

**Comments on 129,000-pound truck route applications for Idaho
16, U.S. 30, Idaho 52 and Idaho 72**

Written Comments Not Specific to Any Route

As a driver for one of the companies on the application for the 129,000 route, if approved it would help with my efficiency and safety.

It would reduce my time on the roads and reduce the number of trips by half.

I live in a community with 129,000 truck routes. It has been very effective in reducing the number of trips made by trucks. I see increasing the legal weight to 129,000 lbs as a great, positive move.

Chuck Pierson

Resident

We live in a rural community. Farming is the major form of employment. Semi's are continually traveling from field to factory and factory to market. They keep our consumer costs down and ensure timely delivery of product.

Larger loads mean less road time and driver time.

Connie Studer

Resident

The design of the proposed sections of highway for increased load limits on these rural sections were, for the most part, done in and

before the 1960's. The fill (river rock-round), the shoulder fill slope, the safety apron, and surface composition.

The cost to maintain and repair our roads under existing loads will be extensive, much less heavier loads. These roads are not designed to support these loads.

Darnal Alexander

Resident

I fully support allowing 129,000 pounds gross vehicle weights. The higher weights are more efficient and will reduce the “carbon footprint” required to transport goods and commodities.

Fewer trucks on the road will be a direct result of higher weight laws. Fewer trucks = less exposure to the “motoring public”.

This is a “Win – Win” scenario. Approve the Application!

Rob Davidson

Utah Resident

I am emailing my comments on the truck route proposed for Idaho as described in the subject of the email. Comments as follows:

There will be less trucks per year for every truck/trailer combination that meets the weight per axle and length requirements etc.

For WG this is 100 trucks less per year with the current forecast when approved.

The weight requirements per axle as explained by IDT and permitting stated that the axle weight is the same for 105.5 already approved and the new 129 with an approved trailer.

Less trucks minimizes wear and tear on the roads, less trips, and less number of times an accident involving a truck/trailer with the increased weight.

Helps Idaho to be more competitive.

I live on highway 72 and the issue on safety is drivers not obeying the law. There are a handful of drivers that significantly exceed the speed limit and disobey no pass zones between New Plymouth and Emmett. This would improve safety to get this under control.

Benjamin Barron

Site Manager, Woodgrain Millwork Inc.

For this and all requests, a map should be included to indicate the requested change and nearby existing roadway already approved for 129,000 pound trucks. I realize that the highway number and milepost notes in the request precisely describe the request; however that description is nearly impossible to evaluate for a citizen at home with the computer they may have at hand. In the interest of full disclosure, a map should be provided.

Steve Dunlap

Resident

I live on West Idaho Blvd in Letha, Idaho, within Gem County..If the weight limit increases are permitted, this in my opinion, will make for more accidents within our county as the weight increase will also make it more difficult for loaded trucks to stop in time to avoid collision.

I've seen too many deaths and accidents due to speed limit violations through Letha Township and the surrounding roadways which in my understanding will be included in the weight limit increase.. If this is allowed then I would like to see higher, more strict speeding violation fines added as well to deter speed violation by those same trucks who will no doubt continue to speed through our township with a heavier load and thereby endanger other vehicles, children and livestock as they already do..Thank you for allowing me to voice my concerns for these possible problems in our residential township..

Terry Paulus Sprague

Resident

I support allowing gvwt truck weights of 129,000. This allows for reduced truck traffic, lower emissions and the most effective utilization of transportation infrastructure.

Terrence Savage

Savage Services

I sincerely believe the proposed routes will decrease overall truck traffic....which will result in safer roads and less stress on the infrastructure.

Additionally, decreased axle weight will be better on the existing roads making them last longer between needed improvements.

I see this as a win for the community and for the truck drivers and the associated companies as well.

Dickson Morley

Savage Services

I wanted to provide some short commentary on what I believe are the community and environmental benefits to increasing the proposed weight limits.

By increasing the weight limit, the number of current trucks moving along the road would decrease. Approving the increase would allow the trucks to haul two tractors and thus reduce the number of trucks moving along the road by approximately half because they would not need to haul one trailer at a time.

Secondly, this would also allow the weight distribution to be spread to more axles. By allowing this weight increase, the new weight, along with the existing would most likely be spread over more axles between the truck and two trailers, reducing the wear and tear on existing roads. This would most likely reduce ongoing road maintenance costs and environmental impact for that maintenance.

David

The proposed change to allowable gross vehicle weights will reduce the amount of truck traffic on the roads and spread the weight over a longer length, reducing axle weights on the road.

This will have a positive impact on road wear.

Scott Hall

Utah resident

Just heard about the five pending permits to allow an unlimited number of 129,000 lb. trucks/trailers to travel from I-84 Eagle road through Eagle, Emmett and New Plymouth to Fruitland. I recommend that these permits be denied because:

1. I-84 was designed and built to handle vehicles of this weight, the back roads were not.
2. I-84 is far more capable of handling the increased number of vehicles than Eagle Rd, or Hwy 16, which are already operating at peak capacity.
3. 129,000 lb. trucks crawling south bound up Freeze Out Hill will create a huge traffic jam behind them and consequently a lot more accidents before and after they crest the hill.

Please help keep these huge trucks on the roads (like I-84) that were designed to handle them. They do not belong on roads that were not built to handle their weight nor the increased traffic that will result from them utilizing our already crowded backroads.

Stephen Cannon

Having lived on E Main since the spring of 2015, I speak from experience/observation, especially this past summer installing my own irrigation system, July, August, September. As time proceeded I thought there were a lot of double dumps, headed east bound, but then, about an hour later they would head west bound fully loaded, if

not overloaded. Do not know if all went south on 16, but on trips to Bi-Mart/D&B the ones I saw turned left off Substation onto 16.

Page A8, Messenger, last column is the critical issue..... "We handle the approval...State highway.....corridors within the county are up to the county". YOU affirmed at that meeting, as did Deveraux by phone, if the trucks are licensed for 105,500 the have the RIGHT to use the county roads, even though the weight limit is 80,000, the county CANNOT stop them. Plus, only your Port of Entry people have the capability/equipment for weight enforcement of load licenses.

If I was informed correctly, July 9, 2018, your Port of Entry man was off of Highway 52, on Plaza across the Payette River bridge and found NO little weight violation. And how much of the fines came to Gem County Road and Bridges ?

Thus, the county has NO, ZIP, ZERO, NADA , right/control/enforcement to control truck weight limits traveling on its own roads just because the trucks fulfilled state licensing requirements.

As per the 1st configuration on your chart, the steer axle @ 12,000 lbs, (20,000 lbs allowable in the Idaho Truckers Manual) would be the equivalent of 2 1/2, F 150's. The tandems @34,000 lbs would be the equivalent of 7, F 150's. Exclusive of a trailer, the truck is the equivalent of 9 1/2 trucks. With the assumption the trucks are not overloaded.

Add to all this the above normal traffic flow, as many from Meridian and Nampa, (1A & 2C), use Substation/Main/Plaza as a shortcut instead of crossing Horseshoe Bend Hill on at 4,250 ft on ID 55. Also a few 2A, many V and of course 6B. Less traffic issues to Costco in Nampa and several other chainstores.

IDT should be mandating trucks exceeding county weight, stay on State Highways, local deliveries/pick up excluded, which would include beet haulers and farmers and ranchers on county roads. My

objection to the weight increase will remain because, the truckers will use the 'shortcut' due to minimal if not almost no weight monitoring.

As you have admitted, you have not been across Substation Rd to Main St, especially from 4th to Main. Plus, drive down Main to Plaza for the enjoyable rut developing on the inside of the lane.

It seems as if the meeting in Emmett, any meeting will be an irrelevant absurd waste of time, if the status quo remains.

Marshall Scattone

Resident

I am in the process of moving from Beacon Light Road in Eagle to Emmett. I travel highway 16 and highway 52 regularly and at peak commuting hours there is a constant stream of car traffic flowing both ways on these 2 lane rural roads.

Adding 129,000 lb truck travel to this traffic would endanger more lives of Ada, Canyon and Gem County residents. I strongly oppose granting the 5 petitions (regarding 129,000 lb truck/trailers) now before the Idaho Transportation Department.

Anyone who travels highway 16 knows it is already a hazardous road on which to pass. Imagine a south bound 129,000 lb. truck/trailer chugging up Freeze Out Hill in 1st gear. That stretch is a long narrow incline with drop offs on both sides. How is the long line of car traffic behind the truck suppose to deal with that?.....it is likely to greatly increase the fatal accidents just on that mile stretch alone.

The traffic coming north over Freeze Out hill drop quickly in elevation into Emmett city and residential areas.....Noise pollution will increase in this area as large trucks with trailers will be shifting

down just as they enter this populated area. How will this increased noise affect the quality of life for Emmett residents?

Who will pick up the costs of wear and tear on these roads caused by heavier loads?...The people of these counties, no doubt.

Also, as a resident of Eagle for the past 3 years, I am aware of the congestion on Eagle Road....every hour of the day....to me it is unthinkable to add larger and heavier truck/trailer traffic to this mix.

Please don't put corporate profits before the citizens of Idaho's safety and quality of life.

As you are aware: when the ITD public hearing came up on December 12, 2018, no one was aware of it. It is imperative that you see that another public hearing is scheduled to provide a 2 week notice to all local residents and county and city officials (police included) who will be affected by your decision. Come prepared to present all the ways in which your decision is likely to impact our communities. Thereafter, please provide an additional 30 days for the public to submit comments

I am depending on you to do the right thing.

Clarice Jernigan

Resident

Written Comments submitted on Idaho 16 route application

I am against the proposed increase of truck weight loads on Hwy 16 for the following reasons;

1. Concern for the stability of the stretch of Highway known as “Freeze Out Hill” in Gem County. This is the main entry and exit from the City of Emmett. Approximately 10,000 commuters use Hwy 16 every day for employment, medical reasons, and commerce.

A. Additional weight of trucks could have an extremely negative impact on an unstable base. This is a major issue for the two locations on Freeze Out between existing hills which had to be built up with hauled in fill dirt. There is already some slumping of the highway on each of these spots. As you drive that stretch of road you can already feel those dips.

B. Studies need to be done on this stretch before these heavier trucks are allowed. Drilling and analyzing the core needs to be done. The cost of this core analysis will be great (Ninety thousand dollars or greater.) Who bears the responsibility for these tests and the costs associated with this testing?

C. IF this measure passes, and we have damage from these heavier vehicles, who is responsible for timely and lasting repairs of this vital stretch of the highway? If Freeze Out was blocked who would have to pay the huge cost of repairs?

D. Hwy 16 is currently the most dangerous Hwy in the State of Idaho. With commuters becoming frustrated with slow moving, heavier, longer vehicles, the temptation to pass will be greater and therefore, our accident and fatalities will only increase. (Especially following slower moving trucks on the hill.)

2. Highway 16 is a critical link to Boise Valley for the people living in and close to Emmett.

A. It is our main access out of this valley esp. going to Boise Valley.

B. Alternate exits are miles out of the way, inconvenient to use, or poorly maintained. 1. Old Freeze Out road is not well maintained. 2. Little Freeze Out (aka) Emmett road. 3. Horse Shoe Bend or Payette are other possibilities.

C. Those needing medical attention, or those commuting to work would have to face hardships in getting to their destinations.

3. In our winter and icy road conditions make it even more difficult to stop quickly for cars as well as trucks. The heavier each is the more difficult it is to stop. Adding truck weight does impact this danger.

4. I cannot see any financial advantage of the increase of the truck weight limit for the citizens of Emmett valley. But I do see it mainly helpful for the trucking industry. Even retired truckers have expressed their experience with the heavier loads do negatively impact roads and even safety.

Kathleen Koskella

Resident

I have driven Hwy 16 for 35 years starting in 1980 when I started working in Boise until approximate 2016 and have seen drivers become extremely aggressive which I don't see stopping until there is 2 lanes each direction.

Concerns:

Perhaps trucks that cannot go at least 40 mph should not be allowed to go up Freezeout Hill until a 2nd lane is added going southbound. I doubt very much many of the trucks won't be able to maintain the 20 miles per hour minimum that is stated in your information as I have seen trucks going very slow just to make it up the hill.

"The trucks are required to have adequate power and traction to maintain a minimum of 20 miles per hour, under normal operating conditions, while driving uphill."

I have seen in the past, a school bus stop at the house on the south side of the hill where Halfway Village used to be located and just

before the bridge at the bottom of the hill. I am wondering how large vehicles can stop in time when going over this hill and suddenly finding a school bus stopped to pick up children?

I also wonder why so many direct access roads have been added to this highway such as the new home on the East side of the road on the hill Halfway Village used to be located and also at the top of the hill across from where the Village was located?

I also wonder why access to the winery wasn't closed off on what used to be a 65 mph and now 55 mph curve and made an access road coming in from Beacon Light Road.

George VanLeuven

Resident

Increasing the truck weight limit to 129,000 lbs is a great idea. This will reduce the number of truck loads on Hwy 16, and with the amount of traffic already traveling the hwy, this would be a great improvement.

