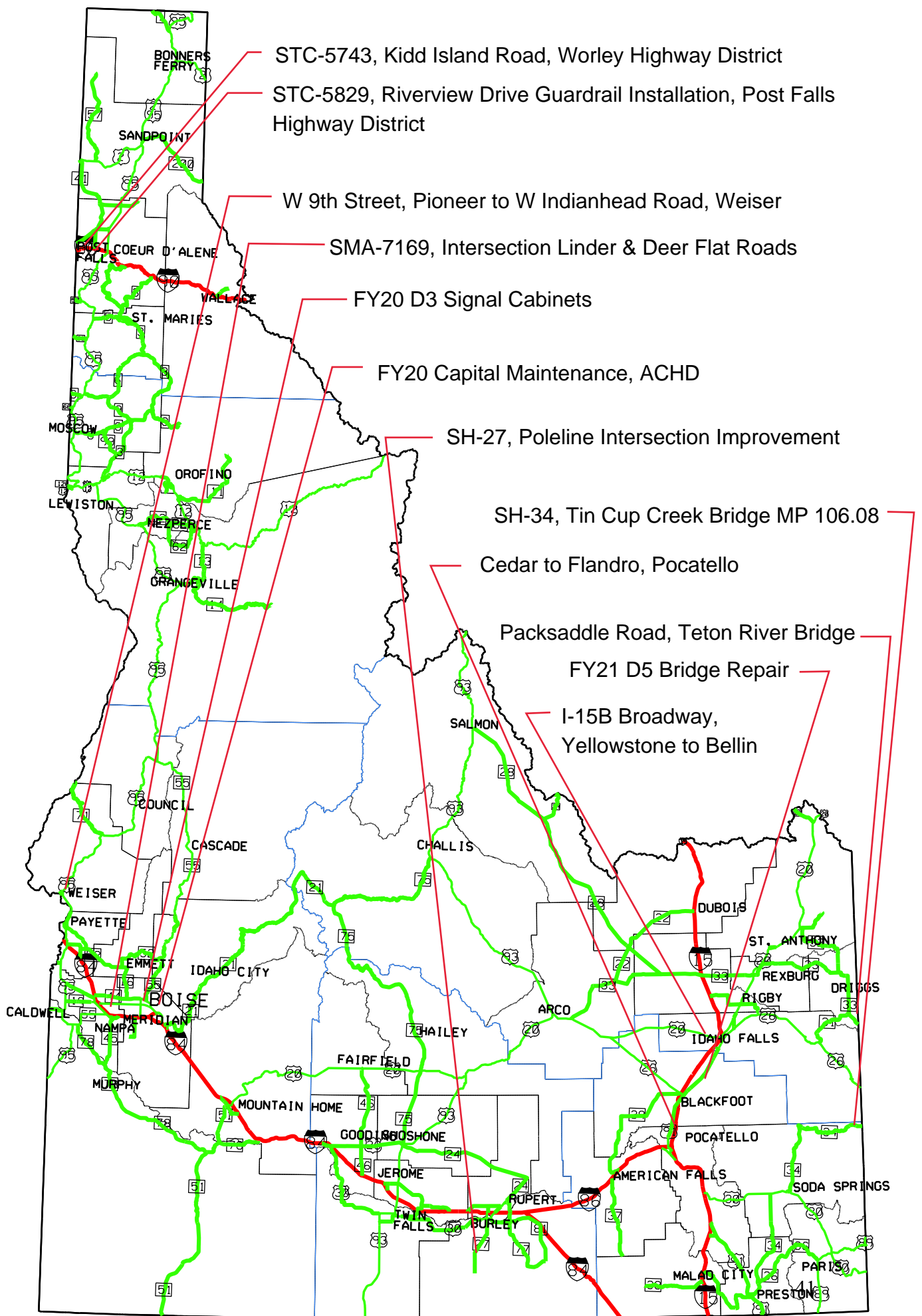
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

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

41 Projects YTD through May 4, 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
ACHD (3)	13492	OFF SYS	4/7/2020	3	\$3,430,190.80	\$3,081,532.00	(\$348,658.80) 90%
SMA-7169, Int. Linder & Deer Flats Roads Contractor: Knife River Corporation- Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
4	19312	SH-27	4/7/2020	2	\$949,392.83	\$994,141.40	\$44,749.02 105%
SH-27 Poleline Int.I Improvement Contractor: Staker & Parson DBA Idaho Materials & Construction							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
ACHD (3)	18728	OFF SYS	4/14/2020	3	\$4,556,628.64	\$3,589,354.00	(\$967,274.64) 64%
FY20 Capital Maintenance, ACHD Contractor: Knife River Corporation- Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
5	21827	OFF SYS	4/14/2020	3	\$1,768,963.94	\$1,825,774.52	\$56,810.58 103%
Cedar to Flandro, Pocatello Contractor: DePatco Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(6)	19030	OFF SYS	4/21/2020	2	\$549,073.90	\$589,731.45	\$40,657.55 107%
Packsaddle Road, Teton River Bridge Contractor: Cannon Builders Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
5	20142	I-15	4/21/2020	2	\$3,180,600.28	\$2,951,472.55	(\$229,127.73) 93%
FY21 D5 Bridge Repair Contractor: Cannon Builders Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	12315	OFF SYS	4/21/2020	7	\$3,274,944.88	\$1,972,000.00	(\$1,302,944.88) 60%
STC-5743, Kidd Island Road, Worley Highway District Contractor: Knife River Corporation- Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(3)	12049	OFF SYS	4/21/2020	8	\$2,166,939.25	\$1,667,000.00	(\$499,939.25) 77%
W 9th Street, Pioneer to W Indianhead Road, Weiser Contractor: Braun-Jensen Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	19749	OFF SYS	4/21/2020	5	\$454,781.80	\$376,433.00	(\$78,348.80) 83%
STC-5829, Riverview Drive Guardrail Installation, Post Falls Highway District Contractor: Selland Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
5	20457	SH-34	4/21/2020	5	\$2,012,099.07	\$1,718,358.00	(\$293,741.07) 85%
SH-34, Tin Cup Bridge MP 106.08 Contractor: Knife River Corporation- Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
3	22244	Various	4/21/2020	3	\$600,000.00	\$430,815.00	(\$169,185.00) 72%
FY20 D3 Signal Cabinets Contractor: Power Plus Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
6	22219	I-15b	4/28/2020	3	\$2,738,460.30	\$2,295,669.00	(\$442,791.30) 84%
I-15B, Broadway; Yellowstone to Bellin Contractor: H-K Contractors Inc							

Monthly Contract Advertisement As of 05-04-2020

District	Key No.	Route	Bid Opening Date
LHTAC(2)	19819	OFF SYS	5/5/2020
Salmon River Road \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(6)	13135	OFF SYS	5/5/2020
Beaver Creek Bridge \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	20648	US-95	5/12/2020
US-95, Shebang Creek Bridge \$250,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(6)	13586	OFF SYS	5/12/2020
Idaho Falls Citywide Microsurfacing \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	22263	SH-5	5/12/2020
SH-5, Mill and Inlay St.Maries \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
1	22262	SH-54	5/12/2020
SH-54, FY20 D1 Mill and Inlay \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
1	22264	US-95	5/12/2020
US-95, FY22 D1 Mill and Inlay \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(2)	13897	OFF SYS	5/19/2020
STC-4737, Winchester Road, Evergreen Highway District \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	22274	I-90	5/19/2020
FY20 Fence Repair \$250,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(2)	20605	OFF SYS	6/2/2020
STC-4771, Southwick Road Safety Improvements \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
2	21964	SH-41	6/2/2020
SH-41, Whiskey Creek Fish Passage \$100,000 to \$500,000			Federal

District	Key No.	Route	Bid Opening Date
6	22420	SH-48	6/2/2020
SH-48, FY20 D6 Mill & Inlay \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
1	22265/22270/ 22273	I-90, SH-1 & US-95	6/2/2020
2020 D1 Culvert Repair Projects \$100,000 to \$500,000			State



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

Meeting Date May 20-21, 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
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

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

For all of ITD:

Consultant Services processed forty-seven (47) new professional services agreements and work tasks totaling **\$6,365,596** and nine (9) supplemental agreements to existing professional services agreements totaling **\$4,194,141** from March 26, 2020 through April 29, 2020.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Bridge Design			2						2
Environmental		2	1			1	1		5
Surveying	1	1		1		2			5
Construction	4	3		3	1				11
Airport Planning							2		2
Bridge Inspection							2		2
Public Involvement	1								1
Materials							1		1
Roadway Design		1				1			2
Local Public Agency Projects	5	4	5	1	1				16
Total	11	11	8	5	2	4	6		47



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Thirty-One (31) new professional services agreements and work tasks were processed during this period totaling **\$3,657,977**. Six (6) supplemental agreements totaling **\$4,055,015** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, Blue Creek Bay Bridge, Kootenai County	Resources not available: Construction	Construction Engineering and Inspection Services, Year 3	Individual Project Solicitation	HDR Engineering	Prev: \$1,631,853 This: \$ 107,799 Total: \$1,739,652 Board Approved \$1.745M during February 2020 Meeting
SH 41, East Prairie Avenue to Boekel Road, Kootenai County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Forsgren Associates	Prev: \$629,681 This: \$157,233 Total: \$786,914
US 95, Alderson Lane to Kootenai River/Railroad Bridge	Resources not available: Construction	Additional Construction Engineering and Inspection Services	Individual Project Solicitation	David Evans and Associates	Prev: \$1,949,600 This: \$137,100 Total: \$2,086,700 Board Approved \$2.25M during May 2019 Meeting
US 2, Dover Bridge - Relinquishment of Old US-2	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	David Evans and Associates	\$87,782
SH 41, East Prairie Avenue to Boekel Road, Kootenai County	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	J-U-B Engineers	\$5,686
I 90, Blue Creek Bay Bridge to Wolf Lodge	Resources not available: Construction	Construction Inspection Staff Augmentation	Direct from Term Agreement	HDR Engineering	Prev: \$10,470 This: \$87,246 Total: \$97,716



Board Agenda Item

ITD 2210 (Rev. 10-13)

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, Webb Road to Aspen Lane US 95, Culdesac to Mission Creek Road	Resources not available: Construction	Construction Inspection and Testing Services	RFI from Term Agreement	HMH, LLC	\$148,510
US 12, Saddle Camp Road to Post Office Creek	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	David Evans & Associates	\$197,560
SH 3, Middle Fork Potlatch Creek Bridge	Resources not available: Environmental	Cultural Resource Services	Direct from Term Agreement	Gorman Preservation Associates	\$16,678
US 95, Potlatch Northbound Passing Lane	Resources not available: Roadway Design	Project Management Support	Direct from Term Agreement	J-U-B Engineers	\$43,510
SH 8, Bovill to Ruby Creek Bridge	Resources not available: Construction	Project Management Support, Assessment, Review & Recommendations	Direct from Term Agreement	J-U-B Engineers	\$98,018
US 95, Shebank Creek Bridge, SH 8, Bovill to Ruby Creek Bridge, SH 3, Potlatch River Bridge, FY20 D2 Bridge Repair	Resources not available: Construction	Inspection, Materials Sampling & Testing, Contract Administration Services	RFI from Term Agreement	HMH, LLC	\$209,000
US 95, Thorn Creek Road to Moscow	Resources not available: Environmental	Wetlands Impact Verification	RFI from Term Agreement	Resource Planning Unlimited	Prev: \$94,819 This: \$16,080 Total: \$110,899



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Phyllis Canal Culvert near Meridian	Resources not available: Bridge Design	Bridge Design, Phase II, Update charter, preliminary and final design	Individual Project Solicitation	Jacobs Engineering Group	Prev: \$454,710 This: \$258,518 Total: \$713,228
SH 55, Flemming Creek Bridge	Resources not available: Bridge Design	Roadway Design Technical Assistance	Individual Project Solicitation	Keller Associates	Prev: \$497,562 This: \$25,000 Total: \$522,562
I 84, Ustick Road and Middleton Road Overpasses	Resources not available: Environmental	Environmental clearance and environmental document re-evaluation	Direct from Term Agreement	Horrocks Engineers	Prev: \$57,678 This: \$40,413 Total: \$98,091

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, Poleline Intersection Improvement	Resources not available: Construction	Materials Testing and Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$42,270
I 84, Jerome IC to Twin Falls IC, East and West Bound Lanes	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Horrocks Engineers	\$898,490
US 30, Bickell Overpass	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	David Evans & Associates	\$50,000
SH 75, Old US 93 to Richfield	Resources not available: Construction	Materials Testing and Inspection	Direct from Term Agreement	Horrocks Engineers	\$59,148



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 30, Caribou County Line to Georgetown Summitt	Resources not available: Construction	Materials Testing Services	Direct from Term Agreement	Materials Testing & Inspection	\$95,200

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Rigby Lighting	Resources not available: Roadway Design	Roadway Lighting Design Services	Direct from Term Agreement	Horrocks Engineers	\$45,000
FY19 D6 Asset Management	Resources not available: Environmental	Cultural and Aquatic Resource Surveys	RFI from Term Agreement	Horrocks Engineers	\$395,076
SH 31, FY20 D6 High Priority Bridge Repairs	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Keller Associates	\$32,158
US 20, Divided Highway Railroad Crossing Closure	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Keller Associates	\$43,453

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
System Plan Update Statewide	Resources not available: Airport Planning	Network Pavement Management System Yr 3	Individual Project Solicitation	Kimley-Horn and Associates	Prev: \$255,855 This: \$164,102 Total: \$419,957
Small Airport Planning Projects, Statewide	Resources not available: Airport Planning	Airport Planning Studies	RFI from Term Agreement	T-O Engineers	\$119,828



Board Agenda Item

ITD 2210 (Rev. 10-13)

FY20 State Highway System Bridge Inspection	Resources not available: Bridge Inspections	Specialty Bridge Inspections	Direct from Term Agreement	Extreme Access	\$13,253
FY20 State Highway System Bridge Inspection	Resources not available: Bridge Inspections	Specialty Bridge Inspection by Drone	Direct from Term Agreement	Extreme Access	\$3,760
FY20 State Biological & Environmental Services	Resources not available: Environmental	Groundwater Investigations	RFI from Term Agreement	GeoEngineers	\$24,106
C-Value Research Statewide	Resources not available: Materials	C-Value Research	Direct from Term Agreement	American Geotechnics	\$36,000

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SH-41 Interchange	David Evans & Associates	8/2019, Roadway Design Services, Phase I	Completion of Design through PS&E	Prev: \$4,024,127 This: \$2,338,089 Total: \$6,362,216 Board Approved \$6.6M during June 2019 Meeting
3	I 84, Ustick Road and Middleton Road Overpasses	David Evans & Associates	2/2019, Bridge and Roadway Design through PS&E	Additional design required to expand Ustick Overpass from 2 to 5 lanes	Prev: \$2,849,660 This: \$579,501 Total: \$3,429,161 Board Approved \$3.5M during February 2019 Meeting
3	US 20/26, I 84 to Middleton Road	WHPacific	6/2019, Design Services through PS&E	Additional Right-of-Way Acquisition Services	Prev: \$1,680,865 This: \$27,474 Total: \$1,708,339 Board Approved \$2.5M during May 2019 Meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

3	SH 55, Pear Lane to Middleton Road	Horrocks Engineers	7/2019, NEPA Study	Additional Services required to complete study	Prev: \$2,253,200 This: \$414,981 Total: \$2,668,181 Board Approved \$2.8M during June 2019 Meeting
5	I 15, Union Pacific Railroad Inkorn Overpass	HDR Engineering	11/2017, Roadway and Bridge Design, Phase I	Additional Public Involvement Services	Prev: \$412,250 This: \$144,970 Total: \$557,220
6	FY18 D6 Asset Management	American Geotechnics	9/2029, Geo-technical Services Staff Augmentation	Additional Geotechnical Services	Prev: \$400,000 This: \$550,000 Total: \$950,000

For Local Public Agency Projects:

Sixteen (16) new professional services agreements totaling **\$2,707,619** were processed during this period. Three (3) supplemental agreements totaling **\$139,126** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Division; Michigan to Cedar Safety Audit Sandpoint	City of Sandpoint	Road Safety Audit	Direct from Term Agreement	Fehr & Peers	\$36,673
East Canyon Road Striping	Eastside Highway District	Construction Engineering and Inspection Services	Direct from Term Agreement	J-U-B Engineers	\$36,873
Ramsey Road; Wyoming Avenue to Lancaster Road	City of Hayden	Preliminary Design through PS&E	Individual Project Solicitation	David Evans & Associates	\$630,622
Rapid Lightning Creek Bridge #5	Bonner County	Bridge Design, Phase II, Completion of Design through PS&E	Individual Project Solicitation	WHPacific	Prev: \$171,588 This: \$409,588 Total: \$581,176
Westside Road; Trout Creek Bridge	Boundary County	Engineer of Record Services	RFI from Term Agreement	James A Sewell & Associates	Prev: \$356,300 This: \$17,952 Total: \$374,252
Orofino Creek Road Bridge	Clearwater County	Construction Engineering, Inspection and Sampling & Testing Services	RFI from Term Agreement	HDR Engineering	\$227,014



Board Agenda Item

ITD 2210 (Rev. 10-13)

Orofino Creek Road Bridge	Clearwater County	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$714,714 This: 21,084 Total: \$735,798
Thain Road; Stewart to Cedar	City of Lewiston	Roadway Improvement Design	Direct from Term Agreement	TD&H Engineering	\$45,569
Little Bear Creek Bridge	City of Troy	Construction Engineering, Inspection and Sampling & Testing Services	RFI from Term Agreement	HDR Engineering	\$226,714
Peckham Road Intersections	Golden Gate Highway District	Intersection Design	Direct from Term Agreement	T-O Engineers	\$57,970
Intersection Linder & Deer Flat Roads	Ada County Highway District	Engineer of Record Services	Individual Project Solicitation	Parametrix	Prev: \$726,126 This: \$23,234 Total: \$749,360
SH 55 Bike/ Pedestrian Bridge over Boise River, Eagle	City of Eagle	Bike/Pedestrian Bridge Design, Phase II: Completion of design through PS&E	RFI from Term Agreement	T-O Engineers	Prev: \$252,400 This: \$383,422 Total: \$635,822 Board Approved Exceeding Term Agreement Limit up to \$750K during February 2020 Meeting
Ditto Creek & Reservoir Road	Mountain Home Highway District	Roadway Design through PS&E	RFI from Term Agreement	HMH, LLC	\$161,497
Mission Street; South City Limit to Deinhard Lane	City of McCall	Roadway Design, Phase II: Completion of design through PS&E	Individual Project Solicitation	Forsgren Associates	Prev: \$228,140 This: \$198,010 Total: \$426,150
West Center Street Sidewalk, Kimberly	Burley Highway District	Construction Engineering and Inspection Services	Direct from Term Agreement	J-U-B Engineers	\$14,980
East Oneida Street, Preston	Franklin County	Construction Engineering and Inspection Services, Year 2	Individual Project Solicitation	Keller Associates	Prev: \$224,400 This: \$216,417 Total: \$440,817



Board Agenda Item

ITD 2210 (Rev. 10-13)

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	Clear Creek Bridge, Idaho County	TD&H Engineering	5/2017, Bridge Design	Update plans due to additional comments and required coordination with utilities	Prev: \$295,300 This: \$38,909 Total: \$334,209
2	Beech/Chestnut Street Reconstruction	T-O Engineers	9/2018, Roadway Design	Revise plans based on public involvement needs	Prev: \$298,302 This: \$66,209 Total: \$364,511
4	Yale Road, Stage 4	Civil Science	1/2018, Roadway Design	Additional design services due to adjustment of vertical alignment of the roadway profile	Prev: \$299,600 This: \$34,008 Total: \$333,608

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 20, 2020

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

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

Subject

State Fiscal Year 2020 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2019 thru March 31, 2020, Fiscal Year 2020 Financial Statements

The financial operations of the Department as of March 31, 2020 shows this fiscal year with expenditures following projected budgets. ITD will experience revenue reduction due to COVID-19.

- Special revenue update as of the end of April – transfers to ITD from the H.D.A. and for the Fuel/Registration direct is ahead of the annual forecast by 2.2% or \$5.2M. These receipts will be critical reserves to offset revenue due to the dramatic changes in travel for both surface and air travel that will impact ITD's revenue in the coming months. Staff will keep the Board informed as additional information is available.
- Revenues to the State Highway Account from all state sources as of the end of March are below forecast by -0.7%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 1.7% or \$3M. The one category that is below forecast (-\$6.6M) is in the equipment buy back and it is simply a difference in timing. State revenues to the State Aeronautics Fund are ahead of forecast by 4% or \$102,000. This is primarily due to the receipts for aircraft registrations and insurance proceeds on the Smiley Creek damaged building. However total receipts from aero fuel taxes are below forecast YTD by -3.4% or \$71,500. Staff will continue to monitor revenue and provide future updates.
- Expenditures are within planned budgets YTD. There are timing differences between planned and actual expenditures plus encumbrances estimated. Personnel costs have savings of \$9.4M or 9.5% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.
- Contract construction cash expenditures through March of this year has exceeded any from the past three years: FY20 = \$376.3M; FY19 = \$346.5M; FY18 = \$320.9M. After nine months in this fiscal year ITD continues on the effort of increased delivery over the prior year.

The balance of the long term investments as of the end of March is \$109.9 Million. This is after a transfer of \$30M to the cash balance to ensure the continued payouts of construction is not constrained. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$82.3M) totals \$192.2M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of March, were \$21.9M. There are no additional funds (other than interest earned on the cash balance) coming into this fund with the expiration of the law effective May 31, 2019 that required the transfer.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$13.8M is 11.5% ahead of forecast. The receipts into this fund for FY20 are committed to construction projects identified in the ITIP.

Expenditures in the GARVEE Capital Projects Fund, funded with proceeds from the bond sale of May 2019, through the month of March were \$15.4M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 6 Apr 2020
 % of Time
 Remainin 25

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 3/31/2020
 (all amounts in '000)

Fiscal Year: 2020

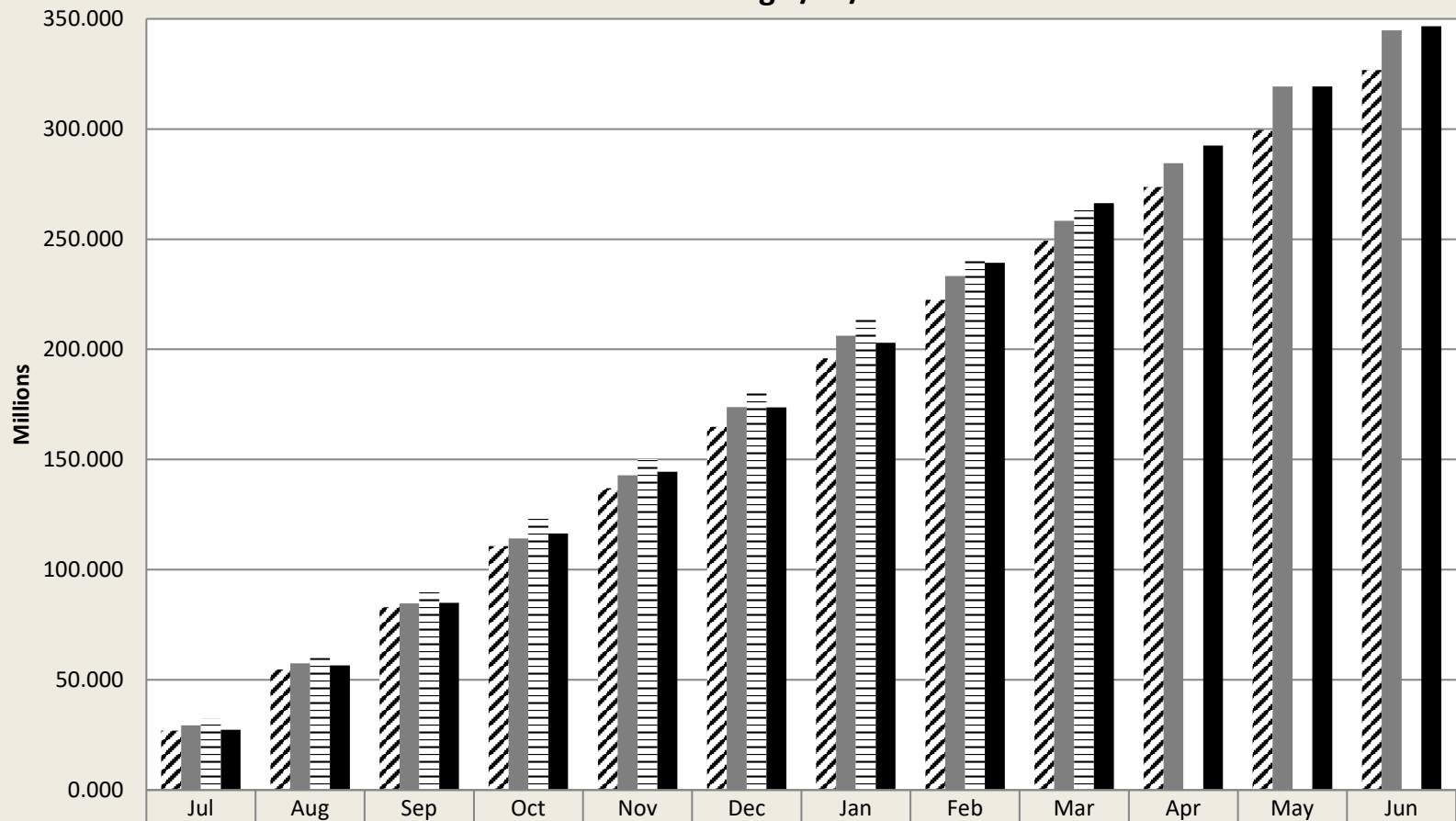
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	229,206	278,192	274,042	21.4%	1.5%
State (Inc. H.D.A.)	258,362	264,584	266,394	2.4%	-0.7%
Local	8,271	20,463	14,075	147.4%	45.4%
Total State Highway Account:	495,839	563,239	554,511	13.6%	1.6%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	261	420	244	60.7%	72.0%
State	2,631	2,673	2,571	1.6%	4.0%
Total State Aeronautics Fund:	2,892	3,093	2,815	6.9%	9.9%
Total Fund Received:	498,732	566,332	557,326	13.6%	1.6%
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	350,945	378,553	390,990	7.9%	-3.2%
<u>Operations Expenses</u>					
Highways	131,926	138,892	158,421	5.3%	-12.3%
DMV	26,065	24,689	27,698	-5.3%	-10.9%
Administration	19,260	20,357	23,113	5.7%	-11.9%
Facilities	3,357	3,400	399	1.3%	753.0%
Aeronautics	3,969	2,474	2,667	-37.7%	-7.2%
Total Operations Expenses:	184,577	189,812	212,298	2.8%	-10.6%
<u>Transfers</u>					
Operating	25	0	0	-100.0%	0.0%
Debt Service	10,903	12,809	12,787	17.5%	0.2%
Total Transfers:	10,928	12,809	12,787	17.2%	0.2%
Total Disbursements:	546,450	581,174	616,075	6.4%	-5.7%
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<u>Expenditures by Type</u>					
Personnel	85,737	89,502	98,912	4.4%	-9.5%
Operating	68,064	68,529	73,377	0.7%	-6.6%
Capital Outlay	17,224	19,519	24,877	13.3%	-21.5%
Sub-Grantee	13,552	12,262	15,133	-9.5%	-19.0%
Totals Operations Expenses:	184,577	189,812	212,298	2.8%	-10.6%
Contract Construction	350,945	378,553	390,990	7.9%	-3.2%
Totals (excluding Transfers):	535,523	568,365	603,288	6.1%	-5.8%

State Highway Fund 0260

Fiscal Year 2020

State Revenue Source Forecast vs Actual

March - For Period Ending 3/31/2020



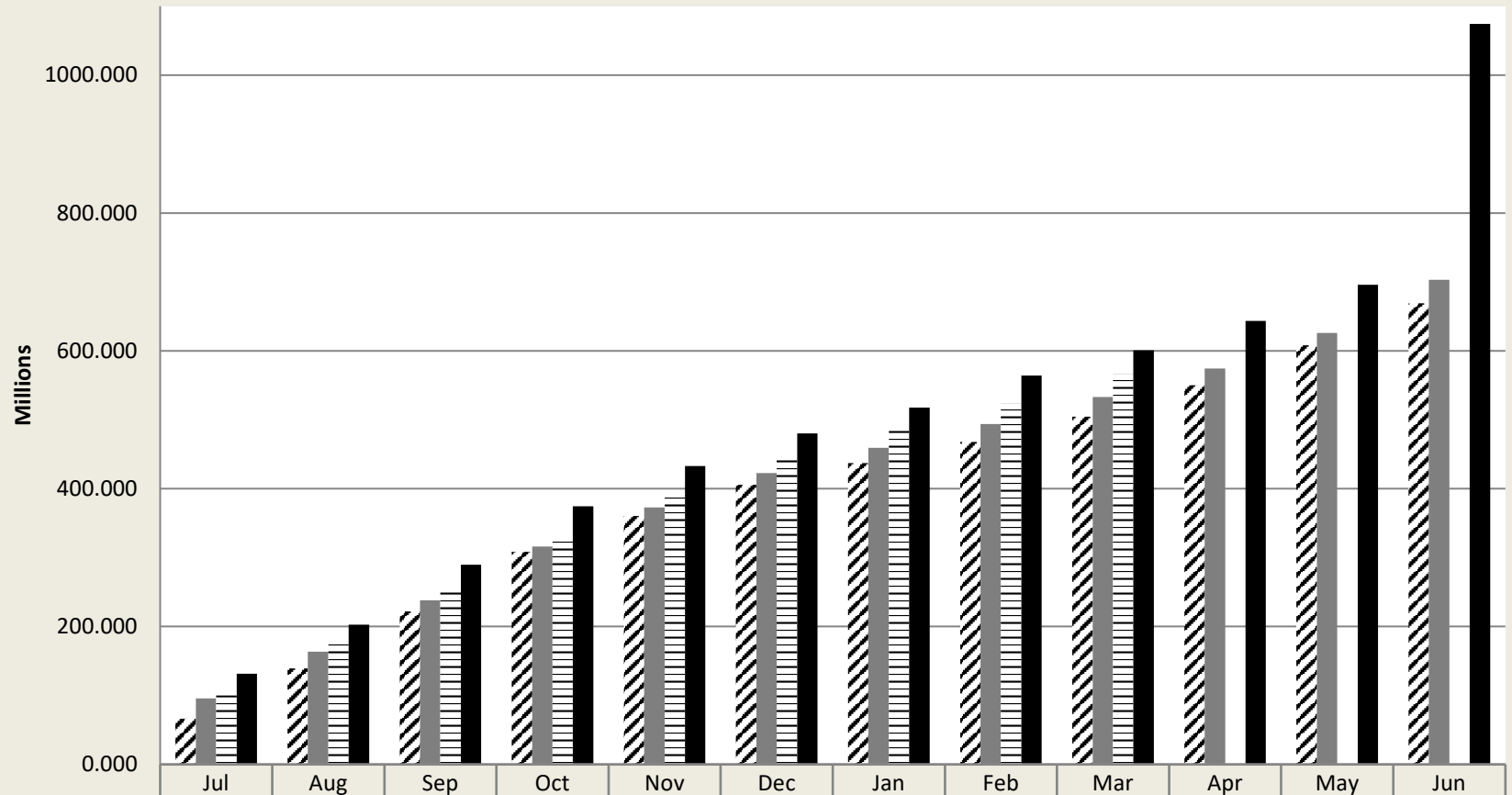
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Current	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584			
FY20 Forecast	27.394	56.487	84.985	116.487	144.443	173.700	203.029	239.328	266.394	292.467	319.361	346.596

