

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

June 19-20, 2019



## **A G E N D A**

### **District 6 Tour and Regular Meeting of the Idaho Transportation Board**

**June 19-20, 2019**

**KEY:**

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

**June 19, 2019**

**Salmon, Idaho**

	<b>Time*</b>
<b>1. DISTRICT 6 TOUR</b>	
Depart Stagecoach Inn, 201 Riverfront Road, Salmon	<b>8:00</b>
Arrive airport, pick up passengers; depart airport, US-93	<b>8:30</b>
Arrive Shoup Bridge; tour	<b>9:00</b>
Arrive QB corp; tour	<b>9:45</b>
Depart QB corp, SH-28	<b>10:45</b>
Arrive 654 bridge, presentation	<b>11:00</b>
Arrive Sacajawea Center, Salmon; lunch	<b>12:00</b>
Depart Sacajawea Center, US-93 north	<b>1:00</b>
North Fork; US-93 south	<b>2:20</b>
Arrive Stagecoach Inn, Salmon; tour ends	<b>3:30</b>

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



June 19-20, 2019

Page 2 of 4

**June 20, 2019**

Sacajawea Educational Center  
2700 Main Street  
Salmon, Idaho

Page      **Time\***  
                 #

**WORKSHOP**

**Information Items**

- |  |   |              |
|--|---|--------------|
| <b>2. BUDGET BRIEFING</b>                | Trends and state revenue – Economics and Research Mgr. Thompson | <b>8:00</b>  |
|  | Transportation Expansion and Congestion Mitigation bonding      |              |
|  | – Financial Analysis & Planning Manager Drake                   | <b>8:10</b>  |
|  | Draft FY21 budget request – Financial Manager Collins           | <b>8:25</b>  |
| <b>3. BREAK</b>                          |   | <b>9:10</b>  |
| <b>4. PROGRAM BRIEFING</b>               |   |              |
|  | FY20-26 Draft Idaho Transportation Investment Program           |              |
|  | - Senior Transportation Planner Hesterman                       | <b>9:25</b>  |
|  | Next Steps – Public Involvement Coordinator Rush                | <b>10:10</b> |
| <b>5. FINAL DISCUSSION AND QUESTIONS</b> |   | <b>10:15</b> |
| <b>6. BREAK</b>                          |   | <b>10:30</b> |

**BUSINESS MEETING**

**Action Item**

- |                                 |              |
|---------------------------------|--------------|
| <b>7. CALL MEETING TO ORDER</b> | <b>10:45</b> |
|---------------------------------|--------------|

**Information Item**

- |   |
|---|
| <b>8. SAFETY/SECURITY SHARE:</b> District Engineer Minzghor |
|---|

**Action Items**

- |   |              |
|---|--------------|
| <b>9. BOARD MINUTES – May 15-16, 2019 .....</b> | <b>6</b>     |
| <b>10. BOARD MEETING DATES.....</b>             | <b>15</b>    |
| July 17-18 – District 4                         | <b>10:50</b> |
| August 21-22 – District 1                       |              |
| September 11-12 – District 3                    |              |
| October 17 – Boise                              |              |

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June 19-20, 2019

Page 3 of 4

**June 20, 2019**

Sacajawea Educational Center  
2700 Main Street  
Salmon, Idaho

Page

**Time\***

#

	<b>11. CONSENT CALENDAR</b>	16
DIR	— FY20-23 Strategic Plan for the Division of Financial Management	17
CD	— GARVEE Program annual legislative report	33
CD	— Remove Local, Advanced Signalization project from the Program	36
OP	— Advance 12 <sup>th</sup> Street/Idaho Canal Bridge, Idaho Falls project	38
OP	— Remove Bike Share, Valley Regional Transit from the Program	40
OP	— Add Emergency Relief projects on Local Road System to FY19	42
OP	— Update of Safety Rest Areas and Oasis partnerships	45
OP	— Consultant agreements	53
OP	— Contracts for award	61
OP	— Contracts for rejection	70

**Information Items**

	<b>12. INFORMATIONAL CALENDAR</b>	
OP	— Contract award information and current advertisements	78
OP	— Professional services agreements and term agreement work tasks report	83
OP	— Report of speed minute entry changes for June 2019	92
ADM	— State FY19 financial statements	96
ADM	— Monthly report of federal formula program funding through May	113
ADM	— Non-construction professional service contracts issued	115

**13. CHIEF DEPUTY'S REPORT ON DEPARTMENT ACTIVITIES** **10:55**

**14. ADOPT-A-HIGHWAY PRESENTATION: Salmon Rotary Club** **11:10**

**15. AGENDA ITEMS**

**Action Items**

ADM	— Review of the draft FY20-26 Idaho Transportation Investment Program	116	<b>11:15</b>
Drake	(Resolution on page 117)		
OP	— Relinquishment of a portion of I-84 Business in Nampa and Caldwell	118	<b>11:20</b>
Lakey	(Resolution on page 130)		
OP	— Annual update of Idaho State Highway Functional Classification Map	131	<b>11:30</b>
Kanownik	(Resolution on page 136)		

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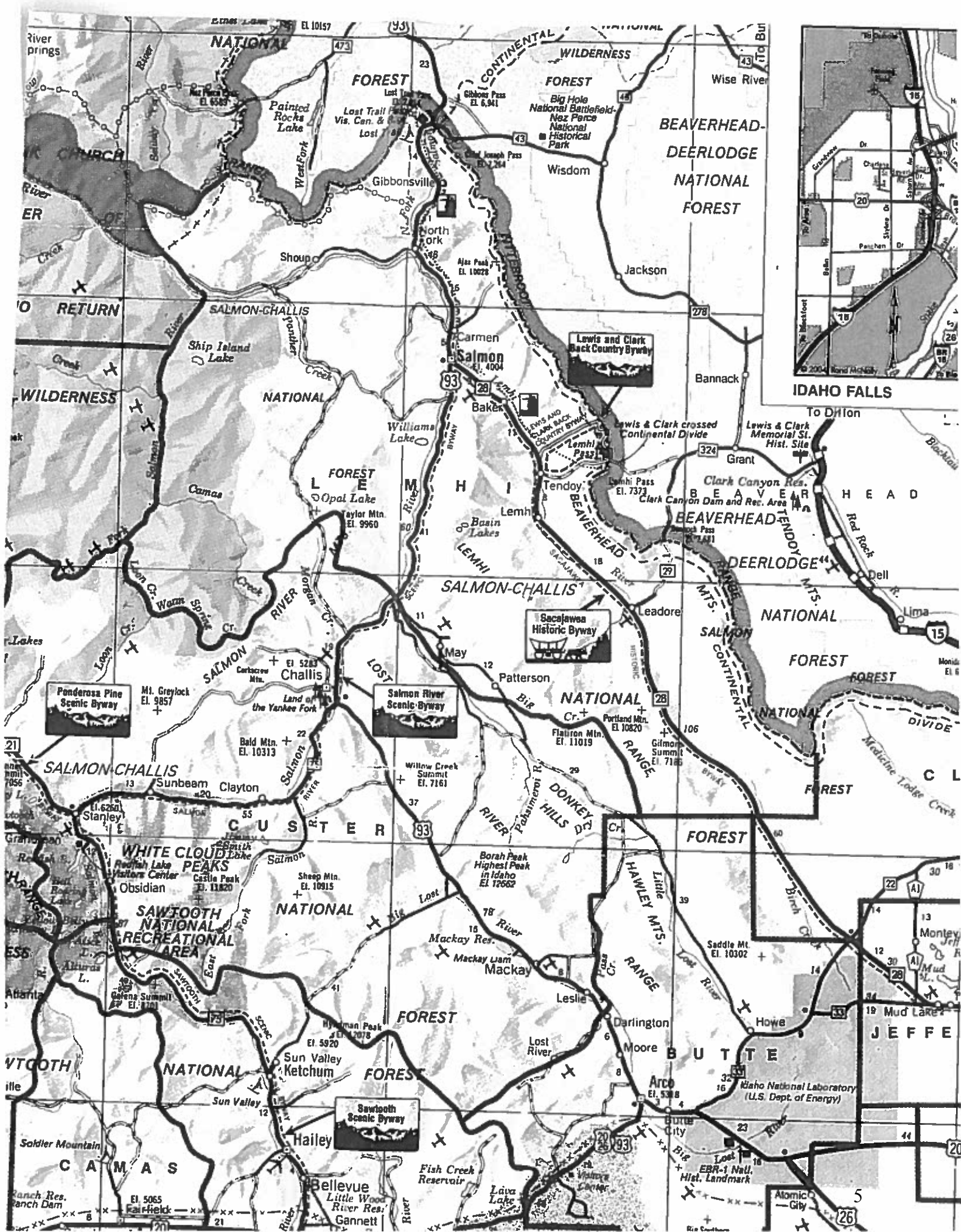
June 19-20, 2019

Page 4 of 4

		<b>June 20, 2019</b>	<b>Page</b>	<b>Time*</b>
		Sacajawea Educational Center 2700 Main Street Salmon, Idaho		<b>#</b>
<b>16. AGENDA ITEMS, continued</b>				
OP	_____	Highway Safety Plan .....	137	<b>11:35</b>
Tomlinson		(Resolution on page 138)		
<b>Information Item</b>				
OP	_____	Zero fatalities award: Butte and Custer Counties .....	139	<b>11:45</b>
Tomlinson				
<b>Action Item</b>				
		<b>17. EXECUTIVE SESSION</b> (working lunch**)		<b>12:00</b>
		PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
		LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		
<b>Information Item</b>				
		<b>18. DISTRICT 6 REPORT:</b> District Engineer Minzghor		<b>1:15</b>
<b>Action Items</b>				
		<b>19. AGENDA ITEMS, continued</b>		
CD	_____	State Highway 16, I-84 to SH-44 corridor design refinements .....	140	<b>1:30</b>
Schroeder		(Resolution on page 149)		
CD	_____	129,000 pound truck route requests, District 3 .....	150	<b>1:50</b>
Marker		(Resolution on page 263)		
DIR	_____	2019-2020 administrative rulemaking.....	264	<b>2:15</b>
Hobdey-Sanchez		(Resolution on pages 286 and 287)		
DIR	_____	2020 potential legislative ideas .....	288	<b>2:35</b>
McCarty				
		<b>20. ADJOURNMENT</b> (estimated time)		<b>2:50</b>

*\*\*The meal will be served and reimbursed by the department. Meal reimbursement will not be claimed by any employee participating in the working lunch. Attendance is mandatory.*

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**JUNE 19-20, 2019**  
**BOARD MEETING IN DISTRICT 6**

Travel and Lodging Accommodations

Tuesday – June 18, 2019

Salmon

Arrive

Overnight at Stagecoach Inn, 201 Riverfront Road; #208-756-2919

Hoff - #54573

Thompson - #54575

Kuisti - #54580

Vassar - #54570

Rindlisbacher - #54579

Wednesday – June 19, 2019

6:00 AM Boise

State plane departs: DeLorenzo, Higgins, McCarty, McGrath, Moad, Stokes, and Whitehead

6:50 AM Burley

State plane arrives, pick up Kempton

7:15 AM Pocatello

State plane arrives, pick up Horsch

8:00 AM Salmon

Tour bus departs Stagecoach Inn

8:30 AM “

State plane arrives; tour

3:30 PM “

Arrive Stagecoach Inn; tour ends

“

Dinner at Stagecoach Inn

Overnight at Stagecoach Inn, 201 Riverfront Road; #208-756-2919

DeLorenzo - #54576

McGrath - #54578

Higgins - #54582

Moad - #57167

Horsch - #54572

Stokes - #54577

Kempton - #54571

Whitehead - #54574

Thursday – June 20, 2019

7:30 AM Salmon

Depart hotel for meeting

8:00 AM “

Workshop and business meeting at Sacajawea Center, 2700 Main St.