I fully support the increased weight limit to 129,000 lbs on Hwy 16.

Trae Buchert

Resident

I do not believe the weight limit on highway 16 between Emmett and highway 44 should be increased until such time as there are four lanes up freezeout hill and at least one more passing lane between the top of freezeout hill and firebird raceway.

I drive this portion of highway quite a lot and I note that about half the time there is a truck slowing traffic going up freezeout hill. There is a small pullout on the way up the hill. Some trucks use that and some do not. Those that do, I have never seen one stop. They pull back into traffic sometimes with near misses if one is not aware that they are coming right back into the lane.

Impatient people take a lot of chances because of being slowed down by the trucks so the heavier loads will cause even more slow downs.

You folks say the heavier loads will not injure the roads and I find that hard to believe but you know more than I do. What I do know is that these truckers are not going to replace the engines in the tractors and so the net result will be even slower speeds going up the hills.

While commenting, it seems to me that now we have the stop light at Beacon and Highway 16, we could do away with that 55 mph section and increase it back to 65. There are many other sections of highway that are 65 that have more congestion than this section of road.

Chuck Peterson

Resident

I am writing you to voice my opposition to allowing 129,000 pound trucks on Idaho state Highway 16. This road has too much commuter traffic and the damage to the road is unacceptable just to allow trucking companies to haul more weight.

Weight limits are set for a good reason and should not be increased to benefit a few big trucking companies. These permit applications

need at least a 30 day comment period and better publication of what these permits are all about.

With the growth in the Treasure Valley just allowing heavier trucks on the road under the excuse it will reduce traffic is unacceptable. Looks like ITD is just doing what ever the trucking companies want.

Edward Price

Resident

My name is David Van't Hof. I live in Hillsdale Estates which has it's main entrance on HW 16 at Deep Canyon.

That Hiway is already extremely dangerous with traffic flying down the road at excessive rates of speed, especially Semi's and large trucks.

Adding the stop light at Beacon Light had one effect, it exacerbated the drivers to the point of speeding even more to make up for lost time.

There are numerous school buses which come through Hillsdale Estates picking up and dropping off students every workday. In years past, there have been children killed on that road. Adding unlimited very large trucks only makes the odds of that happening again even greater.

Where was the transparency on the permit process?

Where and when were the public notices posted?

I drive that road every day and NOTHING was posted or sent to residents directly affected by this permit process.

I am requesting the following:

- 1 - Additional Public Hearings regarding the 129,000 lb. Truck (Unlimited Use) Route/ Permits from I-84/Eagle Road to Fruitland ..Through Eagle, Emmett and New Plymouth.
- 2 - Provide hearing disability auxiliary aid(s) and handicap access.
- 3 - Provide a two week notice prior to the hearing and allow at least 30 days to submit comment.

David Van'tHof

Resident

I am writing you to voice my concerns about increasing the weight limits on Hwy 16.

First off the other day we were sitting at the stop lights at Substation Rd and Hwy 16, there was a bottom dump truck coming down the hill headed west, our light turned green so we could pull onto Hwy 16, the bottom dump went right through his red light. Can you imagine what could have happened had we pulled out right away when our light turned green? I hate to think about it.

I believe that you need to do two things before ever considering increasing the weight limits. First widen Hwy 16 so that slower traffic can move to the right and reduce the speed. These big rigs have an extremely hard time slowing down at the bottom of Freezeout Hill. Also when and if you decide to increase the weight limits do you have any idea how many more big rigs will use this corridor for their travel? Has there been any study on the efforts on the roadways, noise pollution, and air quality. Finally the town of Emmett has too many streets that cross Hwy 16 and school buses that drop off students for this option to be considered a safe one.

I believe you need to take more time and consider all the issues this would involve, also more public hearings that are better announced would be a good thing.

Betty Riedel

Resident

It should be obvious that new Freeze Out, Hwy 16 at its base running west to 52 to New Plymouth running west is not designed to safely accommodate these trucks. This structure lacks shoulders, pull outs, and frankly cannot accommodate much over 80,000 lbs when one considers the poor shape they are in.

Anonymous Commenter

Highway 16 between Emmett and State is not suitable for the existing traffic load. To add additional wt limits will cause more problems.

The road is not wide enough as is. If someone has a flat tire it creates a disaster, due to lack of a proper shoulder. It does not have adequate passing lanes. This road needs a lot of attention prior to increasing truck load capacity.

Eldon Weichers

Resident

I am not in favor of this project, safety and road deterioration concerns.

Huge concerns about safety on Freeze Out.

Cathy Weichers

Resident

I have recently become aware of a proposal to allow trucks weighing up to 129,000 lbs to travel on Idaho Highway 16 through Eagle and Emmett. I will soon be moving to Emmett and commuting back to Meridian. I strongly disagree with the proposed change for the following reasons:

1. It appears IDT failed to properly notify affected citizens of a public hearing held on December 12, 2018.
2. The safety of all those travelling on Highway 16 through Eagle and Emmett will be at greater risk if these oversize trucks are allowed to travel that route.
3. These oversize trucks will add to traffic congestion (especially when climbing the hill) on a two lane road not suitable for these kind of oversize vehicles.
4. There are numerous residences and businesses with driveways right on Highway 16, making access to the roadway more dangerous.
5. Additional oversize vehicles will add significant noise.

For the above listed reasons I strongly urge you to deny the proposed permit to allow 129,000 lb trucks to travel on Highway 16 through Eagle and Emmett.

Stephen Jernigan

Resident

This road is hard enough without any extra heavy traffic. Heavy loads struggle to get up Freeze Out and with minimal passing lanes from state to downtown Emmett, makes everyone hard to deal with. Then add on large loads will make it horrible. Till it goes to a 2 lane highway I'm in high disagreement with any more heavy loads or extra traffic.

Keetch Richards

Resident

I have been an Emmett resident since October of 1990. I am an Idaho native and moved to Emmett to raise my kids.

For the past 20 years I have commuted to Boise to make a living so I have seen it all on Hwy 16. This year has been especially noticeable. The commercial dump trucks I pass in the morning is unbelievable! It used to be you would pass a hand full of cars driving north on hwy 16 in the morning. Not anymore. It's a steady stream.

The tremendous uptick in traffic is a big safety issue with the highway design and the additional commercial traffic. Commuters are often impatient with the commercial trucks due to the lack of options (slow lanes, turn outs, etc.).

At issue is also the paint markings, there are passing lines in blind spots. I see near misses every day! I urge you to NOT add additional

trucks with additional weight, it will make an already un-safe highway even worse.

There are other options into Emmett. Consider the Middleton to Emmett road as an option, or Hwy 30. I urge you to come drive what I drive at 6:30AM in the morning and experience what I do daily.

It has gotten so bad that when my friends and family hear there is an accident they call to ensure I am ok; they know I commute daily. We the people, residents, should not have not fear our safety due to developers greed! Stand on the side of common sense and safety and not allow more heavy truck traffic.

Tammy Burke

Resident

I think we need to have more time for the people of Gem County to comment on this proposal. Hyway 16 is dangerous enough without allowing 129,000 lb trucks to impact our roads. There is an exit off i-84 at Fruitland now.

Larry Lombard

Resident

Subject: proposed 129,000 GVW for trucks on Hwy. 16,
Freezeout Hill, Emmett, ID

I specifically refer to this portion of Hwy. 16 (Freezeout Hill) that has an estimated 5% grade with an estimated length of 2+ miles

(from Freezeout crest to S. Substation Rd.) that includes a “radical” curve at the end of the grade. Furthermore, once the road straightens and flattens at the bottom of the hill there is a stop light not far ahead. A brake-less, loaded, runaway truck having gained a speed of perhaps 70 miles per hour, fortunate enough to be able to handle the curve, would quickly come upon a stoplight at the intersection of Hwy. 16 and S. Substation Rd.

There is no runaway truck ramp on this grade—and there should be. This omission concerned me before the talk of increasing semi weight to 129,000 GVW. It concerns me even more now. In the U.S., there are at least two runaway ramps on hills of 5% and 5.5% grade with lengths of as little as 1.8 miles and 1.7 miles respectively.

I personally have had two unfortunate experiences while driving runaway semi-tractor trailers: one on Cabbage Hill and one on Whitebird. One time it was mechanical brake failure; the other was rapid loss of air brake pressure. In each case, were there no ramps I would have been in bad wrecks and possibly been killed. Obviously, without these ramps I could have killed occupants in vehicles ahead of me as well.

I am not a civil engineer consequently not qualified to know if a GVW increase to 129,000 pounds is acceptable. But, I do know that an escape ramp should exist before the radical curve leading to Emmett City. There are at least four approved versions of runaway ramps, at least one of which is appropriate here, possibly more than one. Even one use of a truck escape ramp justifies its presence.

I am totally opposed to increasing truck GVW as proposed without the attendant provision for an escape ramp. I am not a prophet, but I envision ITD will soon realize that a HWY. 16 Freezeout Hill ramp is necessary.

I wish my comments to be entered (and if possible read) into the permanent hearing record regarding this GVW issue.

Brad Gore

Resident

RE: Hwy 16

I didn't come here to speak to you today because I am concerned about the roads due to truck traffic

BECAUSE THEY CAN BE FIX

I didn't come here to speak to you because I am concerned about the amount of trucks - being one trailer or two trailers - verses load size because that is a MATHEMATICAL ALGORITHM.

I didn't come today because I think truck drivers are poor drivers, because I believe most truck drivers ARE GOOD PROFESSIONAL DRIVERS.

I came today simply because Hwy 16 is a small corridor - that is used for commuting, and

**BECAUSE PEOPLE PASS ON SMALL CORRIDORS,
BECAUSE PEOPLE MAKE MISTAKES,
BECAUSE PEOPLE HAVE TO COMUTE
BECAUSE YOU CAN'T FIX PEOPLE.**

I don't think these people are thinking I'm going to risk my life today, or take a life today, but that is what happens, quit frequently.

I believe things get in the way while they are commuting.
Maybe it is being late for work or school.

Maybe it is getting home to the kids, or getting sick kid home for school.

Maybe it is the wife, or the boss.

Maybe its just a teenager and their date.

What ever they reason PEOPLE PASS ON HWY 16 -
and there are fatalities ALL THE TIME.

AND THE ONLY WAY TO FIX THAT PROBLEM is for it to be a 4 lane road. If it were a 4 land road I don't think there would be anyone at this meeting today.

When I get onto hwy 16 I think it as a **death corridor**. Does that sound too dramatic?

I know 4 people who have died on that road. Three were children, one was a man just beginning his retirement. Do you think that is too dramatic? Or should we use the word tragic? It doesn't matter if it is a child or an adult, any life that is taken on that road is a loss to someone, some family, to the community.

Just out of curiosity I would like to ask the people here who have known someone who died on hwy 16 to to raise their hand. (4 hands)
Is that too dramatic? **Too tragic?**

1,000s of computers take that hwy every day, **they take it twice.**

You can **FIX THE ROADS**, you can **FIX SOMEONE'S BOTTOM LINE TO GO UPWARD**, **YOU CAN transport more product.**

BUT until you can **FIX** the passing problem on Hwy 16, we are going to fatal accidents due to passing.

And if you decided to complicate the current traffic on Hwy 16 with longer haul trucks, I hope you are willing to also take responsibility

for the guaranteed **FATALITIES** due to passing on the DEATH corridor.

IF YOU ARE READING THIS AND DO NOT KNOW THE AVERAGE AMOUNT OF FATALITIES PER YEAR ON HWY 16 - YOU NEED TO FIND OUT. While you are at it - find out who they were ...how old...etc.

Until you have personally connected to the issue of fatalities caused by passing cars and LARGE TRUCKS on hwy 16, I don't believe you are truly and sincerely qualified to vote on this issue.

I went to the meeting on hwy 16 at the Carberry middle school. I go to a lot of public meetings. I often participate and give testimony.

The meeting on hwy 16 was a ramshackle mess. I have never seen such a meeting. Information was presented and discussion was given for approx. an hour. This all should have been recorded. Then for actually recorded testimony, instead of it being done in the public forum of the meeting, you were shuttled off to another room. I suggest who ever organized the IDT meeting go visit some public meetings and work toward having meetings that are actually recorded and can become a part of a public record.

Gail MacDonald

Resident

Written Comments That Mention All Route Applications

I am against increasing trucking transportation weights to 129,000 pounds on US 30, ID 16, ID 52, ID 72.

Most of ID 52, ID 72 and US 30 doesn't have ample shoulder space and has over 180 residential driveways where individuals must enter the highway to get anywhere.

How will additional traffic and law enforcement be addressed? Will open range be affected?

I have concerns surrounding road conditions, noise, safety, and pollution.

Trina Doyle

Resident

Specific Route: Highway 16, 52, 72 and 30

I am against the larger trucks using this route for these reasons: 1. If the Main Hwy 16 at Freeze-out Hill is closed then what about the trucks using the old Freeze-out Hill road? Will they be allowed on the narrow and winding road? 2. The main Freeze-out Hill route on Highway 16 is closed due to traffic accidents, conditions etc. Larger trucks would compound the issue. 3. This is a 2 lane route. There isn't adequate passing lanes now. Adding more traffic especially heavier trucks which would have a difficult time maintaining speed would add to the congestion, issues with accidents because of unsafe passing practices, etc. 4. I feel there is already an alternative route for the trucks to use Hwy 44. Why do they need to add a 3rd alternative route?