State Highway Fund 0260

Fiscal Year 2020

Expenditures

March - For Period Ending 3/31/2020



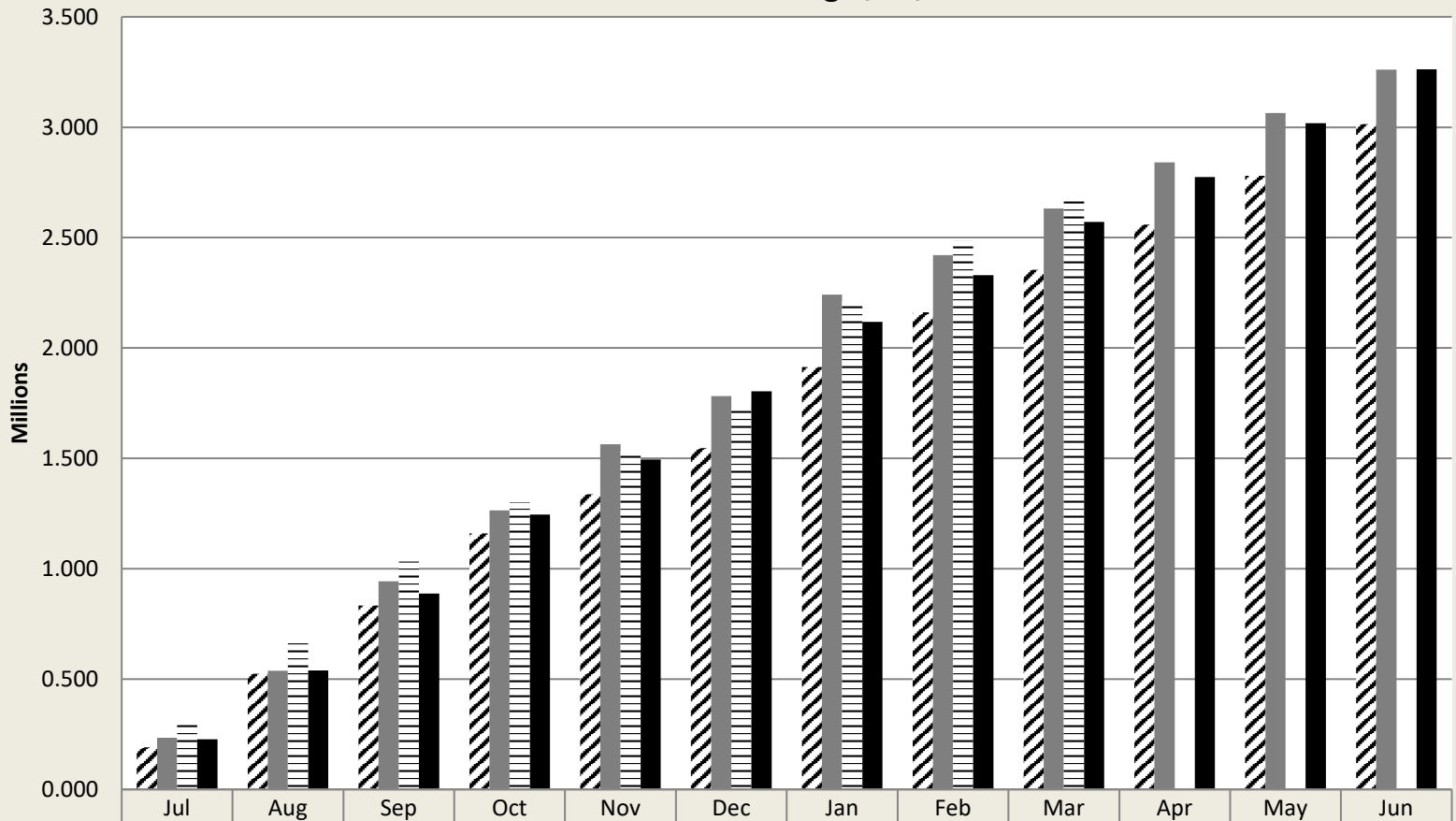
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
✓ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891			
■ FY20 Forecast	131.408	202.727	289.868	374.372	432.869	480.181	517.777	564.341	600.712	643.276	695.988	1,074.301

Aeronautics Fund 0221

Fiscal Year 2020

State and Interagency Revenue Sources Forecast vs Actual

March - For Period Ending 3/31/2020



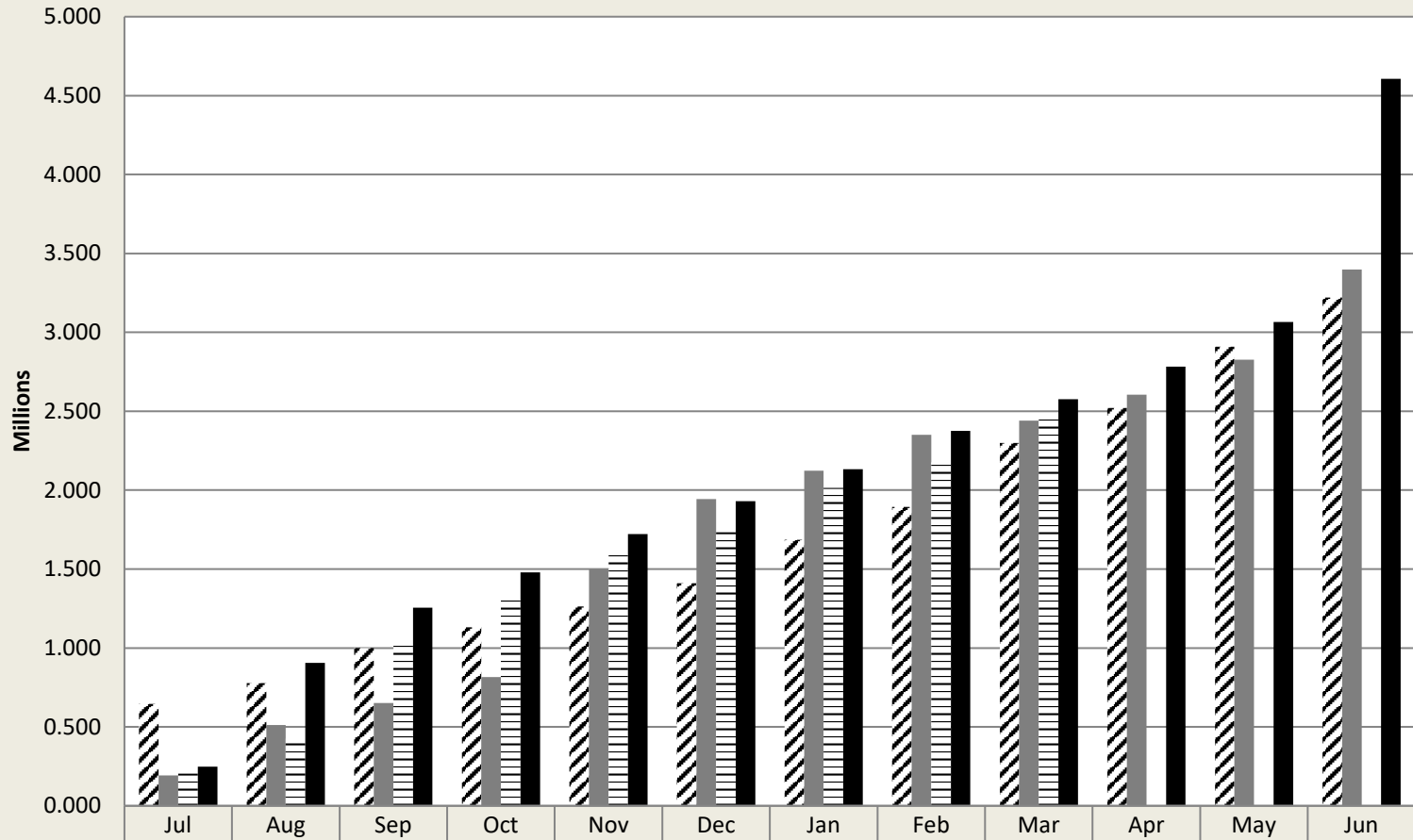
FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
FY20 Current	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673			
FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

Aeronautics Fund 0221

Fiscal Year 2020

Expenditures

March - For Period Ending 3/31/2020



▨ FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
■ FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
▤ FY20 Current	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474			
■ FY20 Forecast	0.248	0.906	1.255	1.479	1.722	1.930	2.134	2.376	2.576	2.782	3.066	4.606

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

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 3/31/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Feb-20	Mar-20	Feb-20	Mar-20	Feb-20	Mar-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,557,828	2,715,177	83,967,756	82,340,957	44,721,251	43,800,172
Investments (Long Term: STO - Diversified Bond Fund)	855,539	856,999	109,688,647	109,878,097	0	0
Total Cash & Investments	3,413,366	3,572,175	193,662,248	192,224,899	44,721,251	43,800,172
Receivables - Other	(0)	(0)	1,440,990	1,279,219	0	0
- Due From Locals (Project Overruns)	0	45,910	2,804,719	1,279,710	0	0
- Inter Agency	6,370	10,568	500	8,822	0	0
Total Receivables	6,370	56,478	4,246,209	2,567,751	0	0
Inventory on Hand	0	0	17,431,646	17,250,640	0	0
Total Assets:	3,419,737	3,628,654	215,340,104	212,043,291	44,721,251	43,800,172
LIABILITIES						
Vouchers Payable	0	0	1,711	1,896	0	0
Sales Tax Payable	0	0	821	9,761	0	0
Deferred Revenue (Local Projects Match)	0	0	24,299,394	24,725,421	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	218,651	222,644	0	0
Total Liabilities:	0	0	24,520,576	24,959,722	0	0
FUND BALANCE						
Reserve for Encumbrance	236,057	369,446	41,621,203	38,346,708	0	0
Fund Balance	3,183,679	3,259,207	149,198,324	148,736,860	44,721,251	43,800,172
Total Fund Balance:	3,419,737	3,628,654	190,819,527	187,083,569	44,721,251	43,800,172
Total Liabilities and Fund Balance	3,419,737	3,628,654	215,340,104	212,043,291	44,721,251	43,800,172

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

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 3/31/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Feb-20	Mar-20	Feb-20	Mar-20	Feb-20	Mar-20
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617
Total Fund Balance:	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617
Total Liabilities and Fund Balance	24,830,993	23,322,724	48,817	48,893	24,879,810	23,371,617

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Apr 2020
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	242,636,000	248,695,592	15,762,907	0	6,059,592	2.50 %	506,876,702	258,181,110	50.94 %
FHWA - Indirect Cost	18,831,000	17,825,405	940,548	0	(1,005,595)	-5.34%	25,000,000	7,174,595	28.70 %
Federal Transit Authority	8,600,000	7,345,671	621,647	0	(1,254,329)	-14.59%	14,483,600	7,137,929	49.28 %
NHTSA - Highway Safety	3,175,000	3,253,604	317,798	0	78,604	2.48 %	4,642,800	1,389,196	29.92 %
Other Federal Aid	799,997	1,071,895	4,984	0	271,898	33.99 %	3,940,000	2,868,105	72.79 %
Total Federal Sources:	274,041,997	278,192,167	17,647,885	0	4,150,170	1.51 %	554,943,102	276,750,935	49.87 %
State Sources									
Equipment Buy Back	8,328,900	1,721,422	0	0	(6,607,478)	-79.33%	8,328,900	6,607,478	79.33 %
Miscellaneous Revenues	23,633,427	24,256,163	2,064,117	0	622,736	2.63 %	32,078,988	7,822,825	24.39 %
Total State Sources:	31,962,327	25,977,585	2,064,117	0	(5,984,742)	-18.72%	40,407,888	14,430,303	35.71 %
Local Sources									
Match For Local Projects	14,075,300	20,450,644	252,253	0	6,375,344	45.29 %	36,651,278	16,200,634	44.20 %
Other Local Sources	0	12,448	4,948	0	12,448	0.00 %	0	(12,448)	0.00 %
Total Local Sources:	14,075,300	20,463,092	257,201	0	6,387,792	45.38 %	36,651,278	16,188,186	44.17 %
TOTAL REVENUES:	320,079,624	324,632,844	19,969,202	0	4,553,220	1.42 %	632,002,268	307,369,424	48.63 %
TRANSFERS-IN									
Highway Distribution Account	167,675,300	170,638,168	16,175,260	0	2,962,868	1.77 %	218,971,500	48,333,332	22.07 %
Fuel/Registration Direct	52,366,500	52,427,995	4,272,914	0	61,495	0.12 %	68,416,500	15,988,505	23.37 %
Ethanol Fuels Tax	14,389,600	14,364,288	1,099,164	0	(25,312)	-0.18%	18,800,000	4,435,712	23.59 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS-IN:	234,431,400	238,606,093	21,547,338	0	4,174,693	1.78 %	306,188,000	67,581,907	22.07 %
TOTAL REV AND TRANSFERS-IN:	554,511,024	563,238,937	41,516,540	0	8,727,913	1.57 %	938,190,268	374,951,331	39.97 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Apr 2020
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 EXPENDITURES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Operations Expense									
Permanent Staff Salaries	66,248,246	60,027,165	6,304,237	0	6,221,081	9.39 %	90,663,435	30,636,270	33.79 %
Board, Hourly, OT, Shift Diff	1,368,370	1,168,119	154,355	0	200,251	14.63 %	1,623,678	455,559	28.06 %
Fringe Benefits	30,419,027	27,501,818	2,972,338	0	2,917,209	9.59 %	41,220,687	13,718,869	33.28 %
In State Travel Expense	1,254,312	1,167,536	119,204	0	86,776	6.92 %	1,727,308	559,772	32.41 %
Out of State Travel Expense	244,365	174,803	9,102	0	69,562	28.47 %	350,480	175,677	50.12 %
Technology Operating Expense	20,522,744	15,001,671	1,355,512	5,793,921	(272,848)	-1.33%	25,668,570	4,872,978	18.98 %
Operating Expense	50,523,567	39,551,629	3,300,447	5,806,406	5,165,532	10.22 %	67,434,718	22,076,683	32.74 %
Technology Equipment Expense	2,209,830	1,231,335	89,411	451,085	527,410	23.87 %	2,209,830	527,410	23.87 %
Capital Equipment Expense	22,234,721	9,769,958	1,697,401	4,894,343	7,570,420	34.05 %	22,331,637	7,667,336	34.33 %
Capital Facilities Expense	389,597	2,358,571	235,555	801,702	(2,770,675)	-711.16%	5,834,597	2,674,325	45.84 %
Trustee & Benefit Payments	14,307,534	10,983,453	1,620,768	654,655	2,669,426	18.66 %	19,390,900	7,752,792	39.98 %
Total Operations Expense:	209,722,313	168,936,058	17,858,330	18,402,111	22,384,144	10.67 %	278,455,840	91,117,671	32.72 %
Contract Construction									
Technology Operating Expense	0	1,652,957	162,525	262,411	(1,915,368)	0.00 %	0	(1,915,368)	0.00 %
Operating Expense	6,445,000	1,693,747	164,149	651,425	4,099,828	63.61 %	17,994,003	15,648,831	86.97 %
Capital Projects	382,983,124	372,547,870	26,318,391	1,268,134	9,167,120	2.39 %	771,597,538	397,781,534	51.55 %
Trustee & Benefit Payments	1,561,600	476,752	15,269	0	1,084,848	69.47 %	6,253,502	5,776,750	92.38 %
Total Contract Construction:	390,989,724	376,371,327	26,660,334	2,181,970	12,436,428	3.18 %	795,845,043	417,291,747	52.43 %
TOTAL EXPENDITURES:	600,712,037	545,307,384	44,518,664	20,584,081	34,820,572	5.80 %	1,074,300,884	508,409,418	47.32 %
TRANSFERS OUT									
Operating	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL TRANSFERS OUT:	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL EXPD AND TRANSFERS OUT:	613,499,369	558,116,166	44,518,664	20,584,081	34,799,122	5.67 %	1,131,828,084	553,127,836	48.87 %
Net for Fiscal Year 2020:	(58,988,346)	5,122,771	(3,002,124)		43,527,035		(193,637,816)	(178,176,505)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Apr 2020
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

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: 2020										
Budget Fiscal Year: 2020										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	900,000	449,029	25,443	67,207	383,763	42.64 %	5,942,604	5,426,368	91.31 %
Operating Expenditures	Federal	5,500,000	2,893,601	299,075	846,629	1,759,770	32.00 %	11,519,387	7,779,157	67.53 %
Operating Expenditures	Local	45,000	4,074	2,155	0	40,926	90.95 %	532,012	527,938	99.23 %
Total Operating Expenditures		6,445,000	3,346,704	326,674	913,836	2,184,459	33.89 %	17,994,003	13,733,463	76.32 %
Capital Outlay										
Capital Outlay	Dedicated	94,936,377	117,671,067	6,802,359	164,097	(22,898,787)	-24.12%	188,029,074	70,193,910	37.33 %
Capital Outlay	Federal	245,759,904	223,261,826	17,540,094	1,063,241	21,434,836	8.72 %	506,996,042	282,670,974	55.75 %
Capital Outlay	FICR	34,504,174	16,084,098	1,413,210	40,795	18,379,281	53.27 %	41,107,644	24,982,751	60.77 %
Capital Outlay	Local	7,782,669	15,530,879	562,728	0	(7,748,210)	-99.56%	35,464,778	19,933,899	56.21 %
Total Capital Outlay		382,983,124	372,547,870	26,318,391	1,268,134	9,167,120	2.39 %	771,597,538	397,781,534	51.55 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	360,000	1,499	(18,656)	0	358,501	99.58 %	2,420,042	2,418,543	99.94 %
Trustee & Benefit Payments	Federal	1,156,600	475,253	33,925	0	681,347	58.91 %	3,489,273	3,014,020	86.38 %
Trustee & Benefit Payments	Local	45,000	0	0	0	45,000	100.00 %	344,187	344,187	100.00 %
Total Trustee & Benefit Payments		1,561,600	476,752	15,269	0	1,084,848	69.47 %	6,253,502	5,776,750	92.38 %
Total Contract Construction:		390,989,724	376,371,327	26,660,334	2,181,970	12,436,428	3.18 %	795,845,043	417,291,747	52.43 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Apr 2020
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Miscellaneous Revenues	495,000	699,594	70,541	0	204,594	41.33 %	660,000	(39,594)	-6.00%
TOTAL REVENUES:	495,000	699,594	70,541	0	204,594	41.33 %	660,000	(39,594)	-6.00%
TRANSFERS-IN									
Cigarette Tax	300,000	403,166	403,166	0	103,166	34.39 %	4,330,169	3,927,003	90.69 %
Sales Tax	12,050,000	13,376,704	1,260,931	0	1,326,704	11.01 %	17,699,656	4,322,952	24.42 %
TOTAL TRANSFERS-IN:	12,350,000	13,779,870	1,664,097	0	1,429,870	11.58 %	22,029,825	8,249,955	37.45 %
TOTAL REV AND TRANSFERS-IN:	12,845,000	14,479,464	1,734,638	0	1,634,464	12.72 %	22,689,825	8,210,361	36.19 %
EXPENDITURES									
Contract Construction - Capital Projects	17,412,136	12,142,362	2,655,716	0	5,269,774	30.26 %	62,507,633	50,365,272	80.57 %
TOTAL EXPENDITURES:	17,412,136	12,142,362	2,655,716	0	5,269,774	30.26 %	62,507,633	50,365,272	80.57 %
TOTAL EXPD AND TRANSFERS OUT:	17,412,136	12,142,362	2,655,716	0	5,269,774	30.26 %	62,507,633	50,365,272	80.57 %
Net for Fiscal Year 2020:	(4,567,136)	2,337,103	(921,079)		6,904,238		(39,817,808)	(42,154,911)	

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 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

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

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		719,800	581,247	39,619	0	(138,553)	-19.25%	862,300	281,053	32.59 %
TOTAL REVENUES:		719,800	581,247	39,619	0	(138,553)	-19.25%	862,300	281,053	32.59 %
TOTAL REV AND TRANSFERS-IN:		719,800	581,247	39,619	0	(138,553)	-19.25%	862,300	281,053	32.59 %
EXPENDITURES										
Contract Construction - Capital Projects		18,000,000	21,911,152	1,547,888	0	(3,911,152)	-21.73%	44,768,703	22,857,551	51.06 %
TOTAL EXPENDITURES:		18,000,000	21,911,152	1,547,888	0	(3,911,152)	-21.73%	44,768,703	22,857,551	51.06 %
TOTAL EXPD AND TRANSFERS OUT:		18,000,000	21,911,152	1,547,888	0	(3,911,152)	-21.73%	44,768,703	22,857,551	51.06 %
Net for Fiscal Year 2020:		(17,280,200)	(21,329,905)	(1,508,269)		(4,049,705)		(43,906,403)	(22,576,498)	

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 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

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
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	714	76	0	714	0.00 %	0	(714)	0.00 %
TOTAL REVENUES:	0	714	76	0	714	0.00 %	0	(714)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	714	76	0	714	0.00 %	0	(714)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPENDITURES:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
Net for Fiscal Year 2020:	(25,831)	714	76		26,545		(25,831)	(26,545)	

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 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

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: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	15,277,277	1,285,791	0	15,277,277	0.00 %	0	(15,277,277)	0.00 %
TOTAL REVENUES:	0	15,277,277	1,285,791	0	15,277,277	0.00 %	0	(15,277,277)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	15,277,277	1,285,791	0	15,277,277	0.00 %	0	(15,277,277)	0.00 %
EXPENDITURES									
Permanent Staff Salaries	0	1,365	1,365	0	(1,365)	0.00 %	0	(1,365)	0.00 %
Board, Hourly, OT, Shift Diff	0	46	46	0	(46)	0.00 %	0	(46)	0.00 %
Fringe Benefits	0	727	727	0	(727)	0.00 %	0	(727)	0.00 %
Operating Expenditures	0	123,187	12,206	0	(123,187)	0.00 %	0	(123,187)	0.00 %
Capital Projects	0	14,086,950	1,573,402	0	(14,086,950)	0.00 %	0	(14,086,950)	0.00 %
TOTAL EXPENDITURES:	0	14,212,275	1,587,746	0	(14,212,275)	0.00 %	0	(14,212,275)	0.00 %
TRANSFERS OUT									
Statutory	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS OUT:	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	15,387,918	1,587,746	0	(15,387,917)	0.00 %	0	(15,387,917)	0.00 %
Net for Fiscal Year 2020:	0	(110,640)	(301,955)		(110,640)		0	110,640	

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 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

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: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	101,201	5,800	0	101,201	0.00 %	0	(101,201)	0.00 %
TOTAL REVENUES:	0	101,201	5,800	0	101,201	0.00 %	0	(101,201)	0.00 %
TRANSFERS-IN									
Operating	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL TRANSFERS-IN:	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,609,983	5,800	0	17,609,983	0.00 %	0	(17,609,983)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	59,428,725	402,288	0	(59,428,725)	0.00 %	0	(59,428,725)	0.00 %
TOTAL EXPENDITURES:	0	59,428,725	402,288	0	(59,428,725)	0.00 %	0	(59,428,725)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	59,428,725	402,288	0	(59,428,725)	0.00 %	0	(59,428,725)	0.00 %
Net for Fiscal Year 2020:	0	(41,818,742)	(396,488)		(41,818,742)		0	41,818,742	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 06 Apr 2020
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	244,000	419,618	184,837	0	175,618	71.97 %	667,500	247,882	37.14 %
State Sources - Miscellaneous Revenues	314,840	453,221	18,735	0	138,381	43.95 %	362,500	(90,721)	-25.03%
Interagency Sources - Miscellaneous Revenues	173,400	209,131	15,242	0	35,731	20.61 %	250,000	40,869	16.35 %
TOTAL REVENUES:	732,240	1,081,970	218,814	0	349,730	47.76 %	1,280,000	198,030	15.47 %
TRANSFERS-IN									
Operating	2,082,692	2,011,125	153,415	0	(71,567)	-3.44%	2,650,000	638,875	24.11 %
TOTAL TRANSFERS-IN:	2,082,692	2,011,125	153,415	0	(71,567)	-3.44%	2,650,000	638,875	24.11 %
TOTAL REV AND TRANSFERS-IN:	2,814,932	3,093,095	372,228	0	278,163	9.88 %	3,930,000	836,905	21.30 %
EXPENDITURES									
Permanent Staff Salaries	581,400	526,967	58,058	0	54,433	9.36 %	796,788	269,821	33.86 %
Board, Hourly, OT, Shift Diff	39,300	42,602	0	0	(3,302)	-8.40%	57,900	15,298	26.42 %
Fringe Benefits	255,469	235,739	25,425	0	19,730	7.72 %	348,512	112,773	32.36 %
In State Travel Expense	39,995	40,179	240	0	(184)	-0.46%	59,246	19,067	32.18 %
Out of State Travel Expense	14,891	20,050	370	0	(5,159)	-34.65%	17,800	(2,250)	-12.64%
Technology Operating Expense	37,456	35,562	1,636	10,693	(8,799)	-23.49%	46,585	330	0.71 %
Operating Expense	739,497	616,506	78,188	309,614	(186,623)	-25.24%	1,156,369	230,249	19.91 %
Technology Equipment Expense	9,600	0	(4,080)	4,080	5,520	57.50 %	9,600	5,520	57.50 %
Capital Equipment Expense	33,000	0	0	0	33,000	100.00 %	33,000	33,000	100.00 %
Capital Facilities Expense	0	7,676	0	451	(8,127)	0.00 %	50,000	41,873	83.75 %
Trustee & Benefit Payments	824,997	623,685	3,475	0	201,312	24.40 %	2,029,911	1,406,226	69.28 %
TOTAL EXPENDITURES:	2,575,605	2,148,967	163,311	324,838	101,801	3.95 %	4,605,711	2,131,907	46.29 %
TOTAL EXPD AND TRANSFERS OUT:	2,575,605	2,148,967	163,311	324,838	101,801	3.95 %	4,605,711	2,131,907	46.29 %
Net for Fiscal Year 2020:	239,327	944,128	208,917		379,964		(675,711)	(1,295,002)	72



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 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 April		
Key Number N/A	District N/A	Route Number N/A

Background Information

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

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

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

Recommendations

For Information

Board Action

<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 FY2020

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

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

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

Program	Allotted Program Funding through 9/30/2020	Program Funding Remaining as of 4/30/2020
All Other SHS Program	\$167,936	\$39,083
GARVEE Formula Debt Service*	\$62,318	\$48,459
State Planning and Research*	\$7,076	\$442
Metropolitan Planning*	\$1,941	\$0
Railroad Crossings	\$1,941	\$2,468
Transportation Alternatives (Urban/Rural)	\$3,571	\$1,819
Recreational Trails	\$1,540	\$1,593
STBG - Local Urban	\$8,333	\$9
STBG - Transportation Mgt. Area	\$11,558	\$2,334
Transportation Alternatives (TMA)	\$432	\$0
STBG – Local Rural	\$13,720	\$732
Local Bridge	\$9,462	\$6,978
Off System Bridge	\$3,676	(\$1,556)
Local Safety	\$8,038	\$3,496
Total (excluding indirect costs)	\$301,542	\$105,857

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2020 Board Approved Program (Sky Blue Book).
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through April 30th.
 5. Advanced construction conversions of \$42.0 million are outstanding for FY 2020.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed N/A

Presenter's Name Reed Hollinshead	Presenter's Title Public Information Officer	Initials RH	Reviewed By LSS
Preparer's Name Reed Hollinshead	Preparer's Title Public Information Officer	Initials RH	

Subject

FY 2021-24 Strategic Plan for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

Idaho Code 67-19701 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years, **forward to DFM by July 1**. The format, structure and required elements for the Strategic Plan are set by DFM inclusive of the following:

- Vision and/or Mission Statement
- Goals & Objectives
- Performance Measures & Benchmarks
- Key External Factors

Recommendations

Staff is requesting Board members review the attached Strategic Plan.

Board Action

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

FY21-24 Strategic Plan

Idaho Transportation Department



Quality Performance

Mission and Vision

The mission of the Idaho Transportation Department is *Your Safety. Your Mobility. Your Economic Opportunity.*

The department's vision, representing how we exceed the expectations of Idahoans:

***Become the best transportation department
in the country.***

We do that by:

- Being transparent, accountable, and reliable.
- Being more efficient and saving costs.
- Providing remarkable customer service.
- Leveraging partnerships effectively.
- Valuing teamwork and using it as a means to improve.
- Placing a high value on employees, their development, and retaining them.

Goals & Objectives

The department has set measurable objectives for each primary goal detailed below and further described in the "Measurement" section, next:

- Commit to having the safest transportation system possible.
 - o Reduce fatalities
- Provide a mobility focused transportation system that drives economic opportunity.
 - o Maintain pavement in good or fair condition
 - o Maintain bridges in good or fair condition
 - o Keep highways clear of snow and ice during winter storms
- Be a fiscally responsible steward of taxpayer funds.
 - o Keep administration and planning expenditures stable
 - o Complete project designs on time
 - o Hold construction cost at award to programmed budget
 - o Hold final construction cost to contract award amount
- Provide excellent customer service
 - o Reduce time to process vehicle titles
 - o Increase DMV transactions processed via the internet

Measurement – What Are We Doing to Achieve our Goals?

ITD unveiled a dashboard of performance measures and benchmarks/objectives in January 2010. It can be found online at: <https://apps.itd.idaho.gov/apps/Dashboard/>

Goal: Have the safest transportation system possible.

Objective: Maintain a safe and responsible five-year fatality rate.

Achievement: ITD recorded a five-year fatality rate of 1.33 for FY2014-18

Future Targets: FY15-19 – 1.40, FY16-20 – 1.41, FY17-21 – 1.38, FY18-22 – 1.36

Why This Is Important

Even one death on Idaho's highways is one death too many. Each death is a personal tragedy for the individual's family and friends, and has an enormous financial cost to the community. Every life counts.

How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled during that same five-year period.

What We're Doing About It

The department advances programs to eliminate traffic deaths, serious injuries, and economic losses. These programs focus on engineering, education, enforcement and emergency response.

Goal: Provide a mobility focused transportation system.

Objective: Keep highways free of ice and snow at least 73% of the time during winter storms.