2:50 PM “

Estimated time of adjournment; depart

3:30 PM “

State plane departs: DeLorenzo, Higgins, Horsch, Kempton, McCarty, McGrath, Moad, Stokes, and Whitehead

4:30 PM Pocatello

State plane arrives, drop off Horsch

4:55 PM Burley

State plane arrives; drop off Kempton

5:50 PM Boise

State plane arrives

REGULAR MEETING AND DISTRICT FIVE TOUR  
OF THE IDAHO TRANSPORTATION BOARD

May 15-16, 2019

The Idaho Transportation Board met at 9:00 AM on Wednesday, May 15, 2019 in Pocatello, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
James R. Thompson, Member – District 1  
Janice B. Vassar, Member – District 2  
Dwight Horsch, Member – District 5  
Brian Ness, Director  
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 5 Tour. The Board's tour of District 5 focused on the importance of transportation to the local economy. It visited Petersen Inc. and Driscoll TopHay and learned about its operations and transportation needs. It traveled I-86 west to American Falls.

At the American Falls maintenance shed, employees presented information on topics such as the I-15, Fort Hall Interchange and Rose Road Interchange projects; vegetation management; and port of entry operations. The Board returned to Pocatello on I-86 east and then toured Western States Caterpillar and the I-15, Northgate Interchange construction site.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 4:30 PM.

May 16, 2019

The Idaho Transportation Board convened at 8:05 AM on Thursday, May 16, 2019 in Pocatello, Idaho. Chairman Whitehead, and Members Thompson, Vassar, Horsch, and Bob Hoff – District 6 were present. Deputy Attorney General Larry Allen was also in attendance.

Safety Share. Safety and Compliance Officer Jeremy Gough emphasized the importance of being aware of blind spots while operating motor vehicles. Individuals walking near equipment also need to be cognizant of the blind spots.

Chairman Whitehead thanked Mr. Gough for the important message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 17-18, 2019 as submitted. Member Thompson seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:

June 19-20, 2019 – District 6  
July 17-18, 2019 – District 4  
August 20-21, 2019 – District 1

May 16, 2019

Consent Items. Chairman Whitehead asked for additional information on the numerous contract awards that exceeded the engineer's estimate by more than ten percent. Chief Operations Officer (COO) Travis McGrath said the intent is to advertise projects early, but sometimes they have to be delayed for various reasons. The low bids versus the engineer's estimates are very erratic. The monthly comparisons from October 2018 through April 2019 range from 72% to 110%. He believes it is important to look at the bids over time and for the whole program, not for each month.

Jeff Miles, Local Highway Technical Assistance Council (LHTAC) Administrator, commented on this month's seven local projects that exceeded the engineer's estimate by more than ten percent. He said his staff works closely with ITD. Its goal is to get projects ready for advertising early; however, local agencies have funding constraints. The federal government shutdown earlier this fiscal year caused some delays. Also, the local projects are usually smaller and in rural areas, which generally results in higher costs. With the majority of contractors being very busy now, they are not as likely to bid on the smaller, rural projects.

Chairman Whitehead thanked Messrs. McGrath and Miles for the information.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB19-14 explanatory items that can be approved in one motion; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY20 out-of-state travel; the state institution road improvement project; the removal of the Local, Intelligent Transportation System Smart Arterial Management project; adjustments to the Local Highway Safety Improvement Program; the addition of the Wetland/Stream Mitigation Selection and Assessment project; consultant agreements; contracts for award; and contracts for rejection.

1) FY20 Out of State Travel. The FY20 out-of-state travel request is \$368,280, which is equal to the FY19 out-of-state travel budget.

2) State Institution Road Improvement Project. In accordance with Idaho Code 40-310(14), Board Policy 4045 State Institution Road Improvement allocates \$30,000 annually for the construction, alteration, repair, or maintenance of roadways in, through, or around the grounds of state institutions. The Division of Public Works requests funds for improvements to the Old Penitentiary Road. The Division of Public Works will receive the funds and administer or cause to be administered the improvements. Governor Little supports this recommendation.

3) Remove Local, Intelligent Transportation System Smart Arterial Management Project. The Community Planning Association of Southwest Idaho and Ada County Highway District request the removal of the Local, Intelligent Transportation System Smart Arterial Management

project, key #20782, from the Idaho Transportation Improvement Program (ITIP). The removal of the \$3,491,000 project is due to the determination that faulty assumptions in the original concept and project application will not provide the safety and congestion relief benefits that are being sought. No expenditures have occurred on this project and the local agency will release the federal grant funds back to the Federal Highway Administration (FHWA).

4) Add Wetland/Stream Mitigation Selection and Assessment Project. Staff requests the addition of the Wetland/Stream Mitigation Selection and Assessment project for \$250,649 to FY19 of the ITIP. ITD and FHWA have been developing a statewide wetland and stream mitigation project. ITD was awarded \$200,520 to foster a partnership with the U.S. Army Corps of Engineers, FHWA, Idaho Fish and Game, and LHTAC to develop programmatic mitigation strategies and pursue an in-lieu fee/wetland and stream mitigation program in Idaho. The Department will provide the 20% match through time and resources.

5) Adjustments to the Local Highway Safety Improvement Program. LHTAC and the City of Moscow request delaying the \$113,000 construction funding for STC-7664, 6<sup>th</sup> Street Pedestrian Improvement, Moscow, key #20109 from FY19 to FY21 and increasing the FY19 design costs by \$8,000. The advancement of \$61,000 of design funding for SH-8, 3<sup>rd</sup> Street Safety Improvement Phase 1, Moscow, key #20483 from FY20 to FY19; advancement of design funding for SH-8, 3<sup>rd</sup> Street Safety Improvement Phase 2, Moscow, key #21997 of \$44,000 from FY20 to FY19; and authority to amend the ITIP accordingly are also being requested.

6) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1,000,000 agreement limit for key #12964, Anderson Lane to Kootenai River Railroad Bridge, Bonners Ferry, District 1 for additional construction engineering and inspection services with David Evans and Associates for \$1.3 million, bringing the total to \$2.25 million; key #22165, US-20/26, I-84 to Middleton Road, Canyon County, District 3 for project design services up to and including Plans, Specifications and Estimates with WHPacific for up to \$2.5 million; and key #22196, Franklin Interchange to Karcher Interchange, Canyon County, District 3 for project design services up to and including Plans, Specifications and Estimates with Parametrix for up to \$10 million.

7) Contracts for Award. The following bids were more than ten percent over the engineer's estimate, requiring justification. The W-Beam Guardrail, Mobilization, Pavement Marking Spray Applied MMA, and Temporary Traffic Control items accounted for the majority of difference between the low bid and engineer's estimate on key #20150 - Lapwai Road Safety Improvements. Review of the bids indicates adjustment to the plans will not show significant benefit to justify adjustment or rebidding. LTHAC recommends awarding the contract. Low bidder: Poe Asphalt Paving Inc. - \$149,657.

LHTAC believes the estimates for Mobilization, Special Three Section Back Plate, and Special Three Section Vehicle Signal Head should have been higher on key #20067 - Local Signal Head Visibility Improvements, Idaho Falls. The higher Mobilization cost is likely due to the multiple locations for this work. Other factors may have been the nature of the work, which is electrical and not many contractors are equipped to perform the required amount of work, and

the number of special provisions. The project is a safety improvement project. Review of the bids indicates that any adjustment to the plans will not show significant benefit to consider adjustment or rebidding, so LHTAC recommends awarding the contract. Low bidder: Angle & Associates - \$330,585.

Six standard items accounted for the majority of difference between the low bid and engineer's estimate on key #20162 – Strike Dam Road Improvements, Mountain Home Highway District: Mobilization, Granular Subbase, Hydra Applied Erosion Control Prod, Traffic Control Maintenance, Temporary Traffic Control Signs, and Survey. These differences may be attributed to the increased cost to get specialized equipment to the rural location of the project. Review of the bids indicates that adjustments to the plans will not show significant benefit to consider adjustment or rebidding, so LHTAC recommends awarding the contract. Low bidder: Robison Logging & Excavation - \$691,210.

The Traffic Signal Installation item accounted for most of the bid overage on key #20752 - SMA-7072, Intersection Washington Street & Caswell Avenue, Twin Falls. The item is in close proximity to a large power pole and underground utilities, which may have increased the price to account for the additional risk from utility coordination. Due to the bidding climate and the minimum required improvements, it is unlikely that alterations to the plans or specifications would provide savings for the project. LHTAC recommends awarding the contract. Low bidder: Electric 1 West Inc. DBA Balanced Rock Electric - \$258,752.

LHTAC believes the Temporary Traffic Control, Hot Mix Asphalt Roadway Patching, and Mobilization items should have been higher on key #20211 – SMA-7895, Kootenai Cutoff Road Pedestrian Improvements, Ponderay. One item was a special provisions item and current bidding data was not available. The project is a safety improvement project. Review of the bids indicates that any adjustment to the plans will not show significant benefit to consider adjustment or rebidding, so LHTAC recommends awarding the contract. Low bidder: Interstate Concrete & Asphalt Co. - \$154,732.

The main difference in cost between the low bid and engineer's estimate was in the Superpave Hot Mix Asphalt Pavement Including Asphalt & Additives, Mobilization, and Approach items on key #19862 – US-93, Gibbonsville to Montana Line, District 6. The remoteness of the project site should have been considered in the engineer's estimate. Also, the area has few sources for the aggregate needed to produce asphalt, and unit prices vary depending on when a project is bid. Staff does not believe re-bidding the project would result in significant savings partly due to the relatively close agreement in the bid amounts and the geographic remoteness of the project. There is a significant risk of costs increasing if the project is re-bid because of tariffs, economic conditions, contractor availability, and work windows. Staff recommends awarding the project. Low bidder: H-K Contractors Inc. - \$5,217,769.

The main discrepancies between the low bid and engineer's estimate on keys #19883 and #19234 – US-95, Corridor Access Improvements were in the Topsoil, Traffic Signal Installation, Sound Wall, Special PTZ Video System with Lowering Device, Special – Pedestrian Push Button Pole, Special – Pedestrian Push Button, and Special – Retrofit Curb Ramp Type Perp items. The low bidder included additional costs for importing the topsoil. The traffic signal and

removal items are very specific and unique to the project, and it was difficult to acquire comparable bidding data. The sound wall will be the first one constructed in District 1, so there may be some additional costs associated with the unfamiliarity of the item. The project needs to be awarded in the 2019 construction season to meet milestones identified within the FASTLANE funding requirements. The District does not believe re-advertising the project will result in lower estimates and recommends awarding the contract. Low bidder: Apollo Inc. - \$8,994,145.