Stephanie Parker

Resident

I have reservations and concerns about the truck size, road rating and the effect of the size of vehicles on Hwy 16, 52, 72 to 30.

The road may have issues with the size and lanes on Hwy 16 – the Freeze Out Hill to Tom’s Cabin Rd. and the vehicle weight vs. stopping and control over the stretch of roadway.

Also, 52 to 72 has quite a few corners and my concern is the flow of traffic and speed of traffic. Also, Hwy 44 is already rated for this size of vehicle to move freight and is a much more straight, even grade route....why Hwy 16, 52, 72 and 30?

Donna Parker

Resident

Written Comments that mention Idaho 16, Idaho 52

As an Emmett area resident, I’m certainly not in favor of having road load limits raised to 129,000 lbs. on Hwy 16 & 52 through southern Gem County. Your Christmas season hearing in Emmett (during which time I was sick) and end-of-holiday-season comment deadline aren’t appreciated, and I’m always suspicious of any such timing, which is so often used to “railroad” decisions through. Why no pros and cons set out in the Emmett newspaper at the least? (ill-read as it is). Such an issue has far greater consequences for a community than a couple of businesses wishing to push their big trucks through every once in awhile...

What’s the deal with “these shipments are reducible”? - if they’re reducible, then they don’t -need- to be at 129,000 lbs; and I do not hold that a small, rural/suburban community ought to be inviting lots more big rig shipping into its midst simply because it would be more convenient for some out-of-area businesses who wish to send goods through the area. Opening the door to bigger rigs using this as a

shipping corridor adds traffic congestion, danger, noise, and greater air pollution for all in the vicinity.

Please do not approve these requests, ITD. People live here, and along the roads - it's not a major highway. These narrow roads are not suitable for an expansion of big rig traffic; they're dangerous enough for the commuter traffic they already carry.

Sherry Gordon

Resident

I am strongly opposed to increasing the load weight limits on large trucks traveling on SH 16 and SH 52. Traffic volumes on both routes have experienced dramatic increases in the last five years and accidents and near misses have shown an corresponding jump in occurrence. I am unaware of any study that addresses near misses occurring on either route. One of the causes have been slower traffic such as large trucks which cause faster vehicles to back up behind the slower vehicle. Drivers get frustrated and make bad decisions trying to pass creating a hazard for their vehicle and vehicles approaching from the opposite direction. Increasing load weights will further slow the trucks creating more of a problem.

Both routes are becoming more hazardous to drive and it is unconscionable to approve these applications and cause further deterioration to the safety of the traveling public. I do not accept that approval will reduce truck traffic on both routes. The only way this could occur is if the total weight being moved over those highways remains constant and that defies logic with ever increasing construction in the Treasure and Emmett valleys. The equation is very simple. If these applications are approved, more Idahoans will suffer property damage, injury and death.

Jim Lancaster

Resident

Re: Hwy 16 and 52 Request for 129,000 Designate

Dear Sir: We are an organization of over 1,100 member families in the Gem County area. Our members are part of the agriculture community a community that is experiencing CHANGE. One of those changes is getting our commodities to market as economically as possible. With the ever increasing cost of hauling we are constantly looking at ways to reduce this expense. That is why the Gem County Farm Bureau board of directors voted to support the applications of AG Lott Trucking Inc. and Savage Services Corp. to increase the weight limit on Hwy 16 and 52 to 129,000 pounds. This effort is consistent with our policy to reduce trucking cost and improve hwy safety for our agriculture community.

Dan Walton

Janeal Walton

Clint Rohrbacher

Terry Walton

Garth Frederick

Bill Hamilton

Travis Bryant

Vaughn Jensen

Steven Hovley

Terry Jones

There would be less trucks on the road – if this is allowed. There are few tk accidents on 16-/52-.

If you remove a few more trucks, traffic would flow smoother.

Chad Mink

Resident

We are strongly opposed to your proposal to launch 129,000 pound missiles down Highway 16 and 52 at 65 mph!

Increased traffic of large sand and timber trucks unable to maintain speed on these highways will increase the passing hazards at high speeds leading to increased accidents and deaths.

Your stated focus on sugar beet, timber, gravel, and grain trucks are not enclosed as your example in your published information shows.

Your misleading information deepens the fallacy of your proposal. Once again the State of Idaho has placed business interests in the almighty dollar above the safety and welfare of its citizens.

Did (the) Idaho Transportation Department learn nothing from the debacle to transport Canadian mining equipment from the Lewiston Port across two lane highways to a foreign country?

No! No! No!

Shame on you!

Sandra Lancaster

Resident

The purpose of my e-mail is to state in writing what I stated in the public meeting on April 10, in Emmett, as well as to the hearing officer who was taking individual comments on a recorder.

First, I believe that public meeting was a fraud and NOT in compliance with federal and state open meetings laws in that the public was led to believe they were attending a public hearing when it was really just a dog and pony show where grievances could be aired, but no recording or notes were taken of those public discussions, and the ONLY recorded comments were those of people who individually went to another room downstairs. That is NOT in compliance with open meetings laws, and I intend to file a formal legal complaint about it. I strongly suggest you schedule another event in each affected area and the next time follow the law because people who know the law are watching you! Even if that “hearing” was not as I think it was there is still the perception of it being that way because of how it was conducted like a free-for-all with no microphones, no ability to hear most of what was being said because of poor acoustics, no apparent leader or coordinator of the event and no decorum that is standard procedure in properly conducted public hearings that meet federal standards for public open meetings.

Second, these comments apply to each and every section of the proposed truck route for 129,000 pound vehicles along Idaho 16 from the highway’s intersection with Idaho 44 (Milepost 100) to the highway’s intersection with Idaho 52 (Milepost 113.9), Idaho 52 from Milepost 14.4 (the highway’s intersection with Idaho 72) to Milepost 28.4 in Emmett, Idaho 52 in Emmett (Milepost 28.4) to the highway’s intersection with Idaho 16 (Milepost 30.42), Idaho 72 from Milepost 0 (the highway’s intersection with U.S. 30) to Milepost 1.99 (the highway’s intersection with Idaho 52), U.S. 30 from Milepost 21.53 (the highway’s intersection with U.S. 95) to Milepost 27.94 (the highway’s intersection with Idaho 72), and any other roads in Ada, Gem or Payette Counties, individually and collectively, so even though I am writing these comments once please understand they are intended for each section individually, as well as the entire route collectively.

Third, considering the very poor condition of ALL roads in Idaho, possibly excepting two Interstate highways, I am shocked that Idaho

allows 105,500 pound trucks and is proposing to allow 129,000 pound limits. In Texas, where the roads are far superior, the maximum weight limit is 80,000 pounds INCLUDING Interstate highways. Here are weight limits for states other than Idaho:

Texas:

Permissible Weight Table

This table provides a guide to determine the maximum weight on any group of two or more consecutive axles. The table may be applied to inner axle groups such as the drive axles and the trailer or trailers, or the entire combination of axles from the steering axle of the power unit to the last trailing axle of the trailer.

The number for gross weight in pounds is the required distance in feet between the extremes of any group of two or more consecutive axles. The remaining column indicates the maximum weight for various numbers of axles in the group of axles being considered.

The maximum weights shown in the table are based on either of these formulas:

- $W=500 [(LN/(N-1)) + 12N+36]$
- L=length & N=# of axles

Distance in Feet	Axles					
	2	3	4	5	6	7
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8	34,000	34,000				
8+	36,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11		44,500				
12		45,000	50,000			
13		45,500	50,500			
14		46,500	51,500			
15		47,500	52,000			
16		48,000	52,500	58,000		
17		48,500	53,500	58,500		
18		49,900	54,000	59,000		
19		51,400	54,500	60,000		
20		52,800	55,500	60,500	66,000	
21		54,000	56,000	61,000	66,500	
22		54,000	56,500	61,500	67,000	
23		54,000	57,500	62,500	68,000	
24		54,000	58,700*	63,000	68,500	74,000
25		54,500	59,650*	63,500	69,000	74,500
26		55,500	60,600*	64,000	69,500	75,000
27		56,000	61,550*	65,000	70,000	75,500
28		57,000	62,500*	65,500	71,000	76,500
29		57,500	63,450*	66,000	71,500	77,000
30		58,500	64,000*	66,500	72,000	77,500
31		59,000	65,350*	67,500	72,500	78,000
32		60,000	66,300*	68,500	73,000	78,500
33			67,250*	68,500	74,000	79,000

34			68,200*	69,000	74,500	80,000
35			69,150*	70,000	75,000	
36			70,100*	70,500	75,500	
37			71,050*	71,050	76,000	
38			72,000*	72,000*	77,000	
39			72,000*	72,500	77,500	
40			72,000*	73,000	78,000	
41			72,000*	73,500	78,500	
42			72,000*	74,000	79,000	
43			72,000*	75,000	80,000	
44			72,000*	75,500		
45			72,000	76,000		
46			72,500	76,500		
47			73,500	77,500		
48			74,000	78,000		
49			74,500	78,500		
50			75,500	79,000		
51			76,000	80,000		

*These figures were carried forward from Article 6701d-11, Section 5(a)(4) when Senate Bill 89 of the 64th Texas Legislature amended it on December 16, 1974. The amendment provided that axle configurations and weights that were lawful as of that date would continue to be legal under the increased weight limits.

+These figures apply only to an axle spacing greater than 8 feet but less than 9 feet.

Nevada:

Maximum Legal Weight Allowed

A vehicle may be operated or moved upon **any public highway** if:

- The Maximum Gross Weight does not exceed 80,000 pounds;
- The maximum weight on any Single Axle does not exceed 20,000 pounds.
- The maximum weight on any Tandem Axle does not exceed 34,000 pounds.
- The maximum weight per tire, measured by pounds per inch of tire width, does not exceed 600 pounds per inch for a steering axle and 500 pounds per inch for all other axles.

Except for a steering axle and axles that weigh less than 10,000 pounds, each axle has at least four tires if the tire width of each tire on the axle is less than or equal to 14 inches. If the maximum weight per tire does not exceed 500 pounds per inch of tire width, an axle may be equipped with tires that have a width of more than 14 inches.

The maximum overall Gross Weight on any group of two or more consecutive axles does not exceed the values set forth in the following formula:

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

wherein:

W = the maximum load in pounds carried on any group of two or more consecutive axles computed to the nearest 500 pounds;

L = the distance in feet between the extremes of any group of two or more consecutive axles; and

N = the number of axles in the group under consideration.

Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the distance between the first and last axles of the consecutive sets of axles is 36 feet or

more. As used in this section, “tire width” means the width set by the manufacturer of the tire and inscribed on the sidewall of the tire.

Axle Group	Maximum
Single	20,000 pounds
Tandem (Two Axle)	34,000 pounds
Gross Vehicle Weight	80,000 pounds

Maximum Permit Weight Allowed

Tandem Axles - 60,000 pounds – Purple Weight Chart (Purple Chart is referring to Single Trip Permits only)

For calculating maximum weights use the Federal Bridge Formula:

Example: 8' - 0" Distance Between First and Last Axle in Feet

4 tires, 8' - 0" Wide Purple Load = $1.5 \times 700 (L + 40)$ 8 tires, 8' - 0" Wide Purple Load (+ 15%) = $1.15 \times 1.5 \times 700 (L + 40)$ 8 tires, 10' - 0" Wide Purple Load (+ 25%) = $1.25 \times 1.5 \times 700 (L + 40)$

Source of information: <https://www.leg.state.nv.us/NRS/NRS-484D.html>
<https://www.nevadadot.com/home/showdocument?id=7158> Purple Weight Chart

Oregon:

Regular Operations

The gross weight of vehicles in regular operations (operating without a special permit) is governed by State tire weight limits, State axle weight limits, and a State weight table (Or. Rev. Stat. §818.010). Exhibit 50 provides a summary of Oregon weight provisions under regular operations.

Exhibit 50: Summary of Oregon Truck Weight Limits for Vehicles in Regular Operations

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Tridem Axle	Per State weight table
Gross Weight	80,000 lbs.
Other	600 lbs. per inch of tire width 10,000 lbs. per wheel

Washington:

Regular Operations

The gross weight of vehicles in regular operations (operating without a special permit) is governed by the State axle limit and the State gross weight table, which mirrors the FBF

weight table (Wash. Rev. Code Ann. §46.44.041). See Exhibit 60 for a summary of Washington weight provisions under regular operations.

Exhibit 60: Summary of Washington Truck Weight Limits for Vehicles in Regular Operations

Single Axle	20,000 lbs.
Tandem Axle	Per State weight table
Tridem Axle	n/a
Gross Weight	105,500 lbs. on non-Interstate highways
Other	600 lbs. per inch of tire width

Utah:

Regular Operations

The gross weight of vehicles in regular operations (operating without a special permit) is governed by the State axle limits and the State bridge formula, adopted from the FBF (Utah Code Ann. §72-7-404). See Exhibit 57 for a summary of Utah weight provisions under regular operations.