Achievement: Last winter, roads were kept clear 85% of the time during winter storms.

Future Targets: 73% Annually

Why This Is Important

Idaho travelers need safe and reliable highways during winter storms. Preventing the accumulation of snow and ice or quickly removing it from highways increases safety, mobility, and improves commerce.

How We Measure It

Idaho's highways are broken down into hundreds of sections. Nearly half of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations where winter storms most affect travel -- high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percent of time those highway sections are kept clear of ice and snow during winter storms.

What We're Doing About It

ITD is using this data from the automated roadway condition sensors and weather information stations to continuously improve the effectiveness of its winter maintenance efforts across the state. The department accomplishes this by customizing snowplowing practices and de-icing treatments.

Objective: Maintain 80% of pavement on State Highways in good or fair condition.

Achievement: In 2019, 92% of pavements were in good or fair condition.

Future Targets: 80% Annually

Why This Is Important

Pavement condition has an impact on the operating costs of passenger and commercial vehicles. Regularly scheduled preventive maintenance, preservation and reconstruction treatments extend the useful life of pavements.

How We Measure It

Roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings. Data and visual inspections are then used to rate pavement conditions.

What We're Doing About It

ITD focuses on internal efficiencies to maximize investments in the transportation system. Investment decisions are prioritized to keep highways in good or fair condition to avoid costly replacement. New management systems help ITD strategically schedule preventative maintenance and preservation projects at the optimal time.

Objective: Maintain 80% of bridges on State Highways in good or fair condition.

Achievement: In 2019, 75% of bridges were in good condition.

Future Targets: 80% Annually

Why This Is Important

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs. It also helps maintain connectivity and commerce, which depends on the carrying capacity and reliability of roads and bridges.

How We Measure It

The measurement is the ratio of deck area (or plan dimension) of bridges in good condition to the deck area of the entire inventory of state bridges stated as a percentage.

What We're Doing About It

Idaho strategically schedules preservation and restoration projects to improve deteriorating bridges across the state. Over time, increased investments will be needed to achieve this goal.

Goal: Be a Fiscally Responsible Steward of Taxpayer Funds

Objective: Get 100% of the projects scheduled for construction in any given year designed and ready to bid on or ahead of time.

Achievement: In FFY20, ITD had 92% of projects designed and ready to bid on time.

Future Targets: 100% Ready to Bid Annually

Why This Is Important

Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service. Getting projects ready to bid involves planning, designing, environmental documentation, permitting, and right-of-way acquisition. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Improvement Program (ITIP). Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects.

How We Measure It

ITD monitors the dates when highway infrastructure projects are ready to bid. This includes highway paving, guardrails, traffic signals, signs, bridge repair, and more.

What We're Doing About It

ITD holds managers accountable for delivering the state infrastructure projects on time. The Highway Leadership Team reviews the delivery status of the next year's projects monthly and provides assistance and commits additional resources as needed. Each infrastructure project in the Idaho Transportation Investment Program (ITIP) is assigned a Project Manager who is responsible for coordinating the work on the project and setting and keeping the project schedule while maintaining the project scope and budget. Each project has a completed charter before entering the ITIP which includes an approved scope, schedule and budget. A Program Management Office (PMO) has been created to provide training and assistance in project delivery including scheduling and estimating. Also, each district and the bridge section have a PMO Liaison assigned to assist the project managers and project owners deliver the programmed projects on or ahead of the scheduled time.

Objective: Maintain Final Construction Costs within 5% of the Contract Amount

Achievement: In 2019, the construction cost was kept to 101.9% of award amount.

Future Targets: 95%-105% Annually

Why This Is Important

Stakeholders and the public expect ITD to deliver projects that improve safety, enhance mobility and drive economic opportunity. This requires projects to be well designed and delivered within budget -- as close to the contract award amount as possible. Projects delivered within budget allow ITD to efficiently invest limited funding and maximize benefits.

How We Measure It

ITD totals the construction costs for projects which have had the final payment made in the given calendar year, totals the bid amounts for these projects, and then compares the adjusted construction costs to the bid amounts at contract award.

What We're Doing About It

ITD uses many techniques to limit cost increases, including enhanced risk assessment and management on complex projects, regular process reviews and improvements, ongoing training, and post-construction reviews.

Objective: Maintain Cumulative Construction Cost at Award within 10% of Budget

Achievement: In FFY19, the construction cost was 97% of budgeted amount.

Future Targets: 90%-110% Annually

Why This Is Important

Stakeholders and the public expect ITD to deliver and build the highway projects that are programmed each year. This requires projects to be delivered within budget. When costs at contract award are kept as close as possible to the project's programmed amount, it allows ITD to better invest limited funding and maximize benefits.

How We Measure It

ITD totals the construction costs of projects awarded in the fiscal year and compares them to the total construction budget programmed at the beginning of that year for the same projects. GARVEE projects are not included.

What We're Doing About It

ITD uses value engineering and practical-design principles to ensure projects provide the benefits desired at the lowest practical cost. ITD closely monitors construction bids and price trends to keep construction estimates accurate. Collectively, these methods allow more projects to be provided at or under the programmed amount.

Objective: Maintain minimal administrative & planning expenses.

Achievement: In 2019, the expenditures were \$32.4 million.

Future Targets: Maintain expenses within 5% of appropriation.

Why This Is Important

Keeping costs for the Division of Administration as low as possible allows more money to be spent on critical functions such as highway and bridge projects. This allows the department to make strategic investments that maximize safety, mobility and economic opportunity.

How We Measure It

ITD will ensure that the Idaho Transportation Board approved and Legislatively appropriated budget for Administration will be within + or - 5%. This will be accomplished by comparing the appropriation to the cash expenditures and approved encumbrances for the fiscal year to the actual appropriation.

What We're Doing About It

ITD Div. of Administration is innovating by improving business processes, implementing quality technology improvements, and changing the culture to best serve our customers.

Goal: Provide excellent customer service

Objective: Average an average 5-day or less processing cycle for DMV transactions.

Achievement: Maintained an average processing time of 3 days in FY19.

Future Targets: 5 Days or Less Annually

Why This Is Important

Customers need titles to be issued in a timely manner to legally conduct vehicle sales and trades, or use titles as collateral for loans. Average title turnaround time also measures efficiency and productivity to determine the best use of limited resources.

How We Measure It

Annual cycle times are calculated by dividing the monthly sum by twelve.

What We're Doing About It

DMV recognizes the direct customer component of their services. The division prioritizes staffing and provides training so applications are submitted quickly and correctly in minimal time.

Objective: Increase the # of DMV transactions processed online.

Achievement: in 2019, we processed 382,400 DMV transactions online.

Future Targets: 2020 - 600,000, 2021 – 650,000, 2022 – 700,000, 2023 – 750,000

Why This Is Important

Online services provide the public an alternative method of payment for motor-vehicle services such as licenses and permits. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line.

How We Measure It

This measure captures transactions by direct DMV customers who purchase online services for licenses, permits and endorsements.

What We're Doing About It

ITD has expanded the ability of customers to obtain licenses and permits online, and continually spreads the word for these options through targeted communication.

Key External Factors

Funding

- ITD's funding levels are certainly a big question mark as a result of the coronavirus crisis. The department has maintained normal operational and construction activities, yet a substantial gap in funding will exist as a result of a precipitous drop in gas-tax revenue. To what extent that gap will be filled by aid and recovery packages has yet to be determined.

- The department continues to work within federal funding provided by the Fixing America's Surface Transportation (FAST) Act. This act expires in September 2020. Both the U.S. Congress and the administration have shown strong support for financing infrastructure through both proposals and legislation. Reauthorization activity at the federal level is expected to be particularly active during the next six months of 2020.

Social & Economic

- Explosive growth has affected the department for several years, and continues to be a major factor. A skyrocketing population brings an increased demand on the transportation infrastructure. This results in additional demand for freight services, safety and capacity considerations, public transit, biking/walking, as well as operations and facilities. However, the decrease in vehicle travel from the covid-19 crisis has also meant a significant decrease in gas-tax revenue, which is the primary method of transportation funding. It has yet to be seen how COVID-19 might impact the recent growth trend.

- ITD will be actively monitoring the combined effects of COVID-19 recovery and the explosive growth observed during the past year in relation to funding and opportunities. In addition, the department will continue to explore viable transportation-funding alternatives.

- As traffic volumes begin to return to normal levels over the next few months, roadway fatalities may also begin to increase, as statistics from Idaho's Office of Highway Safety and the National Highway Traffic Safety Administration show a strong correlation between traffic volumes and fatalities.

- The Office of Highway Safety (OHS) continues to work with public and private partners to keep Idaho's roads safe. This year, OHS created a new program to focus on improving seat belt use rates among young adults and teens in rural areas throughout Idaho. This program builds on ITD's Shift campaign by using positive messages to encourage Idahoans to make safe choices on the roads.

Organizational

- ITD places high value on employees, their development, their skill, and contributions. The engagement of our employees is key to discovering innovative business practices, providing remarkable customer service, and fostering partnerships.

- For this reason, we focus on the development of leaders. We also provide opportunities for employees to benefit through individual and team achievements. ITD continues to advance the following concepts:

- Leadership Development for intentional employee experiences.
- Horizontal Career Paths that motivate employees to develop skills and ensure high performance.
- Organizational effectiveness, which continues to direct staffing resources for maximum service delivery and utilize budgeted resources to retain qualified and talented employees.

Technological

- Security of the transportation system is a high priority as ITD makes transportation decisions and investments. ITD's progress toward technological security is noted below:

Cyber Security

Below is the status on five items that require ITD action in Executive Order 2017-02:

- Adopt and implement NIST Cybersecurity Framework - **Complete**
- Implement first five CIS Critical Security Controls - **Complete**
ITD has implemented and is continuing to improve all Critical Security Controls in coordination with the Office of ITS.
- Develop and submit employee education and training plans for mandatory cybersecurity training - **Complete**
- Require all state employees to complete annual cybersecurity training - **Complete**
- Include a link to statewide cybersecurity website on all public websites – **Complete**

Red Tape Reduction Act (RTRA) Compliance

Under Governor Little's 2019 [Red Tape Reduction Act E. O.](#) and subsequent 2020 [Zero-Based Regulation E. O.](#), ITD has made significant regulatory reductions and modifications to the department's administrative rules, also known as IDAPA Title 39.

ITD's innovative thinking and customer-focused approach to administrative rulemaking has made ITD an example of what other agencies strive for under this initiative. ITD staff has also heavily engaged with DFM on many rulemaking topics, issues and projects.

Over the course of FY20, ITD executed several rulemaking consolidations by condensing five vehicle-titling rules into one, eight aeronautic rules into one, two license plate rules into one and six highway-signage/advertisement rules into two.

	FY20	FY19
# of Chapters	-16	-20
# of Words	-6,060	-12,066
# of Restrictive words	-189	-128

Additionally, ITD successfully proposed and moved 2 pieces of legislation through the 2020 legislative session. Each proposal directly supported the Red Tape Reduction Act and/or the [Licensing Freedom Act](#).

Those 2 bills were:

- Commercial Motor Vehicle Registration Stickers: [SB1231aaH](#) and
- Removal of Requirements for Vehicle Salesperson Licensing: [HB333](#)

Coronavirus Response

Before the Governor's first news conference, ITD began reviewing our Continuity of Operations Plan (COOP) in February in anticipation of the coronavirus pandemic. We developed plans to keep our most essential services operating, including road maintenance, ports of entry, and highway construction. As for employee communication, we stood up an employee website on March 16. The site was updated daily with pertinent information (time coding, meetings, travel, safety/health guidelines and general information) for our more than 1,600 employees every single workday through May 1. As a part of ITD's COOP plan, the department began sending small groups of employees home to telecommute a week prior to the Governor's stay-at-home order. We had more than 90% of office personnel working from home two days after the order was issued March 25. Even with around 1,000 employees working from home, we did not see an appreciable drop in productivity. Operationally, our maintenance crews across the state continued daily upkeep of our facilities and maintained mobility benchmarks during the latter part of the winter. All of Idaho's Ports of Entry provided regular service to truckers, helping to keep vital goods and services flowing through the state. ITD Highways Operations and Division of Aeronautics also assisted with several critical operations to move Personal Protective Equipment (PPE) to hospitals and healthcare facilities throughout the state, and missions in response to the 6.5-magnitude earthquake on March 31. After inspecting every road and bridge in the area, we found no major earthquake damage in the ITD system. The most significant damage was cleaned up and repaired along Idaho Highway 21 near Grandjean Summit by May 5. ITD's \$541.2M construction program for FY21 has remained on track. All projects planned as a part of the FY 21 Idaho Transportation Investment Program (ITIP) are underway. We did not delay any bid announcements or openings due to the coronavirus pandemic. We worked closely with contractors through the Association of General Contractors (AGC) on adhering to all social distancing and health guidelines. We moved most Division of Motor Vehicle Services online as most county DMV offices operated by Sheriff's Offices decided to close during the stay-home order. Both online vehicle registration and driver's license renewals saw their biggest increases during the month of April. In accordance with Governor Little's "Idaho Rebounds" plan, ITD prepared a back-to-the-office plan along with guidelines for employees by early May.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Brenda Williams	Presenter's Title Chief Human Resources Officer	Initials BW	Reviewed By
Preparer's Name Brenda Williams	Preparer's Title Chief Human Resources Officer	Initials BW	

Subject

ITD's FY21 Compensation Plan		
Key Number	District	Route Number

Background Information

Background: The Idaho Transportation Department (ITD) is committed to becoming the best organization by investing in our employees. In line with ITD's Compensation Policy and commitments to the employees, ITD proposes to implement payroll actions for the following components:

- **Component 1: 80% Payline Move**

The FY 2021 pay schedule will be adjusted upward by 3% as approved by the legislature. ITD's entry rate is 80% of the midpoint of the salary range. All employee pay rates that fall below ITD's 80% minimum will be increased to the new minimum effective June 14, 2020.

- **Component 2: Horizontal Career Path (HCP) Eligibility**

Per the compensation plans for the Transportation Technician Operations (TTO), Transportation Operations Team Leader (TOTL), Transportation Technician Engineering (TTE), and the Technical Engineer Services Leader (TESL) career paths, if the employee's current pay rate is less than the pay rate for their next step, then the employee's pay rate may advance to the step pay minimum effective July 2020, provided the expectations and conditions of the respective horizontal career path are met by June 30, 2020. The increase to the step minimum will be effective the first full pay period in July.

- **Component 3: Consideration for Classifications with Compression, High Turnover, and Retention Challenges**

Component 3 was approved by the Board in April 2019 and still pending DHR/DFM approval. ITD recognizes that certain classifications continue to be difficult to recruit and retain. In an effort to address this ongoing problem ITD proposes employees in the following classifications receive a merit increase of 10%, limited by the maximum pay rate for their respective position. This increase will be effective June 14, 2020. The proposed increase will work to promote retention and address compression. The three classifications under consideration for this increase are: Electrician, Traffic Signal (06276); Mechanic (06347); Land Surveyor (03008).

- **Component 4: Step Rate Increase to Transportation Technician and Transportation Technician, Apprentice**

Component 4 was approved by the Board in April 2019 and still pending DHR/DFM approval. ITD acknowledges that we have ongoing recruitment and retention problems within our largest Horizontal Career Path (HCP). ITD recommends an increase to the existing step rates for current and future employees in the classifications of Transportation Technician (TT) and Transportation Technician, Apprentice (TTA) to be more competitive with the labor market. Our proposed increase would be an increase for current employees and bring the current starting rate for TTA from 14.60 to 16.50, TT Step 1 from 16.75 to 18.00, and TT Step 2 from 18.90 to 19.50. A portion of the initial increase will be covered by Component 2, and this increase will be effective subsequent to Component 2.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Funding: Estimated costs as of May 8, 2020 is \$2,960,200.

		FY21
Funds Available:		
Funding from Base		2,960,200
Pay Plan Costs:	Count	Amount
Component 1: 80% Payline Move	212	244,700
Component 2: HCP Step Increases	332	2,064,400
Component 3: Hard to Recruit/Retain	53	310,300
Component 4: Ongoing Increase to TTA and TT	129	340,800
Total Pay Plan Costs		2,960,200

Action: ITD is requesting the Idaho Transportation Board's final approval for the employee compensation components estimated to cost \$2,960,200.

Recommendations

Approve the FY21 employee compensation plan. Upon approval, the plan will be submitted to DFM. Resolution on page 91.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

WHEREAS, the Idaho Transportation Department's FY21 CEC plan has been developed in accordance with ITD's compensation policy; and

WHEREAS, Department staff presented the details of and implementation plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its May 21, 2020 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY21 CEC Plan, with the basic components as follows:

- When pay schedules are adjusted upward by 3%, employees with a rate of pay that falls below the 80% compa-ratio of his or her pay grade will be brought to the new 80% compa-ratio of his or her pay grade regardless of performance or probationary status;
- Employees who meet eligibility expectations and step pay rate requirements in an approved Horizontal Career Path (HCP) Career Path will advance to the next step pay rate within their respective career path;
- In an effort to attract and retain employees in hard-to-recruit, specialized positions, a 10% increase will be given to Traffic Signal Electricians, Mechanics, and Land Surveyor's: and
- A step pay rate (dollar amount) increase to the classification of Transportation Technician and Transportation Technician Apprentice to be more competitive with the labor market. The starting rate for a Transportation Technician Apprentice will go from 14.60 to 16.50, Transportation Technician Step 1 from 16.75 to 18.00, and Transportation Technician Step 2 from 18.90 to 19.50. Current employees under the new step pay rates will be adjusted accordingly; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan effective June 14, 2020 funded with base; and

BE IT FURTHER RESOLVED, that the Board directs staff to submit the FY21 CEC Plan to the Division of Financial Management.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 5

Presenter's Name Brenda Williams	Presenter's Title CHRO	Initials BW	Reviewed By LSS
Preparer's Name Brenda Williams	Preparer's Title CHRO	Initials BW	

Subject

Revisions to Administrative Policy 5508 - Smoking Policy		
Key Number	District	Route Number

Background Information

The staff is proposing revisions to Administrative Policy 5508. The revisions prohibit the use of smoking, including the use of e-cigarettes, or other devices that emit a vapor or smoke (vaping) in all ITD owned or leased buildings, vehicles and equipment, and within 25 feet of an ITD building.

Recommendations

Approve proposed changes to Administrative Policy 5508. Resolution on page 96.

Board Action

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



DEPARTMENT SMOKING POLICY

Purpose

The purpose of this policy is to protect and enhance indoor air quality and contribute to the health and well-being of all employees.~~implement Governor's Executive Order 92-2 and to set standards and expectations for smoking in Department facilities and equipment.~~

Authority

~~Governor's Executive Order No. 92-2~~

~~Idaho Code, 39-5501 through 5509, Clean Indoor Air~~

~~Governor's Executive Order No. 92-2 provides that... "All state-owned or state-leased buildings, facilities or areas occupied by state employees shall henceforth be designated as 'non-smoking' except for custodial care and full-time residential facilities."~~

~~All meetings, sponsored by the Department, that are held either at our facilities or at outside facilities shall be designated "non-smoking" in accordance with the Governor's Executive Order No. 92-2. The following policies shall apply to all Idaho Transportation Department facilities, and vehicles, and equipment:~~

- Smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping), is prohibited in all ITD owned or leased buildings and state owned or leased vehicles and equipment.
- ~~Smoking shall not be allowed in any Department facility. Entrances shall be posted with appropriate "No Smoking" signs. Internal areas shall be signed as necessary.~~
- ~~All vehicles, unless otherwise designated, shall be "non-smoking."~~
- To prevent smoke from entering buildings and to provide reasonable smoke-free access to visitors and staff, smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping), is prohibited within twenty-five (25) feet of an ITD owned or leased building. This distance may be extended to more than twenty-five (25) feet by the Director or designee at specified locations, to prevent smoke from entering the buildings.
- Employees who smoke shall be limited to the same amount of break time as nonsmokers.
- ~~All employees shall be made aware of this policy and shall comply with its requirements.~~
- ~~Violation of this policy shall result in disciplinary action consistent with the violation of any Department work rule, as outlined in the Human Resource Manual.~~
- Smoking cessation classes can be arranged by the Districts, Headquarters, or the individual employees who wish to quit. Any employee may also take advantage of idaho.quitnet.com for support with quitting tobacco use. The State Employee Assistance Program also has programs available.

- ~~Smoking policy enforcement is the responsibility of all Department managers and supervisors.~~

Signed _____

Date September 06, 2013

Brian W. Ness

Director



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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129
(208) 334-8000 • itd.idaho.gov

ADMINISTRATIVE POLICY 5508

Page 1 of 1

SMOKING POLICY

Purpose

The purpose of this policy is to protect and enhance indoor air quality and contribute to the health and well-being of all employees.

Authority

Idaho Code 39-5501 through 5509, Clean Indoor Air

The following shall apply to all Idaho Transportation Department facilities, vehicles, and equipment:

- Smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping), is prohibited in all ITD owned or leased buildings and state owned or leased vehicles and equipment.
- To prevent smoke from entering buildings and to provide reasonable smoke-free access to visitors and staff, smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping), is prohibited within twenty-five (25) feet of an ITD owned or leased building. This distance may be extended to more than twenty-five (25) feet by the Director or designee at specified locations, to prevent smoke from entering the buildings.
- Employees who smoke shall be limited to the same amount of break time as nonsmokers.
- Smoking cessation classes can be arranged by the Districts, Headquarters, or the individual employees who wish to quit. Any employee may also take advantage of idaho.quitnet.com for support. The State Employee Assistance Program also has programs available.

Brian W. Ness
Director

Date _____

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB20- the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5508 Smoking Policy was revised to prohibit the use of smoking, including the use of e-cigarettes, or other devices that emit a vapor or smoke (vaping) in all ITD owned or leased buildings, vehicles and equipment, and within 25 feet of an ITD building.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with revisions to Administrative Policy 5508 Smoking Policy.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

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

Subject

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

Background Information

This presentation builds on the information presented at the February 2020 and April 2020 Board meetings. Corridor phasing and Phase 2 cost estimates from the April Board meeting are attached for reference and convenience.

Advancing the right-of-way and design of this complex project will increase the overall readiness and may be advantageous for one-time revenue or grants, funding redistribution or various other funding sources.

The Phase 1 work was completed in 2014 with the first GARVEE Program.

Eight million dollars has been allocated to Phase 2 to complete an environmental re-evaluation, refine the conceptual design and produce right-of-way plans for the remainder of the corridor.

The estimated cost to complete the design of Phase 2 is an additional \$14 million, as shown on the following cost summary sheets. The design for each of the three sections will take between 18 and 24 months to complete, which includes coordination with COMPASS, STIP Amendments, procurement of professional service providers and the design tasks to deliver a bid-ready package.

Phase 2 also includes the right-of-way acquisition of all remaining property in this corridor. It is currently funded at \$90 million, however, the cost analysis shows that approximately \$125 million is needed to complete the right-of-way preservation in this corridor.

Staff estimates that there is \$34 million savings (GARVEE Bonds) in the I-84, Caldwell to Nampa corridor that could be utilized to fund all of the SH 16 Phase 2 design and provide additional funding for right-of-way preservation in this corridor. The first resolution proposes to reallocate the I-84 GARVEE Bond savings to the SH-16 corridor; with \$14 million to advance all of the design and \$20 million toward right-of-way acquisition.

CORRIDOR	ALLOCATION
I-84 savings	(\$34 million)
SH-16 Design	\$14 million
SH-16 ROW	\$20 million

Additionally, if the Board chooses to approve the first resolution allocating GARVEE Bonds to advance the design in the SH-16 corridor, this work would exceed the \$1 million agreement threshold in the Idaho Transportation Board Policy 4001, thus requiring Board approval.



Board Agenda Item

ITD 2210 (Rev. 10-13)

The second resolution acknowledges the final design services through PS&E will exceed the threshold in Board Policy 4001, and approves up to \$14 million to be awarded for these services. Approval of this resolution will allow staff to proceed with issuing a Request for Proposal (RFP) to hire engineering services through a Qualification Based Selection (QBS) process to develop the approved segment(s) through PS&E and also provide engineer of record services during construction. Upon successful completion of negotiations, staff will award a contract(s) for design through PS&E on the approved segment(s).

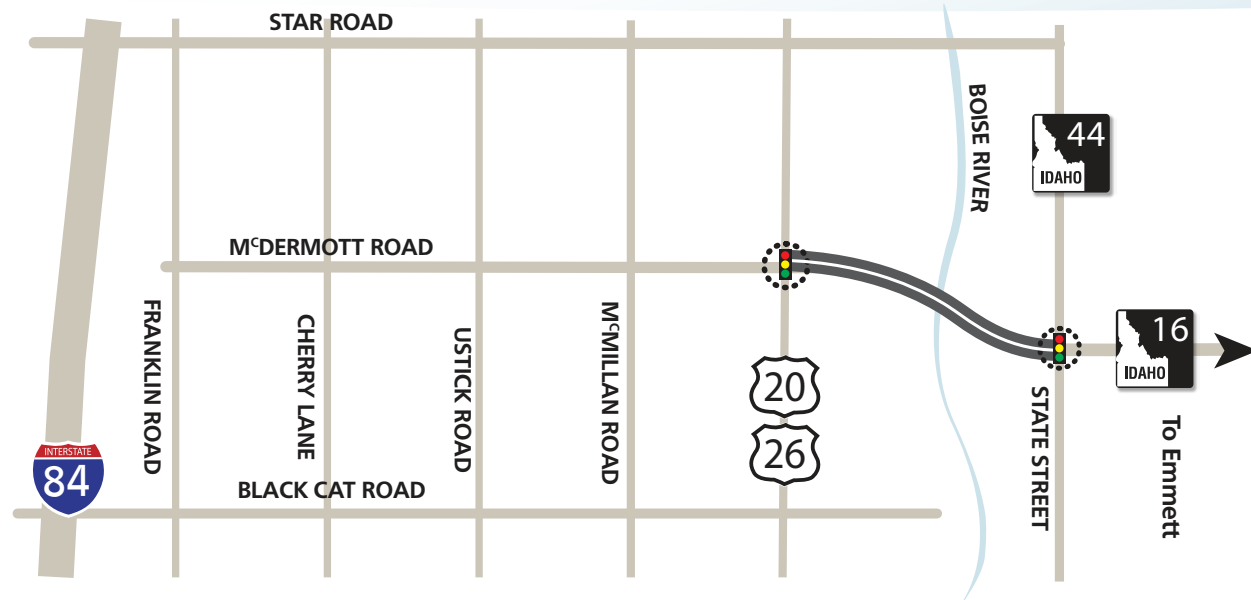
Recommendations

Consider Resolutions on pages 102 and 103.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Phase 1

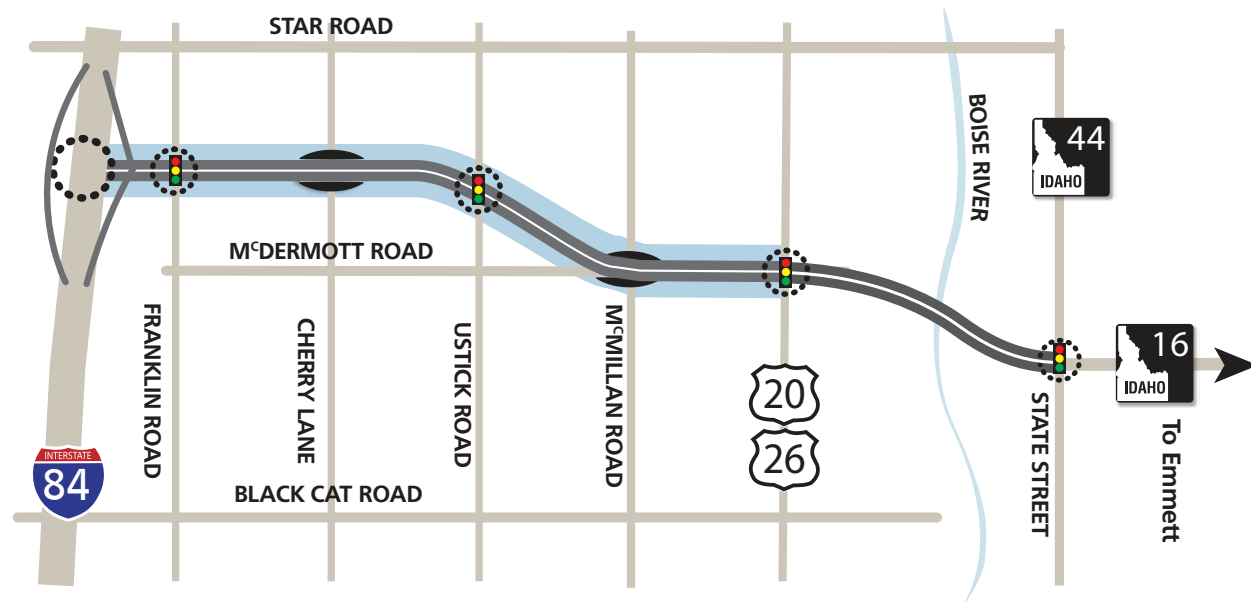


Phase 1

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

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

Phase 2



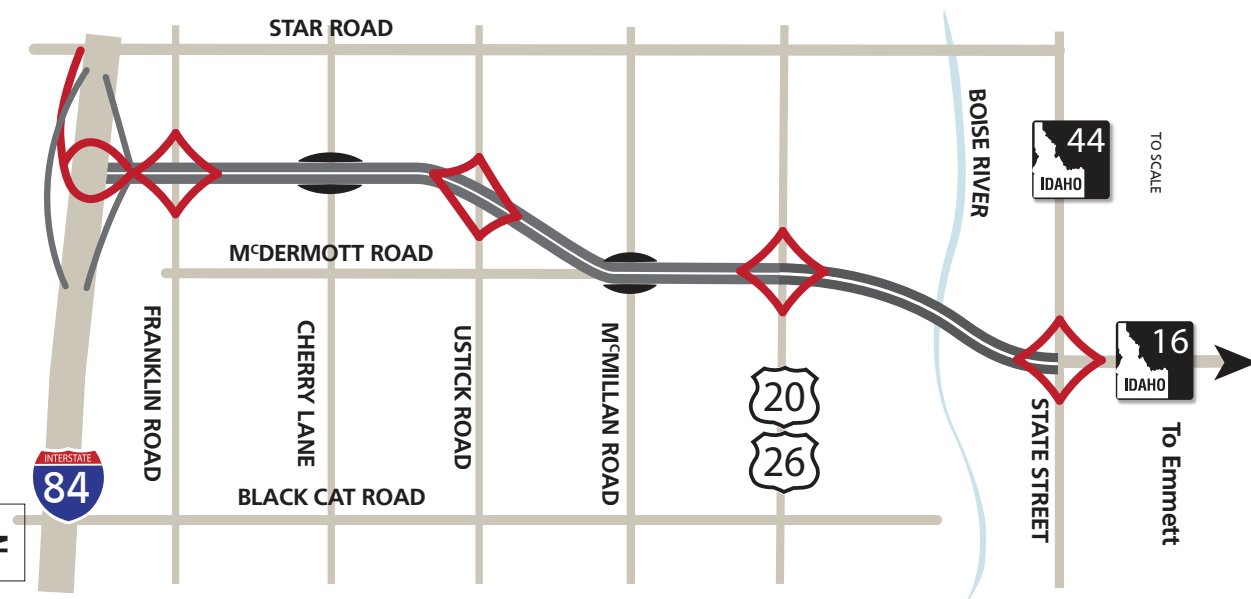
Phase 2

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

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

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

Phase 3



Phase 3

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

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

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

Idaho 16

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

Purpose & Need

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

Idaho 16 Facilities

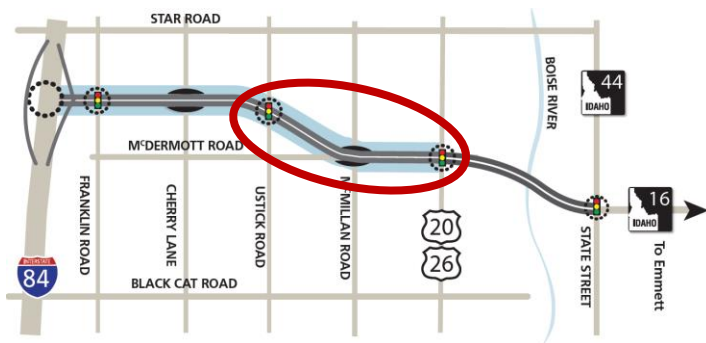
- Four general purpose travel lanes
- System to system interchange access at I-84
- Idaho 16 access by interchanges at Franklin Road, Ustick Road, US 20/26, and Idaho 44
- Idaho 16 grade-separated bridges over existing local east/west routes at Cherry Road and McMillan Road
- Auxiliary lanes as needed,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