The major difference between the engineer's estimate and low bid on key #20799 – I-84, Karcher Interchange to Northside Boulevard, District 3 was in the Excavation, Superpave Hot Mix Asphalt Special – TA, Concrete Paving, and Temporary Concrete Barrier items. Part of the difference is due to lack of bid history with comparable quantities and items and fluctuations in the construction market. It is critical that the project be awarded promptly so it does not interfere with the adjacent expansion project on I-84 between Northside Boulevard and Franklin Boulevard. Staff does not believe re-bidding the project would result in lower bid prices and recommends awarding the contract. Low bidder: Concrete Placing Co., Inc. - \$24,661,970.

8) Contracts for Rejection. The following low bids were more than ten percent over the engineer's estimate, requiring justification. LHTAC and the City of Moscow recommend rejecting the lone bid on key #20109 – STC-7664, 6<sup>th</sup> Street Pedestrian Improvements, Moscow, and combining the project with two other similar projects. Combining the projects will result in a larger project that should result in more bids. Low bidder: McCall's Classic Construction - \$189,081.

The Pavement Markings Spray Applied MMA and Special-Temporary Traffic Control items accounted for most of the difference between the low bid and engineer's estimate for key #20167 – STC-8533, Intersection Smith Avenue & Middleton Road Signal, Nampa. It appears most local contractors do not have the specialized equipment needed to install the Pavement Markings Spray Applied MMA. LHTAC and the City of Nampa recommend rejecting the bids and modifying the project plans. Low bidder: Hawkeye Builders Inc. - \$681,161.

Information Items. 1) Contract Awards and Advertisements. Key #13874 – STC-5740, West Riverview Drive Post Falls Highway District. Low bidder: T LaRiviere Equipment & Excavation - \$753,528.

Keys #13880 and #13882 – SH-6, Old Potlatch Mill Road to Princeton Flats, District 1. Low bidder: Scarsella Bros. Inc. - \$4,772,469.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 29 through April 25, 33 new professional services agreements and work tasks were processed, totaling \$5,449,029. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$528,157.

3) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 4.1% at the end of March. Receipts from the Highway



Distribution Account were 3.3% or \$5.3 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 22%, or \$476,000. Expenditures were within planned budgets. Personnel costs had savings of \$9.3 million or 10% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$346.5 million through March exceeded any from the past three years.

The balance of the long term investments was \$136.9 million at the end of March. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$75 million totals \$212 million. Expenditures in the Strategic Initiatives Program Fund through March were \$16.1 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$12.5 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority of \$309.4 million, which corresponds to \$308.4 million with match after a reduction for prorated indirect costs. Notice of the receipt of \$19.9 million of FY19 Highway Infrastructure General Funds was received on March 18. Idaho has received apportionments via notices through March 18, 2019 of \$341.2 million, which includes Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds carried over from last year. Obligation authority is 90.7% of apportionments. Of the \$308.4 million allotted, \$74.4 million remains.

5) FY20-23 Strategic Plan for the Division of Financial Management. The draft FY20-23 Strategic Plan was presented to the Board for review. The Plan is to include the Department's vision and/or mission statement, goals, objective, external factors, and performance measures and benchmarks. It is due to the Division of Financial Management by July 1.

Director's Monthly Report on Activities. Director Ness said last week was employee appreciation week. The Office of Communication won several Press Club awards. He started his annual employee visits last month. The new online Division of Motor Vehicles' portal is scheduled to go live early next month. This will allow customers to renew and replace drivers' licenses and identification cards, pay for drivers' license reinstatements, and change their address online; however, the portal cannot be used to obtain a REAL ID driver's license. Some of the other highlights include a local media feature story on the extensive growth in the Treasure Valley, employees' innovations, and the commendable service of maintenance crews to address flooding, landslides, and other weather-related activities.

COO McGrath elaborated on the winter and spring maintenance activities. Statewide, the highways were clear of snow and ice 86% of the time during the 2018-2019 winter. He commended the employees for their exemplary service, innovations, and cooperation with other Districts to achieve this metric. A new tool is being developed to help determine the efficiency and effectiveness of maintenance activities after a storm.

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

Chairman Whitehead thanked Director Ness and COO McGrath for the report.

Delegation – Center for Landscape Conservation and Western Transportation Institute. Renee Callahan with the Center for Landscape Conservation summarized cost effective strategies for reducing vehicle-wildlife collisions. She believes wildlife crossings are one of the most effective solutions.

Rob Ament with the Western Transportation Institute reported on cost-benefit analyses to address vehicle-wildlife crashes. Some of the costs to consider are related to fatalities, serious injuries, repairs to vehicles, and recreation/hunting. Low-cost mitigation efforts include deer reflectors and mirrors, deer whistles, and standard warning signs; however, those are not very effective. Although the most effective measures are more expensive, such as animal detection systems, fences, and fences with either an underpass or overpass, they generally pay for themselves over time.

Ms. Callahan acknowledged that funding is a barrier to constructing wildlife crossings. She emphasized the importance of public-private partnerships and provided several examples of successful partnerships, including ITD's joint effort with the Idaho Department of Fish and Game and others on the SH-21 wildlife crossing.

Chairman Whitehead thanked the delegation for the informative presentation.

ITD-Idaho Department of Fish and Game Partnership to Build Wildlife Passage at US-30 Rocky Point. District 5 Environmental Planner Alissa Salmore and Department of Fish and Game Wildlife Biologist Matt Pieron reported on the partnership to address a deer migration corridor at Rocky Point on US-30. The FY25 project is being developed cooperatively. The project is focusing on a three-mile segment where approximately 70% of the migration occurs. Two crossing structures are planned. One crossing will be an underpass and the second crossing is still being determined. Fencing will also be needed. Discussions with the various property owners are occurring.

In response to a question on the cost of the project, Wildlife Biologist Pieron said the total cost is estimated at \$5.5 million. The Department of Fish and Game is committing about \$1 million. Additional partners may be considered.

Chairman Whitehead thanked Environmental Planner Salmore and Wildlife Biologist Pieron for the project summary and their collaboration.

Delegation – Bannock County. Bannock County Commissioner Steve Brown thanked the Board for its support of the I-15, Northgate Interchange. He believes it is an important public-private partnership. He also expressed appreciation for the excellent working relationship with the District staff and for other improvements in the area, such as the I-15, Fort Hall Interchange.

Adopt-A-Highway (AAH) Presentation. District 5 AAH Coordinator Sharon Short provided an update on the adopt-a-fence program. Three groups have adopted most of the fence line along I-15. She also recognized District 5 Engineer Ed Bala for his support of the AAH program.

District 5 Report. District 5 Engineer (DE) Bala reported on performance metrics: staff achieved a winter mobility metric of roads being clear of ice and snow 91% of the time and 100% of the FY20 projects were delivered on time. He highlighted several partnerships and commended a number of staff members for their exemplary service and leadership.

The Board members thanked DE Bala for the report and his leadership, and congratulated him on his upcoming retirement.

Idaho Traffic Safety Commission (ITSC) Annual Report. Highway Safety Manager (HSM) John Tomlinson summarized the ITSC, which is established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to help develop performance plans and goals and to approve projects for funding.

Highway Safety Plan. HSM Tomlinson presented the draft FY20 Highway Safety Plan totaling close to \$7 million for projects to help reduce traffic crashes, deaths, and injuries. The document, required by the National Highway Traffic Safety Administration, was approved by the ITSC last month.

Statewide Electronic Ticketing. HSM Tomlinson said the Statewide Electronic Ticketing (SWET) program was introduced statewide last year, after several years of testing. Currently, 12 law enforcement agencies use the system to write tickets electronically, and 28 other agencies have started the process to use this system. All of the equipment and components for SWET come from a National Highway Traffic Safety Administration grant through the Office of Highway Safety. The electronic system is faster, enabling officers to continue patrolling sooner, and should be more accurate. He noted that there have been some challenges, including technological issues for smaller agencies. He recognized several partners that have been instrumental in testing and piloting the system.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

Executive Session on Personnel and Legal Issues. Member Horsch made a motion to meet in executive session at 11:15 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(a), (b), (c) and (f). Member Vassar seconded the motion and it passed 4-0 by individual roll call vote.

The discussions on personnel matters related to the filling of positions and the performance of employees. The discussions on legal matters related to operations.

The Board came out of executive session at 1:00 PM.

Update on SH-16, I-84 to SH-44 Corridor. Transportation Program Manager (TPM) Amy Schroeder said the SH-16 corridor was reviewed, and through value engineering and alternatives analysis efforts, right-of-way and cost savings have been identified. The corridor refinements include SH-16 going over versus under local roads and other east-west routes; reducing the right-of-way footprint throughout the corridor; interchange type analysis and configuration verification; and additional system interchange alternatives, including options for minimizing

impacts by keeping Franklin Road on its existing alignment and not precluding a future direct connection through the system interchange to a local road south of I-84. It is anticipated that approximately 120 fewer acres will be required and cost savings could be around \$25 million.

In response to Member Hoff's question on right-of-way acquisition, TPM Schroeder said because no construction funds have been identified, the Department can only purchase right-of-way from willing sellers. It cannot use eminent domain at this time. Member Horsch asked if the interchange analysis was done in-house. TPM Schroeder responded that the initial review of alternatives was conducted in-house. The valid alternatives were then presented to stakeholders like local partners and property owners.

TPM Schroeder added that approximately \$70 million will be needed to start the next phase of construction. No decision has been made regarding starting the next phase at the north end or south end of the corridor. She presented a resolution to proceed with the design refinements.

Chairman Whitehead recommended deferring action on the resolution until next month when Member Julie DeLorenzo is present. He thanked TPM Schroeder for the report.

2020 Potential Legislative Ideas and Administrative Rules. Governmental Affairs Manager Mollie McCarty proposed submitting legislative ideas on distracted driving (using hands-free electronic devices) and related to utilities in the right-of-way. Legislative ideas must be submitted to the Division of Financial Management by July 12.

Governmental Affairs Program Specialist Ramon Hobdey-Sanchez said that none of the state's administrative rules were re-authorized during the 2019 legislative session. All of the rules will expire on June 30, 2019; however, the Governor is working on a strategy to ensure there is no lapse. A special bulletin will be published next month to authorize all of the rules as temporary and proposed.

Chairman Whitehead thanked staff for the update.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting and tour of District 5 adjourned at 2:00 PM.

---

JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2019  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2019**

July 17-18 – District 4  
August 21-22 – District 1  
September 11-12 – District 3

October 17 – Boise  
November 21 – Boise  
December 12 – Boise

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<b>January</b> X 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 (17) 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>February</b> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 (21) 22 23 24 25 26 27 28	<b>March</b> 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 (21) 22 23 24 25 26 27 28 29 30	<b>April</b> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 (17 18) 19 20 21 22 23 24 25 26 27 28 29 30
<b>May</b> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 (15 16) 17 18 19 20 21 22 23 24 25 26 X 28 29 30 31	<b>June</b> 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 (19 20) 21 22 23 24 25 26 27 28 29	<b>July</b> 1 2 3 X 5 6 7 8 9 10 11 12 13 14 15 16 (17 18) 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>August</b> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 (21 22) 23 24 25 26 27 28 29 30 31
<b>September</b> 1 X 3 4 5 6 7 8 9 10 (11 12) 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>October</b> 1 2 3 4 5 6 7 8 9 10 11 12 13 X 15 16 (17) 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>November</b> 1 2 3 4 5 6 7 8 9 10 X 12 13 14 15 16 17 18 19 20 (21) 22 23 24 25 26 27 X 29 30	<b>December</b> 1 2 3 4 5 6 7 8 9 10 11 (12) 13 14 15 16 17 18 19 20 21 22 23 24 X 26 27 28 29 30 31

Assumes there will be a workshop.