Exhibit 57: Summary of Utah Truck Weight Limits for Vehicles in Regular Operations

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Tridem Axle	n/a
Gross Weight	80,000 lbs.
Other	10,500 lbs. per wheel

California:

The laws governing truck size and weight in the State of California are found in Cal. Vehicle Code §§35001 et seq. (available on the State's Web site at <http://leginfo.legislature.ca.gov/faces/codes.xhtml>). The provisions governing truck

weight are in Cal. Vehicle Code §§35550 et seq. and permitting provisions are in Cal. Vehicle Code §§35780 et seq.

Summary of State Provisions that Exceed Federal Limits

With respect to trucks operating on the NHS in California, two provisions in State law allow trucks to exceed some elements of Federal limits:

1. Log trucks are allowed to exceed the Federal limit for tandem axles of 34,000 lbs. by 1,500 lbs.
2. Between September 15 and March 15 each year, cotton trucks that meet certain criteria are allowed an additional 6,000 lbs. above the Federal limit of 34,000 lbs. for tandem axles.

Regular Operations

The gross weight of vehicles in regular operations (operating without a special permit) is governed by two separate sections of State law, the "computation of allowable gross weight" and the "alternative method of computation," for combinations of vehicles containing trailers or semitrailers¹⁸ (Cal. Vehicle Code §35551 and §35551.5). See Exhibit 12 for a summary of California's weight provisions under regular operations (Cal. Vehicle Code §35550 through §35551.5).

Exhibit 12: Summary of California Truck Weight Limits for Vehicles in
Regular Operations

	20,000 lbs.
Single	Alternative method of computation: 18,000 lbs.
Axle	Alternative method of computation, limit on steering axle: 12,500 lbs.
Tandem	34,000 lbs.
Axle	Alternative method of computation: 33,600 lbs.
Tridem	
Axle	Not defined in statute but subject to provisions
Gross	80,000 lbs.
Weight	Alternative method of computation: 76,800 lbs.
Other	n/a

Exemptions and Special Operations

Commodity Exemptions

Logs: Trucks and vehicle combinations transporting loads composed solely of logs are allowed to exceed the tandem axle limit by up to 1,500 lbs. for a maximum tandem axle gross weight of 35,500 lbs. Two consecutive sets of tandem axles are allowed a combined gross weight of up to 69,000 lbs. provided no axle exceeds 35,500 lbs. and the overall distance between the first and last axle of such consecutive sets of tandem axles is 34 feet or more (Cal. Vehicle Code §35552). State axle weight limits do not apply to the transportation of a single saw log of up to 8 feet in diameter and 21 feet in length, or up to 6 feet in diameter and 33 feet in length, if the log is hauled on a combination consisting of a three-axle truck and a two-axle logging dolly that is operating under a relevant permit (Cal. Vehicle Code §35785).

Cotton: Between September 15 and March 15 each year, State weight limits do not apply to cotton module movers or any truck tractor pulling a semitrailer that is a cotton module mover. These vehicles may exceed the tandem axle limit (34,000 lbs.) by 6,000 lbs. The vehicle must be operated laterally across a State highway at grade of the State highway or upon a county highway within specified counties, unless prohibited or limited by resolution of the county board of supervisors having jurisdiction (Cal. Vehicle Code §35555). This exemption does not, however, apply to routes on the NN.

Livestock: The gross weight limit provided for weight bearing upon any one wheel, or wheels, supporting one end of an axle does not apply to vehicles that are carrying loads of livestock (Cal. Vehicle Code §35550[b]). Under the alternative method of computation, trucks transporting livestock are among the types of vehicles that are exempt from that section's front axle weight limits (Cal. Vehicle Code §35551.5[b]).

Bulk Grains or Bulk Livestock Feed: Under the alternative method of computation, trucks transporting bulk grains or bulk livestock feed are among the types of vehicles that are exempt from that section's front axle weight limits (Cal. Vehicle Code §35551.5[b]).

Emission Reduction/Special Fuel Exemptions

None.¹⁹

Other Exemptions

Snow Plows: California size, weight, and load provisions, except those requiring a permit for overweight loads, do not apply to motor trucks equipped with snow removal devices (Cal. Vehicle Code §35001).

Emergency Vehicles: Authorized emergency vehicles that were purchased before 1994 and are owned or operated by a governmental agency are not subject to California size, weight, and load provisions (Cal. Vehicle Code §35002). Fire trucks are also exempt from weight limits (Cal. Public Works Division §21-2-7-1411.7).

Vehicles Constructed for Special Types of Work: Under the alternative method of computation, several types of vehicle are exempt from that section's front axle weight limits, including trucks transporting vehicles; dump trucks or trucks transporting refuse; cranes; buses; transit mix concrete or cement trucks; electricity, gas, water, or telephone service public utility vehicles; and tank trucks that have a cargo capacity of at least 1,500 gallons (Cal. Vehicle Code §35551.5[b]).

Permits for Overweight Vehicles

The California Department of Transportation is authorized to issue permits for the operation of vehicles that exceed State weight limits by up to 25 percent. Excess weight loads cannot be transported on highways for distances exceeding 75 miles. Permits may be issued for a single trip or for continuous operation, and the permitting authority may limit the number of trips, establish seasonal or other time limitations, or otherwise restrict vehicle operation. Permits allowing loads in excess of State weight limits do not apply to routes on the National System of Interstate and Defense Highways (Cal. Vehicle Code §35780, §35788, and §36782).

Routes

Weight exemptions above Federal limits for certain routes are not specifically mentioned in California State statute.

The common thread, except for Washington, is a maximum gross weight limit of 80,000 pounds in states where the quality of the road bed, road construction and road maintenance is far higher than in Idaho, which simply cannot afford the high cost of road and bridge maintenance caused by heavy vehicle traffic, especially over time. With very little to no direct benefit to the communities through which this route passes all the cost for maintenance and repairs and associated costs will be borne by taxpayers for the benefit of a few trucking companies and local companies that make the axle parts these particular trucks would use.

Additionally, much of the proposed route for 129,000 pound trucks is in the floodplain and drainage basin of the Boise and Payette Rivers whose water tables underlay most of the land along the proposed route. This leads to moisture absorption from the river added to the frequent flood irrigation of farmland along the proposed route that further weakens the road base making it more susceptible to damage caused by heavy vehicles, especially on curves or turns where the outward pressure of a weight shift of the center of gravity causes rippling and destruction of the road surface similar to the damage done by tires bumping to a stop carrying a heavy weight. Further, this road surface is asphalt, which gets very soft and malleable in summer's heat and hard and brittle in the cold of winter, each condition making the road surface more susceptible to heavy truck damage. There are ASTM-established standards for weights and measures that apply to testing of road beds and materials to determine fitness for a given weight, a link to which can be found here: <https://www.astm.org/Standards/road-and-paving-standards.html>. I question if any of these testing standards have been applied to determine the ability of the roadbed to support 129,000 pound trucks considering the current condition of area road surfaces from trucks MUCH lighter than the proposed 129,000 pound limit. What is the financial burden that ITD is dumping on taxpayers for the benefit of a very few people and companies at the expense of people in the local communities?

I am concerned about turn radius issues, especially turning right from westbound SH 72 onto northbound US 30, passing in front of New Plymouth High School on one side and athletic fields on the other side of the road, then turning sharply to the right into downtown New Plymouth, then turning right from westbound US 30 onto northbound US 95, or turning left onto southbound US 95. None of those locations is suited for longer trucks, and the roads are already torn up from heavy truck traffic. Road edges are severely damaged by trucks turning short and running across unpaved or lightly paved ground, and that damage is caused by shorter, lighter trucks than those required for transporting a gross weight of 129,000 pounds. I suspect the cost of resurfacing a mile of highway far exceeds all the user fees collected from trucking operators over a period of 5 or more years, and it does not seem to me that those costs are being considered in the proposal for the 129,000 weight limit.

And, of course, there are major safety issues involving personal injury, death and property damage from accidents, long delays or very lengthy detours in areas with few if any convenient alternate routes when accidents occur, reductions in personal property values due to noise and risk of accidents all along the route, and the traffic slowdowns with resulting hydrocarbon emissions fouling the air we breathe with carcinogenic particulate matter from idling engines at every stop sign, light or other traffic control device. And long, heavy trucks will experience extended delays moving from a stop at highway intersections, especially those mentioned above where the turning space is very limited, resulting in longer backups of passenger cars and delays in getting through an intersection. This becomes especially bad if an emergency vehicle cannot get through because of a long, heavy truck blockage.

In summary, the proposal to allow 129,000 pound trucks on certain Idaho highways in Ada, Gem and Payette Counties provides very little or no direct benefit to any of the communities through which the truck route passes, yet those communities will share an unequal burden in a combination of higher taxes to remediate damage, loss of

property values, loss of quality of life, greater risk of injury, death or property destruction and disruption of traffic flows including in the very close proximity to public schools and associated facilities. The proposed route is inadequate for the proposed weight limit of 129,000 pounds because the road base is inadequate and prone to severe erosion and surface deterioration, the road bed is too narrow for trucks of the length required to haul a 129,000 pound load, and the road bed will not support 129,000 pound loads without serious surface and subbase deterioration.

I strongly urge against approval of the proposal to allow 129,000 pound trucks on Idaho 16 from the highway's intersection with Idaho 44 (Milepost 100) to the highway's intersection with Idaho 52 (Milepost 113.9), Idaho 52 from Milepost 14.4 (the highway's intersection with Idaho 72) to Milepost 28.4 in Emmett, Idaho 52 in Emmett (Milepost 28.4) to the highway's intersection with Idaho 16 (Milepost 30.42), Idaho 72 from Milepost 0 (the highway's intersection with U.S. 30) to Milepost 1.99 (the highway's intersection with Idaho 52), U.S. 30 from Milepost 21.53 (the highway's intersection with U.S. 95) to Milepost 27.94 (the highway's intersection with Idaho 72), and any other roads in Ada, Gem or Payette Counties for the reasons cited herein.

Marc W. McCord

Resident

VERBAL COMMENTS

My name is Al Scholtec. I'm the western transportation manager for Woodgrain Millwork in Fruitland, Idaho. We're located at 300 Northwest 16th Street. I am the applicant for the 129 change in total gross vehicle weight for Highway 30, Highway 52 and 72 from Emmett to Fruitland.

So I wanted to talk a little bit about some specifics on impact to the roads and the weight. Currently, we are running a total of seven axles on a 40-foot and 20-foot tandem trailer. It has a gross vehicle weight capacity of 105,500 pounds, which is typical and within the current permit. Of this, the tare weight of the vehicle is 31,750 pounds, basically giving us a net live-load capacity of 73,750 pounds. That's current on a seven-axle configuration resource.

So with the 129 permit, it allows us to actually go to a ten-axle. It would be a 48-foot lead in a 30-foot pup with a short tongue staying within the off-track parameters. The total weight capacity for this configuration on this resource is 129,000 pounds, which is what the permit is for. The vehicle is slightly heavier at 37,000 pounds due to the additional axles, but it does have a live-load capacity of 92,000 pounds. What this boils down to is it allows us to add 24.7 percent more volume per trip.

So Woodgrain is very environmentally sensitive to a lot of things. We have a 98 percent yield in the timber that we cut. We take it all the way down to pellets out of sawdust. The same is true with transportation in that we can actually get more board footage with less impact to the road by going to 129K total gross vehicle weight.

Currently, we are running around five loads per day at the 105-five. By going to the 129 and increasing that capacity, it will reduce those trips by 1.2 loads per day. Potentially, over 300 loads annually will be traveling along those roads.

So to kind of sum it up, by spreading the weight over more axles and reducing the amount of loads daily, it will have a much lesser impact on the road structure and to the towns that the highways travel through.

So this is really what Woodgrain's goal is to do, is to pay attention to the impact on the infrastructure, as well as to the residents of the communities that we travel through. So with that being said, I'm definitely in favor of approving the 129K permit.

Connie Moylan. I work for Woodgrain Millwork as the transportation manager for Woodgrain Millwork.

Woodgrain's manufacturing location in Emmett, Idaho produces lumber. Currently, we're hauling lumber out of the Emmett facility at the max weight of 105,500 pounds. We have the equipment to be able to run at 129,000 pounds. The benefit to the community is that it's going to be 23 percent less trucks on the road.

And which, also, with the additional axles and the spread of the weight across the axles, will be less pounds per square inch on the roadway.

So I know we've heard a lot of concerns about the citizens. And, you know, I hear a lot of comments about the road condition. But, really, this is about -- this whole hearing is about do we allow 129,000 pounds, not do we get rid of all trucks on Idaho roadways.

And so, you know, again, when you look at the fact that lumber has to be hauled out, we have a location in Emmett, we employ 75 people, we put a lot of money into the economy, and it will be good to have 100 less trucks, you know, a year on the road coming out of our facility between Emmett and Fruitland.