Achievements to Date

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

Idaho 16, Phase 2, North to South

Cost Estimates by Segment and Phase Code



Chinden to Ustick:

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

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



Ustick to Franklin:

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

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



Franklin to I-84:

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

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

Current Funding Allocation:

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

Cost Summary for Scenario in YOE presented:

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

Idaho 16, Phase 2, South to North

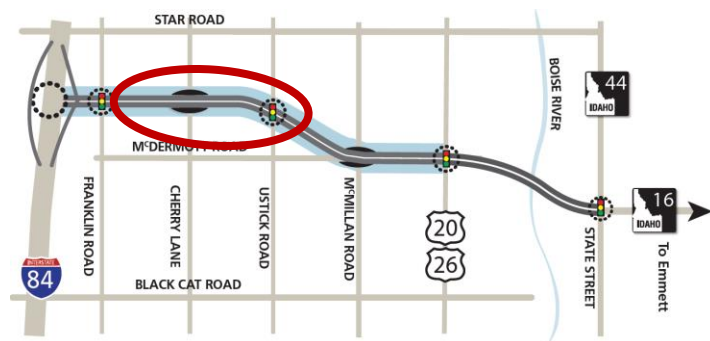
Cost Estimates by Segment and Phase Code



I-84 to Franklin:

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

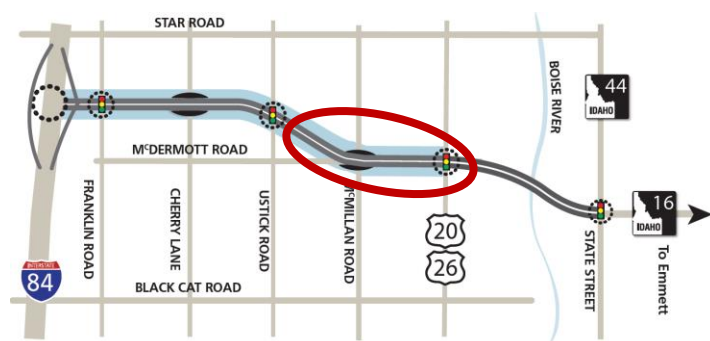
	30 th %	70 th %	YOE
Right-of-Way	\$62.0M	\$71.5M	2021
Design	\$ 3.2M	\$ 4.0M	2022
Construction	\$43.6M	\$50.8M	2022



Franklin to Ustick:

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

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



Ustick to Chinden:

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

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

Current Funding Allocation:

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

Cost Summary for Scenario in YOE presented:

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

WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-315 directs the Idaho Transportation Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding, and to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, \$108 million has been invested in the corridor-wide environmental evaluation and the design and construction of Phase 1 that completed the connection between US 20/26 and SH 44 in 2014; and

WHEREAS, in 2017 and 2018 the Transportation Board allocated \$8 million for preliminary engineering and \$90.4 million for right-of-way preservation of Phase 2 between I-84 and US 20/26; and

WHEREAS, design refinements that reduce right-of-way impacts, further refine corridor costs, and address construction phasing and forward compatibility have been completed; and

WHEREAS, advantages of advancing the design of Phase 2 between I-84 and US 20/26 has been presented to the Board; and

WHEREAS, \$34 million savings of GARVEE bonds from the 2017 authorization have been identified on the I-84, Caldwell to Nampa corridor as a possible offset.

NOW THEREFORE BE IT RESOLVED, that the Board approves reallocating \$34 million GARVEE savings from I-84, Caldwell to Nampa to SH-16; with \$14 million to advance the design of Phase 2 and \$20 million toward right-of-way acquisition. The Board further directs staff to work with the Community Planning Association of Southwest Idaho (COMPASS) to amend the Regional Transportation Investment Program (TIP) to include this work.

WHEREAS, in December 2017 the Transportation Board authorized staff to proceed with preliminary engineering of Phase 2 of the SH-16, I-84 to SH-44 corridor; and

WHEREAS, proceeding with final design through PS&E of Phase 2 will continue the progress in the corridor and may be advantageous for securing future construction funding; and

WHEREAS, the final design services through PS&E for Phase 2 is estimated to cost approximately \$14 million and take between 18 and 24 months to complete; and

WHEREAS, Board Policy 4001 delegates authority for signing and executing contracts to the Director and designates limits and controls for staff authority regarding contracts, agreements, and grants; and

WHEREAS, the Director is authorized to seek necessary professional services outside the Idaho Transportation Department when the required services are not available within the Department; and

WHEREAS, agreements, including supplemental agreements, with professional services providers that would bring the Department's obligation to more than \$1,000,000 requires Board approval.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves proceeding with final design through PS&E of Phase 2 of the SH-16 corridor, with a total cost for these services not to exceed \$14 million.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21st 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 Mins

Presenter's Name Alberto Gonzalez	Presenter's Title DMV Administrator	Initials	Reviewed By LSS
Preparer's Name Alberto Gonzalez	Preparer's Title DMV Administrator	Initials	

Subject

Division of Motor Vehicle Update		
Key Number	District	Route Number

Background Information

1. Update on **Real ID**
 - a. Totals to date
 - b. Projections
 - c. Change in Final Date by Homeland Security
2. **COVID Impacts and adjustments** by DMV Staff statewide
 - a. On-Line Numbers
 - b. Call Volumes
 - c. Motor Vehicle Investigators
 - d. Ports of Entry
 - e. County Engagement

I will provide a PPT presentation for this Agenda Item.

Recommendations

For your information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Alberto Gonzalez

DMV Administrator

May 21st 2020



YOUR Safety • • • ► YOUR Mobility • • • ► YOUR Economic Opportunity



UPDATES



Update on Star Card (Idaho's REAL ID)



How DMV is operating during COVID-19



Plans for reopening Idaho's DMV Offices across the state



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105B

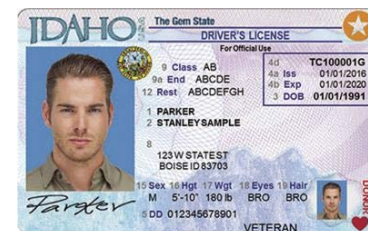


REAL ID



- **Jan 1, 2018 – ITD began offering REAL ID (Star Card)**
 - Over 312,000 Real IDs have been issued through Apr 2020
 - Prior to COVID-19, Idaho was near 60% of Real ID conversion
 - We have paused on Real ID push during County Closures and may pause until after the surge of re-opening offices
- **October 1, 2020 - Original Dept of Homeland Security Due Date**
 - Idaho was close to goal of 500,000 Real IDs in Idaho by this date prior to COVID-19 - *see April monthly report
- **October 1, 2021 – NEW EXTENDED DUE DATE FOR REAL ID**
 - After concerns from states, Governors, and Congress, Dept of Homeland Security agreed to extend the due date for one more year
 - New stretch goal for Idaho is 700,000 by Oct 1, 2021
 - Public Awareness Campaigns will resume after Re-Open Surge
 - Planning to add Real ID Express Lanes by end of the year

October 1, 2021



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TELEWORK



- **PORTS OF ENTRY**

- Ports and staff remained mostly business as usual with exception of safe social distancing and CDC recommended practices
- Worked closely with Trucking industry to keep trucks rolling and public safe

- **HQ STAFF**

- We have nearly 130 staff working from home
- Over 1,000 daily public calls
- Over 800 daily county calls
- Back office work, i.e. Courts, Other States, Hearings, Skills Testers, Medical Desks, Dealer work remains in place during COVID19
- Express VIN inspections for counties
- DMV Technology continued towards completion of development
- Remote Training to counties continued as well

- **ON-LINE TRANSACTION SURGED**

- Over 44,000 vehicle Registrations on-line (2x the normal)
- Over 7,500 Driver's License Renewals (7x the normal)



105D

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REOPENING OFFICES



In-person driver's license issuance down 76 percent in April

The closure of county sheriffs' offices is creating an unmet service backlog even with the surge in online driver's license renewals

Vehicle registrations down 23.5 percent in April

County Assessors' offices continued to work during March and April through the phone, drop boxes, online and mail renewals and by appointment

Title applications down 40 percent in April

- In April, 30,000 titles were issued. On average, 50,000 are issued monthly
- A drop in vehicles sales is contributing to the decline in titles processed
- A backlog of more than 10,000 titles is anticipated statewide when county assessors' offices reopen in May as anticipated

DMV strategy to reduce long lines, customer frustration

The DMV is anticipating a massive unmet customer backlog at both the county sheriffs' and assessors' offices. To mitigate this, DMV is:

- Encouraging all county offices to require renewal customers to renew online when possible
- Providing extended hour support for counties. The Ada County Sheriff's Office is planning to extend its business day by two hours. ITD will be providing support to Ada County and other counties wanting to do the same
- Continuing to provide motor vehicle investigator VIN inspection support to the counties
- Promoting DMV online services through the department's Office of Communication
- Exploring using federal funding to pay for both state and county DMV employees to work extended hours to provide more options for customers
- Strategy supported by County Engagement Team, Sheriff/Assessor's Association, IAC, and update to Governor as well



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105E



THANK YOU

QUESTIONS ?



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105F



IDAHO REAL ID REPORT APRIL 2020

700,000

REAL ID issuance goal
issued by October, 2021.

Oct. 2021

Sept. 2021

Aug. 2021

July 2021

June 2021

May 2021

April 2021

March 2021

Feb. 2021

Jan. 2021

Dec. 2020

Nov. 2020

Oct. 2020

Sept. 2020

Aug. 2020

July 2020

June 2020

May 2020

April 2020

March 2020

Feb. 2020

Jan. 2020

312,176

REAL ID credentials issued
through April 30, 2020.



ALTERNATE REAL ID- COMPLIANT CREDENTIALS

1.27 MILLION IDAHO DMV CUSTOMERS

Credentials contemplated within this report are alternate REAL ID-compliant credentials. These credentials will allow the credential holder to fly domestically after October 1, 2021, provided that the credential is valid.

ALTERNATE POTENTIAL: **961,156**

U.S. PASSPORTS
637,965

Held by Idahoans

MILITARY VETERANS
118,313

Potential for military ID

**U.S. IMMIGRATION-ISSUED
CREDENTIALS**
71,056

DMV CUSTOMERS AGES 14-17
68,020

Not required if accompanying adult has a REAL ID

RETIRED MILITARY AND DoD
29,342

Potential for military ID

**IDAHO BASED FEDERALLY
RECOGNIZED, TRIBAL-ISSUED ID**
14,253

FEDERAL EMPLOYEES
13,200

HSPD-12 PIV Card

**ACTIVE MILITARY
PERSONNEL**
9,007

DoD-issued military ID

Credential data retrieved October 31, 2019. Customer credential overlap (customers who may have a military ID as well as a passport) is not considered within data.

1056



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jason Minzghor, P.E.	Preparer's Title District 6 Engineer	Initials	

Subject

Add **SH 33, SHS (State Highway System) Adjustment Payment, Madison County** project to FY2021 of the approved FY 2020–2026 ITIP

Key Number New	District D6	Route Number SH 33
-------------------	----------------	-----------------------

Background Information

The purpose of this Board item is to request the addition of **SH 33, SHS (State Highway System) Adjustment Payment, Madison County** project to FY21 of the program per policy 5011 *Idaho Transportation Investment Program* (ITIP).

During the April 16, 2020 Board Meeting the Chief Engineer and the Board Subcommittee on State Highway Adjustments proposed and was subsequently approved to relinquish both SH 33, Sugar City Half Interchange Connector Road and East Side Frontage Road/Farm Field Access to Madison County.

Madison County and the Department staff have negotiated a one-time cash payment of **\$850,000** for the East Side Frontage Road closure and maintenance agreement to defray the cost of operation; and **\$3,100,000** for the Sugar City Half Interchange Connector Road to offset the initial cost of maintenance on the roadway.

Staff requests the addition of this project to FY2021 of the current approved ITIP with a **total cost of \$3,950,000**. This project will be funded with fiscal year 2021 State Funds.

Recommendations

Approve the Resolution found on page 107.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Idaho Transportation Department staff and Madison County staff have signed a Road Closure and Maintenance Agreement to transfer a portion of the East Side Frontage Road/Farm Field Access to Madison County, and

WHEREAS, Idaho Transportation Department staff and Madison County staff have signed a Road Closure and Maintenance Agreement to transfer a portion of SH 33 from milepost 337.478 to milepost 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to milepost 100.12 and milepost 100.367 to milepost 100.587 to Madison County; and

WHEREAS, ITD is prepared to incorporate this project into the approved Idaho Transportation Improvement Program.

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of **\$850,000** for the East Side Frontage, and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of **\$3,100,000** for the SH 33 in Sugar City, and

NOW THEREFORE BE IT RESOLVED, that project **SH 33, SHS (State Highway System) Adjustment Payment, Madison County** be added to the ITIP at a cost of **\$ 3,950,000**. FY 2021 State funds will be used for both the \$850,000 and the \$3,100,000 payments; and

BE IT FURTHER RESOLVED, that the Board approves the staff request to adjust the Program and amend the approved FY20-26 Idaho Transportation Improvement Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 30 Minutes

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

Subject

129,000 Pound Route District(s) 3 & 4		
Key Number	District 3 & 4	Route Number I-84B, SH-79, SH-46 & US-93

Background Information

Staff will present four (4) 129,000 Pound Route applications from Idaho Milk Transport and J.R. Simplot to move raw milk and potatoes from dairies & farms to processing plants in Jerome, ID (milk) and Caldwell, ID (potatoes). Routes and cases are:

I-84B: Case #201804I84B. District 3, Caldwell, ID.

SH-79: Case #201901SH79. District 4, Wendell, ID.

SH-46: Case #201903SH46. District 4, Wendell, ID to Buhl, ID.

US-93: Case #201904US93. District 4, Twin Falls, ID

Attached information:

I-84B: Case #201804I84B Application Packet, Attachment 1

SH-79: Case #201901SH79 Application Packet, Attachment 2

SH-46: Case #201903SH46. Application Packet, Attachment 3

US-93: Case #201904US93. Application Packet, Attachment 4

Recommendations

Staff will seek Board approval of the four requested routes to complete the final administrative steps to allow 129K permitting on the routes described above. Resolutions on pages 123, 142, 164, and 185.



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

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

Idaho Transportation Department

ITD 4886 (Rev. 03-14)
Itd Idaho gov

201804 I84B

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 J.R. Simplot Company		Contact Person's Name Meghan Mallea	
Contact Phone Number 208-780-8868	Fax Number 208-780-5753	E-Mail Address meghan.mallea@simplot.com	
Company Address 323 La Fond St		City Caldwell	State ID 83605

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	
I-84B/Centennial Way	0.0	0.94 0.00 *	
I-84B/Centennial Way	19.68	19.83	

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested *CORRECTED END POINT TO MEET I-84

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

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

1. Justification The J.R. Simplot Company is requesting approval of the route above in order to transport 129,000 lb. loads using Company equipment to the potato processing facility on SH-19 in Caldwell. Approval of the I-84B/Centennial Way route above will connect I-84 and SH-19 to create a fully approved route from the Interstate to the processing facility.		
2. Associated Economic Benefits The approval of the 129,000 lb. route will allow the Company to improve efficiency by transporting product in fewer trips. Because the payload for 129,000 lb. equipment is 20% higher than with conventional hopper trailing equipment, the potential annual reduction for total trips by Company trucks is also 20%. Fewer truckloads will reduce congestion on the Interstate, highway and local road systems, decrease diesel fuel consumption and reduce overall emissions.		
3. Approximate Number of Trips Annually 700		
4. Commodities Being Transported Raw potatoes		
5. Anticipated Start Date to Use Requested Routes 01/01/2019		
Requestor's Printed Name Meghan Mallea	Requestor's Signature <i>Meghan Mallea</i>	Date 11/06/2018

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	D-2	D-3	D-4	D-5	D-6	Proceed	Reject	Date
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



129,000 Pound Evaluation of I-84B

M.P. 0.00 to M.P 0.94

(Case #201804I84B)

Executive Summary

J.R. Simplot Company submitted a request for 129,000 pound trucking approval on I-84B between milepost (M.P.) 0.00 at the intersection with SH-19 and M.P. 0.94 at the intersection with I-84 at exit 27 in Caldwell, ID for transportation of raw potatoes. Currently 700 trips are made annually at 105,500 pounds but if approved will reduce the number by 20%. The requested section of I-84B is designated as red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms two (2) bridges on the route will safely support 129,000 pound vehicles. District 3 analysis shows this section of road has a condition ranging from very poor to fair. The Office of Highway Safety analysis shows this section of I-84B has one (1) Non-Interstate High Accident Intersection Location (HAL) in the top 200 statewide ranking and has no HAL Clusters in the top 200. The Division of Motor Vehicles, Highway Safety Office, Bridge Asset Management Office, and District 3 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. **DMV confirms that the requested section of I-84B from M.P. 0.0 to M.P. 0.94 is designated as 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 (2) 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, see table 1, Bridge Data chart below.

Table 1. I-84B Bridge Data

Route Number:		I-84B/Centennial Way
Department:		Bridge Asset Management
Date:		8/20/2019
Route	From:	Intersection with SH-19
	Milepost:	0.00
	To:	Intersection with I-84
	Milepost:	0.94

Highway Number	Milepost Marker	Bridge Key	121 Rating^a (lbs)
84B	0.21	12180	250,000
84B	0.86	12185	268,000

^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

In response to the application to add I-84B (Centennial Way) to the list of approved 129,000-pound trucking routes. District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes on I-84B between M.P. 0.00 – M.P. 0.94. This route connects I-84 with SH-19 which are both approved 129K routes. Approval of this section will reduce hauling distances into the industrial and agricultural areas off SH-19.

Roadway Characteristics

This roadway is a rural principle arterial from M.P. 0.00 to M.P. 0.94 connecting I-84 with SH-19. The roadway is mostly flat, the only grades are the interstate overpass and a railroad overpass. The roadway is a four (4) lane divided highway with concrete islands between the travel lanes with the exception of the left turn bays at the intersection and overpasses.

Table 2. I-84B Roadway Geometry

Mileposts		Lane Width (ft)	Number of Lanes	Terrain	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking
0.000	0.800	12.00	2	Flat	Left turn bays at the intersections	None	Curbed	No
0.800	0.940	12.00	2	Flat	A single left turn bay	None	Curbed	No
19.680	19.830	12.00	2	Flat	A single left turning bay/lane	A single right turn bay exists	Curbed	No

Pavement Condition

The requested section of highway is asphalt and is in fair to very poor condition. The poor conditions are related to rutting. Spring breakup limits do not pertain to this section at this time.

Table 3. I-84B 2016 TAMS Visual Survey Data

Mileposts		Pavement Type	Deficient	Deficient Reason	Condition	Cracking Index	Roughness Index	Rut Average (in)
0.000	0.800	Flexible	No		Fair	5	2.83	0.22
0.800	0.940	Flexible	Yes	Rutting	Poor	5	2.43	0.06
19.68	19.83	Flexible	Yes	Rutting	Very Poor	4.50	1.65	0.11

Traffic Volumes

The speed limit of the route varies between 35 and 45 mph. There are no stop lights in this segment. The traffic volumes are provided below. The route is made up of commuter, commercial and agricultural traffic.

Table 4. I-84B 2016 Traffic Volumes

Mileposts		AADT	CAADT	% TRUCKS
0.000	0.800	17213	1304	8%
0.800	0.940	12000	1200	10%
19.68	19.83	6608	562	9%

Truck Ramps

No runaway truck ramps exist.

Port of Entry (POE)

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

Highway Safety Evaluation

I-84B segment has one (1) Non-Interstate High Accident Intersection Location (HAL) in the top 200 statewide ranking and has no HAL Clusters in the top 200. 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 70 crashes involving 133 units (1 fatality and 35 injuries) on I-84B between I-84 and SH-19 of which, six (6) crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the contributing circumstances were failed to yield, inattention, improper turn and improper use of turn lane. No 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 5. I-84B Table of HAL Segments

Route	Statewide Rank	Milepost Range	Length (miles)	County
I-84B	5	19.83	Intersection	Canyon
I-84B	492	0.43	Intersection	Canyon

Public Comments

Case #201804184B

(Interstate Highway 84 Business Loop, Caldwell, ID)

Applicant: J.R. Simplot

Public Hearing(s)

February 6, 2020
The Best Western Plus Caldwell
908 Specht Avenue
Caldwell, ID

Written Comments from Open House: None

Emails:

E. Slifer
Received 2/23/2020 7:17PM

Phone Number: 2083265030
Email Address: woodframer42@gmail.com

Specific Route: all

Comments: Who benefits from allowing the heavier loads? Trucking companies who pays the increased expense of road maintenance? Taxpayers Can the cost of road maintenance be more equally shared by the trucking companies??

Phone Calls: None

Hearing Comments

129,000 Pound Truck Routes – Public Hearing February 6, 2020 Oral Comments (Taken from Recorder)

OPENING

Good evening, it is 4:00 p.m. on February 6, 2020.

We are at The Best Western Plus - Caldwell, 908 Specht Avenue, Caldwell Idaho

It is the time, date, and place for an Idaho Transportation Department hearing for a 129,000-pound load application #201804I84B. The application is for State Highway 19 (Centennial Way) from Payette Avenue to Interstate 84.

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media. Additionally, an announcement for this hearing was published in the legal section of the *Idaho Press* prior to tonight's hearing.

Closing dates for comments is Friday, February 28th.

My name is Julie DeLorenzo, Idaho Transportation Board Member representing District 3. I will be serving as the hearing officer for this hearing.

With me today are:

- Lance Green, ITD Acting Freight Manager
- David Dansereau, ITD Transportation Engineering Assistant
- Jake Melder, ITD Public Information Specialist
- Jake Trask, Simplot Safety Specialist, representing the applicant The J. R. Simplot Company

129k Comments For Case #201804I84B

Good evening. Before you provide your oral comment, I would like the record to show that you have been provided a comment sheet you may fill out during tonight's hearing or take home with you and send to the Idaho Transportation Department before the deadline to receive comments. You may now provide oral comment. First, please state your name, address, and who you are representing other than yourself and then proceed with your comments.

CLOSING

The scheduled time for this hearing having now arrived, the hearing for permit #201804I84B is now adjourned at 6:00 p.m.

129,000 Pound Trucking Requests

Scott Luekenga
Freight Program Manager

Case #201804I84B (I-84B)

Submitted on behalf of J.R. Simplot for the approval of I-84B (Centennial Way) to connect I-84 to SH-19 allowing 129,000 LBS trucking access to J.R. Simplot potato processing plant on SH-19, Caldwell, ID.

Subcommittee recommends the Transportation Board approve both route requests

May 21, 2020



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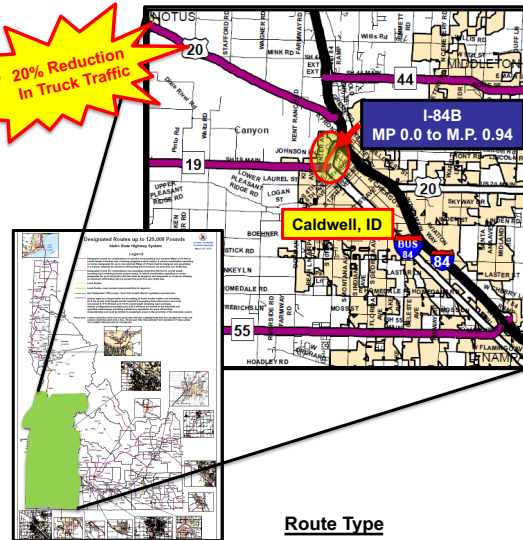
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129K Map Evaluation of I-84B

Case #201804I84B

Route Conditions

ITEM	NOTES
Cities	Caldwell, ID
# of Applications Trips	700/105,000lbs
Expected Decrease	560/129,000lbs
Bridge	2 Bridges
Roadway Characteristics	Rural Principal Arterial
TWLT	3
Passing Lanes	Yes; 4 Lane Highway
Pavement Conditions	Asphalt; Fair to Very Poor
Truck Traffic Volumes	10%
Speed Limit(s)	35-45 mph
Truck Ramp	None
POE	None



Route Type

Blue Routes: 95' overall vehicle length and 5.50' off-track
Red Routes: 115' overall vehicle length and 6.50' off-track



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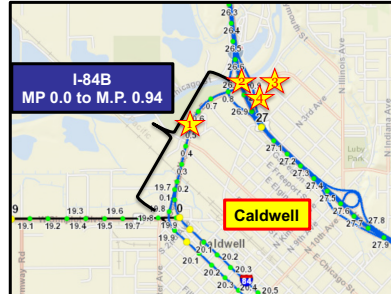
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129K Safety Evaluation of I-84B

Case #201804I84B

Risk Factors

ITEM	NOTES
Crash Data	1 HAL & No HAL Clusters 4 Truck Accidents Factor: Yield, inattention
Top Crash Causes	Failure to Yield
Truck Traffic Volumes	10%
Speed Limit(s)	35-45 mph
Stop Lights	One
Truck Ramps	None
Schools on Route	None
Railroad Crossings	1; Route Bridges Over
Weather	Avg. 8" Snow; Ice
Pedestrian Cross Walks	One



Incidents

#	Milepost	Driver Action	Most Harmful Event	Date	Severity
1	0.59	Going Straight	Side Swipe Oposite	4/19/2018	Minor Injury
2	0.94	Turning Left	Angle Turning	2/19/2016	Property Damage
3	0.94	Going Straight	Angle Turning	2/23/2018	Property Damage
4	0.94	Turning Left	Same Direction Turning	10/1/2018	Property Damage



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129K Public Comments of I-84B


Case #201804I84B

- Public Hearing(s)
 - 6 February 2020, Caldwell Best Western, Caldwell, ID
- Public Comments Submitted
 - Written (e-mail & public hear): 1
 - Oral: 0
 - Total: 1
- Support Request: 0
- Against Request: 1
- Neither Support or Against: 0
- Comments:
 - Road Impact – wear and tear on public roads
 - Taxes – concern over who pays for wear and tear on public roads



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129K Evaluation of I-84B

Case #201804I84B

- ✓ **DMV Recommend Approve**
I-84B M.P. 0.0 to M.P. 0.94 is designated a red and must adhere to the 6.5" off-track and 115" vehicle length
- ✓ **ITD Bridge Recommend Approve**
Two (2) bridges pertaining to this request and has determined they will safely support 129K truck load, provided the truck's axle configuration conforms to legal requirements
- ✓ **District 3 Recommend Approve**
District 3 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request
- ✓ **Highway Safety Recommend Approve**
I-84B segment has one Non-Interstate High Accident Intersection Location (HAL) and no HAL Clusters. Five year (2014-2018) accident data shows 4 accidents.



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5



Scott Luekenga
Idaho Transportation Department
scott.luekenga@itd.idaho.gov
(208) 334-8057



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6

**129,000 Pound Route Application
Case #201804I84B**

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: United States Interstate 84 Business Loop, Caldwell, Idaho, Milepost (M.P.) 0.0 to M.P. 0.94; and

WHEREAS, the Chief Engineer and ITD Staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 one (1) comment was received with none in support, and one (1) adversarial 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 February 18, 2020, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to 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 District 3: United States Interstate 84 Business Loop, Caldwell, Idaho, Milepost (M.P.) 0.0 to M.P. 0.94; 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 June 3, 2020.

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

Application 73.