“X” = holiday

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

## Other dates of interest:

September 23-25: Idaho Association of Counties’ Annual Conference – Boise

October 5-9: AASHTO annual meeting – St. Louis, MO

November 18-22: Idaho Association of Highway Districts’ Annual Conference – Boise

**Action:** Approve the Board meeting schedule.



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 17-76**

RES. NO. ITB19-15 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY20-23 Strategic Plan for the Division of Financial Management; the GARVEE Program annual legislative report; the removal of the Local, Advanced Signalization project from the Program; the advance of 12<sup>th</sup> Street/Idaho Canal Bridge, Idaho Falls; the removal of Bike Share, Valley Regional Transit from the Program; the addition of Emergency Relief projects on the Local Road System to FY19; the update of Safety Rest Areas and Oasis partnerships; consultant agreements; contracts for award; and contracts for rejection.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☒Information Item ☐Amount of Presentation Time Needed N/A

Presenter's Name	Presenter's Title	Initials	Reviewed By
Scott Stokes	Chief Deputy	LSS	LSS
Preparer's Name	Preparer's Title	Initials	
Reed Hollinshead	Public Information Specialist	RH	

### Subject

FY 2020-23 Strategic Plan for the Division of Financial Management (DFM)		
Key Number	District	Route Number

### Background Information

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

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

### Recommendations

Staff is requesting Board members approve the attached Strategic Plan.

### Board Action

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

# FY20-23 Strategic Plan



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

## Mission and Vision

The mission of the Idaho Transportation Department is stated above:

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

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

We do that by:

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



## Goals

To achieve this mission, ITD has set three primary goals:

- Commit to having the safest transportation system possible.
- Provide a mobility focused transportation system that drives economic opportunity.
- Become the best organization by continually developing employees and implementing innovative business practices for long-term success.

## Objectives

The department has set measurable objectives for each primary goal detailed below:

- Commit to having the safest transportation system possible.
  - o Reduce fatalities
- Provide a mobility focused transportation system that drives economic opportunity.
  - o Maintain pavement in good or fair condition
  - o Maintain bridges in good or fair condition
  - o Keep highways clear of snow and ice during winter storms
- Become the best organization by continually developing employees and implementing innovative business practices.
  - o Keep administration and planning expenditures stable
  - o Complete project designs on time
  - o Hold construction cost at award to programmed budget
  - o Hold final construction cost to contract award amount
  - o Reduce time to process vehicle titles
  - o Increase DMV transactions processed via the internet

## Key External Factors

### Political

- ITD has fully allocated the \$300 million in GARVEE bonds authorized in 2017. The US-95, Garwood to Sagle corridor has \$64 million; the Idaho 16, I-84 to Idaho 44 corridor has \$50.5 million; and the Interstate 84, Caldwell to Meridian corridor has \$185.5 million dedicated to projects that will improve safety, provide mobility and promote economic opportunity. The first bond sale was completed in May 2019 for \$141.6 million of improvements in these corridors. GARVEE bonding, which is the funding mechanism, allows for the acceleration of highway projects so that drivers don't need to wait decades for needed improvements.
- The department continues to work within federal funding provided by the Fixing America's Surface Transportation (FAST) Act. It expires in 2020, so ITD is now engaged in work with local, state and national partners to assure our federal transportation funding needs continue to be met in the future.
- ITD is engaged in transportation-funding alternatives. Over the past year, Idaho participated in a Washington State Transportation Commission pilot program to test a

pay-per-mile tax system. Motorists experienced road-usage charging and provided feedback. A final report and analysis is expected in early 2020.

### **Social & Economic**

- Growth is maybe the biggest single factor affecting the department. Idaho's population is booming — for two years running, Idaho has been the fast-growing state in the nation — and with that comes increased demand on the transportation infrastructure. As traffic volumes increase, miles traveled increase. This results in additional demand for freight services, safety and capacity considerations, public transit, biking/walking, as well as operations and facilities funding.
- Statistics from Idaho's Office of Highway Safety and the National Highway Traffic Safety Administration show a strong correlation between increased traffic volumes and increased fatalities.
- Idaho's Office of Highway Safety continues its work to promote engaged driving through its SHIFT program. SHIFT is a program designed to prevent distracted driving crashes by encouraging all Idahoans to drive in the moment and free from distractions. ITD continues to partner with private businesses, schools, and law-enforcement agencies to grow safe-driving behavior. This grassroots effort has been enhanced with outreach to media and the business community to reach as many road users as possible.

### **Organizational**

- ITD places high value on employees, their development, their skill, and contributions. The engagement of our employees is key to discovering innovative business practices, providing remarkable customer service, and fostering partnerships.
- For this reason, we focus on the development of our leaders. We also develop opportunities for employees to benefit through their individual and team achievements. ITD continues to advance the following concepts:
  - Leadership Development for intentional employee experiences
  - Horizontal Career Paths that motivate employees to develop skills and ensure high performance.
  - Organizational effectiveness, which continues to direct staffing resources for maximum service delivery and utilize budgeted resources to retain qualified and talented employees.

### **Technological**

- ITD led a statewide interagency effort to address the future of transportation through the Idaho Autonomous and Connected Vehicle Testing and Deployment Committee. The Committee provided a report to the Governor on regional and national regulatory and policy consistency, liability considerations, strategic partnerships, national safety policy and digital and physical infrastructure, among other things.

- The social climate demands attention to the security of the transportation system — security is a high priority as we make transportation decisions and investments. A measure of ITD’s progress toward technological security is stated below:

### Cyber Security

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

- Adopt and implement NIST Cybersecurity Framework - **Complete**
- Implement first five (5) CIS Critical Security Controls - **Complete**  
*The Governor’s Office required implementation of measures 1-5. However, ITD has partially implemented Critical Security Controls 1-20.*
- Develop and submit employee education and training plans for mandatory cybersecurity training - **Complete**
- Require all state employees to complete annual cybersecurity training - **Complete**
- Include a link to statewide cybersecurity website on all public websites – **Complete**

### Red Tape Reduction Act (RTRA) Compliance

Under the Red Tape Reduction Act mandated in January 2019, ITD has already made significant strides. Before the Executive Order was even signed, the department was closing out an 18-month project focused on administrative-rule consolidation. Our DMV consolidated 22 IDAPA rules into eight, and 17 annual CMV permits into eight; thereby lifting restrictions and barriers on commerce, while simultaneously improving processes internally and external customer service. This innovative thinking and commerce-focused approach has made ITD the example of what other agencies should strive for under the RTRA. ITD staff has also been used to advise DFM on many rulemaking topics.

Additionally, ITD staff identified six rule chapters that were either outdated or duplicative; therefore, they will be allowed to expire on June 30, 2019.

ITD is also initiating several rulemaking consolidation efforts in the next several months with the goal of condensing five vehicle-titling rules into one, and six highway-signage and advertisement rules into two.

### Performance Measures

The department's key performance measures and benchmarks are detailed as follows and can be found online at: <https://apps.itd.idaho.gov/apps/Dashboard/>

# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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## Five Year Fatality Rate per 100 Million Vehicle Miles

Goal: Maintain the five-year fatality rate below 1.40

**Five Year Fatality Rate per 100 Million Vehicle Miles**  
-- CY 2014 to 2018 --



### Why This Is Important

Even one death on Idaho's highways is one death too many. An estimated total of 1113 people lost their lives on Idaho roads between 2013 and 2017. Each death is a personal tragedy for the individual's family and friends, and has an enormous financial cost to the community. Every life counts.

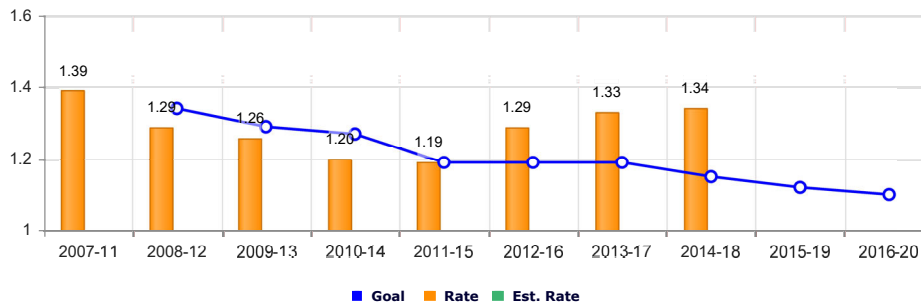
### How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled over the same five-year period. The five-year rate for 2013 to 2017 is 1.33 fatalities per 100 million vehicle miles traveled. (Note: This rate is based on Idaho's estimate of vehicle miles traveled rather than the required Federal estimate which is not yet available.) Next year, the low fatality number from 2014 falls off the five-year average.

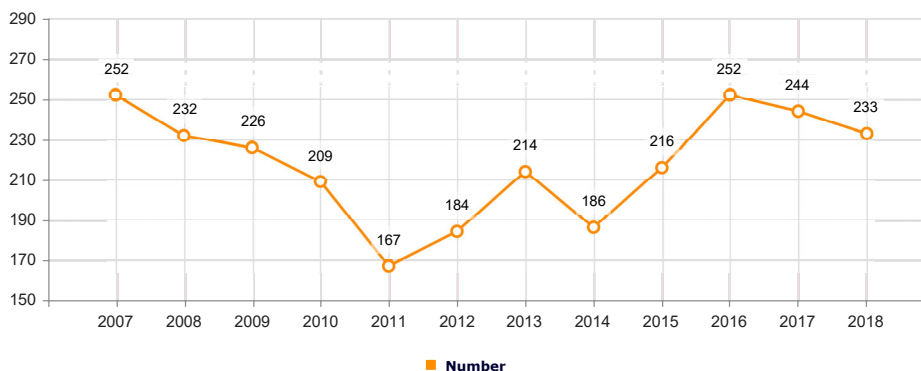
### What We're Doing About It

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

## Five-Year Fatality Rate (Per 100 Million Vehicle Miles Traveled)



## Total Fatalities By Year



## Cumulative Fatalities on Idaho Roads by Month

	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec
2012	13	21	36	50	67	82	109	129	144	157	172	184
2013	8	12	29	43	59	78	109	131	147	176	194	214
2014	7	13	27	40	58	80	107	133	152	161	170	186
2015	6	16	34	44	61	89	120	142	166	186	202	216
2016	10	23	37	56	81	113	137	165	190	216	239	252
2017	8	17	30	48	77	110	135	156	176	199	220	244
2018	10	21	30	47	70	102	132	159	187	209	219	233
2019	8	30	41	55	72							

Note: The cumulative fatalities for 2018 and 2019 currently represent "estimates" for the months and years.