So my name is Kelly Dame. I'm the CEO with Woodgrain Millwork out of Fruitland, Idaho.

So I'm here representing Woodgrain and in favor of passing the new law regarding weight. And the issue from, you know, our standpoint is it's economically viable to do this.

And from a safety standpoint, you know, our company's values are – safety is one of our values. And basically we've, you know, studied this out.

We're running the longer trucks now. We're running at the 105 or whatever the legal weight is, but the length of the truck is not an issue. We have purchased trailers with the axles that will allow us to run 120 or 128 or 125 or whatever it is, and the weight per axle has been all calculated so that there's no more weight per axle than what we're currently running.

And so the economic value -- the economic benefit is, you know, it's going to benefit

Idaho commerce, I mean, in general. It's going to make -- companies that run these routes, it's going to make them more competitive, number one.

Number two, it's going to cut the number of semis that are going down the highway without creating any more weight per axle than is already, you know, being done.

So I know there's a lot of emotion about this. But it doesn't shorten up the trailers, you know. And it doesn't -- you know, we're not running any more weight per axle than, you know, what we're currently running. And so the idea is it's a very logical thing.

The benefit to the community is that the weight per axle is the same. The length of the trailer is the same. The number of trucks and the number of trips that we will have to make between here and Fruitland is going to be about 22 to 23 percent less, depending on, you know, the weight of the product that we're carrying.

And so there's 23 percent less road traffic and less opportunities for accidents and all of those issues. There's, you know, 23 percent less, you know, people passing the homes on, you know, Highway 52. And we've configured the trucks so that the axles -- you know, that we have enough axles, you know, to handle the weight per axle.

And, you know, the economics of that, it's good for industry. And, you know, it's good for the community, you know, if they understand it without the emotion.

My name is Simone Wade. I'm representing me.

I am solely against this. I feel that safety is a huge issue. And while I don't feel the truck drivers themselves are necessarily the ones who are unsafe, adding more traffic, more big trucks, more weight, is going to cause a problem.

Changing our community and our highways and our safety for two businesses here doesn't make any sense to me at all.

While they say they're going to decrease by 100 trucks for them a year, which is really nothing, the amount of traffic it's going to increase is incredible.

For them to say that people are going to not bypass I-84 and go from Fruitland all the way through back down to State is ridiculous with all the construction going on I-84. If I was a truck driver, sure, it's more miles, but it's going to save you an awful lot of time. And when you have a load that has to get somewhere, you have a load that has to get somewhere.

So it does nothing for our community at all but put danger -- they haven't taken care of the roads.

People are now suggesting maybe a four-way for Highway 16 and Highway 52. Someone just counted. It wasn't me. But there was, I believe, 184 houses on the highway between here and Fruitland. And that was just to (unintelligible). So I'm going to assume there's probably 200, maybe more. What's going to happen if they want to expand just for these big trucks and then they start taking our property so that they can expand the highway?

Basically, there's nothing good coming of it. We can't take care of the roads that we have now with the issues we have now, let alone adding more weight. That's it.

My name is Mary Clarice Jernigan. And I'm here just to state my opposition to increasing the weights of trucks on 16 and 52 to Fruitland to 129,000 pounds.

There are several states that have limited their weight, their truck weights to 105. Oregon is one, 105,000 pounds, and I don't know why that's not something we can't do here. I don't see any benefit.

In fact, more danger, I'm afraid, on 16 because of the extra weight and because of the narrowness of the road.

I have submitted a written response to ITD already. I submitted a question at the Chamber of Commerce meeting in February, and I was told that I would get an answer. And it is now April 10th, and I have not yet received an answer.

I feel concern that this is being pushed through and that I know ITD rarely denies these requests.

I'm wondering where the money is and who's getting it, and I'm very suspicious of why this is being pushed through. I just think that this is not going to benefit and, in fact, will cause more dangers.

There's trucks going up 16, and they're going to be slower. They're going to be heavier.

And I also noticed that in the Messenger Index that the Gem County roads and bridge department director Neal Capps is very concerned about the public's safety and the -- also the maintenance for keeping the roads in good condition with the extra pounds on these trucks.

And I don't think that was addressed at all, so...

I'm also frustrated about our meeting today because I don't think that our answers were -- the community's questions were answered. It was -- people were put off with, "Well, we don't know. Well, we'll have to look this up." So I don't feel like they came prepared to answer our questions, and I am very dissatisfied.

I made public comment online. But I'm talking about there was a Chamber of Commerce meeting, and ITD was here and at the Chamber of Commerce meeting in February, and they answered a couple of questions, and there was a handful of questions left.

And they were given the questions. I wrote my e-mail address on it. And I was assured I would get an answer. That was two months ago.

My name is Stephen Savage. And I'm representing myself. I do know how the process works. I am a retired ITD Port of Entry inspector.

But my concern is Highway 16 and Freezeout Hill because Freezeout was supposed to have a passing lane 15 years ago, and it never happened.

I don't believe these trucks should be allowed on 16 until 16 has -- until Freezeout has a passing lane, at least, because of the congestion it's going to cause behind them. Some trucks can maintain the speed. The majority of them cannot. So once they get to the top of the hill, people are going to go crazy, and it's going to cause more wrecks because more people are going to try to pass in bad situations. I've seen it for the last 30 years without the trucks, so...

But that's my concern right now. The other routes in this proposal I think are great.

And I believe that 16 should be turned down until it's either widened out all the way or at least a passing lane on Freezeout.

My name is Shellie Spicer. And I'm very concerned about the heavier weights being on the road. I travel that road every day, and I've seen accidents there myself.

I know that they keep reiterating how the heavier load is going to be better on the roads. I have a really hard time believing that. I don't think that that's true. I think that even though they said the weight is distributed differently, I still believe that the vibration from the heavier loads is going to definitely make a difference.

I know that they're going to be traveling on 16, as well, and I travel that road at least four times a week into Eagle, and I've seen the amount of traffic increase.

And to think of more -- well, I should say I know they already have trucks there, but they're going to be heavier, and I think that those roads just can't handle that.

I mean, when I think that the national average is so much less than what they're even thinking about on this little two-lane road in Emmett, it just boggles my mind. I'm already scared to drive on those two-lane roads myself, anyway.

And to think of these heavier big trucks that are going to be traveling right where our school buses are and right where our tractors go down the roads and where people move their cattle or -- you know, I mean, it's a little rural country road that is going to be used for huge trucks that weigh, you know, 129,000 pounds.

It scares me to death, and I think that they should find another route or that they should use the routes they already have. Why do they have to come through a little rural town to do that? I know they keep saying they have to get their product there. But lighten your load. You know, keep it how it is and deal with it. I mean, they don't need to change everybody in a small town to accommodate them.

I think it's absolutely insane, and I'm really upset over it. But that's it.

My name is Tamera Burke. I'm representing myself and my mother who also has a house on our property, Jan Gibson.

And I'm here because I've been a resident of this county for 30 years, so I've seen what goes on.

I've been a lifelong resident of Idaho. And I understand what the law says and what these petitioners to the state are trying to do. They want to benefit their companies.

Truck drivers are hard to find. I understand that. But at the same time I'm asking the commissioners or the ITD board, whoever is making these decisions, to listen to the communities.

The communities and the taxpayers, the people who live in these communities, are very adversely affected by these types of changes. And the reason why I say that is because I do not feel that the infrastructure that we currently have in the state of Idaho supports what we have, let alone added weight.

The safety issue is huge. We are a rural community. Idaho is 88 percent rural communities. That, to me, is huge. Yes, I want to keep my Idaho rural in some areas. I will fight to the death for that, and this is one of those fights.

So two truck companies want to increase the weight. What that tells me is, great, that's going to benefit you in the very short term, maybe long term. I don't know. But the added benefit I do not see to the taxpayer of Gem County or the taxpayer of any of these five areas, Payette County, whoever. I just don't see the benefit to the taxpayer. We cannot even support what we have.

So these trucks are coming over, and when they can't get around on the road, the redline road, so to speak, that they're allowed on, then they go over to the county roads. Our county roads are even ten

times worse than the state roads. State roads, state highways, secondary highways, not bad, but they could be a lot better.

So, you know, it just follows the path that I see in the federal level and in the state level, and the county level kind of going the same now, is that we've created these monstrosities in government agencies, and they've become so inefficient and bogged down that they are not efficient in the use of our taxpayer money. And I think this is one of those -- this is a very good example of it.

We need to fix what we have, improve what we have, and take in the concerns of the communities, the people in the communities that live there. And if things need to change down the road, then they can change down the road. But for right now, my vote is to say no, we do not need this to be a 129,000 dollar -- or pound route for these trucks.

My name is Marc McCord, representing myself.

I've presented some papers here for you to show that in the state of Texas where I'm from, where our roads are far superior to any road in Idaho. We have an 80,000-pound weight limit.

And I'm really having a hard time understanding why a state with such poor road base, such poor road width, and such poor road structure even has a 105,500-pound limit, much less considering going to 129,000.

The comments I heard in the meeting here -- which I was surprised. I thought it was supposed to be a public hearing, and there was no recording. You couldn't hear anything, no microphones, nobody talking, in any way, that allowed conversation of a meaningful nature to take place in that room.

It looks to me like this is a process that's been decided in advance, and this is a dog-and-pony show to give the taxpayer citizens the

appearance of listening to their concerns when a decision has already been made on the 129,000-pound limit.

But it's absolutely insane to put 129-pound limit -- thousand-pound limit on these roads in Idaho.

In this package I gave you, I printed up four maps from Google Earth showing four particular places that I think are major concern, the first being Washington and 52 in Downtown Emmett -- or on the edge of Downtown Emmett. And that's a one-lane going each direction. On each are four roads. And there's going to be a major congestion there, especially with those long trucks, especially if they're trying to turn on or off of 52 onto Washington.

The second one I printed was one where 52 runs right by Emmett High School. Just yards away. The road is right here. The football field is here. The highway is here. Football fields and the school is right here. Mill Street over here. All this traffic coming out onto 52 in the morning going to the school and in the evening coming out of the school, major concern having big heavy trucks like that going down there that might not be able to stop in time and run into a car and kill a bunch of kids.

The third one is the school in New Plymouth showing this route coming through New Plymouth. It comes up off of 30 right here into New Plymouth right by the high school with the athletic field on the other side of the road from the high school, and then they have to make this sharp turn in tiny little Downtown New Plymouth and then this 90-degree turn back here to head west back out to 95. And that looks to me like just a place for a natural disaster with long trucks. There's not enough room for those trucks in there. I don't know why somebody hasn't thought about this.

And the last one is at the intersection of 95 and 52 where there's one lane of traffic on each direction on 30 here -- I mean, 30, not 52, and one lane in each direction here on 95 and traffic coming off of I-84 right here filtering onto I-95 right here with all this truck traffic

coming here to go onto 30, either to the north or to the south, with one lane each direction for those big long trucks to turn.

The number one problem is -- Idaho doesn't have this problem yet. But I'm from a state where almost all the major cities and many of the smaller ones have EPA-mandated tailpipe emissions testing every year. Our inspections cost us 50, 60 bucks to get a vehicle inspected every year because we have tailpipe emission testing. That's because the air pollution in our areas are too high. The reason part of that is, is because of all the cars sitting and idling with all those hydrocarbons going up into the atmosphere polluting, causing a great cost to citizens beyond any taxes or anything else. That's just to keep their car running on the road.

And so these four intersections right here tell me that somebody needs to take a serious look at the physical limitations on building these roads, not only the road base and its strength, the width of the roads, the surface material of the roads, which is far too inferior for 129,000 pounds. And then somebody needs to ask why does a state like Texas, with all the money Texas has and the quality of our roads being so far superior, limit the weight on those trucks to 80,000 pounds where Idaho is talking about opening up 129. That's on the order of 54 or 55 percent more weight than what Texas allows on roads that are far more superior in construction.

And so those things bother me. And this is the stuff I want on record. I do intend to write some comments and send some in, in addition. But I wanted to get this on the record, because the meeting in there, apparently nobody was recording anything, and nobody could hear anything, and it was really a waste of time.

And it's a disservice to the citizens for public officials that are paid by taxpayer money to hold a sham hearing to give the appearance of complying with the laws on public disclosure when, in fact, decisions appear to have already been made on this stuff.

So I just want that on the record, that I'm thinking that way, and other people are, as well.

My name is Martin Fry. I'm about 20 feet away from the highway, so I watch every morning to see what's happening.

I think that most of our commercial drivers are professional and they're not out breaking the law, but they certainly beat that speed limit when they can.

This is -- but so do car drivers do it. And my concern is -- I've had this conversation with Lance Smith, and I've had it with others and that they say, Well, the poundage on the road is less, so it's all spread out.

But the thing that they do not take into consideration, you're pushing that pavement someplace with the heavy loads.

We have another factor that probably isn't figured into it. We have high water tables so that the road base underneath becomes wet and then becomes soft and starts to deteriorate, also, which wouldn't show up in any reports that they have.

We have the heat during the summertime that shows up. And if you go out and take a look at the routes, you'll see where the roads are cupped. You'll see where the concrete or the asphalt has been pushed.