Case #

201901SH79

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
SH 79	0.00	0.23

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S 200 W	W 500 S	W 300 S	Jerome	8/8/2019
W 300 S	S 200 W	Golf Course Rd	Jerome	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 436 trips to 365 trips – a reduction of approximately 71 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 <u>Annually</u> 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes <u>November 1, 2019</u>		
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	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
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ITD Use Only

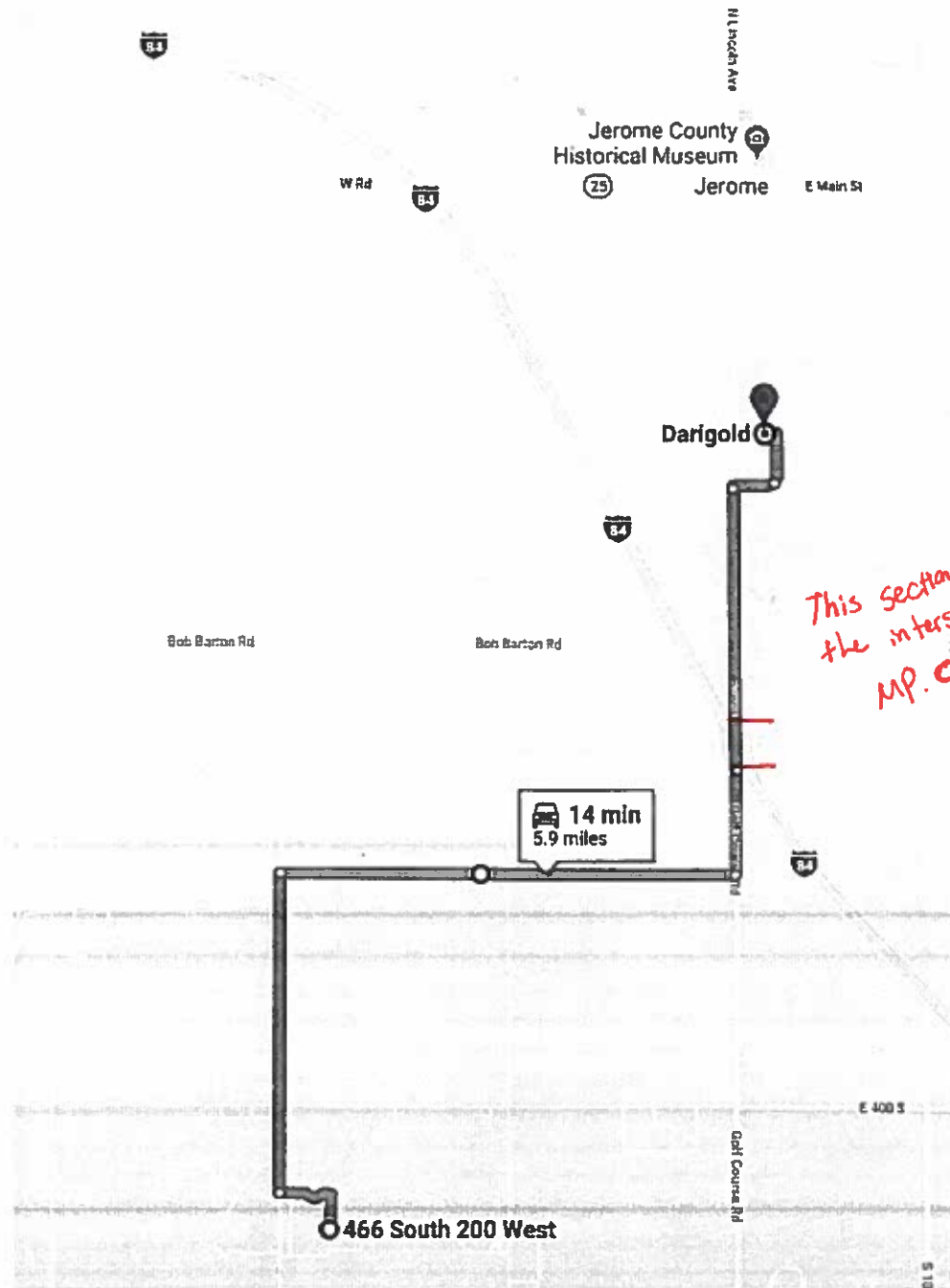
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>	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
Golf Course Rd	W 400 S	Bob Barton Rd	Jerome	8/8/2019
S Lincoln Ave	Bob Barton Rd	Rose St	Jerome	8/8/2019
Rose St	S Lincoln Ave	S Buchanan St	Jerome	8/8/2019
S Buchanan St	Rose St	E 100 S	Jerome	8/8/2019

Map of the Requested Route



This section of road over the interstate is SH 79 MP. 0.00 to MP 0.23

This route approval affects:

- route 1 & 2,
- route 6.1 & 8.1,
- route 5.1
- route 3.1 & 3.2
- route 7.2 & 4.1
- route 7.1
- route 3.3
- route 6.2

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 SH-79 M.P. 0.00 to M.P. 0.23 (Case #201901SH79)

Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on SH-79 between milepost (M.P.) 0.00 at the intersection with I-84 at exit 168 and M.P. 0.23 at the intersection with I-84 at exit 168, for transportation of milk. Currently 436 trips are made annually at 105,500 pounds if approved will reduce the number to 365. The requested section of SH-79 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one (1) 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 SH-79 has no Non-Interstate High Accident Intersection Locations (HAL) and has no 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. **DMV confirms that the requested section of SH-79 from M.P. 0.00 to M.P. 0.23 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 table 1, Bridge Data chart below.

Table 1, SH-79 Bridge Data

Route Number:		SH-79
Department:		Bridge Asset Management
Date:		11/6/2019
Route	From:	Jerome, ID
	Milepost	0.00
	:	
	To:	Jerome, ID
	Milepost	0.23
	:	

Highway	Milepost	Bridge	121
Number	Marker	Key	Rating ^a (lbs)
SH-79	0.07	15310	192,000

^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 4 Evaluation

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-79 M.P. 0.00 to M.P. 0.25 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. District 4 has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is an urban minor arterial on the south side of Jerome. The extent of the route is from the southern boundary to the northern boundary of I-84 right of way consisting of the interchange area. Much of the route is bridge deck. The route limits are currently in project development for complete reconstruction, known as South Jerome Interchange, scheduled for construction in 2023.

The roadway geometry is outlined in the table below.

Table 2. SH-79 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
SH-79 SP 0.00-0.23	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	1'	-

Pavement Condition

The road is asphalt pavement and is in good condition; it is not considered deficient in cracking, rutting or ride. The asphalt sections of SH-79 was last rehabilitated in 1999 and a seal coat applied in 2010. A bridge resurfacing project was completed in 2007.

Spring breakup limits do not pertain to this section at this time. Available visual survey data is below:

Table 3. SH-79 2016 TAMS Visual Survey Data

Route	Milepost	Pavement	Deficient	Condition	Cracking	Roughness	Rut
		Type		State	Index	Index	Average
SH-79	0.000 – 0.23	Flexible	No	Good	5.00	-	-

Traffic Volumes

The speed limit of the highway varies between 25 and 45 mph. There is one stop lights in this segment, at the intersection with SH-46 at the east end of the route. The traffic volumes are provided below.

Table 4. SH-79 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
SH-79 0.000-0.23	13490	259	2.0

Truck Ramps

This section of roadway is relatively flat.

Port of Entry (POE)

The POE does not maintain any facilities in this section.

Highway Safety Evaluation

This SH-79 segment has no Non-Interstate High Accident Intersection Locations (HALs) and has no HAL Clusters.

Analyses of the 5-year accident data (2014-2018) shows there were a total of zero (0) crashes on SH-79 between M.P. 0.0 and M.P. 0.25.

Public Comments

Case #201901SH79 (State Highway 79)

Applicant: Idaho Milk Transport

Public Hearing(s)

4 March 2020, 4:00 – 7:00 PM
Wendell City Hall – Board Room
375 1s Ave E
Wendell, ID

5 March 2020, 4:00 – 7:00 PM
Farm Bureau Insurance
2732 Kimberly Rd
Twin Falls, ID

Written Comments from Open House

4 March 2020, Wendell, ID

Name: Jay and Shirley Anderson
Address: 306 Clear Lake Lane
City and State: Buhl,

Thank you for this opportunity to give our comments. We feel the Wendell Public Hearing was not adequately advertised. One time: one newspaper.

Our concerns: Hwy 46 – Snake River bridge to Buhl = narrow and hilly. No passing lane. Large, heavy trucks already crawl up grades at 10 mph at all times. Why already carries hundreds of cars and trucks per day. Many vehicles are in a hurry for work or freeway causing unsafe passing conditions of slower vehicles.

The junction of HWY 46 and Hwy 30 is already a confusing stop light. Without additional truck traffic, motor homes, RVs etc. as they HWY 46 becomes better known as a cut off to Northside and freeway.

Question: If the IDT and daily related industries can demand these change to load amounts, what other changes can BIG money buy in the future?

Solution: What about using some of this BIG money to build the new bridge over the Snake River to connect HWY93 to Northside?

16 March 2020

Name: Linda Shark

Address: 1437 East 4300 North

City and State: Buhl, ID 83316

Comments:

Concerning ID 46/US 30 to Buhl I-84.

Please Do Not allow this request for the following reasons.

1. Wear and tear on the road that we the taxpayers pay to have fixed. Not taking into account shortcuts on backroads
2. Increased noise caused by downshifting – already a problem.
3. Heavier loads will impede traffic flow –already a problem.
4. Safety in icy and winter road conditions.

Don't put corporate profits before quality of life of our citizens. We should not bear the brunt of this GREEDY endeavor.

E-Mails

Allen Hodges

Received 3/10/20 3:43PM

Specific Route: Twin Falls

Comments: The Idaho Trucking Association supports Idaho Milk wanting 129K routes in the Twin Falls area. Please let us know if there is anything as an association that we can do and please keep us apprised.

Errol Rice

Received 3/6/20 3:09PM

Specific Route: US-93 Twin Falls

Comments: A project using 129 trucks produces less pollution, runs fewer miles on public roads, and reduces the number of trucks on the road. The impact that this change can have on the safety of road users and the upkeep of the region's roads is huge. The amount of agriculture processing and construction product traffic that needs to come through twin falls is immense and this change would help alleviate some of that. This program has been very successful in other districts and i hope it will be in Twin Falls as well. Thanks

Neal Gier
Received 3/5/20 8:08AM

Specific Route: Buhl to Wendell

Comments: I have two concerns with the Buhl to Wendell route going thru the canyon. 1. Having 129,000 trucks climbing the grade on the south side of the canyon is going to be slower. It is plenty slow now. There needs to be a passing lane in place. 2. Several years ago when the Highway District had Highway 46 it was brought up that the Ken Curtis Bridge was shifting due to the influx of heavy milk and commodity feed trucks. The impact of the trucks weight coming down the grade and entering the bridge was slightly moving the bridge. The bridge must be 50 to 55 years old built for lighter and fewer trucks compared to today's traffic. A concern! I feel that a passing lane on the south side of the canyon and the bridge concern should be addressed before a permit is granted. Regards Neal Gier.

Bill Chisholm
Received 2/21/20 9:36AM

Idaho Transportation Department,
I see absolutely no public benefit from the proposal for allowing heavy loads on any of our highways, they are getting beat to hell by what we have going now. Supposedly our highways are engineered to take a certain weight load also given seasonal weather impacts and they still are getting beat up and need constant and expensive maintenance and repair. There is no need for this increase. It says the proposed loads can be made smaller and that's what should be done.

I am in favor of the approval of each of these routes.

Due to the nature of hauling milk, half of the miles driven are empty miles. Each load reduced saves the loaded miles as well as the empty miles. The main goal is a safer highway, with a secondary goal of improving pavement life. More efficient trucks achieve these goals. With less trucks on the road, less weight per axle, and additional brakes, 129,000 pound trucks are as safe or safer than other trucks on the road.

Thanks, Gary



Gary Halverson | Logistics Manager

Idaho Milk Products | 440 E Yakima | Jerome, Idaho 83338

Office 208.644.2547 | Cell 208.644-0115

ghalverson@idahomilk.us

Mr. Richard Carney
Received: 4/4/2020, 3:51PM

Hello Jessica Williams,

I wanted to express my opinion and concerns on 129,000 pound truck traffic on Highway 93 between Highway 74 and the City of Twin Falls. While I am not opposed to heavy vehicle using some sections of road I am concerned about the operational aspects of that section of roadway as follows.

On April 9, 2018 a friend of mine lost his daughter in an accident at the intersection of Highway 93 and 3800 N. The 23 year old woman failed to stop and was hit by a semi truck and killed. The area has houses along the road and as such 'furniture' that is distracting to drivers and clutters the ability of the driver in discerning what is and is not a hazard. It appears that the semi truck driver did not see or slow down for the young lady as she approached the intersection. There will always be a what if for this father, family and friends who will live with this tragic loss and emptiness that comes with it.

On September 1, 2017 a van hit a horse that was in the roadway in the same area. Luckily the occupants in the van were not killed however the horse did not survive. The intersections on Highway 93 at 3700 N and 3800 are especially dangerous with a number of fatal accidents at those two intersections. It should be noted that most of the intersections between Highway 74 and the City of Twin Falls seem to have a high accident rates.

Therein lies the problem. Heavier weight vehicles driving 60 miles per hour with sometimes heavy crossing traffic creates a situation where the kinetic energy from the speed and the weight of the vehicle will significantly increase the risk of serious injury or death to passenger vehicle occupants. I am not an engineer and do not understand how engineers compartmentalize doing their job and decisions they make ending up impacting the lives of loved ones lost on the roadways. One small change in the roadway at a minimal cost could have spared the life of my friend's daughter but we will never know.

I have seen two estimates on the societal cost of fatality crashes. Several years ago the estimate for a commercial vehicle crash was 3.8 million dollars. I am not sure where I found that information but probably some government agency. Recently NTSB or the Federal Highway Administration suggested that fatal vehicle crashes have a societal cost of 5.5 million dollars. I would suggest that the cost to ITD is minimal but to taxpayers substantially more.

While I would suggest that a lower speed limit could be helpful I know that Idaho engineers don't see it that way. The National Safety Transportation Board seems to be somewhat in conflict with 85th percentile and suggests that US Limits be used to verify altered speed limits which I think ITD has been doing. I have issues with US limits as it does not account for residential and pedestrian traffic or other road users.

The bottom line is that if ITD can not make the road safer for other road users by some engineering practice then I am against 129,000 pound trucks on Highway 93 mainly because it will make the road less safe for passenger vehicles and because of the high incidences of crashes.

Phone Calls: None

Hearing Comments

**129,000 Pound Truck Routes - Public Hearing
Wednesday, March 4
Recorded Verbal Testimonies**

OPENING

This is Jim Kempton. It is 4:00 on Wednesday, March 4, 2020.
We are at Wendell City Hall located at 375 1st Avenue E in Wendell.
It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications #201904US93, #201901SH79 and #201903SH46. The applications are specifically for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20. As mentioned before, my name is Jim Kempton, ITD Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.*

CLOSING

It's 7:00 the scheduled time for this hearing has now arrived. The hearing of cases #201904US93, #201901SH79 and #201903SH46 the hearing is now adjourned.

**Scott Luekenga from ITD was also in attendance.*

**129,000 Pound Truck Routes - Public Hearing
Thursday, March 5, 2020
Recorded Verbal Testimonies**

OPENING

It's Thursday, March 5, 2020 and the time is 4:00 in the afternoon.

We are at the Farm Bureau Insurance located on 2732 Kimberly Road in Wendell.

It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications. Specifically #201904US93, #201901SH79 and #201903SH46. The applications are for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties
-

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20.

My name is Jim Kempton, Idaho Transportation Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.* And I should add that there is no one present except for one person and he is talking to Lance Green concerning the applications and the road maps.

CLOSING

The scheduled time for this hearing having now arrived which is 7:00 *in the evening*. The hearing of cases #201904US93, #201901SH79 and #201903SH46 is now adjourned.

**Scott Luekenga from ITD was also in attendance.*

129,000 Pound Trucking Requests

Scott Luekenga
Freight Program Manager

Case #201901SH79 (SH-79)

Submitted on behalf of Idaho Milk Transport for the approval of SH-79 needed to pick up and deliver milk from multiple Northwest Dairy Associations member dairies to the Darigold Jerome plant.

Subcommittee recommends the Transportation Board approve both route requests

May 21, 2020



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1

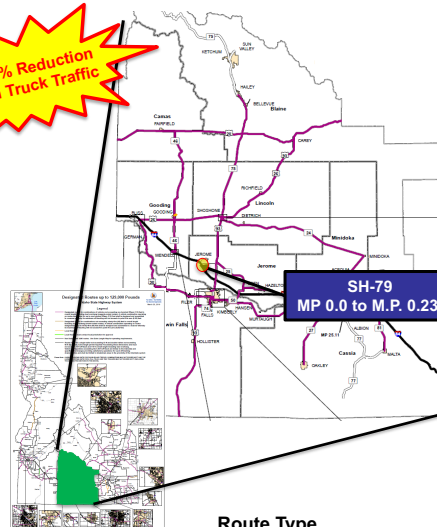
129K Map Evaluation of SH79

Case #201901SH79

Route Conditions

ITEM	NOTES
Cities	N/A
# of Applications Trips	436/105,000lbs
Expected Decrease	365/129,000lbs
Bridge	1 Bridges
Roadway Characteristics	Minor Rural Arterial
TWLT	None; Left Turn Bays
Passing Lanes	None
Pavement Conditions	Asphalt; Good
Truck Traffic Volumes	2%
Speed Limit(s)	25-45 mph
Truck Ramp	None
POE	None

**17% Reduction
In Truck Traffic**



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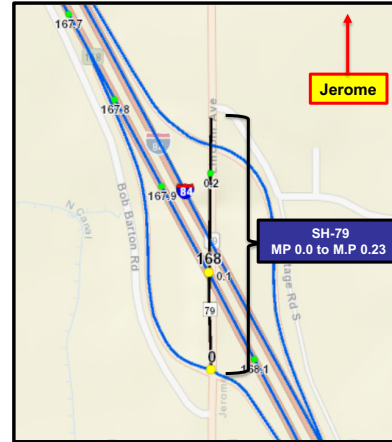
2

129K Safety Evaluation of SH75

Case #201701SH79

Risk Factors

ITEM	NOTES
Crash Data	No HAL & No HAL Clusters No Accidents Factor: None
Top Crash Causes	None
Truck Traffic Volumes	2%
Speed Limit(s)	25-45 mph
Stop Lights	None
Truck Ramps	None
Schools on Route	None
Railroad Crossings	None
Weather	Avg. 18" Snow; Ice
Pedestrian Cross Walks	None



Incidents

#	Milepost	Driver Action	Most Harmful Event	Date	Severity
		None			



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129K Public Comments of SH-79


Case #201901SH79

- Public Hearing(s)
 - March 4, 2020. Wendell City Hall, Wendell, ID
 - March 5, 2020. Farm Bureau Insurance, Twin Falls, ID
- Public Comments Submitted
 - Written (e-mail & public hear): 5
 - Oral: 3
 - Total: 8
- Support Request: 3
- Against Request: 3
- Neither Support or Against: 2
- Comments:
 - Safety – increase truck traffic, congestion, speed
 - Impact of additional weight on infrastructure



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4



129K Map Evaluation of SH79

Case #201901SH79

- ✓ **DMV Recommend Approve**
SH-79 M.P. 0.0 to M.P. 0.23w is designated a red and must adhere to the 6.5" off-track and 115" Vehicle length
- ✓ **ITD Bridge Recommend Approve**
One (1) bridge pertaining to this request and has determined they will safely support 129K truck load provided the truck's axle configuration conforms to legal requirements
- ✓ **District 4 Recommend Approve**
District 4 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request
- ✓ **Highway Safety Recommend Approve**
SH-79 segment has no Non-Interstate High Accident Intersection Location (HAL) and no HAL Clusters. Five year (2014-2018) accident data shows 0 accidents.



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5



Scott Luekenga
Idaho Transportation Department
scott.luekenga@itd.idaho.gov
(208) 334-8057



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6

**129,000 Pound Route Application
Case #201903SH79**

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 State Highway 79, Milepost (M.P.) 0.00 to M.P. 0.23; 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 route; 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 District 4: Idaho State Highway 79, Milepost M.P. 0.00 to M.P. 0.25; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

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



Case #

201903SH46

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
I-84	Rex Leland Hwy	Exit 168
All ready approved		

Highway Number	Beginning Milepost	Ending Milepost
SH46	100.15	85.33

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S 1800 E	E 3400 S	E 3200 S	Wendell	8/8/2019
E 3200 S	S 1800 E	Rex Leland Hwy	Wendell	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 872 trips to 730 trips – a reduction of approximately 142 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 730		
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	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)

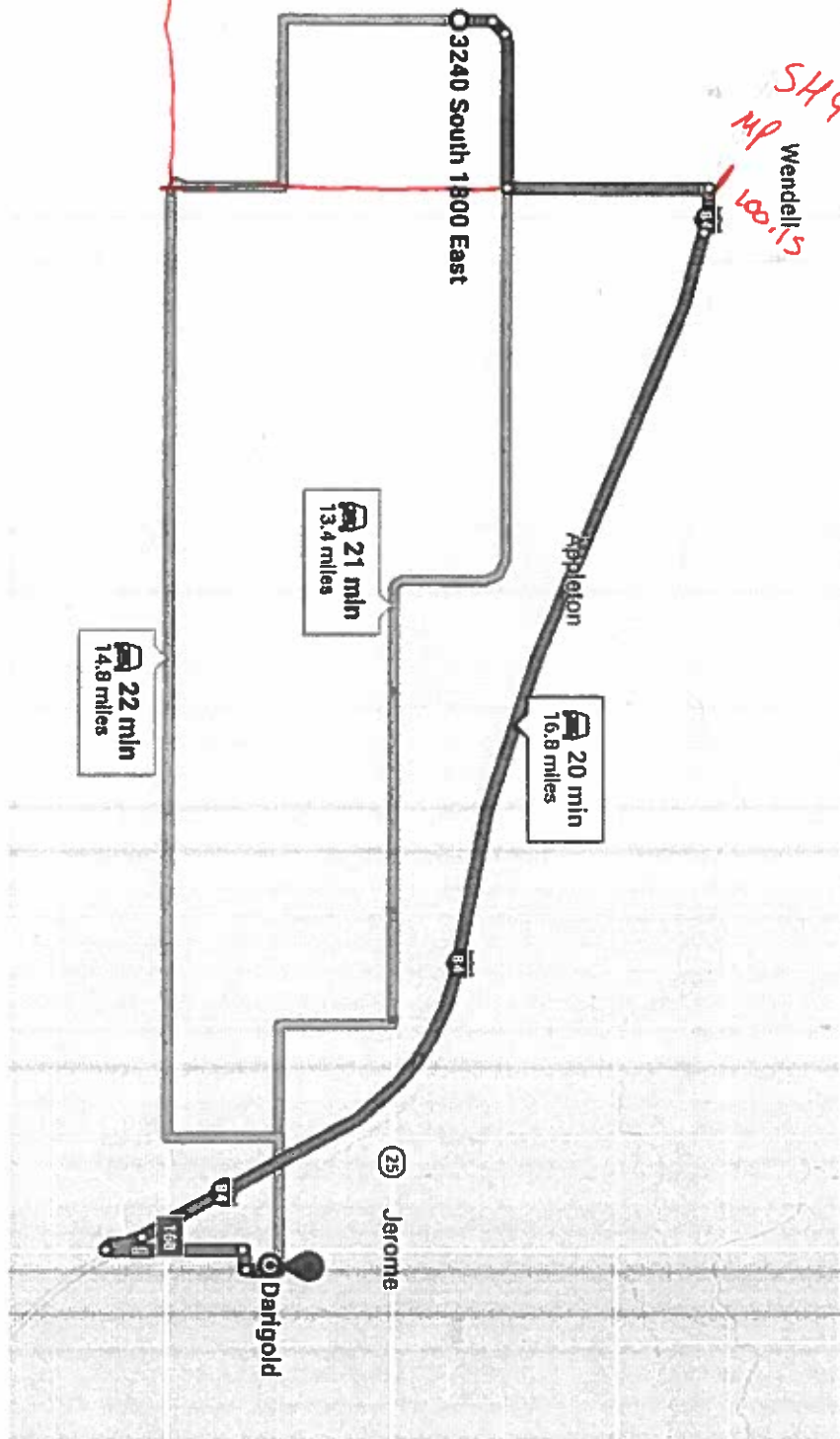
Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Rex Leland Hwy	E 3200 S	I-84 E	Wendell	8/8/2019
S Lincoln Ave	I-84 Exit 168	Rose St	Jerome	8/8/2019
Rose St	S Lincoln Ave	S Buchanan St	Jerome	8/8/2019
S Buchanan St	Rose St	E 100 S	Jerome	8/8/2019

Map of the Requested Route

SH 46
MP 83.33
Bohl

SH 46
MP 100.5
Wendell



This covers
3.1 & 3.2
and
6.2

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
Twin Falls Local Highway Jurisdiction
Filer Local Highway Jurisdiction
Wendell Local Highway Jurisdiction
Jerome Local Highway Jurisdiction
West Point Local Highway Jurisdiction
Buhl Local Highway Jurisdiction



129,000 Pound Evaluation of SH-46 M.P. 85.33 to M.P. 100.15 (Case #201903SH46)

Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on SH-46 between milepost (M.P.) 85.33 at the intersection with US-30 in Buhl, ID and M.P. 100.15 at the intersection with I-84 at exit 157, for transportation of milk. Currently 872 trips are made annually at 105,500 pounds but if approved will reduce the number to 730. The requested section of SH-46 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the five (5) bridges 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 SH-46 has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL Clusters. 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. **DMV confirms that the requested section of SH-46 from M.P. 85.33 to M.P. 100.15 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 five (5) 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 table 1, Bridge Data chart below.

Table 1, SH-46 Bridge Data

Route Number:	SH 46
Department:	Bridge Asset Management
Date:	11/6/2019
Route	From: Wendell, ID
	Milepost: 100.15
	To: Buhl, ID
	Milepost: 85.248

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
SH-46	100.04	14320	244,000
SH-46	99.30	34411	569,800
SH-46	95.32	34406	892,000
SH-46	93.37	34401	330,000
SH-46	90.83	19355	156,000

^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 4 Evaluation

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-46 M.P. 85.33 to M.P. 100.15 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 major collector. The first mile in the south starts with approximately one mile within city of Buhl, ID and terminates at Exit 157 at I-84 at the south end of Wendell, ID. The section traverses through the Snake River canyon via the Clear Lake Grade. The roadway geometry is outlined in the table below.

Table 21. SH-46 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
SH-46 85.248 – 88.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH-46 88.000 – 90.914	2 – 1 each direction	No	Yes	No
	12'	-	2' - 3'	-
SH-46 90.914 – 91.875	2 – 1 each direction*	No	Yes	No
	12'	-	1' - 2'	-
SH-46 91.875-92.902	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH-46 92.902 – 95.362	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH-46 95.362 – 98.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH-46 98.000 – 100.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH-46 100.000 – 100.228	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	2' - 3'	-

* Northbound 2 lanes on Clear Lake Grade M.P. 90.995 – M.P. 91.895.

Pavement Condition

The road is asphalt pavement and is in fair to good condition; it is not considered deficient in cracking, rutting or ride. Several projects have been completed in the last decade to improve roadway conditions including reconstruction of M.P. 96.6 to M.P. 97.7 in 2009, , reconstructed the SH-46/Bob Barton Road intersection in 2015, rebuilt two canal culverts at M.P. 93.4 and 99.3 in 2016, overlay of SH-46 M.P. 90.8 to M.P. 100 in 2017 and M.P. 85.248 to M.P. 90.8 in 2018.

Spring breakup limits do not pertain to this section at this time.

Table 3. SH-46 2018 TAMS Visual Survey Data

Route	Milepost	Pavement	Deficient	Condition	Cracking	Roughness	Rut
		Type		State	Index	Index	Average
SH-46	85.248-88.000	Flexible	No	Fair	3.00	2.76	No Data
SH-46	88.000-90.914	Flexible	No	Fair	3.00	3.37	No Data
SH-46	90.914-91.875	Flexible	No	Good	4.30	2.89	No Data
SH-46	91.875-92.902	Flexible	No	Good	4.30	2.89	No Data
SH-46	92.902-95.362	Flexible	No	Fair	3.00	2.55	No Data
SH-46	95.362-98.000	Flexible	No	Fair	4.30	3.61	No Data
SH-46	98.000-100.000	Flexible	No	Good	3.50	3.54	No Data
SH-46	100.000-100.228	Flexible	No	Good	4.40	2.41	No Data

Traffic Volumes

The speed limit of the highway varies between 35 and 50 mph. There is one stop lights in this segment, at the intersection with US-30 at the south end of the route in Buhl, ID. The traffic volumes are provided below.

Table 42. SH-46 2017 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
SH-46 85.248 – 88.000	3826	492	12.8
SH-46 88.000 – 90.914	3449	557	16.1
SH-46 90.914 – 91.875	3400	600	17.6
SH-46 91.875-92.902	3400	600	17.6
SH-46 92.902 – 95.362	3600	305	8.4
SH-46 95.362 – 98.000	3315	258	7.7
SH-46 98.000 – 100.000	3100	260	8.4
SH-46 100.000 – 100.228	7820	404	5.1

Truck Ramps

This section is relatively flat with the exception of the Snake River canyon/Clear Lake Grade between M.P. 88.5 to M.P. 91.9. No runaway truck ramps exist, however the highway does have a northbound passing lane north of the Snake River. There are other passing opportunities in the section.

Port of Entry (POE)

The POE does not maintain any facilities in this section, but has a roving port location north of Wendell about two miles from this route.

Highway Safety Evaluation

This SH-46 segment has no Non-Interstate High Accident Intersection Locations (HALs) and no HAL Clusters. 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 79 crashes involving 115 units (0 fatalities and 44 Injuries) on SH-46 between MP 41.5 and M.P. 48.3 of which six (6) crashes involved tractor-trailer combinations. Two (2) of the injuries were due to crashes with tractor trailers.

Public Comments

Case #201903SH46 (State Highway 46)

Applicant: Idaho Milk Transport

Public Hearing(s)

4 March 2020, 4:00 – 7:00 PM
Wendell City Hall – Board Room
375 1s Ave E
Wendell, ID

5 March 2020, 4:00 – 7:00 PM
Farm Bureau Insurance
2732 Kimberly Rd
Twin Falls, ID

Written Comments from Open House

4 March 2020, Wendell, ID

Name: Jay and Shirley Anderson
Address: 306 Clear Lake Lane
City and State: Buhl,

Thank you for this opportunity to give our comments. We feel the Wendell Public Hearing was not adequately advertised. One time: one newspaper.

Our concerns: Hwy 46 – Snake River bridge to Buhl = narrow and hilly. No passing lane. Large, heavy trucks already crawl up grades at 10 mph at all times. Why already carries hundreds of cars and trucks per day. Many vehicles are in a hurry for work or freeway causing unsafe passing conditions of slower vehicles.

The junction of HWY 46 and Hwy 30 is already a confusing stop light. Without additional truck traffic, motor homes, RVs etc. as they HWY 46 becomes better known as a cut off to Northside and freeway.

Question: If the IDT and daily related industries can demand these change to load amounts, what other changes can BIG money buy in the future?

Solution: What about using some of this BIG money to build the new bridge over the Snake River to connect HWY93 to Northside?

16 March 2020

Name: Linda Shark

Address: 1437 East 4300 North

City and State: Buhl, ID 83316

Comments:

Concerning ID 46/US 30 to Buhl I-84.

Please Do Not allow this request for the following reasons.

1. Wear and tear on the road that we the taxpayers pay to have fixed. Not taking into account shortcuts on backroads
2. Increased noise caused by downshifting – already a problem.
3. Heavier loads will impede traffic flow –already a problem.
4. Safety in icy and winter road conditions.

Don't put corporate profits before quality of life of our citizens. We should not bear the brunt of this GREEDY endeavor.

E-Mails

Allen Hodges

Received 3/10/20 3:43PM

Specific Route: Twin Falls

Comments: The Idaho Trucking Association supports Idaho Milk wanting 129K routes in the Twin Falls area. Please let us know if there is anything as an association that we can do and please keep us apprised.