[Click Here for Comparison to Surrounding States](#)

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# SCORECARD

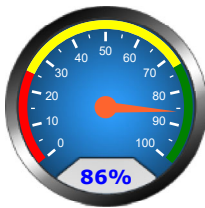
Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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## Percent of Time Highways Clear of Snow/Ice During Winter Storms

**Goal: Maintain at least 73% unimpeded mobility for the current winter season.**

**Percent of Time Highways Clear of Snow/Ice During Winter Storms**  
-- 2018/2019 Season --



### Why This Is Important

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

### How We Measure It

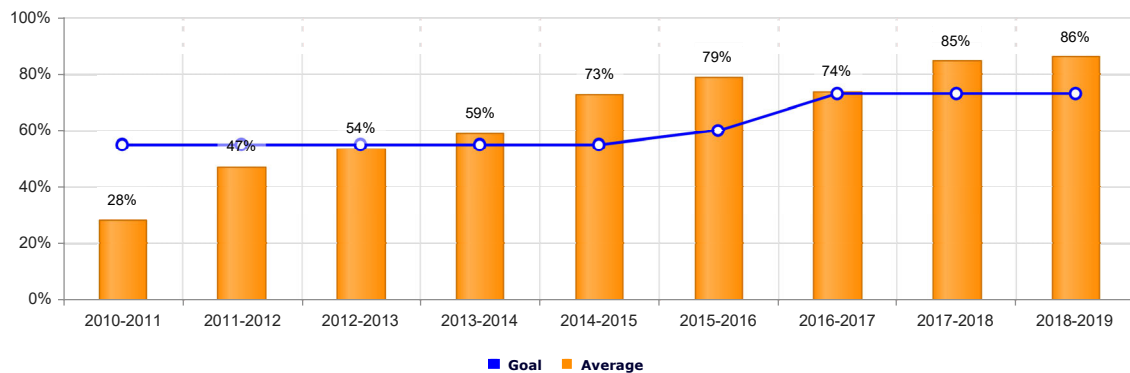
Idaho's 4,984 centerline miles of highways are broken down into 217 sections. Over 46% of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations located where travel is deemed to be highly impacted by winter storms--high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percent of time those highway sections with automated sensors and weather information stations are clear of ice and snow during winter storms.

### What We're Doing About It

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

## Percent of Time Highways Clear of Snow/Ice During Winter Storms

**Target: Maintain at least 73% unimpeded mobility during winter storms.**



# SCORECARD

Performance Indicators & Measures

<a href="#">View by Groups</a>	<a href="#">View by Goals</a>	<a href="#">Editor</a>	<a href="#">Manager</a>	<a href="#">Administrator</a>	<a href="#">User Manual</a>	<a href="#">About/Help</a>	
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## Percent of Pavement in Good or Fair Condition

Goal: Sustain 80% of all state highways in good or fair condition.

Percent of Pavement in  
Good or Fair Condition  
-- CY 2018 --



### Why This Is Important

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

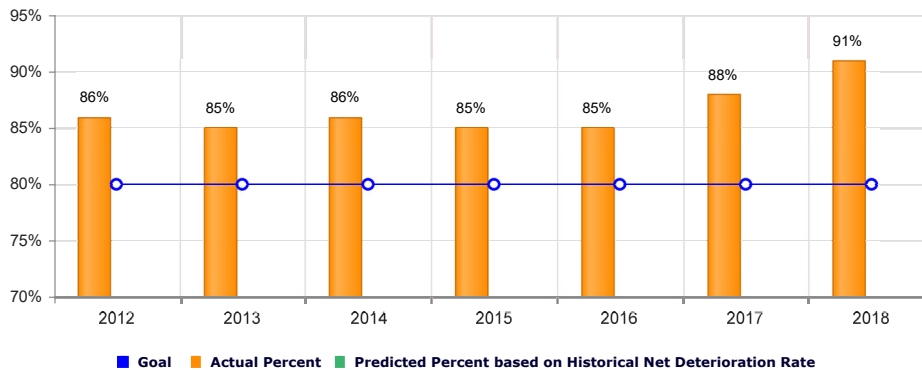
### How We Measure It

Roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings of the System. The collected data and the visual inspections are then used to rate pavement conditions as good, fair, poor or very poor.

### What We're Doing About It

ITD focuses on internal efficiencies to maximize investments in the system. Investment decisions are prioritized to keep highways in good or fair condition to avoid costly replacement. The department has implemented new management systems to strategically schedule preventative maintenance and preservation projects at the optimal time across the state.

## Percent of Pavement in Good or Fair Condition



# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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## Percent of Bridges in Good Condition

**Goal: Maintain at least 80% of all bridges in the State Highway System in good condition.**

**Percent of Bridges in Good Condition**  
-- CY 2018 --



### Why This Is Important

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs while maintaining connectivity and commerce. Commerce depends on the carrying capacity and reliability of roads and bridges.

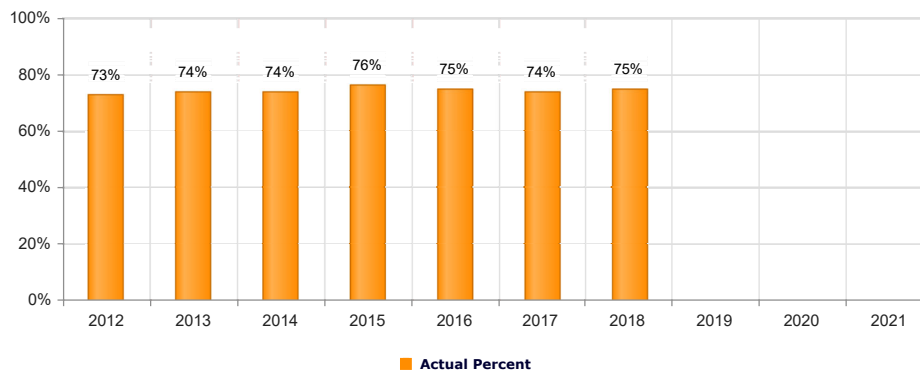
### How We Measure It

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

### What We're Doing About It

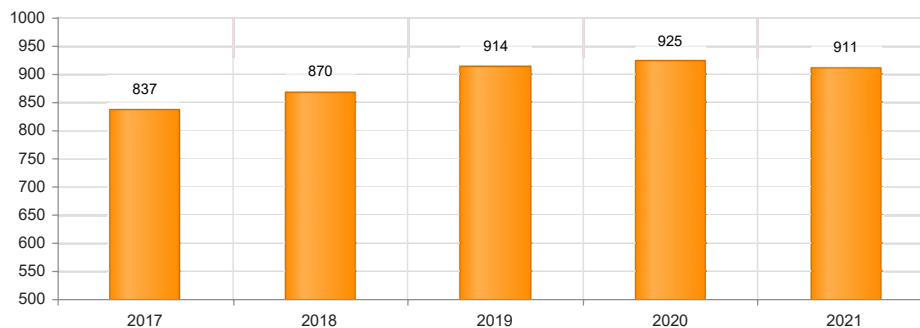
Idaho strategically schedules preservation and restoration projects to improve deteriorating bridges across the state. Over time, increased investments will be needed to achieve this goal.

## Percent of Bridges in Good Condition



## Number of State Bridges 50 Years or Older

(reflects the planned bridge replacements in the Statewide Transportation Improvement Program)





# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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## Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2019 ITIP

**Goal: Have 100% of the projects scheduled for construction in Federal Fiscal Year 2019 designed and ready to bid by the target date of September 30, 2018**

**Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2019 ITIP**  
-- FFY 2019 --



% at start of the FFY

### Why This Is Important

Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service for ITD. Project activities include the planning, designing, environmental documentation, permitting, and securing of right-of-way to make projects bid ready. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Improvement Program (ITIP).

Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects.

### How We Measure It

The measure monitors the dates when highway infrastructure projects are determined to be ready to bid. Infrastructure projects include highway paving, guardrails, traffic signals, signs, bridge repair, etc.

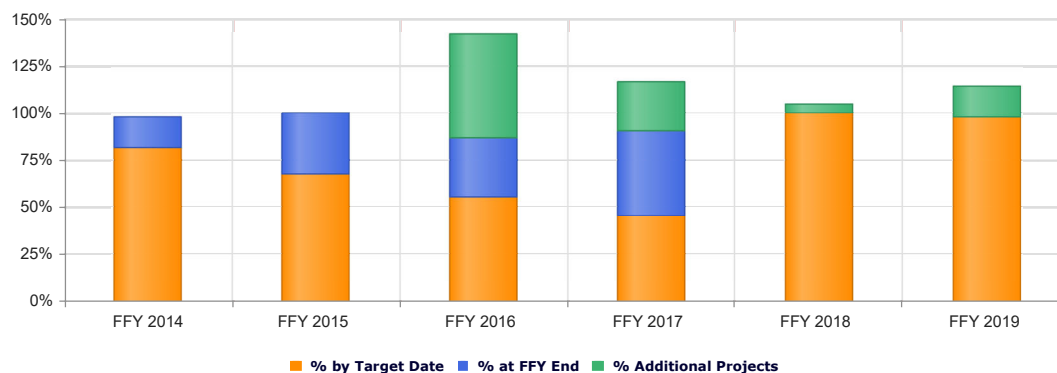
### What We're Doing About It

ITD holds managers accountable for delivering infrastructure projects on time. Each project in the ITIP requires a Project Charter to clearly define scope, schedule and budget while utilizing ITD's Project Scheduling system to track and report on project activities and resource availability. Project management training is also ongoing to reinforce best practices and principles.

### Note

This measure includes only infrastructure projects on the State Highway System and the design completion target dates have been set to ensure construction starts on time.

## % of Highway Project Designs Completed On or Ahead of Time (Federal Fiscal Years)



# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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## Final Construction Cost as a Percent of Contract Award

Goal: Maintain Final Cost at 95% to 105% of the Contract

**Final Construction Cost as a Percent of Contract Award**  
-- CY 2018 --



### Why This Is Important

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

### How We Measure It

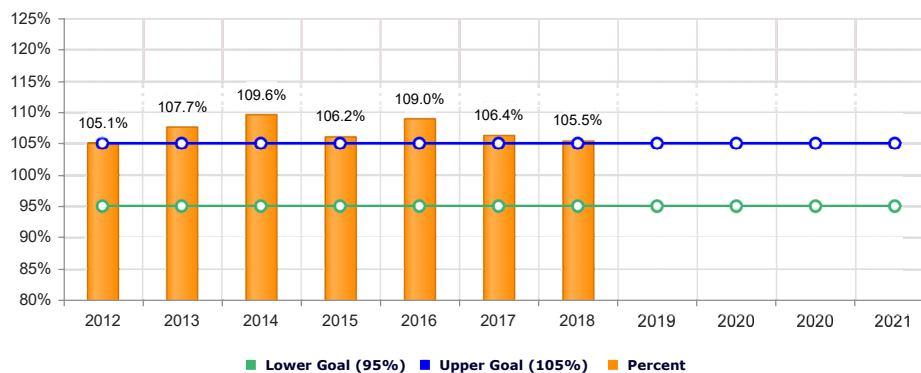
ITD totals the construction costs for projects which have had the final payment made in the given calendar year (excluding any additional costs that may have been paid for contractually specified adjustments), totals the bid amounts for these projects at contract award, and then compares the adjusted construction costs to the bid amounts at contract award.