And it just -- it's just a cost factor for the community. I understand it's going to fall on the whole state, because it's a state -- the state roads are the ones you're taking care of. But I still pay my taxes, and I don't like doing things. And there's too few of people who are going to gain by this.

We have -- we have the lumber company over here. If they're really concerned about saving money, they can put it on the railroad and take it down to the house, down to their yard, down to Fruitland, I think it is.

We have Unimin who thinks that they're going to do more, but there's only two people who they talk about applications for versus the damage it's going to do to the road.

It doesn't -- it doesn't work out. I don't think it pencils out that we should allow them to tear the roads up on this basis. And it's not so much in the stopping, because it can become more dangerous, because the problem is, it's the youngsters that go around them.

I was coming by Toms Cabin Road the other day, and when I pull out on Brogan, there's always trucks, so I wait and give them plenty of room between me and them, because when I'm taking off and trying to get my speed up to 55, they're going to catch up with me. Well, I gave them plenty of room, and they still caught up with me. So I got to Tom's Cabin Road, and some youngster comes around, and he goes to pass, but the truck driver had not left the distance between me and him for him to get back in. So we're going down Tom's Cabin Road, the two of us, in the curve.

So these things do happen. We do know that there's a lot of wrecks on Highway 16, probably not related to the commercial driver so much, but it's just a bad road to put extra -- it needs extra stopping space on.

But as far as the costs, I just don't get it. Why should these guys be allowed because they want to? And it puts a bad -- a bad light on your job, the commissioners, you know, trying to sell us. We've already watched one of our -- a supervisor. What do you call who's head of the -- head of the road division? What was that young lady's name that got fired by the governor? And we went to court. It's a closed case. You can't even get the details.

So when you see things happening, you -- It's not good for the state. Just all political. So when things like that happen, you wonder how much political is in this. I don't know what to tell you, but it's not a good thing.

Especially when we don't have that good of roads. Everybody admits it. And we're not even coordinated with the County and the City. The City didn't even know that they had removed all the signs for the truck traffic going through town. They come down, and they turn on Commercial Street, I think it is, and they go out and come over on -- to go to the mill and things like that, and they're removed. So there was no truck route anymore, and the City didn't know it. They hadn't coordinated that with the City. They hadn't coordinated it with the County.

And if you go down and look at the 55 mile an hour on Highway 52 when you come off of Washington, you're going out towards Payette and going out that way towards Unimin, that 55-mile-an-hour zone sign should be changed and moved further down the road.

Why would you want the trucks to be going 55 miles an hour when they're coming up on the school road where everybody comes out to go to school? They come out the mill, so that's not good. They moved the sign.

Do you believe that where they put -- when they -- even though they have the stopping space, when they make the turns they push the -- they're pushing the pavement? But the question is, every person that comes in wants to put a commercial thing on, and the citizens jump up and say something. They say, "Where do you get it scientifically?" It's kind of like cigarettes don't kill you 25 years ago because there was no scientific evidence, but today there's a lot of scientific evidence that says cigarettes will kill you.

And that's the thing the employers always pull out of the box, is, "Show us the scientific evidence." I think they should have to show us the scientific evidence that this is economically practical for everybody, not just them.

My name is Harvey Stetzel. (Representing self). My concern is 130,000 -- or 129,000-pound trucks. I have a lot of trucks that drive up and down Mill Road going to the mill and back.

They're traveling at -- the speed limit is 35. Some of them, I know, are traveling more than that, but we all fudge the speed limit.

My thought is, now I know an 80,000-pound load limit at 55 miles an hour takes roughly 500 feet to stop. 130,000 pounds is probably going to take a little bit longer than that. And let's say they're doing 35 miles an hour. I'm going to say it's going to be 250 of the 300 feet. I have not done the math on it.

On Mill Road, there's a lot of kids riding their bicycles, elderly people walking. Now, my concern is two things. The road base, is it going to be able to handle it? And the other concern is, why should we not drop the speed limit on side streets like that to 25 miles an hour? Now granted, trucks are big, and they take X number of distance to stop, no matter what. But I think it would give them more of a chance than 35 to 40.

And my concern is still the road base, not just there but everywhere. And if you're interested in noticing the road base, drive down 12th Street to Mill Road in front of the high school, and just before you get to Mill Road you can see where our water level, when it comes up in the summertime, it pushes the asphalt right there.

Do I complain about that? No, because it's like a natural speed bump. I sit there at lunchtime, not on purpose, but I was talking to somebody on the phone sitting in my driveway, and I saw seven of our high school kids not slow down for the stop sign. Flat run that stop sign.

If a big truck is coming down there at 130,000 pounds and it takes 3- to 400 feet to stop, somebody is going to die. And I don't want anybody to die. I don't want any kids to die. I don't want -- there has been a -- since I've lived there, has been a fatal accident there on that intersection. I'm trying to think. It was ten or -- ten years ago or

maybe a little more. And it was the same thing. One lady had a medical problem, diabetes, I believe, and blacked out. And a one-ton come down the other way and hit her, and she died. She wound up across the street up next to their steps.

So that's my concern. I don't need to see dead bodies. I don't want -- I want everybody to try and get along. And 130,000 pounds going up and down that road scares the hell out of me.

I had tow trucks. When I moved over to Idaho -- or to Emmett, yes. I had a tow service. I figured I needed something to do in my retired years, and I wound up -- I saw plenty. And somebody offered me more money than I thought it was worth, and I waved bye.

Look at all the crosses out on Highway 16. I have a brother-in-law that just retired from the Idaho State Police Department. And I asked his opinion, and he said if they raise it to 130,000 pounds, 129, same thing, get ready to go to a lot of funerals. But that was my brother-in-law, Craig Bold. His exact statement, "Get ready to go to a lot of funerals."

Look at all the crosses out through there, and that's not -- and a lot of those weren't caused by 18-wheelers. A lot of those was dumb drivers passing where they shouldn't.

You put more trucks out there, and you're going to find out people get impatient, are going to start passing those trucks, and there's going to be some fatalities out there.

I think that if you're in a big truck, a lot of these states around us have a truck speed limit and a car speed limit. I think that the trucks should be a minimum of 10 miles an hour or 15 under the cars. I don't think 80 miles an hour is a safe speed out on the highway. But, you know, I don't have the choice in that.

Statement from Hearing Officer: Well, the trucks have a 10-mile-per-less speed on the interstate.

Harvey Stetzel: I think that it should be 10 miles an hour slower on state highways. If they're going to run 130,000 pounds in and out of Emmett, they need to make that a four-lane.

Question from Hearing Officer: Highway 16?

Harvey Stetzel: Highway 16, a four-lane.

My name is Lane Buchert.

I just feel like when you do the math logically, if you have more weight dispersed over more axles, it's pretty simple.

Also, to me, it seems like they're a lot easier on the roads. You don't have as much weight on each axle.

You have, already these lengths of rigs running on the roads. We're not changing the laws in terms of how big these trucks can be.

It's not like people are inventing loads down there to haul. They're going to get taken out one way or another. It's not like there's magically more loads to be hauled.

That's my two bits. Better braking, which people are complaining about. They're not any longer, which people are complaining about. And they're not tearing up the roads as bad, which people are complaining about.

My name is Trina Doyle.

I do not like the idea of the weight limit increase on highway 52, 72, 30 and 16 for the following reason:

First, the highways are already in bad shape because when they were built, they were made to withstand 80,000 pounds of freight. At 129,000 pounds, it will cause greater wear on these roadways.

I also don't like the idea because these roadways are rural roads where we have school bus routes, and they are rural highways that our kids learn to drive on.

Another reason that I don't like the idea is because between Washington at Highway 52 in Emmett and Highway 30 to Highway 72 in New Plymouth, there's 183 residential driveways that people enter the highway, and they already have to contend with quite a bit of traffic, especially in the morning and in the evening.

Another reason I don't like the idea is because there are not ample shoulders, especially not on Highway 52, 30 and 72, and if there were an emergency, there are very few ways to get around the road blockage.

Another reason I don't like the idea is because there are not ample facilities to have better policing of the roadways and speeding and stuff like that. There's no provision for adding more patrol cars out there.

I think that there are ample train facilities through Payette and Gem counties that are able to carry these large loads from the proposed lots, and I know that there are ample facilities to carry these loads from Gem County to Payette County and also from Gem and Payette County. The Union Pacific has rail that can go in to Utah by way of Pocatello.

Another reason that I don't like this proposal is because it opens up the roadways for all freight loads of this size and it makes our quiet county roads into truck routes which really kind of just destroys our quiet neighborhoods and probably our property values.

I hope that ITD will not consider approving the requests to increase the maximum weight limits on Highway 52, 30, 72 and Highway 16.

My name is Joe Morton. I represent myself as a citizen of Gem County. I have a written statement -- that I want to make sure gets incorporated there. I've given it all the way to everybody up the food chain, okay?

I would like to leave you a copy -- and put it on the record that the last two -- the highway -- the document, the two-page document called Highway 16 Safety Meeting, April 10, 2019 has a list of questions that I would like to have answers to in writing, okay, by ITD, written answers, and provided to the public, whether they do it on the website or however. (Document titled Hwy 16 Safety Meeting – April 10th 2019 is in appendix).

And I also want to be ensured, okay, that when they are available that we are then given two weeks' additional public comment period time.

To answer the questions on a day before the end of the deadline for the public comment is not fair to the people and particularly the ones that took the time to come in and deal with this.

The other -- the other document that I want to submit, okay, for the record, okay, is an April 10th e-mail from Adam Rush responding to some questions that I had asked ITD to produce answers to prior to the public hearing today, okay, that was submitted to Director Brian Ness and the rest of the people in the food chain at ITD.

It was submitted on January 4th, and I received the answers on April the 8th, okay, two days before the public hearing. And it was actually -- I think it was 5 p.m. that he sent this, these answers. (April 8 e-mail from Adam Rush is in appendix).

And the majority of the questions that I had asked to be answered before the next -- that meeting here in April 10th he didn't have answers for, and the document shows that right there.

You can label them number one and number two. And that document, the second document, is actually a one, two, three, four-page document. Though, I will say the questions that Adam did -- or the answers that Adam did answer were thorough. Excuse me, they were -- they were -- he gave me some good reference and particularly to the safety data, but it still didn't answer the questions that I had right there, okay?

The last document that I don't have a copy of, that I want to make sure that is in the record, is my response. It was an e-mail sent to Brad Little, and it was sent to -- let me see the documents I gave you before earlier, right there, if I could, please.

It was a response back to Adam Rush, okay, this morning on the April 10th. It was addressed to Governor Brad Little, Brian Ness, Adam Rush, Jeff Marker, Sue Higgins, and I believe it was Beverly Edwards with Idaho Council Trucking, okay? (April 10 e-mail from Joe Morton is in appendix).

It was a document that was sent this morning after a conversation with Adam Rush, okay, of the additional questions that I have given to you, which was on the first page right there.

And that one referenced -- that one referenced specific information, okay, including the fatality crash rates, okay, of all of the highways and interstates that ITD was responsible for.

Two particularly that caught my attention was the Highway 16 crash data, okay, which noted fatality crashes -- fatal crashes, fatalities, total crashes, average daily count, the fatal crash rate, and the total crash rate.

And I also noticed in that and tried to compare it to see how we stood with the other many reports that was in there and decided to compare it to I-84, okay, Interstate 84. And the difference between

the fatality rate, okay, on I-84, the entire length that carries 64,000 vehicles a day in 2007 (sic), okay, is one-fifth lower than it is on Highway 16, the proposed route. And if these considerations of safety, okay, where Highway 16 in wanting to add an unlimited number of trucks -- not to say they would, but by allowing this 129,000-pound approval, it's not limited to Lott or Savage or Unimin or Woodgrain Mills. It's for everybody.

And if it does become a shortcut, okay, which it is shorter, okay -- actually, it's a little longer than running out 84. But if it does become a route for anybody that wants to travel, okay, adding more vehicles, anything more to Highway 16, which has -- which is five times more -- somebody is going to die. The fatality rate, based on your records -

Hearing Officer asks question: Joe, did you quote a 2007, or did you mean --

Joe Morton: '17. And it's an e-mail that I sent to everybody. That record right there does have the statistical information that I pulled off, and the only thing I added to it was averaged out. I used an Excel spreadsheet and averaged the ten-year period from '17 to 2008 (sic) and of the fatality rate, average number and compared it from 16, Highway 16 to I-84, and Highway 16 is five times greater.