Errol Rice

Received 3/6/20 3:09PM

Specific Route: US-93 Twin Falls

Comments: A project using 129 trucks produces less pollution, runs fewer miles on public roads, and reduces the number of trucks on the road. The impact that this change can have on the safety of road users and the upkeep of the region's roads is huge. The amount of agriculture processing and construction product traffic that needs to come through twin falls is immense and this change would help alleviate some of that. This program has been very successful in other districts and i hope it will be in Twin Falls as well. Thanks

Neal Gier
Received 3/5/20 8:08AM

Specific Route: Buhl to Wendell

Comments: I have two concerns with the Buhl to Wendell route going thru the canyon. 1. Having 129,000 trucks climbing the grade on the south side of the canyon is going to be slower. It is plenty slow now. There needs to be a passing lane in place. 2. Several years ago when the Highway District had Highway 46 it was brought up that the Ken Curtis Bridge was shifting due to the influx of heavy milk and commodity feed trucks. The impact of the trucks weight coming down the grade and entering the bridge was slightly moving the bridge. The bridge must be 50 to 55 years old built for lighter and fewer trucks compared to today's traffic. A concern! I feel that a passing lane on the south side of the canyon and the bridge concern should be addressed before a permit is granted. Regards Neal Gier.

Bill Chisholm
Received 2/21/20 9:36AM

Idaho Transportation Department,
I see absolutely no public benefit from the proposal for allowing heavy loads on any of our highways, they are getting beat to hell by what we have going now. Supposedly our highways are engineered to take a certain weight load also given seasonal weather impacts and they still are getting beat up and need constant and expensive maintenance and repair. There is no need for this increase. It says the proposed loads can be made smaller and that's what should be done.

I am in favor of the approval of each of these routes.

Due to the nature of hauling milk, half of the miles driven are empty miles. Each load reduced saves the loaded miles as well as the empty miles. The main goal is a safer highway, with a secondary goal of improving pavement life. More efficient trucks achieve these goals. With less trucks on the road, less weight per axle, and additional brakes, 129,000 pound trucks are as safe or safer than other trucks on the road.

Thanks, Gary



Gary Halverson | Logistics Manager

Idaho Milk Products | 440 E Yakima | Jerome, Idaho 83338

Office 208.644.2547 | Cell 208.644-0115

ghalverson@idahomilk.us

Mr. Richard Carney
Received: 4/4/2020, 3:51PM

Hello Jessica Williams,

I wanted to express my opinion and concerns on 129,000 pound truck traffic on Highway 93 between Highway 74 and the City of Twin Falls. While I am not opposed to heavy vehicle using some sections of road I am concerned about the operational aspects of that section of roadway as follows.

On April 9, 2018 a friend of mine lost his daughter in an accident at the intersection of Highway 93 and 3800 N. The 23 year old woman failed to stop and was hit by a semi truck and killed. The area has houses along the road and as such 'furniture' that is distracting to drivers and clutters the ability of the driver in discerning what is and is not a hazard. It appears that the semi truck driver did not see or slow down for the young lady as she approached the intersection. There will always be a what if for this father, family and friends who will live with this tragic loss and emptiness that comes with it.

On September 1, 2017 a van hit a horse that was in the roadway in the same area. Luckily the occupants in the van were not killed however the horse did not survive. The intersections on Highway 93 at 3700 N and 3800 are especially dangerous with a number of fatal accidents at those two intersections. It should be noted that most of the intersections between Highway 74 and the City of Twin Falls seem to have a high accident rates.

Therein lies the problem. Heavier weight vehicles driving 60 miles per hour with sometimes heavy crossing traffic creates a situation where the kinetic energy from the speed and the weight of the vehicle will significantly increase the risk of serious injury or death to passenger vehicle occupants. I am not an engineer and do not understand how engineers compartmentalize doing their job and decisions they make ending up impacting the lives of loved ones lost on the roadways. One small change in the roadway at a minimal cost could have spared the life of my friend's daughter but we will never know.

I have seen two estimates on the societal cost of fatality crashes. Several years ago the estimate for a commercial vehicle crash was 3.8 million dollars. I am not sure where I found that information but probably some government agency. Recently NTSB or the Federal Highway Administration suggested that fatal vehicle crashes have a societal cost of 5.5 million dollars. I would suggest that the cost to ITD is minimal but to taxpayers substantially more.

While I would suggest that a lower speed limit could be helpful I know that Idaho engineers don't see it that way. The National Safety Transportation Board seems to be somewhat in conflict with 85th percentile and suggests that US Limits be used to verify altered speed limits which I think ITD has been doing. I have issues with US limits as it does not account for residential and pedestrian traffic or other road users.

The bottom line is that if ITD can not make the road safer for other road users by some engineering practice then I am against 129,000 pound trucks on Highway 93 mainly because it will make the road less safe for passenger vehicles and because of the high incidences of crashes.

Phone Calls: None

Hearing Comments

**129,000 Pound Truck Routes - Public Hearing
Wednesday, March 4
Recorded Verbal Testimonies**

OPENING

This is Jim Kempton. It is 4:00 on Wednesday, March 4, 2020.
We are at Wendell City Hall located at 375 1st Avenue E in Wendell.
It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications #201904US93, #201901SH79 and #201903SH46. The applications are specifically for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20. As mentioned before, my name is Jim Kempton, ITD Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.*

CLOSING

It's 7:00 the scheduled time for this hearing has now arrived. The hearing of cases #201904US93, #201901SH79 and #201903SH46 the hearing is now adjourned.

**Scott Luekenga from ITD was also in attendance.*

**129,000 Pound Truck Routes - Public Hearing
Thursday, March 5, 2020
Recorded Verbal Testimonies**

OPENING

It's Thursday, March 5, 2020 and the time is 4:00 in the afternoon.

We are at the Farm Bureau Insurance located on 2732 Kimberly Road in Wendell.

It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications. Specifically #201904US93, #201901SH79 and #201903SH46. The applications are for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties
-

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20.

My name is Jim Kempton, Idaho Transportation Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.* And I should add that there is no one present except for one person and he is talking to Lance Green concerning the applications and the road maps.

CLOSING

The scheduled time for this hearing having now arrived which is 7:00 *in the evening*. The hearing of cases #201904US93, #201901SH79 and #201903SH46 is now adjourned.

**Scott Luekenga from ITD was also in attendance.*



Public Works Department

City of Buhl, Idaho

Shop
213 9th Ave. South
Buhl, Idaho 83316
Phone: (208) 543-4522
Fax: (208) 543-8756

Office
203 Broadway Ave N
Buhl, Idaho 83316
Phone: (208) 543-5650
Fax: (208) 543-2884

Website: www.cityofbuhl.us

RECEIVED

MAR 16 2020

March 11th, 2020

Idaho Transportation Department
216 South Date St.
Shoshone, ID 83352

DIV OF HIGHWAYS
SHOSHONE, IDAHO

Subject: Case No: 201903SH46

Attention: Jessica Williams

Ms. Williams,

This letter is in reference to Case No: 201903SH46 to clarify my concerns as the Public Works Director for The City of Buhl.

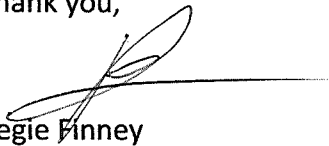
The City of Buhl is electing not to approve the 129,000-pound permit at this time due to the current condition of the City owned street on which the trucks would be driving. We recently had an engineering study done on the roadway in question and it shows that the road has either failed or is failing under the current loads. This roadway, like most throughout the county, was not built to carry this heavy a load.

Additionally, we have grave concerns regarding State Hwy 46. It is already showing deterioration with the truck traffic that we currently have. If we allow trucking companies to increase truck loads to haul 129,000-pounds it would speed up the damage to the roadway. Another concern we have is what alternate route the truckers will be using once they leave Hwy 46 or Hwy 30.

We are aware that the funding approved by the state is not sufficient to maintain the existing roads. We are also aware that the funding to build a passing lane on Hwy 46 heading south of the river is sorely needed. Traffic is slowed greatly with the existing truck traffic and heavier trucks will exacerbate the problem.

Another issue that has us concerned is the lack of enforcement for overweight trucks on this route. Enforcement of overweight trucks may serve to mitigate some of our concerns regarding the proposed 129,000 weight limit.

Thank you,

A handwritten signature in black ink, appearing to read 'Regie Finney', is written over a horizontal line.

Regie Finney
City of Buhl
Public Works Director

129,000 Pound Trucking Requests

Scott Luekenga
Freight Program Manager

Case #201903SH46 (SH-46)

Submitted on behalf of Idaho Milk Transport for the approval of SH-46 needed to pick up and deliver milk from multiple Northwest Dairy Associations member dairies to the Darigold Jerome plant.

Subcommittee recommends the Transportation Board approve both route requests

May 21, 2020



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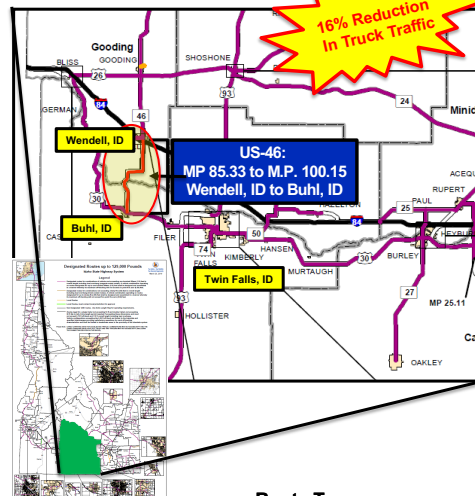
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129K Map Evaluation of SH-46

Case #201903SH46

Route Conditions

ITEM	NOTES
Cities	Wendell: POP: 2,702 Buhl: POP: 4,365
# of Applications Trips Expected Decrease	872/105,000lbs 730/129,000lbs
Bridge	5 Bridges
Roadway Characteristics	Rural Major Collector
TWLT	None
Passing Lanes	1: North of the Snake R.
Pavement Conditions	Asphalt; Fair to Good
Truck Traffic Volumes	5-18%
Speed Limit(s)	35-50 mph
Truck Ramp	None
POE	None



Route Type

Blue Routes: 95' overall vehicle length and 5.50' off-track
Red Routes: 115' overall vehicle length and 6.50' off-track



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2

129K Safety Evaluation of SH-46

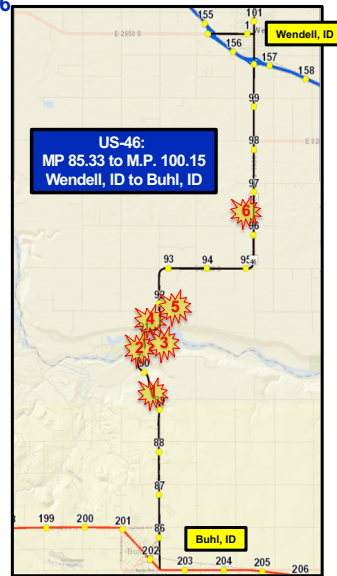
Case #201903SH46

Risk Factors

ITEM	NOTES
Crash Data	0 HAL & 0 HAL Clusters 6 Involving a Truck Factor: Slow, Impaired
Top Crash Causes	Inattentive Driving
Truck Traffic Volumes	5-18%
Speed Limit(s)	35-50 mph
Stop Lights	1: Buhl, ID
Truck Ramps	None
Schools on Route	None
Railroad Crossings	None
Weather	Avg. 18" Snow; Ice
Pedestrian Cross Walks	None

Incidents

#	Milepost	Driver Action	Most Harmful Event	Date	Severity
1	89.300	Slowing in Traffic	Over Turn	9/18/18	Property Dmg
2	90.475	Slowing in Traffic	Rear End	4/18/17	Property Dmg
3	90.600	Slowing in Traffic	Rear End	9/25/16	A Injury
4	91.027	Going Straight	Side Swipe	2/15/18	Property Dmg
5	91.826	Going Straight	Angle	6/17/16	A Injury
6	96.994	Going Straight	Animal	3/11/16	Property Dmg



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129K Public Comments of SH-46


Case #201903SH46

- **Public Hearing(s)**
 - March 4, 2020. Wendell City Hall, Wendell, ID
 - March 5, 2020. Farm Bureau Insurance, Twin Falls, ID
- **Public Comments Submitted**
 - Written (e-mail & public hear): 6
 - Oral: 3
 - Total: 9
- **Support Request: 3**
- **Against Request: 4**
- **Neither Support or Against: 2**
- **Comments:**
 - Safety – increase truck traffic, congestion, speed
 - Impact of additional weight on infrastructure



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129K Evaluation of SH-46

Case #201703SH46

- ✓ **DMV Recommend Approve**
SH-46 MP 85.33 to M.P 100.15 is designated a red and must adhere to the 6.5" off-track and 115" Vehicle length
- ✓ **ITD Bridge Recommend Approve**
Five (5) bridges pertaining to this request and has determined they will safely support 129K truck load, provided the truck's axle configuration conforms to legal requirements
- ✓ **District 4 Recommend Approve**
District 4 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request
- ✓ **Highway Safety Recommend Approve**
SH-46 segment has no Non-Interstate High Accident Intersection Location (HAL) and 1 HAL Clusters. Five year (2014-2018) accident data shows 79 accidents of which 6 involved trucks.



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5



Scott Luekenga
Idaho Transportation Department
scott.luekenga@itd.idaho.gov
(208) 334-8057



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6

**129,000 Pound Route Application
Case # 201903SH46**

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 State Highway 46, Milepost (M.P.) 85.33 to M.P. 100.15; and

WHEREAS, the Chief Engineer and ITD Staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 nine (9) comments were received with three (3) in support, four (4) 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 Idaho State Highway 46, M.P 85.33 to M.P. 100.15; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

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



Case #

201904US93

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	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
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ITD Use Only

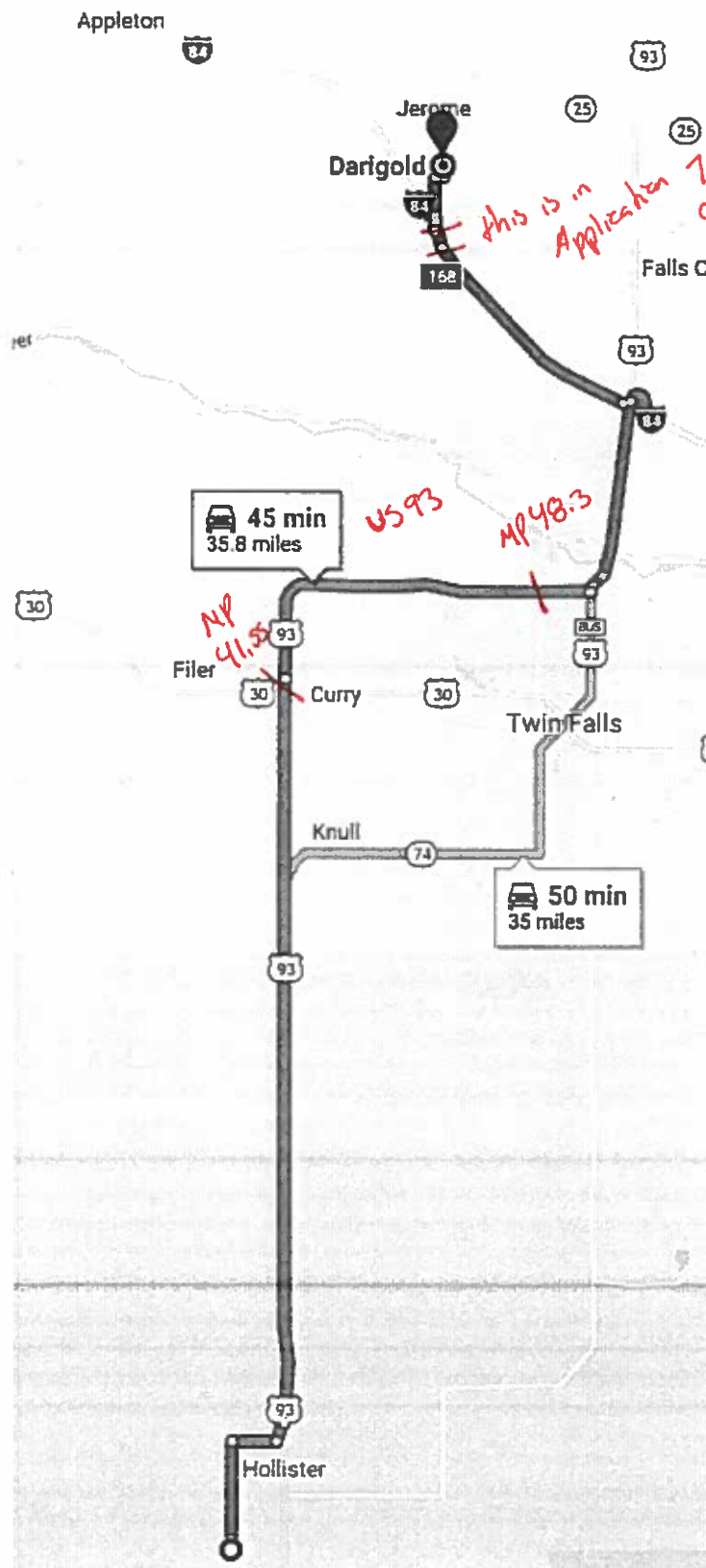
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>	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
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. 41.55 to M.P 48.30 (Case #201904US93)

Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on US-93 between milepost (M.P.) 41.55 at the intersection with SH-79 and M.P. 48.30 at the intersection with Washington St., Twin Falls, ID 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 a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one (1) bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road is in good condition. The Office of Highway Safety analysis shows this section of US-93 has two (2) Non-Interstate High Accident Intersection Locations (HAL) and has one (1) 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. **DMV confirms that the requested section of US-93 from M.P. 41.55 to M.P. 48.30 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 (2) 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 table 1, Bridge Data chart below.

Table 1. US-93 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).

ITD District 4 Evaluation

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 41.55 to M.P. 48.30 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. District 4 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 2. US-93 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
US-93 38.045 - 40.6	2 – 1 each direction	No	Yes	No
	12'		3'	-
US-93 40.6 -41.01	2 – 1 each direction	Yes	Yes	No
	12'		3'	-
US-93 41.01-41.498	4 – 2 each direction	Partial	Yes	No
	12'	(one-way left turn bays)	4' - 5'	-
US-93 41.498-41.894	4 – 2 each direction	No	Yes	No
	12'	(striped median)	4' - 5'	-
US-93 41.894-47.025	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	6' - 8'	-
US-93 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, ID. The pavements are in good condition; no section is considered deficient in cracking, rutting or ride. US-93 was realigned and reconstructed from M.P. 41.75 to the end of the requested route as part of the Twin Falls, ID Alternate Route projects. Phase one reconstructed M.P. 47.025 to M.P. 49.252 in Twin Falls, ID in 2007; Phase two constructed and realigned M.P. 41.75 to M.P. 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 3. US-93 2016 TAMS Visual Survey Data

Route	Milepost	Pavement	Deficient	Condition	Cracking	Roughness	Rut
		Type		State	Index	Index	Average
US-93	35.05 – 41.01	Flexible	No	Fair	Good	Good	Fair
US-93	41.005 – 41.498	Flexible	No	Fair	5.00	3.48	0.26
US-93	41.498 – 41.894	Flexible	No	Good	4.50	3.70	0.16
US-93	41.894 – 44.250	Flexible	No	Good	4.90	4.33	0.19
US-93	44.250 – 47.025	Flexible	No	Good	4.90	4.09	0.20
US-93	47.025 – 48.025	Rigid	No	Good	4.90	NA	NA
US-93	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, ID. The traffic volumes are provided below.

Table 4. US-93 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 (2) Non-Interstate High Accident Intersection Locations (HALs) and one (1) 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 M.P. 41.55 and M.P. 48.30 of which seven (7) crashes involved tractor-trailer combinations. None of the injuries were due to crashes with tractor trailers.

Table 5. US-93 Table of HAL Segments

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

Public Comments

Case #201904US93 (United States Highway 93)

Applicant: Idaho Milk Transport

Public Hearing(s)

4 March 2020, 4:00 – 7:00 PM
Wendell City Hall – Board Room
375 1s Ave E
Wendell, ID

5 March 2020, 4:00 – 7:00 PM
Farm Bureau Insurance
2732 Kimberly Rd
Twin Falls, ID

Written Comments from Open House

4 March 2020, Wendell, ID

Name: Jay and Shirley Anderson
Address: 306 Clear Lake Lane
City and State: Buhl,

Thank you for this opportunity to give our comments. We feel the Wendell Public Hearing was not adequately advertised. One time: one newspaper.

Our concerns: Hwy 46 – Snake River bridge to Buhl = narrow and hilly. No passing lane. Large, heavy trucks already crawl up grades at 10 mph at all times. Why already carries hundreds of cars and trucks per day. Many vehicles are in a hurry for work or freeway causing unsafe passing conditions of slower vehicles.

The junction of HWY 46 and Hwy 30 is already a confusing stop light. Without additional truck traffic, motor homes, RVs etc. as they HWY 46 becomes better known as a cut off to Northside and freeway.

Question: If the IDT and daily related industries can demand these change to load amounts, what other changes can BIG money buy in the future?

Solution: What about using some of this BIG money to build the new bridge over the Snake River to connect HWY93 to Northside?

16 March 2020

Name: Linda Shark

Address: 1437 East 4300 North

City and State: Buhl, ID 83316

Comments:

Concerning ID 46/US 30 to Buhl I-84.

Please Do Not allow this request for the following reasons.

1. Wear and tear on the road that we the taxpayers pay to have fixed. Not taking into account shortcuts on backroads
2. Increased noise caused by downshifting – already a problem.
3. Heavier loads will impede traffic flow –already a problem.
4. Safety in icy and winter road conditions.

Don't put corporate profits before quality of life of our citizens. We should not bear the brunt of this GREEDY endeavor.

E-Mails

Allen Hodges

Received 3/10/20 3:43PM

Specific Route: Twin Falls

Comments: The Idaho Trucking Association supports Idaho Milk wanting 129K routes in the Twin Falls area. Please let us know if there is anything as an association that we can do and please keep us apprised.

Errol Rice

Received 3/6/20 3:09PM

Specific Route: US-93 Twin Falls

Comments: A project using 129 trucks produces less pollution, runs fewer miles on public roads, and reduces the number of trucks on the road. The impact that this change can have on the safety of road users and the upkeep of the region's roads is huge. The amount of agriculture processing and construction product traffic that needs to come through twin falls is immense and this change would help alleviate some of that. This program has been very successful in other districts and i hope it will be in Twin Falls as well. Thanks

Neal Gier
Received 3/5/20 8:08AM

Specific Route: Buhl to Wendell

Comments: I have two concerns with the Buhl to Wendell route going thru the canyon. 1. Having 129,000 trucks climbing the grade on the south side of the canyon is going to be slower. It is plenty slow now. There needs to be a passing lane in place. 2. Several years ago when the Highway District had Highway 46 it was brought up that the Ken Curtis Bridge was shifting due to the influx of heavy milk and commodity feed trucks. The impact of the trucks weight coming down the grade and entering the bridge was slightly moving the bridge. The bridge must be 50 to 55 years old built for lighter and fewer trucks compared to today's traffic. A concern! I feel that a passing lane on the south side of the canyon and the bridge concern should be addressed before a permit is granted. Regards Neal Gier.

Bill Chisholm
Received 2/21/20 9:36AM

Idaho Transportation Department,
I see absolutely no public benefit from the proposal for allowing heavy loads on any of our highways, they are getting beat to hell by what we have going now. Supposedly our highways our engineered to take a certain weight load also given seasonal weather impacts and they still are getting beat up and need constant and expensive maintenance and repair. There is no need for this increase. It says the proposed loads can be made smaller and that's what should be done.

I am in favor of the approval of each of these routes.

Due to the nature of hauling milk, half of the miles driven are empty miles. Each load reduced saves the loaded miles as well as the empty miles. The main goal is a safer highway, with a secondary goal of improving pavement life. More efficient trucks achieve these goal. With less trucks on the road, less weight per axle, and additional brakes, 129,000 pound trucks are as safe or safer than other trucks on the road.

Thanks, Gary



Gary Halverson | Logistics Manager

Idaho Milk Products | 440 E Yakima | Jerome, Idaho 83338

Office 208.644.2547 | Cell 208.644-0115

ghalverson@idahomilk.us

Mr. Richard Carney
Received: 4/4/2020, 3:51PM

Hello Jessica Williams,

I wanted to express my opinion and concerns on 129,000 pound truck traffic on Highway 93 between Highway 74 and the City of Twin Falls. While I am not opposed to heavy vehicle using some sections of road I am concerned about the operational aspects of that section of roadway as follows.

On April 9, 2018 a friend of mine lost his daughter in an accident at the intersection of Highway 93 and 3800 N. The 23 year old woman failed to stop and was hit by a semi truck and killed. The area has houses along the road and as such 'furniture' that is distracting to drivers and clutters the ability of the driver in discerning what is and is not a hazard. It appears that the semi truck driver did not see or slow down for the young lady as she approached the intersection. There will always be a what if for this father, family and friends who will live with this tragic loss and emptiness that comes with it.

On September 1, 2017 a van hit a horse that was in the roadway in the same area. Luckily the occupants in the van were not killed however the horse did not survive. The intersections on Highway 93 at 3700 N and 3800 are especially dangerous with a number of fatal accidents at those two intersections. It should be noted that most of the intersections between Highway 74 and the City of Twin Falls seem to have a high accident rates.

Therein lies the problem. Heavier weight vehicles driving 60 miles per hour with sometimes heavy crossing traffic creates a situation where the kinetic energy from the speed and the weight of the vehicle will significantly increase the risk of serious injury or death to passenger vehicle occupants. I am not an engineer and do not understand how engineers compartmentalize doing their job and decisions they make ending up impacting the lives of loved ones lost on the roadways. One small change in the roadway at a minimal cost could have spared the life of my friend's daughter but we will never know.

I have seen two estimates on the societal cost of fatality crashes. Several years ago the estimate for a commercial vehicle crash was 3.8 million dollars. I am not sure where I found that information but probably some government agency. Recently NTSB or the Federal Highway Administration suggested that fatal vehicle crashes have a societal cost of 5.5 million dollars. I would suggest that the cost to ITD is minimal but to taxpayers substantially more.

While I would suggest that a lower speed limit could be helpful I know that Idaho engineers don't see it that way. The National Safety Transportation Board seems to be somewhat in conflict with 85th percentile and suggests that US Limits be used to verify altered speed limits which I think ITD has been doing. I have issues with US limits as it does not account for residential and pedestrian traffic or other road users.

The bottom line is that if ITD can not make the road safer for other road users by some engineering practice then I am against 129,000 pound trucks on Highway 93 mainly because it will make the road less safe for passenger vehicles and because of the high incidences of crashes.

Phone Calls: None

Hearing Comments

**129,000 Pound Truck Routes - Public Hearing
Wednesday, March 4
Recorded Verbal Testimonies**

OPENING

This is Jim Kempton. It is 4:00 on Wednesday, March 4, 2020. We are at Wendell City Hall located at 375 1st Avenue E in Wendell. It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications #201904US93, #201901SH79 and #201903SH46. The applications are specifically for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20. As mentioned before, my name is Jim Kempton, ITD Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.*

CLOSING

It's 7:00 the scheduled time for this hearing has now arrived. The hearing of cases #201904US93, #201901SH79 and #201903SH46 the hearing is now adjourned.

**Scott Luekenga from ITD was also in attendance.*

**129,000 Pound Truck Routes - Public Hearing
Thursday, March 5, 2020
Recorded Verbal Testimonies**

OPENING

It's Thursday, March 5, 2020 and the time is 4:00 in the afternoon.

We are at the Farm Bureau Insurance located on 2732 Kimberly Road in Wendell.

It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications. Specifically #201904US93, #201901SH79 and #201903SH46. The applications are for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties
-

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20.

My name is Jim Kempton, Idaho Transportation Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.* And I should add that there is no one present except for one person and he is talking to Lance Green concerning the applications and the road maps.

CLOSING

The scheduled time for this hearing having now arrived which is 7:00 *in the evening*. The hearing of cases #201904US93, #201901SH79 and #201903SH46 is now adjourned.

**Scott Luekenga from ITD was also in attendance.*

129,000 Pound Trucking Requests

Scott Luekenga
Freight Program Manager

Case #201904US93 (US-93)

Submitted on behalf of Idaho Milk Transport for the approval of US-93 needed to pick up and deliver milk from multiple Northwest Dairy Associations member dairies to the Darigold Jerome plant.

Subcommittee recommends the Transportation Board approve both route requests

May 21, 2020



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

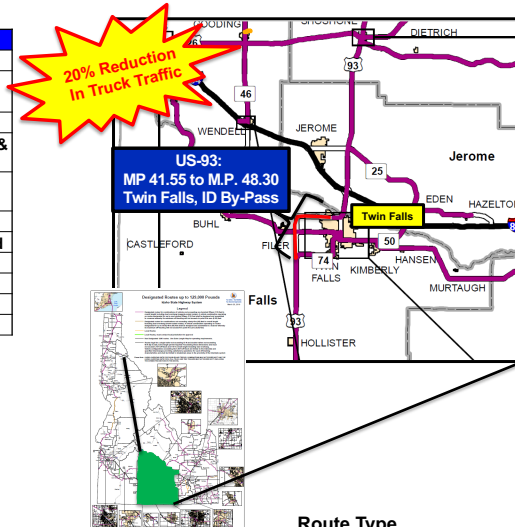
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129K Map Evaluation of US-93

Case #201904US93

Route Conditions

ITEM	NOTES
Cities	Twin Falls; POP: 49,764
# of Applications Trips	1959/105,000lbs
Expected Decrease	1570/129,000lbs
Bridge	1 Bridge
Roadway Characteristics	Rural Principal Arterial & Urban Principal Arterial
TWLTL	1 TWLTL & 3 one-way left turn bays
Passing Lanes	None
Pavement Conditions	Asphalt/Concrete; Good
Truck Traffic Volumes	3-14%
Speed Limit(s)	45-60 mph
Truck Ramp	None
POE	None




Route Type

Blue Routes: 95' overall vehicle length and 5.50' off-track
Red Routes: 115' overall vehicle length and 6.50' off-track



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity


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129K Map Evaluation of US93

Case #201904US93

- ✓ **DMV Recommend Approve**
US-93 M.P. 38.00 to M.P. 48.30 is designated a red and must adhere to the 6.5" off-track and 115" vehicle length
- ✓ **ITD Bridge Recommend Approve**
One (1) bridge pertaining to this request and has determined they will safely support 129K truck load, provided the truck's axle configuration conforms to legal requirements
- ✓ **District 4 Recommend Approve**
District 6 evaluated roadway characteristics, pavement conditions and traffic volumes and found no concerns with this request
- ✓ **Highway Safety Recommend Approve**
US-93 has two (2) Non-Interstate High Accident Intersection Location (HAL) and 1 HAL Clusters. Five year (2014-2018) accident data shows 135 accidents of which 7 involved trucks.



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

5



Scott Luekenga
Idaho Transportation Department
scott.luekenga@itd.idaho.gov
(208) 334-8057



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**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 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 request in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 5/21/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10

Presenter's Name Robert Beachler	Presenter's Title Sr. Transportation Planner	Initials RB	Reviewed By
Preparer's Name Robert Beachler	Preparer's Title Sr. Transportation Planner	Initials RB	

Subject

COMPASS Functional Classification Change Request		
Key Number	District 3	Route Number

Background Information

This item is being presented for informational purposes. Staff will return in June for action on this item.