### What We're Doing About It

ITD uses a variety of techniques to limit cost increases due to factors within its control including enhanced risk assessment and management on complex projects, regular process reviews and improvement implementations, ongoing training of staff, and annual post-construction reviews.

## Final Construction Cost as a Percent of Contract Award

(Note: Historical percentages are subject to change following the final resolution of post-project contract claims and disputes.)



# SCORECARD

Performance Indicators & Measures

View by Groups

View by Goals

Editor

Manager

Administrator

User Manual

About/Help

## Construction Cost at Award as a Percent of Budget

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

**Construction Cost at Award as a Percent of Budget**  
-- Federal Fiscal Year 2018 --



### Why This Is Important

Stakeholders and the public expect ITD to deliver all highway projects to construction that are programmed each year. This requires projects to be delivered within budget. Projects on which costs at contract award are as close as possible to the project programmed amount allows ITD to better invest limited funding and maximize benefits.

### How We Measure It

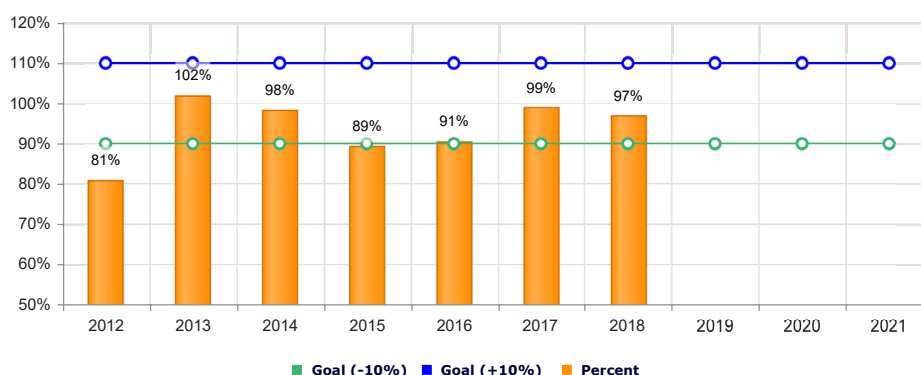
ITD totals the construction costs of projects awarded in the fiscal year and compares them to the total construction budget programmed at the beginning of the fiscal year for the same projects. GARVEE projects are not included.

### What We're Doing About It

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

## Construction Costs at Award as a Percent of Budget

Federal Fiscal Year



Note: GARVEE projects not included.

## Cumulative Construction Costs at Award as a Percent of Budget

Note: No projects were awarded in October/November 2011 (FFY 2012).

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FFY 2012			90%	88%	90%	87%	86%	84%	82%	81%	80%	81%
FFY 2013	95%	92%	90%	89%	92%	93%	96%	99%	99%	102%	103%	102%
FFY 2014	104%	103%	101%	92%	87%	100%	100%	100%	99%	98%	98%	98%
FFY 2015	92%	79%	80%	81%	88%	86%	87%	87%	88%	88%	89%	89%
FFY 2016	99%	97%	97%	96%	99%	99%	90%	89%	89%	91%	91%	91%
FFY 2017	82%	82%	86%	78%	81%	89%	91%	96%	96%	97%	99%	99%
FFY 2018	90%	92%	92%	89%	89%	89%	92%	95%	95%	96%	97%	97%
FFY 2019	98%	103%	101%	99%	100%	102%	102%	102%				

# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
----------------	---------------	--------	---------	---------------	-------------	------------	--

## Administration and Planning Expenditures (\$000,000)

Goal: Maintain administrative and planning expenditures between \$27 and \$31 million dollars.

**Administration and Planning Expenditures (\$000,000)**  
-- FY 2018 --



### Why This Is Important

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

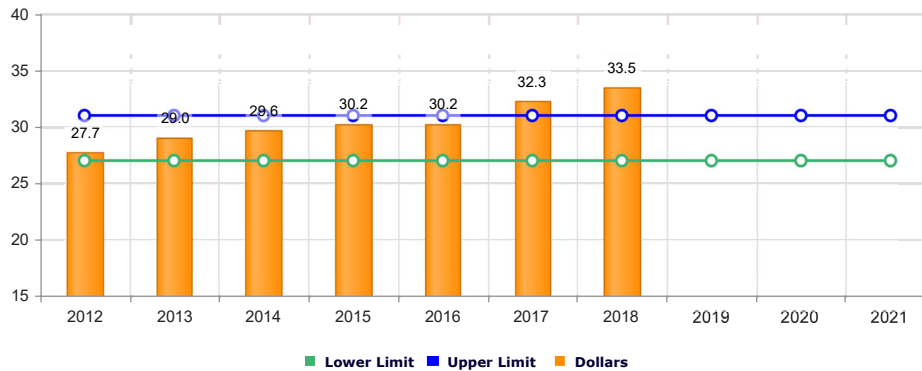
### How We Measure It

The expenditures reflect the total administration and planning costs reported to the Federal Highway Administration's SF-4 Report.

### What We're Doing About It

ITD has realigned its organizational structure to lower administrative costs (already among the lowest of the surrounding states) and to further maximize its ability to invest in roads and bridges.

## Administrative and Planning Expenditures (\$000,000)



## Expenditure Trends (\$000,000)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Expenditures	619.0	656.8	585.8	496.2	500.6	479.9	490.8	427.5	464.9	597.9
Administration/Planning	29.5	29.8	27.8	27.7	29.0	29.6	30.2	30.2	32.3	33.5

# SCORECARD

Performance Indicators & Measures

View by Groups

View by Goals

Editor

Manager

Administrator

User Manual

About/Help

## Days to Process Vehicle Titles

**Goal: Maintain an average five-day processing cycle including transit time from county offices.**

### Days to Process Vehicle Titles

-- 2019 --



\*White = Goal and Red = Current Status

#### Why This Is Important

Customers need titles to be issued in a timely manner to legally conduct vehicle sales and trades or to use titles as collateral for loans. The average title turnaround time is also a measure of staff efficiency and productivity that helps managers determine the best use of limited resources.

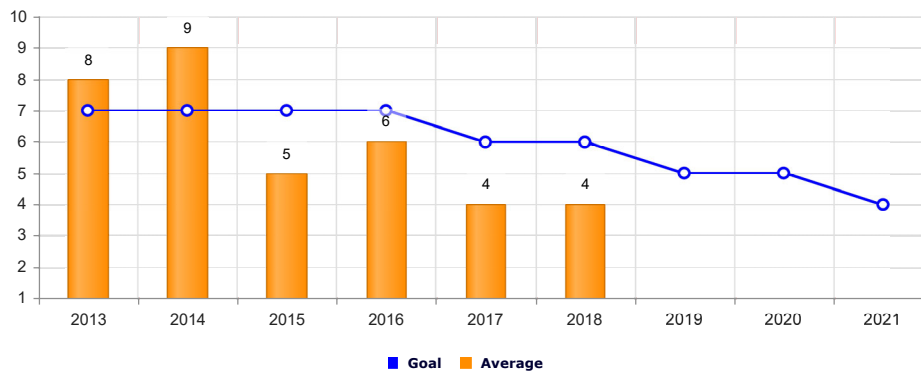
#### How We Measure It

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

#### What We're Doing About It

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

## Average Days to Process Titles



## --Current Status--

Title Processing Time (in days), by Month

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	6	5	6	7	6	6	5	6	6	6	6	5
2012	5	6	7	8	9	9	10	9	9	9	8	7
2013	7	6	8	9	7	9	10	8	8	6	7	6
2014	6	5	6	8	7	10	13	10	13	16	12	6
2015	5	5	6	5	7	6	6	6	6	6	6	5
2016	6	5	6	8	7	10	8	7	5	4	4	4
2017	5	5	3	4	4	3	4	4	4	4	4	4
2018	4	4	4	4	4	4	4	5	5	4	4	4
2019	3	3	3	4	4							

# SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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## DMV Transactions Processed on the Internet (in thousands)

Goal: Process 300,000 on-line transactions in 2019.

**DMV Transactions  
Processed on the Internet  
(in thousands)  
-- CY 2018 --**



### Why This Is Important

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

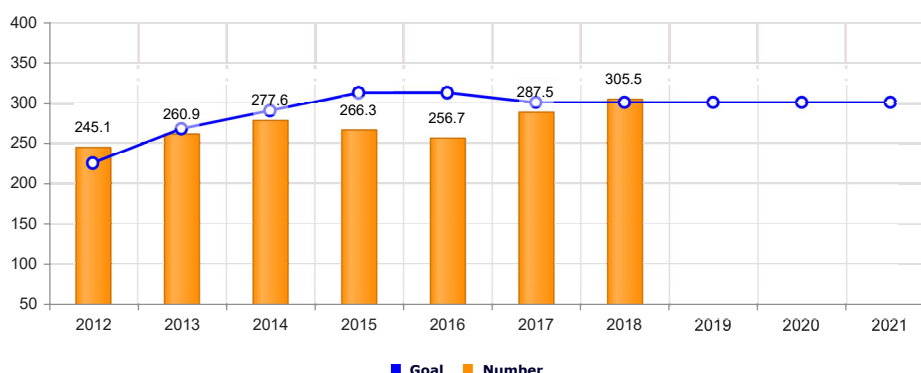
### How We Measure It

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

### What We're Doing About It

ITD is working to expand the ability of customers to obtain licenses and permits on-line, and will focus on getting the word out for these options through targeted communications.

## Number of DMV Transactions (in thousands)



## --CURRENT STATUS--

Cumulative DMV Transactions Processed, by Month (in thousands)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	17.3	32.2	49.9	64.3	82.6	99.2	116.1	133.7	149.5	170.4	189.3	210.9
2012	19.3	37.2	57.0	74.9	94.1	113.6	132.1	154.2	172.6	200.1	220.6	245.1
2013	20.9	40.4	62.7	83.0	103.9	124.4	145.5	166.0	184.9	211.8	234.1	260.9
2014	23.2	43.3	67.3	88.7	111.4	133.5	155.7	177.2	197.4	226.3	249.5	277.6
2015	22.4	44.2	68.2	89.7	111.4	128.6	154.0	176.0	194.7	216.9	238.0	266.3
2016	22.1	42.5	64.5	84.8	105.4	125.6	146.3	168.4	187.4	206.1	224.3	256.7
2017	23.6	45.7	72.2	92.0	117.1	140.8	164.9	188.6	210.1	231.8	253.9	287.5
2018	28.8	49.4	78.5	103.7	128.7	154.1	179.8	205.3	228.0	254.0	279.0	305.5
2019	45.7	83.1	130.4	176.5	222.7							



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name	Presenter's Title	Initials	Reviewed By
Amy Schroeder, P.E.	GARVEE Program Manager	AS	LSS
Preparer's Name	Preparer's Title	Initials	
Amy Schroeder, P.E.	GARVEE Program Manager	AS	

### Subject

GARVEE Program Annual Legislative Report		
Key Number	District	Route Number

### Background Information

Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. That legislation requires the Board submit an annual report by June 30<sup>th</sup> of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds.

This annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization.

All of the projects are on schedule and tracking well against their budgets. The first construction package on I-84 in Nampa began last fall. Contracts have been awarded for the mobility improvements on I-84 between the Karcher Interchange and the Franklin Blvd Interchange in Nampa, and also for the first safety expansion project on US-95, which includes the realignment of ID-53 to a new Single Point Urban Interchange (SPUI).

Upon approval of this consent item, staff will distribute the annual report.

### Recommendations

Approval of the 2019 GARVEE Transportation Program Annual Report.

### Board Action

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



## 2019 GARVEE Annual Report

### FUNDING

The 2017 Idaho Legislature passed Senate Bill 1206 authorizing \$300 million in additional Grant Anticipation Revenue Vehicle (GARVEE) Bonds for much-needed transportation improvements. ITD reviewed the unfunded projects in all of the approved GARVEE corridors, and selected these improvements because of their positive benefits to safety and mobility. To complete the critical improvements, the Idaho Transportation Board committed several other sources of state and federal aid to the following transportation corridors:

PROJECT	Total	Funding Sources (in millions)			
		GARVEE	State	Federal	Local
I-84, Caldwell to Nampa	<b>\$341.9</b>	\$185.5	\$65.9	\$90.24 <sup>1</sup>	\$0.25
U.S. 95, Garwood to Sagle	<b>\$91.0</b>	\$64.0	-	\$27.0	-
Idaho 16, I-84 to U.S. 20/26 <sup>2</sup>	<b>\$98.2</b>	\$50.5	\$21.7	\$26.0	-
<b>Fund Source Total:</b>		<b>\$300.0</b>	<b>\$87.6</b>	<b>\$143.24</b>	<b>\$0.25</b>

<sup>1</sup> Federal Funds = Infrastructure for Rebuilding America (INFRA) Grant

<sup>2</sup> Preliminary Engineering and partial right-of-way acquisition

### GARVEE BONDS

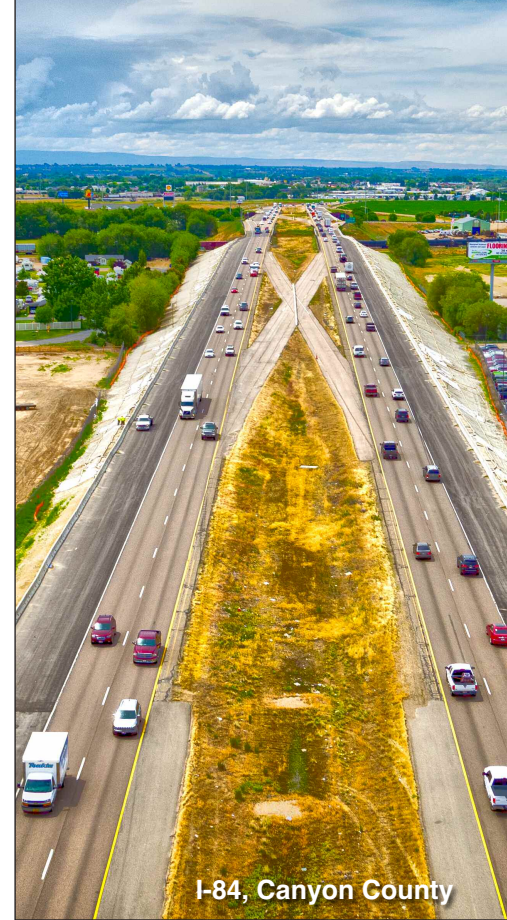
The Idaho Transportation Department (ITD) secures its GARVEE bonds with a pledge of future federal transportation funding. Bonds are issued on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs, and with consideration of the bond market, interest rates, and draw-down periods.

The previous GARVEE Program included improvements in six of the 13 authorized corridors and included a commitment from the Idaho Transportation Board of \$857.6 million for GARVEE Bonds (\$840 million + \$17.6 million interest earnings) and \$81 million of federal-aid for a total program of \$938.5 million.

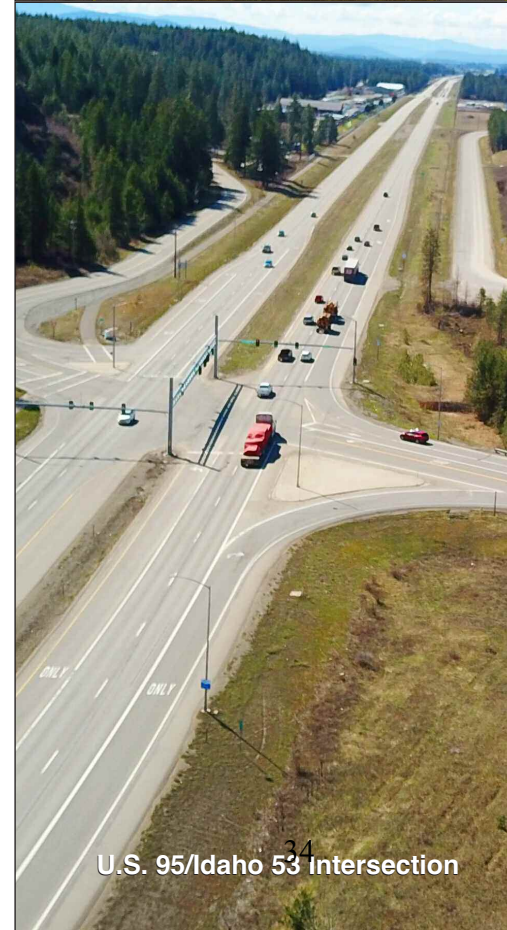
ITD, in partnership with the Idaho Housing and Finance Association, has issued seven bond series and refinanced three of those, with a weighted average interest rate of 3.84%.

The first bond series of the \$300 million authorized in 2017 were sold in May 2019. The total \$141.6 million bond sale included \$64.0 million for U.S. 95, Garwood to Sagle design, right-of-way and construction; \$50.5 million for Idaho 16, I-84 to Idaho 44 right-of-way preservation; and \$27.1 million for design, right-of-way and construction on I-84.

The interest rate on this bond series was 3.27 percent, the lowest interest rate Idaho's GARVEE Program has ever had.



I-84, Canyon County



U.S. 95/Idaho 53 Intersection



# Current GARVEE Project Information

## U.S. 95

### Granite North

Safety and capacity improvements in two areas: Granite North from the Bonner County Line north to Trails End Road, and a new interchange and realignment on Idaho 53, with a grade separator at Garwood Road.

\$49 million GARVEE bonds, \$27 million in Federal Aid

**Construction:** Start Summer 2019, Multi-Year Project

## I-84

### Caldwell to Nampa Expansion

Safety and capacity improvements between Caldwell and Franklin Blvd. in Nampa.

\$185.5 million GARVEE bonds, \$65.9 million State funds, \$90.24 million Federal Aid (INFRA grant), \$250,000 local match

**Construction:** Start Fall 2018, multi-year project

## Idaho 16

### I-84 Junction to U.S. 20/26 (Chinden Blvd)

Preliminary engineering & a portion of right-of-way acquisition.

\$50.5 million GARVEE bonds  
\$21.7 million State funds, \$26.0 million Federal Aid



## GARVEE BOND ALLOCATIONS BY CORRIDOR

(millions of dollars, rounded)

CORRIDOR	PRIOR GARVEE	CURRENT GARVEE	TOTAL
US 95, Garwood to Sagle	135.7	64.0	199.7
US 95, Worley to Setters	57.6	-	57.6
Idaho 16, I-84 to Emmett	107.0	50.5	157.5
I 84, Caldwell to Meridian	284.9	185.5	470.4
I 84, Orchard to Isaacs Canyon	183.8	-	183.8
US 30, McCammon to Lava Hot Springs	88.6	-	88.6
<b>TOTAL*:</b>	<b>857.6</b>	<b>300.0</b>	<b>1,157.6</b>

Yellow line = Previous GARVEE work in authorized corridors.

Red line = Current GARVEE work in authorized corridors.

\*Corridors include program-management costs, non-GARVEE fund sources are not shown.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Jeff Marker	Presenter's Title Public Transportation Manager	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Public Transportatoin Manager	Initials jlm	

## Subject

Remove **Local, Advanced Signalization Project** from the approved FY 2019–2025 ITIP.

Key Number 22100	District ACHD	Route Number Local
---------------------	------------------	-----------------------

## Background Information

The purpose of this consent item is to request removal of the **Local, Advanced Signalization Project** per policy 5011 *Idaho Transportation Investment Program* (ITIP) to accommodate the Community Planning Association of Southwest Idaho (COMPASS) and the request made by Ada County Highway District (ACHD), local sponsor.

This project was initially set up to integrate advanced signal technology to enhance freight mobility along key priority corridors in the Boise area. The project was funded through a federal Freight Formula Funds and with local funds from ACHD.

Freight Formula Funds	\$ 1,543,000
Ada County HD	\$ 247,000
Total Cost	\$ 1,790,000

The project removal is requested due to the determination that faulty assumptions in the original concept and project application will not provide the safety and congestion relief benefits ACHD was seeking. No expenditures have occurred on this project. These funds will be reprogrammed at a later date.

Attached is the letter from ACHD to the ITD Public Transportation Manager, acting as the ITD Freight Program Manager, requesting closure of the project and release back to ITD.

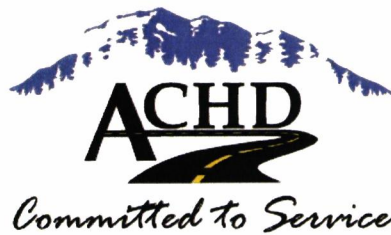
The COMPASS Board will consider this adjustment to their Regional Transportation Improvement Program at its meeting on August 26, 2019.

## Recommendations

Approve the removal of the **Local, Advanced Signalization Project** (KN 22100) project from the current ITIP.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



Rebecca W. Arnold, President  
Mary May, 1<sup>st</sup> Vice-President  
Sara M. Baker, 2<sup>nd</sup> Vice-President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner

May 2, 2019

Jeff Marker, Public Transportation Manager  
Idaho Transportation Department  
3311 State Street  
Boise, ID 83707

RE: Ada County Highway District (ACHD) Request to Close Advanced Signalization Project (KN 22100)

Dear Mr. Marker,

The Ada County Highway District's Traffic Department conducted a full project review of ACHD's Advanced Signalization project, which received a federal Freight grant from ITD. The review determined that there were faulty assumptions in the original concept and project application, and that the approved project will not provide the safety and congestion relief benefits ACHD was seeking. No Freight grant funds were spent on the Advanced Signalization project, and ACHD would like to release all funds back to the Idaho Transportation Department.

If you have any questions, please feel free to contact myself at [dwallace@achdidaho.org](mailto:dwallace@achdidaho.org), or (208) 387-6129, or Tom Ferch, Transportation Funding Coordinator, at [tferch@achdidaho.org](mailto:tferch@achdidaho.org) or 208-387-6157.