APPENDIX

Hwy 16 Safety Meeting - April 10th 2019

- 1 -When will ITD funds be available for the **SH-16: FREEZEOUT HILL SOUTH PASSING LANE Project?** (*Expansion project located in Gem County, will construct asouthbound passing lane in order to improve mobility and reduce crashes along the corridor*)
- 2 -What are the locations of each fatality (mile post number) for each person killed on Hwy 16?
- 3 - Define what ITD will do to do repair the section on Hwy 16 that is currently "rated poor and deficient". When will these repairs be completed? How long has this section of road been classified as "poor and deficient"?
- 4 - Provide data and cost saving analysis of using the *existing* rail facilities for transport at both Unimin and the "New Sawmill in Emmett" compared to adding 129K lb. trucks to this route.
- 5 -What is ITD doing to comply with the Federal requirements for "Public Involvement" on the proposed 129K Truck routes (184 through Emmett to Fruitland)?
- 6 - What data does ITD have on the adverse impact to roads due to starting & stopping of *existing* & *new* 129K truck route(s)? Proposed 129K routes in Gem County? Provide this data.
- 7 - How many High Accident Intersection Locations are on the proposed 129K route from 184 (exit 43) to Fruitland? Identify all incidents on a map for this route.
- 8 - How many high-population areas including but not limited to hospitals, day care centers, schools, shopping centers, gas stations & businesses are located within 1/4 mile of this corridor? Identify all incidents on a map for this route.
- 9 - Define the number AND NATURE of anticipated additional 129,000 lb. trucks & trailers that will be using this corridor if the pending applications are approved.
- 10 - Define the total number of involvements in reportable crashes for the applicants (ARLO G LOTT TRUCKING INC. & Savage Trucking) since their incorporation with Idaho. Provide information of fatalities & injuries.
- 11 - Define the additional noise and vibration from additional diesel trucks to this route.
- 12 - How many Residential Driveways & Private Property owners adjoin this route and use these roads to access their homes, wait for school bus pick-up and trash receptacle pick-up?
- 13 - How much money does Gem County collect for vehicle registration fee(s)? How much of this money is given to GC Road & Bridge Department vs retained by ITD?**
- 14 - How much does a 129K truck operator pay ITD in fee(s) to operate on a 129K # route in Idaho? Per Year? Per Load?
- 15 - How much does it cost the city/county to maintain/rebuild any connecting roadway, such as that from the Mill or Cascade Road to the highway, due to permitting of 129K truck loads?
- 16 -Will ITD notify Idaho State Police (ISP), Local Law Enforcement, School Districts and Emergency responders of the new Public Hearing date and ask for their comments?

- 17 - Provide criteria used to reduce speed limits on roads where school buses travel when picking up or dropping off children.
- 18 - Explain why ITD has an increased speed limit (from 45MPH to 50MPH) before the Mill Road & Hwy 52 intersection (westbound). Mill Road & Hwy 52 is a four-way intersection. It is a primary entrance and exit point for school bus and vehicle access to Emmett High School.
- 19 - Provide all data and criteria that was used to reduce the speed limit to 55MPH and add a stop light on the segment from Hwy 16 Beacon Light Road south to Hwy 44.
- 20 - When will Hwy 16 speed limit be change to 55 mph?
- 21 -What will ITD do to reduce the Fatality Rate on Hwy 16? When will ITD address this problem?
- 22 - Provide data of all wildlife incidents o.-i this route from both local and state records and why there was no consideration of wildlife activity by ITD Highway Safety and District 3 when recommending to "proceed with these route request".
- 23 - Define what will be done by ITD to repair the section on Hwy 16 that is currently "rated poor and deficient"? When will these repairs be completed? How long has this section of road been classified as "poor and deficient"?
- 24 - Define the stopping distances of a 129K lb. truck & trailer@ speed(s) from 40 MPH up to the legal speed limit (65 MPH)?
- 25 - What provisions will ITD do to fix the limited line of sight problem (less than 200 feet) for vehicles entering Hwy 52 west (55 MPH - Blind Curve) from Toms Cabin Road?
- 26 - Provide specific data on the number of truck loads required from both Unimin and the "New Sawmill in Emmett" as well as the proposed reduction in number of truck loads by allowing 129K lb. trucks on this route.
- 27 - What do Gem County stakeholders have to do to STOP 129K truckloads through Gem County?
- 28 - When will ITD repair the shoving & heaving of pavement at the intersection of Washington Street & Black Canyon Hwy... caused by Heavy Trucks?
- 29 - When will ITD repair E. Black Canyon between Emmett & Horseshoe Bend?
- 30 - Why does ITD deny Gem County the authority to change speed limit(s) on county-maintained roads?

Subject: Hello Joe (Adam Rush from ITD getting in touch re: Questions on Truck Route Applications)

Date: Monday, April 8, 2019 at 5:00:41 PM Mountain Daylight Time

From: Adam Rush

To: Joe Morton

Good afternoon Joe,

I'm e-mailing with some information regarding the questions below that you shared with me.

I'm in the process of gathering responses to some of the questions below.

Sincerely,

Adam Rush

Public Involvement Coordinator

Idaho Transportation Department

Office of Communication

Direct Line: 1-208-334-8119

E-mail Address: adam.rush@itd.idaho.gov

From: Joe Morton <jmorton@silverleafidaho.com>

Date: Friday, January 4, 2019 at 11:47 AM

To: Brian Ness <Brian.Ness@itd.idaho.gov>, Adam Rush <adam.rush@itd.idaho.gov>, Jeff Marker
<Marker@itd.idaho.gov>, Sue Higgins <higgins@itd.idaho.gov>, Reymundo Rodriguez

<Reymundo.Rodriguez@itd.idaho.gov>, Brad Little <brad.little@lgo.idaho.gov>

Subject: Public Comment for Proposed Route allowing 129,000 lb. trucks & trailers to travel from Hwy. 16 in Eagle to Fruitland -Additional Public Hearing

January 4, 2019

Brian Ness - Director - Idaho Transportation Department

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Adam Rush - Public Involvement Coordinator - Idaho Transportation Department - Office of Communication

P: (208) 334-8119 - E-Mail: adam.rush@itd.idaho.gov

Jeff Marker - Public Transportation Manager - Idaho Transportation Department

P: (208) 334-4475 E-Mail: jeff.marker@itd.idaho.gov

Sue Higgins - Board Secretary - Idaho Transportation Department

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Reymundo Rodriguez - Motor Carrier Services - Idaho Transportation Department

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Beverlie Edwards - Idaho Trucking Council - Idaho Transportation Department

P: (208) 334-8609 - Email: Beverlie.Edwards@itd.idaho.gov

Re: Proposed Route allowing 129,000 lb. trucks & trailers to travel from Hwy. 16 in Eagle to Fruitland - Additional Public Hearing

Dear Idaho Transportation Department,

Thank you for providing the Citizens of Gem County another public hearing. Please allow a

minimum two week notice prior to the hearing as well as a 30-day public comment period after the hearing date. Contact both the Messenger Index and the Gem County Gazette to coordinate their print dates.

Please notify Idaho State Police (ISP), Local Law Enforcement, School Districts and Emergency responders of the Public Hearing date and ask for their comments.

Please include a public hearing for ILL applications (including Lott & Savage) and 129K route segments located in Gem County. Please provide the specific address(s) where Lott intends to pick up at the "New Sawmill in Emmett".

I recommend that ITD use the Kenneth Carberry School to allow ample space. Please provide all necessary means to comply with all ADA requirements.

Please provide answers to the following Q&A to scheduling the next public hearing:

Safety--

1 - Accident data from 2012 through 2017 on the entire route from Hwy 16 in Eagle through Emmett and New Plymouth to the end point in Fruitland. This data is now compiled and available.

Attached, please find a six-page PDF that offers general information on safety statistics in Idaho. In addition, the crash data for Idaho 16 (and the other U.S., state highways, and interstates) is available in the annual Traffic Crash report on IID's web page:

<http://ps.itd.idaho.gov/ops/ohs/Crash/17/AP..PC..ru!f>

2 - Define how many trips per day school buses travel this route and how many stops are made to pick up and drop off children. Include data on the number of railroad crossings and the stops required by law for school buses.

This information would be available from the Emmett School District. The Idaho Transportation Department doesn't track the number of school buses on highway routes, or how many trips they make.

3- Provide criteria used to reduce speed limits on roads where school buses travel when picking up or dropping off children.

I'm working with District 3 staff on this information.

4 - Explain why ITD has an increased speed limit (from 40MPH to 50MPH) less than 100 feet before the Mill Road & Hwy 52 intersection (westbound). Mill Road & Hwy 52 is a four-way intersection. It is a primary entrance and exit point for school bus and vehicle access to Emmett High School.

I'm working with District 3 staff on this information.

5- Provide all data and criteria that was used to reduce the speed limit to 55MPH and add a stop light on the segment from Hwy 16 Beacon Light Road south to Hwy 44.

I'm working with District 3 staff on this information.

6 - Provide data of all wildlife incidents on this route from both local and state records and why there was no consideration of wildlife activity by ITD Highway Safety and District 3 when

recommending to "proceed with these route# request".

I'm working with the Office of Highway Safety on this information.

7 – Provide current data for the number of vehicles traveling on Hwy 16 from Eagle to Emmett. Include both commercial & non-commercial vehicles.

The Idaho Transportation Department has an automatic traffic recorder on Idaho 16 at Milepost 105.09, which is approximately 0.26 miles south of Roseway Lane.

The annual average daily traffic from 2005 through 2018 is listed at:

[□LLa.pps.itd.idaho.gov/LaIPs/roadwaydata/counters/274/index.html](http://LLa.pps.itd.idaho.gov/LaIPs/roadwaydata/counters/274/index.html)

The traffic recorders don't distinguish between commercial and non-commercial vehicles.

8 – Define what will be done by ITD to repair the section on Hwy 16 that is currently "rated poor and deficient"? When will these repairs be completed? How long has this section of road been classified as "poor and deficient"?

A poor and deficient rating doesn't necessarily mean repairs have been scheduled or there is a completion date for them. I'm working with District 3 staff on how long the section has been classified as poor and deficient.

9 – Define the stopping distances of a 129K lb. truck & trailer@ speed(s) from 40 MPH up to the legal speed limit (65 MPH)? What provisions will ITD do to fix the limited line of sight problem (less than 200 feet) for vehicles entering Hwy 52 west (55 MPH – Blind Curve) from Toms Cabin Road?

The stopping distance is established by federal code, and does not change when a 129,000-pound truck is on a highway route.

10 – Define the number of Residential Driveways & Private Property owners that adjoin this route for access to their homes, School bus pickup, trash pick-up service and mailbox. Define if ITD will make any effort to contact property owners on this route with a notification of potential increased truck traffic prior to the next scheduled public hearing. Explain reason(s) why no notification was given to property owners adjoining this route prior to last public hearing.

The process the transportation department follows regarding public notification was created during the early stages of the overall application process for the routes. It doesn't include individual notification to property owners. It includes a press release sent to local media outlets, newspaper ads placed in local media (if there are any), and notification to city councils, county commissions and highway districts.

11 – Provide data of all Commercial Motor Vehicles (CMV) Crashes in Idaho.

- a. Define the number of fatalities that occurred in CMV crashes.
- b. Define how many fatalities were occupants of passenger cars, pickups, vans, or other vehicles compared to the occupants of CMV's. Include in the data the CMV accident that resulted in the death of an Emmett man driving a passenger car on November 13th, 2018.
- c. Provide data comparing the severity of accidents involving a CMV vs. accidents involving passenger cars, pickups, vans, or other vehicles.

Please see the attached six-page PDF.

Economic Benefit Data -

1 - Define all business names & addresses within this corridor that will require 129,000 lb. truck & trailers, and why they require this. Also, provide the "cost saving" that will be gained by the increased load limits.

The Idaho Transportation Department doesn't track which businesses will require the use of 129,000-pound trucks. The companies that have submitted applications to use the routes in the Gem County area mention that a 32 percent increase in net payload equates to a significant reduction in operating costs and lower overall costs to consumers. Shipments per week will decrease from six loads to four loads. Diesel fuel consumption should decrease by 25 to 35 percent.

Attached, please find a PowerPoint slide that illustrates what a trucking company would bid to ship a product 50 miles, using different axle configurations.

2 - Provide current number of truck loads required from both Unimin and the "New Sawmill in Emmett" as well as the proposed reduction in number of truck loads by allowing 129K lb. trucks on this route.

Please see the applications at [L/i td.idaho.g L.fwght /? tai:get=129000-lbs-route-reql!%II](http://itd.idaho.gov/fwght/?tai:get=129000-lbs-route-reql!%II).

3 - Provide data and cost saving analysis of using the **existing** rail facilities for transport at both Unimin and the "New Sawmill in Emmett" compared to adding 129K lb. trucks to this route.

Rail is dependent on a Class 1 railroad to be profitable. Rail companies do not make stops for less than a unit train, which consists of 100 rail cars.

4 - Provide data on how much money ITD will receive from the Federal Government for allowing a 129K lb. contiguous route from 1-84 in Eagle through Eagle, Emmett and New Plymouth to Fruitland.

The transportation department won't receive funds from the federal government for allowing 129,000-pound trucks on highway routes. Allowing routes to be applied for to allow 129,000-pound trucks is an Idaho -based program.

5 - Provide information noting the impact to all roads adjoining the 129K truck route that ITD does not provide maintenance or support. Include an estimated cost that the counties & cities will incur when 129K trucks travel on these roads.