The Community Planning Association of Southwest Idaho (COMPASS) is requesting changes to the Federal Aid Functional Classification System within the COMPASS Planning area. The highways requested are not on the State Highway System and will not impact the State Highway System Functional Classification Map to be presented to the Board in June.

- Updating the Functional Classification of two existing roadways- Northside Blvd and Federal Way.
- Requests changing the classification of three existing roadways based on how they function or have been constructed.
- Requesting to add Orchard Street re-alignment segment as a principal arterial.

Attached COMPASS document shows the location of the roadways segments requesting functional classification changes.

Attachment: COMPASS Functional Classification Change Request attach1.pdf

Recommendations

This item is being presented for informational purposes. Staff will return in June for action on this item.

Board Action

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



March 16, 2020

Kenneth Kanownik, AICP
Planning Services Manager
Division of Highways – Highways Development
Idaho Transportation Department
3311 West State Street
Boise, ID 83707-1129

RE: 2025 Federal Aid Functional Classification

Dear Mr. Kanownik:

Thank you for providing an opportunity to request changes to the 2025 Federal Aid Functional Classification System within the COMPASS Planning Area.

The requested changes are in attachment 1 which contains maps with associated comments. The nature of the changes are the following:

- Correct the classification in sections of two existing roadways – Northside Boulevard and Federal Way.
- Change the classification of three existing roadways based on how they function or have been constructed. Less than four miles of minor and principal arterials were added. COMPASS requested ITD to add these two roadways to the 2025 Federal Aid Functional Classification System in February 2019. All the changes were approved but these two new roadways were possibly overlooked and therefore, not added at that time.
- Add Orchard Street Re-Alignment segment as a principal arterial. This project is programmed in the Regional Transportation Improvement Program with construction scheduled in 2023. This new alignment is less than one mile in length. Once construction is complete, COMPASS will request that the original Orchard Street be reclassified and that the National Highway System reflect these changes. At this time, COMPASS is not requesting a change to the classification of the existing Orchard Street.

COMPASS, on behalf of the transportation agencies within the planning area boundary, request that the Idaho Transportation Board accept the changes to the roadways shown in attachment 1 to the 2025 Federal Aid Functional Classification System.

Pending acceptance by the Idaho Transportation Board, COMPASS staff requests that ITD make the changes to the 2025 Federal Aid map and forward it to the Federal Highway Administration – Idaho Division.

Thank you. Please direct any questions to Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org.

Sincerely,



Matthew J. Stoll
Executive Director

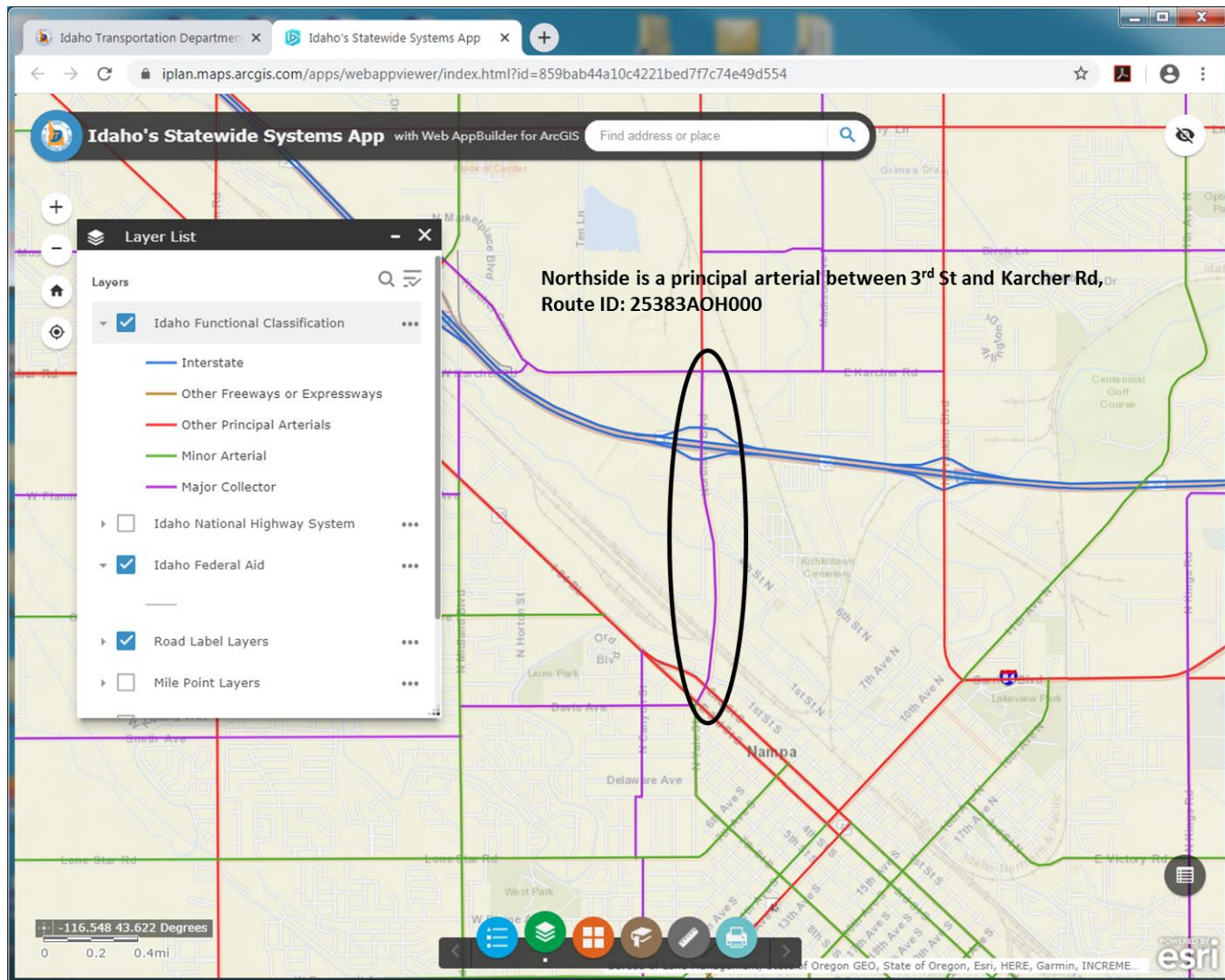
Attachments:

1. 2025 Federal Aid Functional Classification lists and maps of administrative corrections and requested changes.

pc: Scott Frey, FHWA Idaho Division
Rob Beachler, ITD Planning Services Division
Ryan Head, ACHD Planning Supervisor

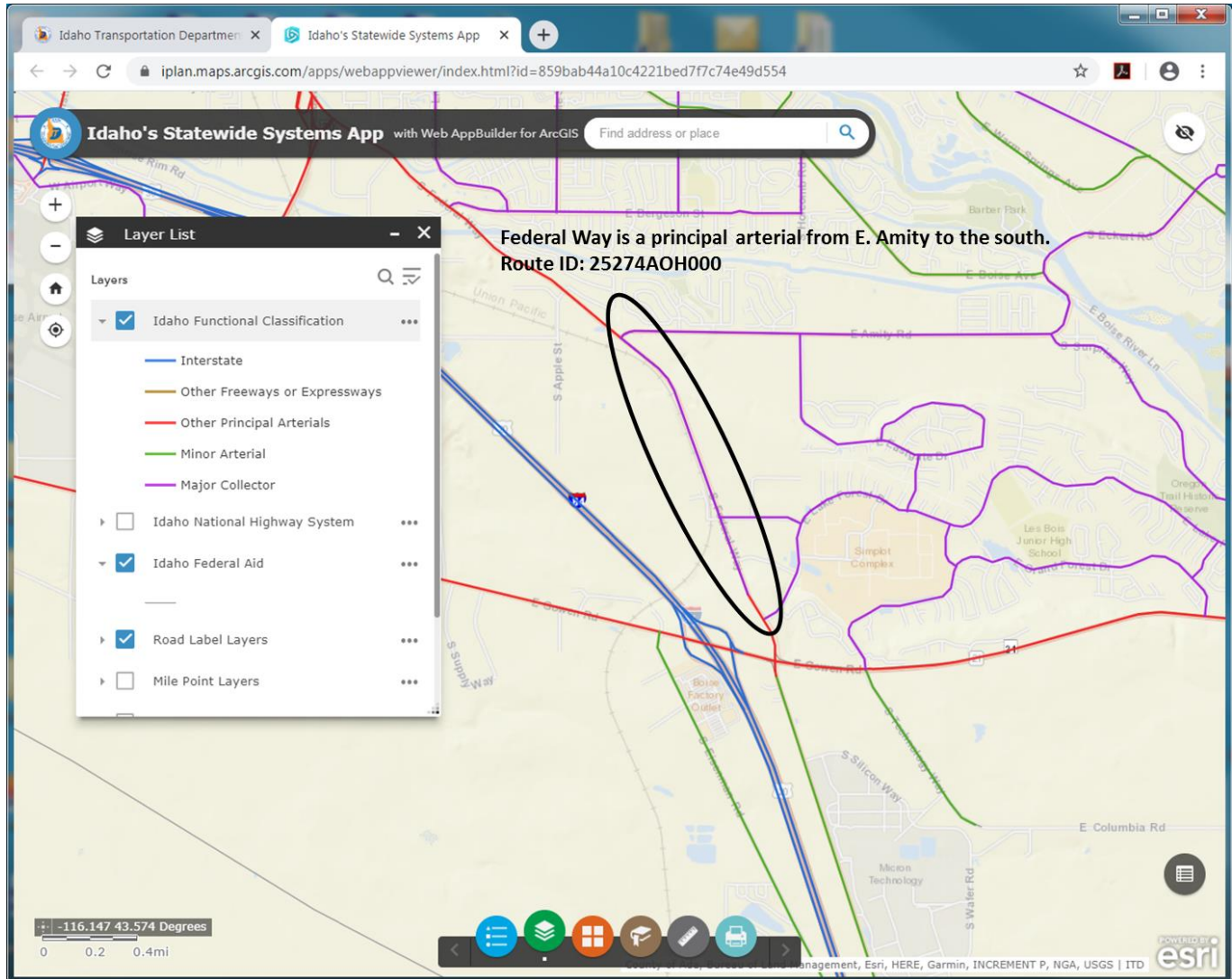
MW:MA T:\FY20\800 System Maintenance\836 Regional Travel Demand Model\2025 Federal Aid Functional Classification Administrative Changes.docx

Northside Boulevard between 3rd Street and Karcher Road
Please correct the classification to principal arterial.



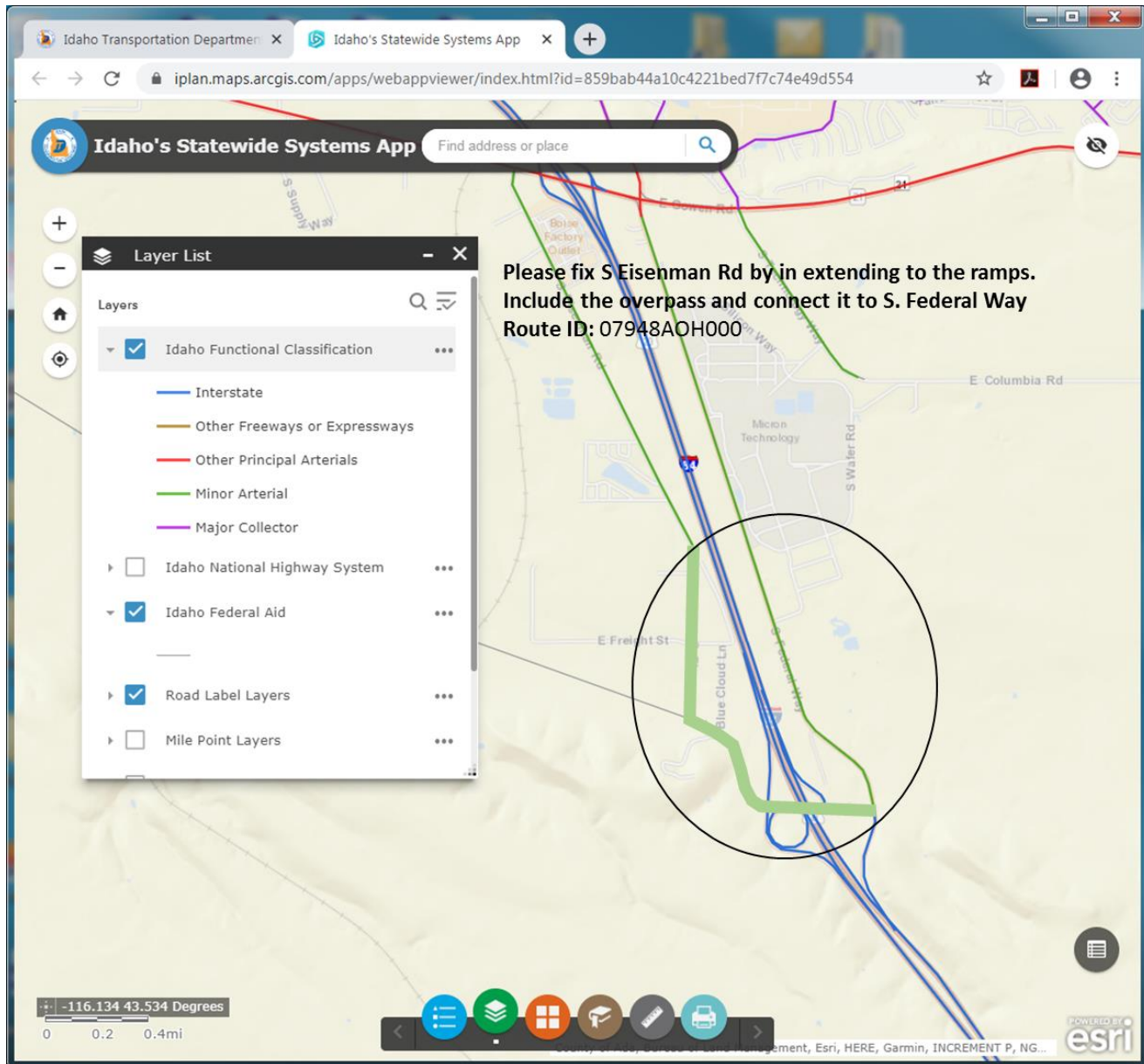
Federal Way south of Amity Road

Please correct the classification to principal arterial.



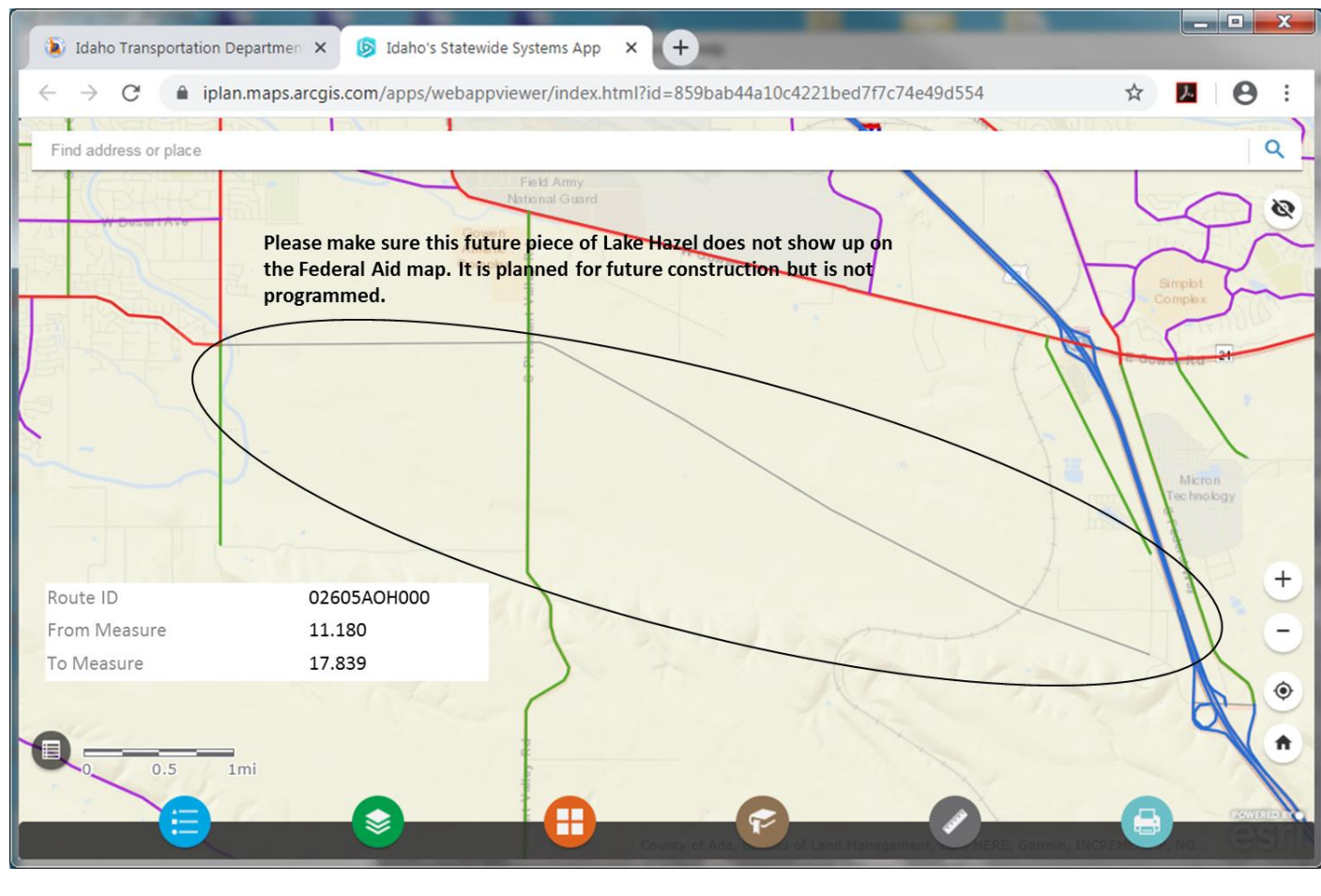
Eisenman Road and Overpass

Please add the remaining section of Eisenman Road by extending it as a minor arterial to the Eisenman Interchange, include the overpass connecting it to Federal Way. This will also allow ITD to access federal funds for work on the overpass if the need arises.



Future Lake Hazel Road extension

Please remove this line. A piece of it exists (next map) but the rest of it is not programmed for construction.

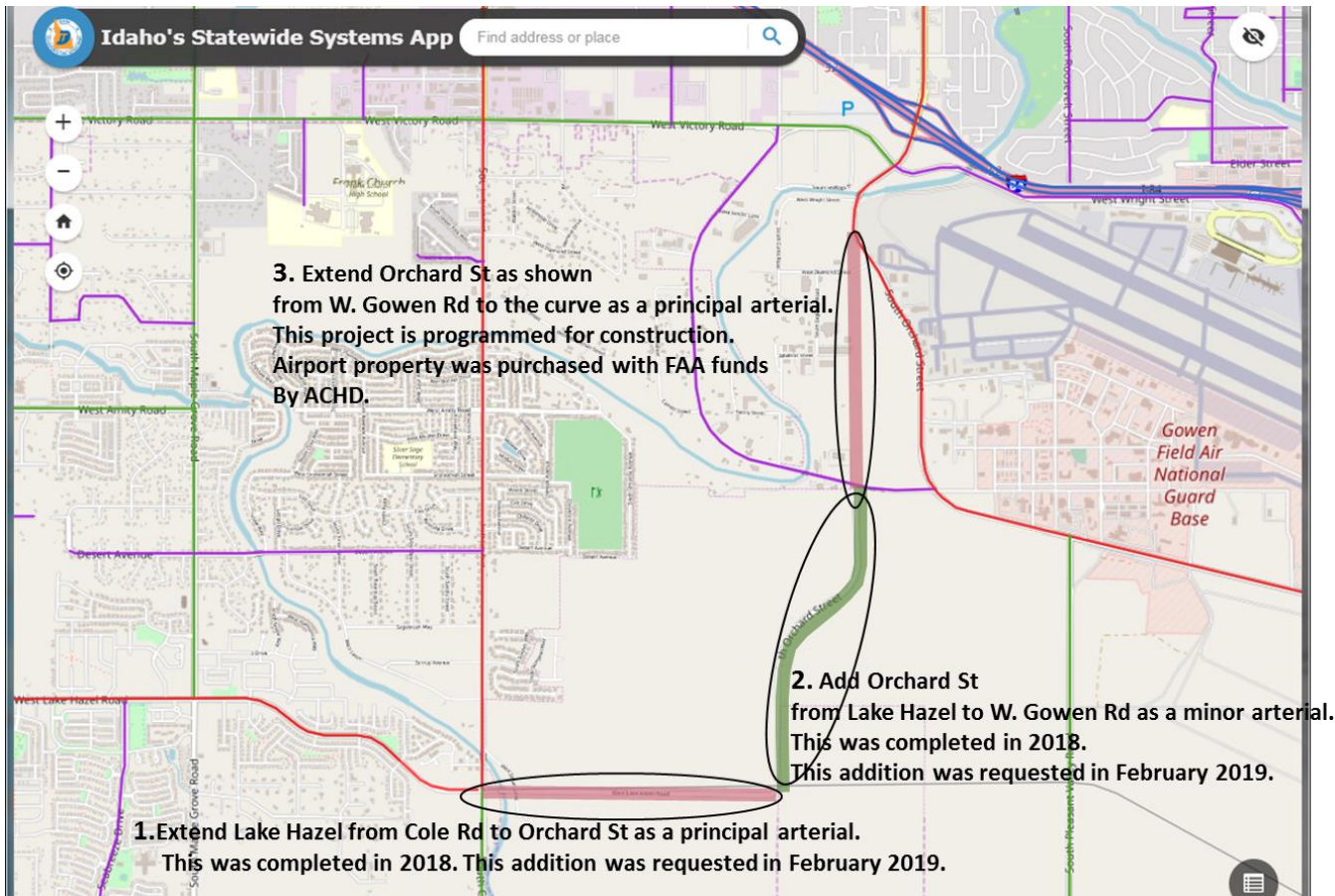


Lake Hazel Road and Orchard Street Extensions

1. Lake Hazel Road between Cole Road and Orchard Street. Extend Lake Hazel Road from Cole Road to Orchard Street as a principal arterial.
2. Orchard Street between Lake Hazel Road to W. Gowen Road. Extend Orchard Street from Lake Hazel Road to W. Gowen Road as a minor arterial.

Both of these projects were completed in 2018 and COMPASS requested ITD to add these roadways in February 2019. These add approximately two miles of arterials to the system.

3. Orchard Street Realignment between W. Gowen Road to ~600' north of Diamond Street (see concept on the next page). Please add this new roadway to the 2025 Federal Aid map as a principal arterial. This project is programmed, regionally significant and scheduled for construction in 2023. This adds less than one mile to the principal arterial system.



Orchard Street, Gowen Road to I-84 On-Ramp, Boise

Regionally Significant: ☐

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$30

Total Programmed Cost: \$5,624

Total Cost (Prev. + Prog.): \$5,654

Project Description: Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection as a multi-lane roundabout. Final alignment will be determined by the Orchard Alignment Study.

COMPASS PM:

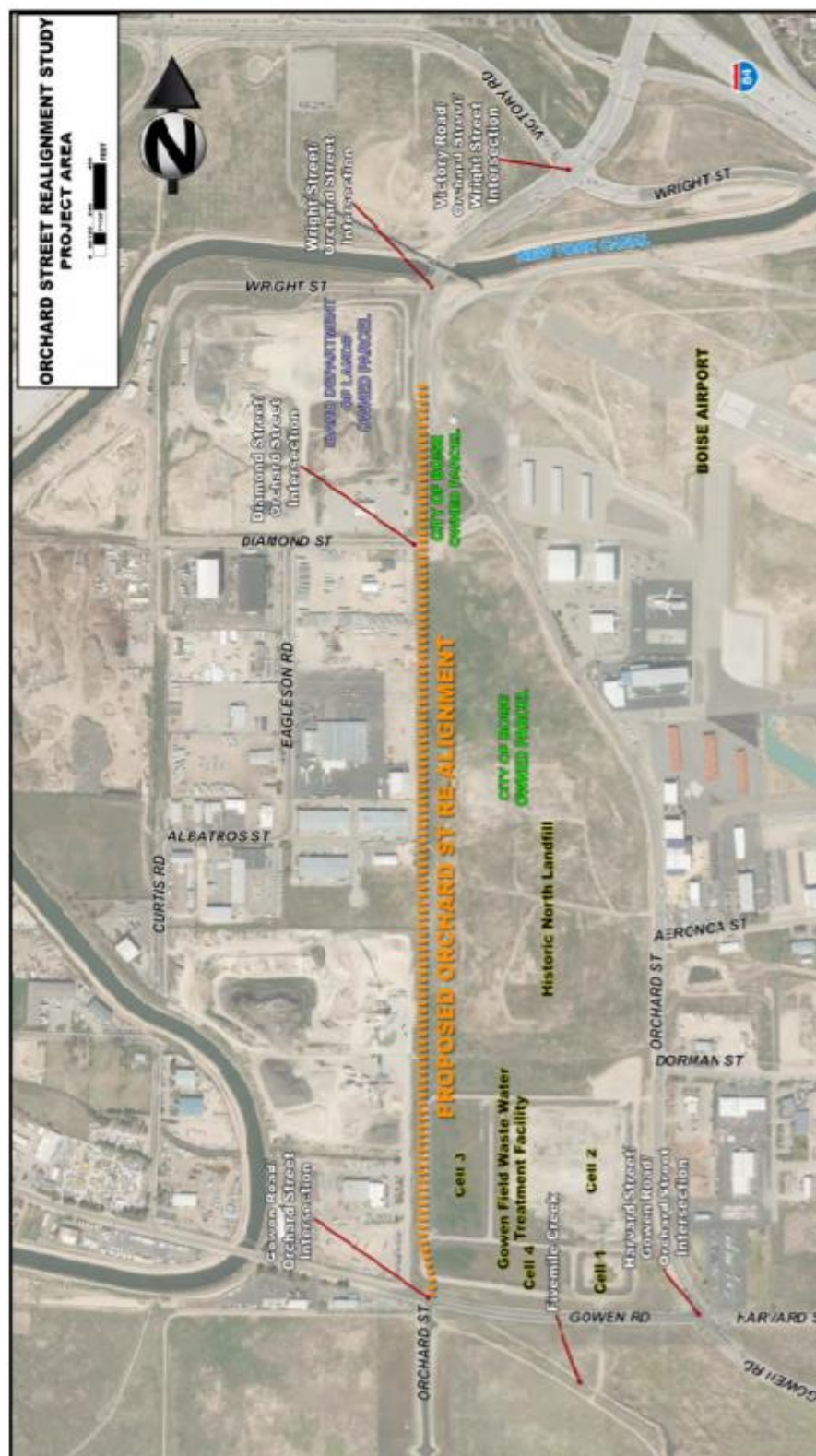
Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure
Environmental Sustainability

Federal PM:



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships							Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share
2020	0	455	5	5	0	0	465	0
2021	0	0	420	0	0	0	420	0
2022	0	0	420	0	0	0	420	0
2023	0	0	0	0	0	4,319	4,319	0
Fund Totals:	\$0	\$455	\$845	\$5	\$0	\$4,319	\$5,624	\$0
								\$5,624

Orchard Street Re-alignment concept, provided by ACHD.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 5/21/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10

Presenter's Name Robert Beachler	Presenter's Title Sr. Transportation Planner	Initials RB	Reviewed By
Preparer's Name Robert Beachler	Preparer's Title Sr. Transportation Planner	Initials RB	

Subject

COMPASS National Highway System Change Request		
Key Number	District 3	Route Number

Background Information

This item is being presented for informational purposes. Staff will return in June for action on this item.

The Community Planning Association of Southwest Idaho (COMPASS) was made aware that the National Highway System (NHS) in Ada and Canyon Counties, as updated under MAP-21 in October 2012, contained several locally owned roadways. Many of the roadways were added to the NHS in 2012 simply because they were designated as principal arterials. The current NHS in Ada and Canyon Counties consists of 384 centerline miles, of which 129 centerline miles are recommended for deletion from the NHS.

COMPASS' Regional Transportation Advisory Committee reviewed the changes and recommended them to the COMPASS Board of Directors who approved the changes on December 16, 2019. COMPASS formally asks that the Idaho Transportation Board accept the request to delete the roadways shown in Attachment from the NHS.

Attachment: COMPASS NHS Change Request attach1.pdf

Recommendations

This item is being presented for informational purposes. Staff will return in June for action on this item.

Board Action

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

March 16, 2020

Kenneth Kanownik, AICP
Planning Services Manager
Division of Highways – Highways Development
Idaho Transportation Department
3311 West State Street
Boise, ID 83707-1129

RE: National Highway System Change Request

Dear Mr. Kanownik:

In June 2019, staff from the Community Planning Association of Southwest Idaho (COMPASS) were made aware that the National Highway System (NHS) in Ada and Canyon Counties, as updated under MAP-21 in October 2012, contained several locally owned roadways and was overdue for review. COMPASS serves as the metropolitan planning organization for Ada and Canyon Counties.

Many of these locally owned roadways were added to the NHS in 2012 simply because they were designated as principal arterials. Per federal regulations, the NHS should consist of roadways important to the nation's economy, defense, and mobility.

The current NHS in Ada and Canyon Counties consists of over 384 centerline miles (Attachment 1), of which 129 centerline miles (33%) are recommended for deletion from the NHS (Attachment 2). These roadways do not serve the purpose outlined in NHS criteria, and with the exception of State Highway 21, all are locally owned roads.

NHS roadways have data collection and reporting requirements for the Idaho Transportation Department (ITD) beyond what is required for other roadways. Deleting unnecessary roadways will alleviate this burden and allow resources to be refocused to other needs within ITD.

In July 2019, COMPASS staff began the process to update the NHS in Ada and Canyon Counties by meeting with the six transportation agencies within the planning area that have local roads on the NHS. This process continued through the summer and fall. All proposed deletions are being made at the request of these agencies.

COMPASS' Regional Transportation Advisory Committee reviewed the changes and recommended them to the COMPASS Board of Directors, who approved the changes on December 16, 2019.

COMPASS, on behalf of the transportation agencies within the planning area boundary, formally asks that the Idaho Transportation Board accept the request to delete the roadways shown in Attachment 2 from the NHS.

Pending acceptance by the Idaho Transportation Board, COMPASS staff requests that ITD forward the request and attached required materials (Attachments 4 and 5, spreadsheet and GIS shapefiles) to the Federal Highway Administration (FHWA)-Idaho office for consideration and forwarding to FHWA-Headquarters by July 2020.

Thank you. Please direct any questions to Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org.

Sincerely,



Matthew J. Stoll
Executive Director

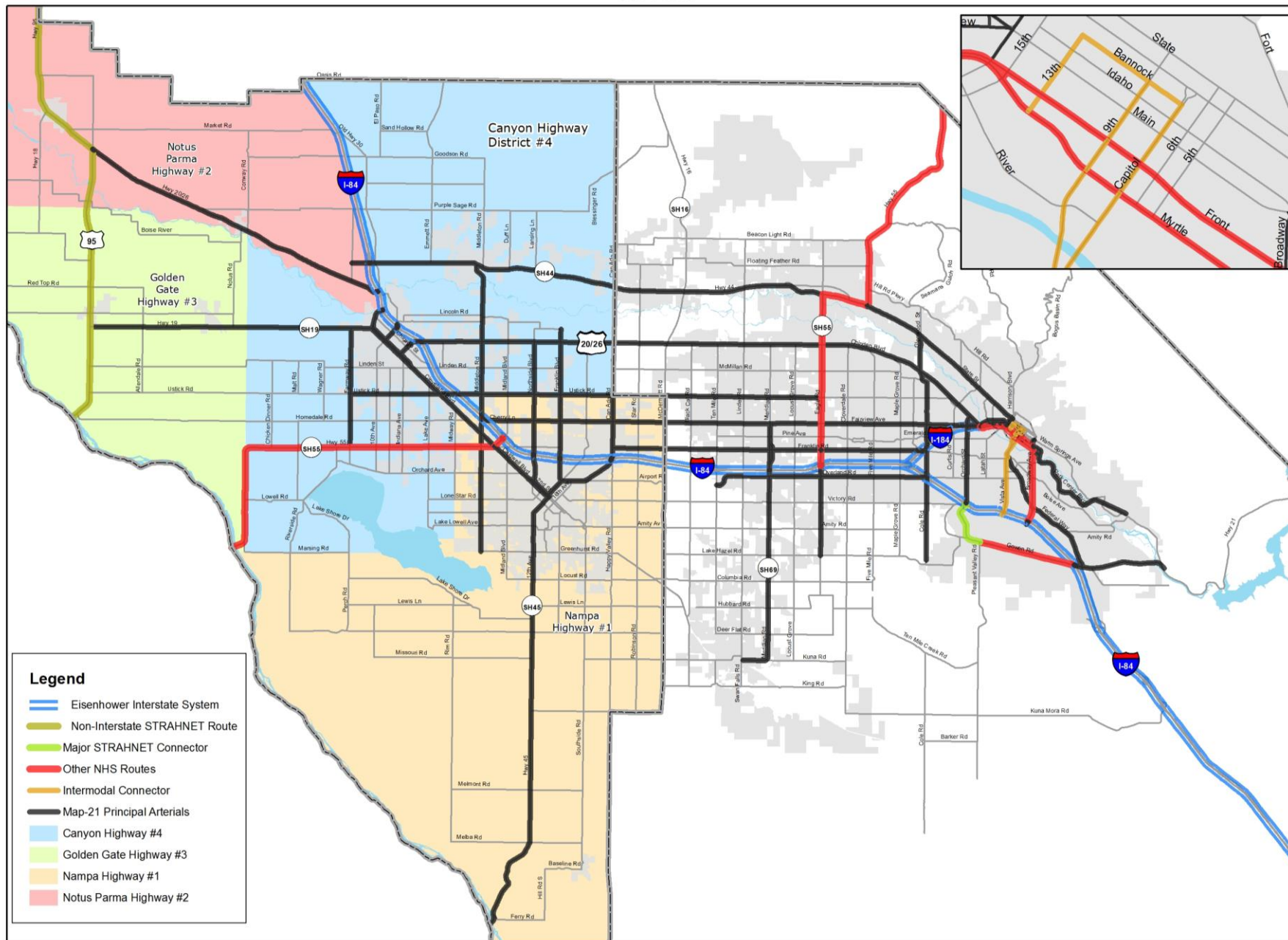
Attachments:

1. NHS, Current
2. NHS, Showing Requested Deletions, Lists, and Maps
3. NHS Draft
4. Excel spreadsheet
5. Zip file of GIS shapefiles

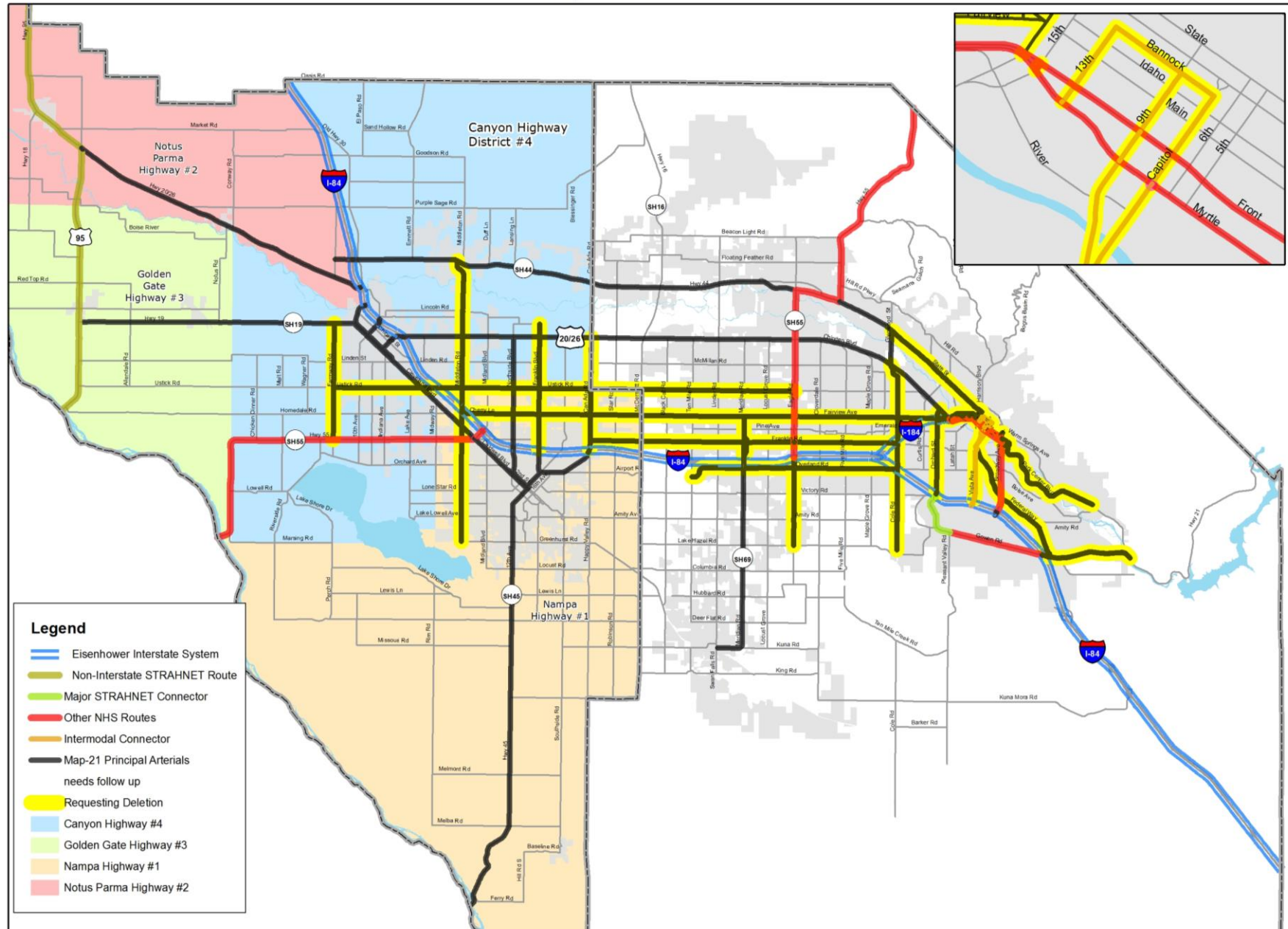
pc: Scott Frey, FHWA Idaho Division
Rob Beachler, ITD Planning Services Division

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National Highway System, Ada and Canyon County Current

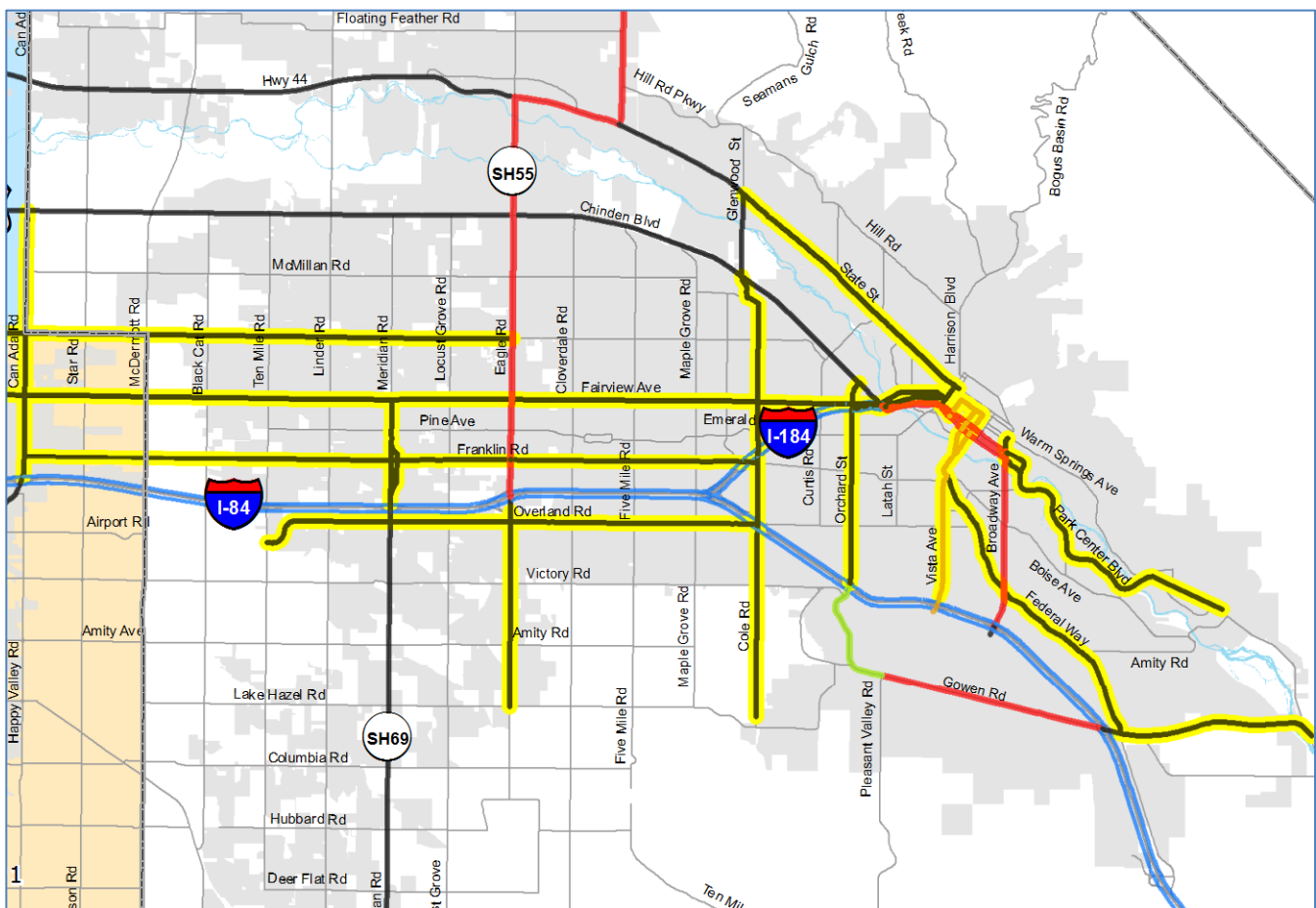


National Highway System, Ada and Canyon County
Requested Deletions



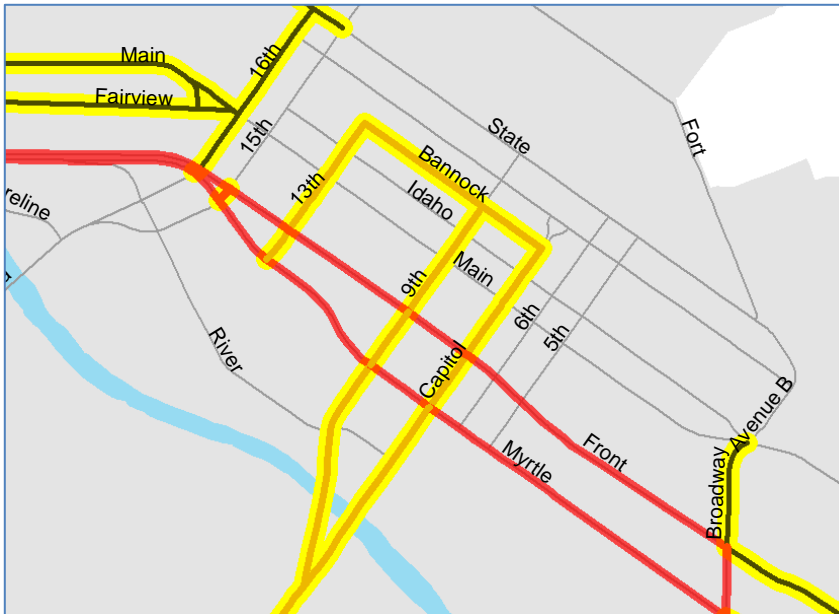
List of ACHD and ITD's Roadways Designated on the NHS Requesting "Deletion" (highlighted in yellow on the map; see following page for an inset of requests in downtown Boise)

- State Street, Glenwood Street (SH 44) to 15th Street
- Ustick Road, Can Ada Road to Eagle Rd (SH 55)
- Fairview Avenue, McDermott Road to Orchard Street
- Main Street, Orchard Street to 16th St
- Fairview Avenue, Orchard Street to 16th St
- Franklin Road, McDermott Road to Cole Road
- Overland Road, Ten Mile Road to Cole Road
- Can Ada Road, Ustick Road to US 20/26
- Meridian Road, Exit 44 (Meridian Interchange) westbound ramps to Fairview Avenue
- Main Street in Meridian, Central Drive to the "crossover" at Meridian Road
- Eagle Road, Lake Hazel Road to Overland Road
- Cole Road/Mountain View Drive, N. Glenwood Street, Lake Hazel Road to US 20/26
- Orchard Street, Exit 52 (Orchard Interchange) westbound ramps to US 20/26
- Vista Avenue, I-84/Vista Avenue Westbound ramps to Capitol Boulevard
- Federal Way, SH 21 to Capitol Boulevard
- Parkcenter Boulevard, Eckert Road to Park Boulevard
- SH 21, Federal Way to Diversion Dam (ITD)



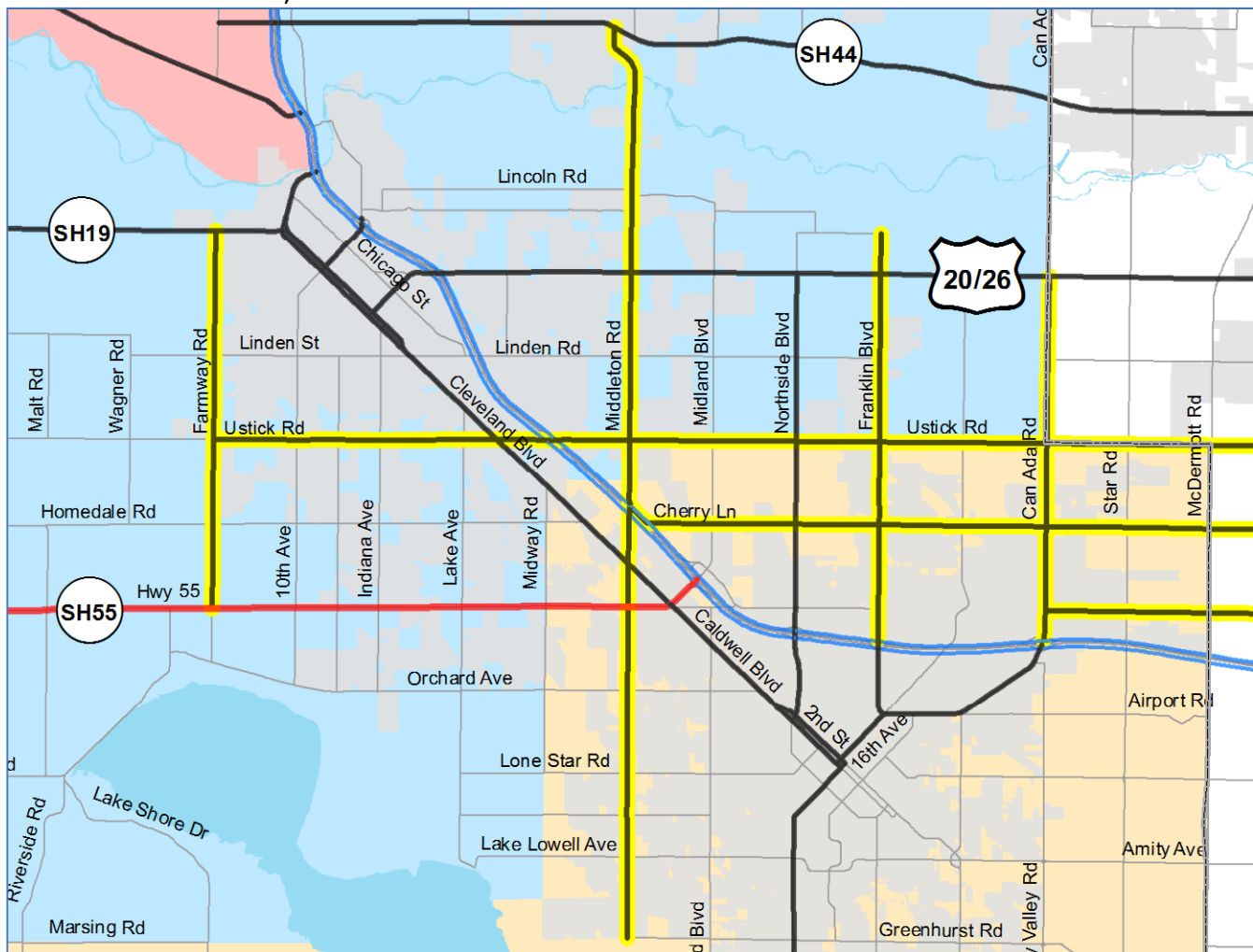
List of ACHD's Roadways Designated on the NHS in or near downtown Boise Requesting "Deletion" (highlighted in yellow on the map)

- 16th Street, Myrtle Street to State Street
- 15th Street, Myrtle Street to Front Street
- 13th Street, Myrtle Street to Bannock Street
- 9th Street, Capitol Boulevard / Island Avenue to Bannock Street
- Capitol Boulevard, Vista Avenue/Federal Way to Bannock Street
- Broadway Avenue, Front Street to Warm Springs Avenue
- E. Park Boulevard, Broadway Avenue to Parkcenter Boulevard
- E. Front Street, Broadway Avenue to Parkcenter Boulevard



List of City of Caldwell, City of Nampa, Nampa Highway District #1, and Canyon Highway District #4's Roadways Designated on the NHS Requesting "Deletion" (highlighted in yellow on the map)

- Farmway Road, SH 55 (Karcher Road) to SH 19 (Simplot Boulevard)
- Ustick Road, Farmway Road to Can Ada Road
- Middleton Road, Greenhurst Road to SH 44
- Cherry Lane, Middleton Road to McDermott Road
- Franklin Boulevard, I-84 Westbound Ramps (Exit 36) to Joplin Road
- Idaho Center Boulevard / Can Ada Road, I-84 Westbound Ramps (Exit 38) to US 20/26
- Franklin Road, Idaho Center Boulevard to McDermott Road



****If Requested Deletions are Accepted and Approved****





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

Highway Safety Plan		
Key Number	District	Route Number

Background Information

I will be doing an informational presentation previewing the proposed Federal Fiscal Year 2021 Highway Safety Plan. This is the Office of Highway Safety's FFY 2021 plan, which usually must be submitted to NHTSA by July 1, 2020, to receive funding for our behavioral programs. Due to COVID-19, NHTSA has given State Highway Safety Offices until August 1, 2020, to submit their HSP this year.

I will talk about the program areas and highlight the newest projects that are included in this plan. I will be asking the Board for any recommendations they have for the plan, so that the final draft can be brought before them for approval in June.

The Plan is provided under separate cover.

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 May 21, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed 5 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

ITSC Annual Report		
Key Number	District	Route Number

Background Information

The Idaho Traffic Safety Commission (ITSC) Annual Report will be presented to the Board. This will be an update on what has been happening over the last year with the ITSC, and what's ahead for the future. The ITSC usually meets twice a year to discuss behavioral safety issues, provide suggestions to the Highway Safety Plan, and come up with ideas to focus on with federal grant funds. Due to COVID-19, we were only able to meet once.

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	_____	

ITSC Annual Report

May 21, 2020



YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity*

ITSC ANNUAL REPORT

MEMBERS:



YOUR *Safety*



YOUR *Mobility*



YOUR *Economic Opportunity*

ITSC ANNUAL REPORT

NEW MEMBERS:



ITSC ANNUAL REPORT

I.C. § 40-509

1. REVIEW TRAFFIC SAFETY PROBLEMS
2. DEVELOP EFFECTIVE PLANS
3. RECOMMEND PROJECT FUNDING
4. FUTURE TRAFFIC CRASH PREVENTION



ITSC ANNUAL REPORT

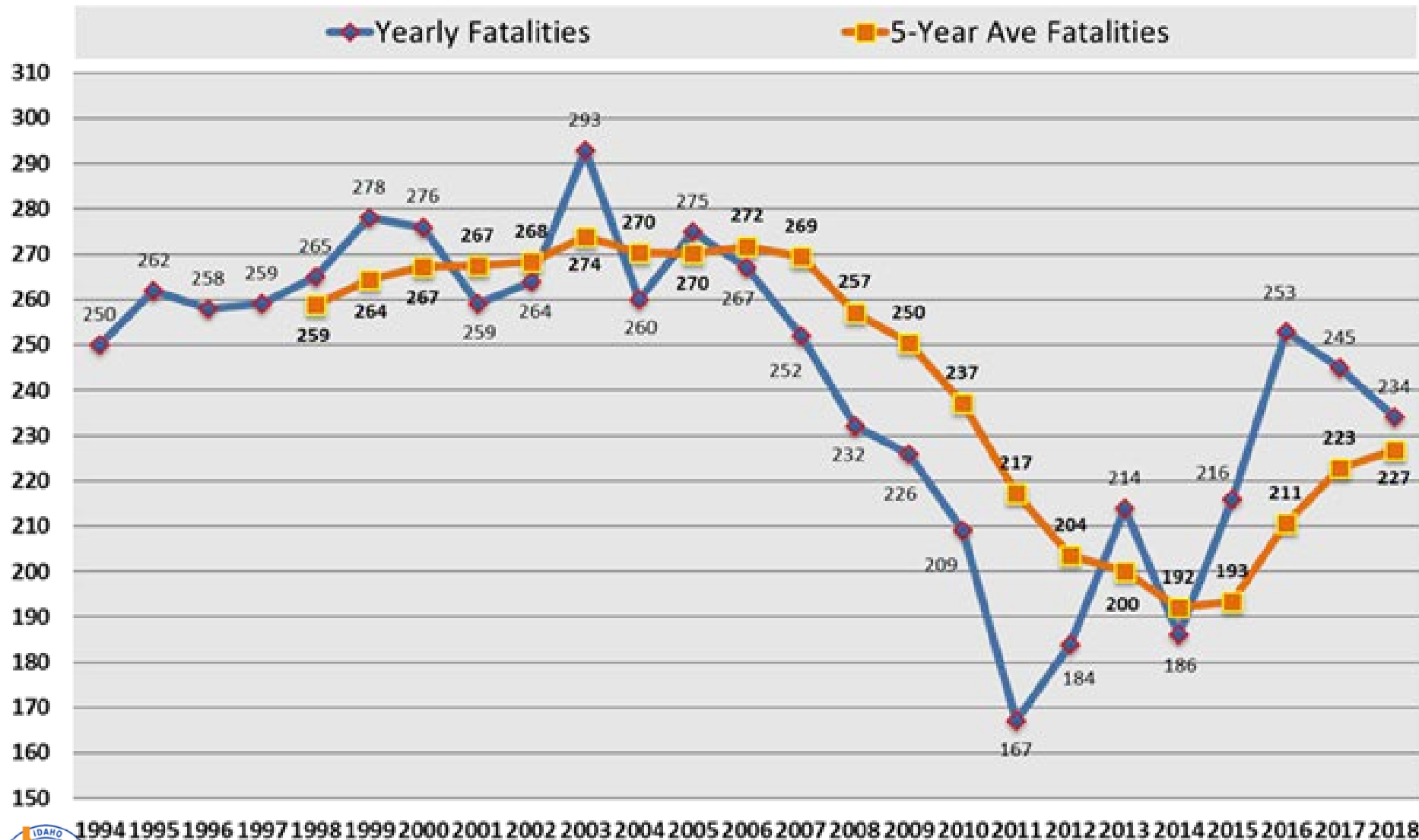
NOVEMBER MEETING:



Your Safety. Your Mobility. Your Economic Opportunity.

ITSC ANNUAL REPORT

Yearly vs. 5-Year Average

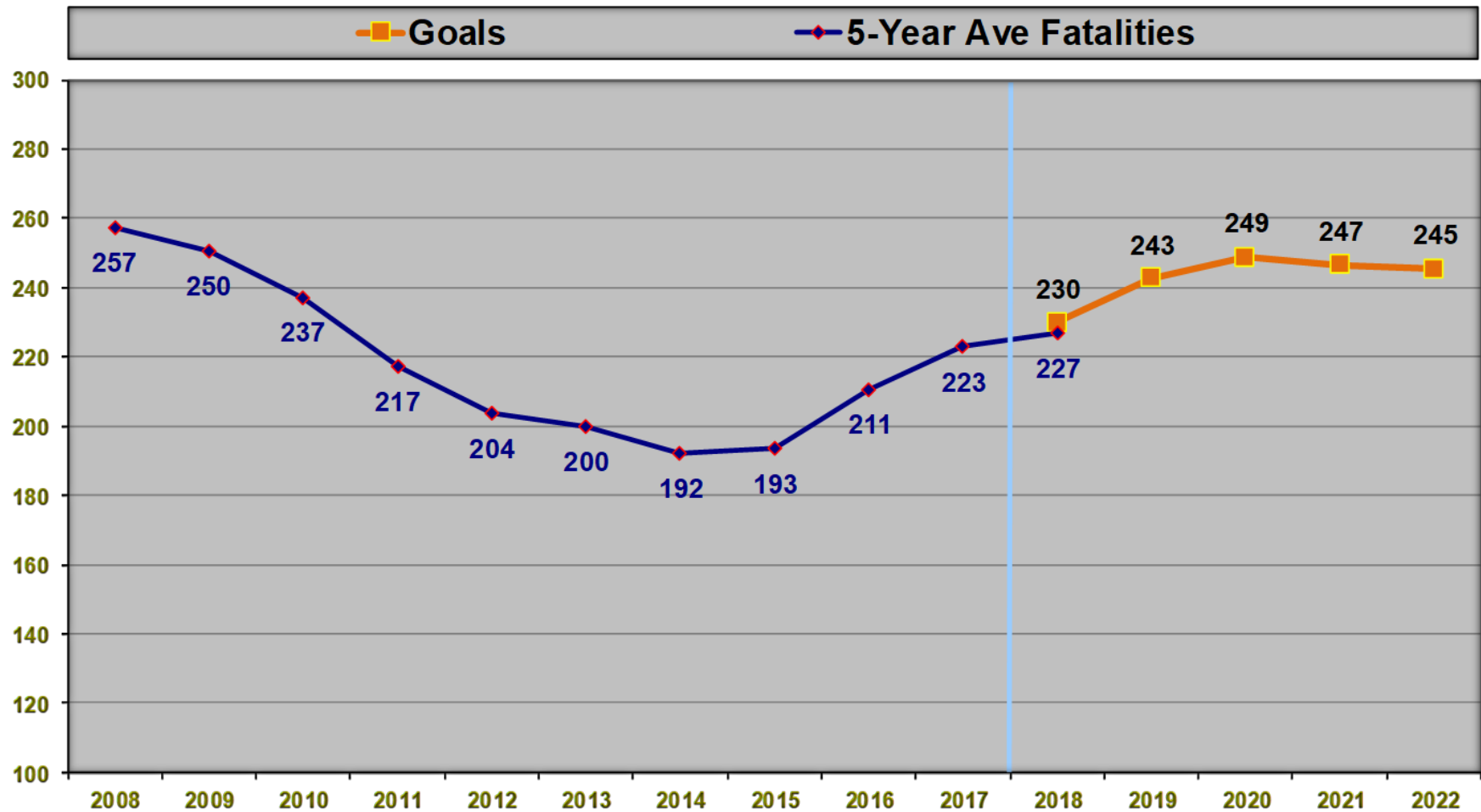


Your Safety. Your Mobility. Your Economic Opportunity.

213

ITSC ANNUAL REPORT

C-1: Fatalities - 5 Year Average



Your Safety. Your Mobility. Your Economic Opportunity.

214



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 21, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

Crash Data and Zero Fatalities Awards D5		
Key Number	District	Route Number

Background Information

The latest 2020 fatality data will be presented, along with comparisons to the COVID-19 Stay at Home data compared to last year. Also, Bear Lake County and Power County are two of the three counties in Idaho with zero fatalities on roadways in 2019. I will verbally recognize Bear Lake County, Bear Lake County Sheriff's Office, Power County, Power County Sheriff's Office, ISP D5 and ITD D5 maintenance crews for their efforts, and plan to present the awards at a future time at a County Commissioner's Meeting.

Bear Lake County and Power County join Camas County as the three with zero traffic related fatalities.

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	_____	

DISTRICT 5 BOARD MEETING

MAY 21 2020



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

KEY POINTS

- New District Engineer
- Achievement
- Partnership
- Learning Every Day



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

2

New District Engineer

- Meet with all employees
- Understand them



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

3

New District Engineer

- Focus Points
 - Safety
 - Every time All the time
- Learners
 - Challenged them to learn something new everyday



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

4

Achievement



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

5

Achievement

- Winter Mobility
— 91%
- Project Delivery
— 100% FY 21



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

6

Partnership



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

7

Partnership

- Winter Storm Briefing
- Debrief after Dust Storm Closure



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

8

Partnership

- City of Blackfoot
- Collins Siding Rd & Highway 39 Intersection
- City Bridge replace over Snake River



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

9

Better Every Day

- David Petersdorf
- Striping Crew Foreman
 - 6 of 7 crew members new in 2020
 - Limited Training Time



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

10

Better Every Day

Broken Line (Skips) To Right Barrier

Here we are already in skips and getting ready to paint a right barrier. Be ready to switch #3



YOUR Safety ••• ► YOUR Mobility ••• ► YOUR Economic Opportunity