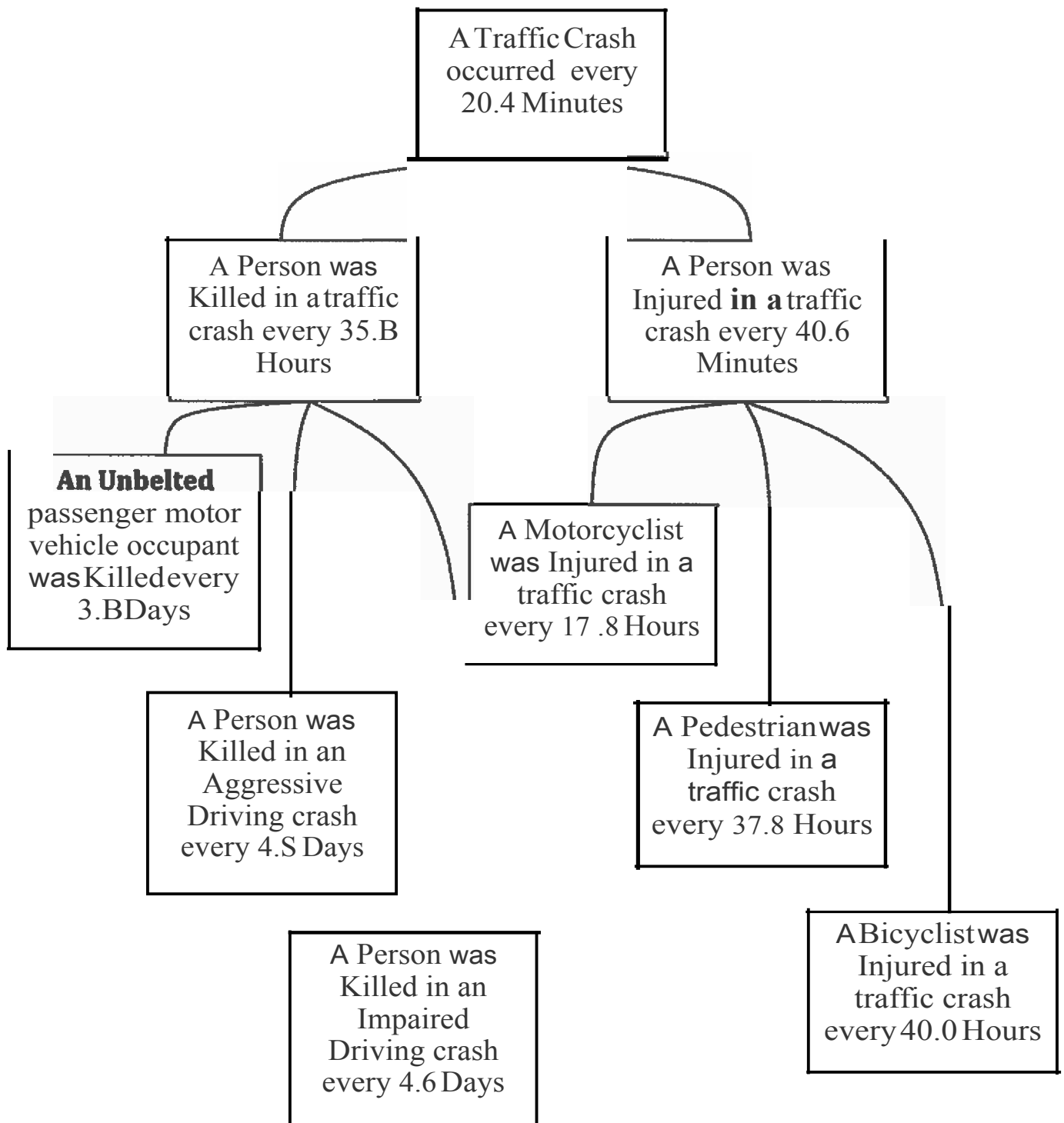
The intent behind the 129,000. pound truck route application program is to reduce the number of shipments a transport company makes. Trucks at the 129,000-pound configuration have less weight per axle than 80,000-pound trucks, which reduces the impact per axle on highway routes. Trucks being allowed to haul reducible loads at 129,000 pounds will reduce the number of trips they make, and reduce congestion.

Executive Summary

A summary of findings for 2017 are listed below:

- The number of motor vehicle crashes Increased by 2.1 percent, from 25,328 in 2016 to 25,851 in 2017. The number of fatalities resulting from motor vehicle crashes decreased from 253 in 2016 to 245 In 2017, a 3.2 percent decrease. The number of fatal crashes decreased from 232 in 2016 to 224 in 2017. The number of serious injuries decreased from 1,332 In 2016 to 1,246 in 2017, a 6.5 percent decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled **was** 1.42 in 2017, down from 1.48 in 2016.
- While 66 percent of all motor vehicle crashes occurred on urban roadways, 76 percent of the fatal motorvehide crashes occurred on rural roadways In 2017.
- Fatalities resulting from impaired driving crashes decreased In 2017 by 9,1 percent and 33 percent of all fatalities resulted from impaired driving. Of the 80 people killed in impaired driving crashes, 71 (89 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.
- Idaho's observed seat belt use decreased slightly to 81 percent in 2017. While the observed rate was 81 percent, only 35 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 48 of the 96 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor In 51 percent of the motor vehicle crashes and 82 people were killed in aggressive driving crashes in 2017.
- Distracted driving was a factor In 19 percent of the motor vehicle crashes in 2017 and 39 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2017, youthful drivers were 2.3 times as likely as all other drivers to be involved in a fatal or injury crash. There were 31 people killed in crashes involving youthful drivers in 2017.
- The number of motorcyclists killed in motor vehicle crashes increased to 26 in 2017 Nearly half (42 percent) of fatal motorcycle crashes in 2017 involved just the motorcycle and nearly half (46 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.
- There were 17 pedestrians and 3 bicyclists killed In motor vehicle crashes in 2017.
- Fatal crashes Involving commercial motor vehicles Increased from 35 In 2016 to 42 in 2017. The number of injury crashes involving commercial motor vehicles increased by 19 percent There were 44 people killed and 1,129 people injured In commercial motor vehicle crashes in 2017.

Idaho's Traffic Crash Clock: 2017



Commercial Motor Vehicles In Crashes

For the purposes of crash reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 10,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

Table 41 Commercial Motor Vehicle Crash Rates: 2013-2017							
	2013	2014	2015	2016	2017	Average 2016-2017	Average 2016-2017
Fatal Crashes	33	22	30	35	42	20.0%	6.6"
Injury Crashes	495	539	586	611	729	19.1%	7.3"
Total Crashes	1,681	1,613	1,768	2,009	2,461	19.1%	6.4"
Commercial VMT (100 millions)	28.2	21.6	29.3	30.1	31.5	2.4%	1.0"
Fatal Crash Rate	1.2	0.8	1.0	1.1	1.3	17.2%	3.3"
Injury Crash Rate	17.6	18.9	20.0	19.9	23.1	16.3%	4.3"
Total Crash Rate	59.6	56.4	60.3	65.2	78.2	20.0%	3.2"

Table 42 presents the location of CMV crashes by severity and roadway type. While 49% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways.

Table 42 Location of Commercial Motor Vehicle Crashes by Roadway Type: 2017									
	Fatal		Injury		Property Damage		All Crashes		
Interstate:									
Urban	3	7.1"	56	7.7%	69	4.1%	128	5.2%	
Rural	8	19.0%	96	13.2%	195	11.5%	299	12.1%	
U.S. and State Highway									
Urban	2	4.8%	103	14.1%	246	14.5%	351	14.2%	
Rural	17	40.5%	156	21.4%	331	19.5%	504	20.4%	
Local									
Urban	1	2.4%	200	27.4%	585	34.5%	786	31.8%	
Rural	11	26.2%	118	16.2%	271	16.0%	400	16.2%	
Total	42		729		1,897		2,461		

The largest percentage of all CMV crashes (48%) occurred on local roads, while the largest percentage of fatal CMV crashes (45%) took place on US and State highways.

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2013 to 2017.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type: 2013-2017

	2013	2014	2015	2016	2017	Change 2016-2017	Avg. O.R. Rate 2013-2017
Bus							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	28	26	30	34	52	52.9%	77.8%
Property Damage Crashes	86	82	76	88	102	15.9%	1.3%
Single Unit Truck							
Fatal Crashes	7	5	2	6	8	50.0%	37.1%
Injury Crashes	119	148	153	160	167	4.4%	10.0%
Property Damage Crashes	266	293	289	299	314	28.4%	4.1%
Single Unit Truck with Trailer							
Fatal Crashes	2	3	1	1	0	-100.0%	77.8%
Injury Crashes	6	9	6	16	20	25.0%	61.1%
Property Damage Crashes	32	29	38	41	65	58.5%	9.9%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	0	0	0	0	0.0%	-33.3%
Injury Crashes	9	11	10	7	12	71.4%	55.6%
Property Damage Crashes	21	22	20	21	27	28.6%	0.2%
Semi with Single-Trailer Configuration							
Fatal Crashes	19	12	18	24	27	12.5%	15.5%
Injury Crashes	213	222	225	221	257	16.3%	13.9%
Property Damage Crashes	512	391	442	511	589	15.3%	1.7%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	1	4	3	3	0.8%	75.0%
Injury Crashes	28	32	30	34	31	-8.8%	7.1%
Property Damage Crashes	60	56	68	58	88	51.7%	0.05%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	0	0	0	3	100.0%	-33.3%
Injury Crashes	1	3	4	1	4	100.0%	61.1%
Property Damage Crashes	7	8	6	6	5	-18.7%	-3.6%

•• Omissions between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be counted in both categories.

Table 44 shows different vehicle types as a percent of all vehicles in crashes.

Table 44
Vehicles Involved in Crashes by Vehicle Type: 2013-2017

Vehicle Type	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2017
Passenger Cars	18,355	18,471	19,786	20,461	19,820	-3.1%	3.1%
Trucks	46.6%	47.1%	46.0%	45.8%	42.6%	-5.1%	-1.2%
Pickups, Vans, and Sport Utility Vehicles (SUV-s)	18,046	17,901	20,228	21,861	23,292	6.5%	6.4%
Trucks	45.1%	45.7%	47.1%	41.8%	50.0%	4.1%	1.1%
Medium Trucks	443	501	500	532	654	22.1%	6.4%
Trucks	1.1%	1.3%	1.1%	1.2%	1.4%	20.0%	1.1%
Large Trucks	914	788	851	921	1,095	18.9%	0.8%
Trucks	2.3%	2.0%	2.0%	2.8%	2.4%	16.2%	-4.2%
Buses	116	108	107	122	155	27.0%	2.1%
Trucks	0.3%	0.3%	0.2%	0.3%	0.3%	24.2%	-2.8%
Motorcycles	534	523	561	546	533	-2.4%	0.0%
Trucks	1.4%	1.3%	1.3%	1.2%	1.1%	-4.6%	-3.0%
All Other	982	914	946	1,057	1,000	-5.4%	2.8%
Trucks	2.5%	2.3%	2.2%	2.1%	2.1%	-7.5%	-1.2%
TOTALS	39,390	39,206	42,979	45,500	46,549	2.3%	5.1%

• Medium trucks: single unit trucks with more than 2 tons per mile or more than 2 miles.

• Light trucks: include pickup trucks, vans, and sport utility vehicles.

... Includes motorcycles, bicycles, equestrian, farm equipment, lift trucks, off-highway vehicles, construction, ATVs, trains, snowmobiles, other, hit and run vehicle, and unknown or missing data.

Table 45 presents injury severity- comparisons by vehicle type for all persons In CMV crashes. In 2017, there were 7,022 people involved in CMV crashes. Occupants of passenger vehicles comprised 53% of the people involved in CMV crashes. Of the 44 fatalities that occurred in CMV crashes, 57% were occupants of passenger cars, pickups, vans, or other vehicles while 27% were occupants of CMV's.

Table 45 Comparison of Injury Severity for Persons Involved in Commercial Motor Vehicle Crashes: 2017					
Injury Severity	Commercial Motor Vehicle	Car, Pickup, Van	Other	Totals	
Fatalities	11	9	16	7	44
% of Fatalities	27.3%	20.5%	36.4%	15.8%	100%
Serious Injuries	29	38	41	15	123
% of Serious Injuries	23.6%	30.9%	33.3%	12.2%	100%
Visible Injuries	134	88	128	11	361
% of Visible Injuries	37.1%	24.4%	35.5%	3.0%	100%
Possible Injuries	190	195	252	8	645
% of Possible Injuries	29.5%	30.2%	39.1%	1.2%	100%
Non-Injury	2,826	873	2,104	46	5,849
% of Non-Injury	48.3%	14.8%	36.0%	0.9%	100%
Column Totals	3,191	1,203	2,541	87	7,022
(% OF TOTAL)	45.4%	17.1%	36.2%	1.2%	100%

*SUV is on a separate table for Sport Utility Vehicles.
 .. Includes pedestrians, bicyclists, motorcyclists, farm vehicles, CGM trailers, equipment, RVs, and trains.

In 2017, the economic cost of crashes involving commercial motor vehicles was \$596 million dollars. This represents 14% of the total cost of Idaho crashes (as shown in Table 4).