Sincerely,

David G. Wallace  
Deputy Director, Plans and Projects  
Ada County Highway District

CC: Nestor Fernandez, Mobility Services Engineer (ITD)  
Crystal Grasmick, Mobility Services (ITD)  
Dyan Bevins, Capital Projects Manager (ACHD)  
Justin Lucas, Plans and Programming Manager (ACHD)  
Tom Ferch, Transportation Funding Coordinator (ACHD)





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

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

### Subject

Advance **12TH ST/IDAHO CANAL BR, IDAHO FALLS** to FY 2019 in the FY 2019 – 2025 ITIP.

Key Number 18995	District 6	Route Number STC-7486
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### Background Information

The purpose of this consent item is to request approval to advance **STC-7486, 12TH ST/IDAHO CANAL BR, IDAHO FALLS** (KN 18995) to FY 2019 per policy 5011 *Idaho Transportation Investment Program* (ITIP), at the request of the Local Highway Technical Assistance Council (LHTAC) and the local sponsor, the City of Idaho Falls.

This project will replace the bridge structure on 12th street over the Idaho Canal in Idaho Falls. The current 52 year old structure has a wearing surface in need of improvement. Replacement of the bridge will provide a safer travel route, and restore connectivity for school busing, garbage collection, and other heavy vehicles.

The \$1.3M funding to advance this project is made available through the Highway Infrastructure General Fund detailed in the April 2019 consent item 'Distribution of FY2019 Highway Infrastructure Program Funds.' Advancing this project will allow construction by this winter when the irrigation water is gone.

The Bonneville Metropolitan Planning Organization Transportation Improvement Program was modified with Modification #4 on May 29, 2019.

Staff requests the advance of this project be made to the program to allow advertisement and bidding in FY 2019.

### Recommendations

Approve the advance of **STC-7486, 12TH ST/IDAHO CANAL BR, IDAHO FALLS** (KN 18995) from FY 2020 to FY 2019 at a cost of \$1.3M in the FY 2019 – 2025 approved ITIP. This project will be funded with the FY 2019 Highway Infrastructure General Funds.

### Board Action

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

---

**Subject:** FW: [EXTERNAL] FW: 18995- 12th St./Idaho Canal Culvert State and Local Agreement for Construction- Signature Needed

**From:** Chris Canfield <[CCanfield@idahofallsidaho.gov](mailto:CCanfield@idahofallsidaho.gov)>

**Sent:** Tuesday, May 21, 2019 4:01 PM

**To:** Wayne Herbel <[WHerbel@lhtac.org](mailto:WHerbel@lhtac.org)>

**Cc:** Heather Parker <[HParker@lhtac.org](mailto:HParker@lhtac.org)>; Dan Shirilla <[DShirilla@lhtac.org](mailto:DShirilla@lhtac.org)>

**Subject:** RE: 18995- 12th St./Idaho Canal Culvert State and Local Agreement for Construction- Signature Needed

Hello Wayne,

Please consider this request to provide for the funds on this project for an advertisement and bid in FY 2019. We have been working with LHTAC and HDR to complete the plan set for a biddable project to get to construction by this winter when the irrigation water is out. This will significantly mitigate the construction cost as well as the storm water management during construction by allowing the contractor to get to work in October versus waiting until FY 2020.

Please let me know if you need anything else in support of this request.

Thanks,



**Chris Canfield, P.E.** | Assistant Public Works Director

380 Constitution Way  
Box 50220  
Idaho Falls, Idaho 83405-0220  
Work: (208) 612-8259  
Cell: (208) 201-5695  
Fax: (208) 612-8570  
[ccanfield@idahofallsidaho.gov](mailto:ccanfield@idahofallsidaho.gov)



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Toni Tisdale	Preparer's Title COMPASS Principal Planner	Initials TT	

### Subject

Remove **BIKE SHARE, VALLEY REGIONAL TRANSIT** from the Transportation Alternatives Program – Transportation Management Area (TAP – TMA)

Key Number 20010	District 3	Route Number LOCAL
---------------------	---------------	-----------------------

### Background Information

The purpose of this consent item is to request approval to remove **LOCAL, BIKE SHARE, VALLEY REGIONAL TRANSIT** project per policy 5011 *Idaho Transportation Investment Program* (ITIP), to assist the Community Planning Association of Southwest Idaho (COMPASS) and the local sponsor, Valley Regional Transit (VRT).

VRT requested the removal of this project as it has been determined that current technology would be obsolete within two years. AT&T, the cellular service provider used to operate the system is moving toward “4G” and “5G” cellular service. The cellular platform used by Bike Share equipment is based on “2G” and “3G” service. VRT is researching alternative methods to operate the bike share service.

Funds were originally obligated in FY 2018 and no expenditures have occurred to date. The **\$182,000** made available from removal of this project will fund the project needs shown below.

Key Number	Project Name	Cost \$
20010	BIKE SHARE, VALLEY REGIONAL TRANSIT	(182,000)
20095	BSU SECURE BIKE FACILITIES	5,000
20141	INDIAN CR PATH EXT, NAMPA	52,000
20275	STATE ST LIGHTING; 16TH TO 23RD, ACHD	77,000
20841	BIKE/PED BR OVER BOISE RV, EAGLE	13,383
21913	BSU COVERED BIKE FACILITY	34,617
		0

The COMPASS TIP will be modified with Amendment # 6, on June 17, 2019. The Regional Transportation Advisory Committee recommended the subsequent project increases during their May 22, 2019 meeting.

Staff requests the project adjustments be made in the program.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Recommendations

Approve the removal of **LOCAL, BIKE SHARE, VALLEY REGIONAL TRANSIT** (KN 20010) in the Transportation Alternatives Program – Transportation Management Area (TAP – TMA) of **\$182,000** in FY 2019. COMPASS will use the available funding on other projects in the TAP-TMA program detailed here.

- KN 20010, Bike Share, Valley Regional Transit – (\$182,000)
- KN 20095, BSU Secure Bike Facilities - \$5,000
- KN 20141, Indian Cr Path Ext, Nampa - \$52,000
- KN 20275, State St Lighting, 16<sup>th</sup> to 23<sup>rd</sup>, ACHD - \$77,000
- KN 20841, Bike/Ped Br over Boise Rv, Eagle - \$13,383
- KN 21913, BSU Covered Bike Facility - \$34,617

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

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

## Subject

Add Emergency Relief projects on the Local Road System to FY 2019 in the approved FY 2019–2025 ITIP		
Key Number New	District 2	Route Number Various

## Background Information

The purpose of this consent item is to request approval to add eight Emergency Relief (ER) projects on the Local Roads system to repair damage resulting from extensive rainfall in early April 2019. This request has been made by the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

April 9, 2019 heavy rain fell on the snow covered region of Idaho County, District 2 (near Kamiah) and caused major flooding and road damage at eight sites. April 11, 2019 Governor Little signed a Proclamation declaring a state of disaster emergency in Idaho and Adams Counties. May 3, 2019 the US Department of Transportation Federal Highway Administration (FHWA) submitted an acknowledgement letter to the Department.

May 8, 2019 FHWA authorized \$500,000 for eligible Quick Release (QR) work associated with this disaster event. This is the initial payment being distributed to fund the most critical emergency repairs. All projects included in this item qualify for QR funding. QR is intended to restore essential travel, minimize the extent of damage, or protect the remaining facilities, and is to be accomplished in the first 180 days after the disaster occurs.

The QR costs may be reimbursed at 100 percent Federal share. During the next national call for ER funds the Idaho FHWA Division will ask for the remainder of the ER funds based on the total from the Detailed Damage Inspection Reports (DDIR).

The list of eight projects is included on page 3. The total cost of the combined projects is estimated at \$7.06 million. Staff requests that the projects be added to FY 2019 of the program in the approved FY 2019–2025 ITIP.

Three additional projects are under consideration for addition to the program. FHWA and LHTAC are reviewing damage and preparing detailed estimates. Once FHWA approves the project DDIRs a second consent item will be prepared, likely in July 2019.

## Recommendations

Approve the addition of the following eight emergency relief projects, to FY 2019 in the approved FY 2019–2025 ITIP on behalf of the Local Highway Technical Assistance Council.
1. KN 22474, STC-4730, Clear Creek Rd McConnell Property, Idaho Co. \$672,514
2. KN 22475, STC-4730, Clear Creek Rd Ketelo Property, Idaho Co \$200,634
3. KN 22476, STC-4730, Clear Creek Rd Croker Property, Idaho Co. \$292,132
4. KN 22477, STC-4730, Clear Creek Rd Elk Meadow above Property, Idaho Co \$397,439





## Board Agenda Item

ITD 2210 (Rev. 10-13)

5. KN 22478, STC-4730, Clear Creek Rd Elk Meadow, Idaho Co \$553,963
6. KN 22479, STC-4730, Carrot Ridge Slide, Idaho Co \$1,057,283
7. KN 22480, STC-4730, Glenwood Rd MP 1.9 – 5.8, Idaho Co \$922,155
8. KN 22485, STC-4730, Glenwood Rd MP 1.3 and Adams Grade, Idaho Co \$ 2,964,300

The combined total cost of the eight projects is \$7.06 million, 100% Federal-aid.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### LHTAC EMERGENCY RELIEF PROJECTS

June 20, 2019

	Location	Cost	Damage
1	KN 22474 Clear Creek Rd McConnell Property	\$ 672,514	Creek flooding washed away part of the road embankment undermining the pavement.
2	KN 22475 Clear Creek Rd Ketelo Property	\$ 200,634	Creek flooding washed away 3-5' of the roadway shoulder approximately 90-120' long.
3	KN 22476 Clear Creek Rd Crocker Property	\$ 292,132	Creek flooding washed away approximately 90' of the road and embankment undermining the pavement.
4	KN 22477 Clear Creek Rd Elk Meadow above Property	\$ 397,439	Creek flooding washed away 5' of the shoulder and approximately 130' of the roadway.
5	KN 22478 Clear Creek Rd Elk Meadow	\$ 553,963	Creek flooding washed away 6-10' of the roadway shoulder and approximately 220-250' of the roadway.
6	KN 22479 Carrot Ridge Slide	\$1,057,283	Heavy rains on snow created saturated soil, causing landslide which sloughed off from upper road to lower road.
7	KN 22480 Glenwood Rd MP 1.9 to 5.8	\$ 922,155	Creek flooding eroded streambank, roadway, and shoulders to varying degrees in six locations.
8	KN 22485 Glenwood Rd MP 1.3 and Adams Grade	\$2,964,300	Creek flooding collapsed culvert and completely washed out roadway.
	<b>Combined cost of projects</b>	<b>\$7,060,420</b>	



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 19-20, 2019

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Steve Spoor	Presenter's Title Maintenance Services Manager	Initials SP	Reviewed By LSS
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Manager	Initials CF	NF

### Subject

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

### Background Information

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

For 2019, the rest area chart was updated to reflect current (2018) Average Daily Traffic Count data. All rest area facilities in the first section currently meet requirements.

The Jerome Rest Area was removed from the safety rest area program and replaced with three Oasis partnerships. All other rest areas listed in this second section would be future projects, and are not currently programmed.

The third section reflects the addition of three Oasis Partnership Rest Areas on I-84.

The chart also reflects current rest area projects and partnership agreements available to travelers.

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

### Recommendations

Approve attached Rest Area Map and Chart.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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



**BOARD POLICY 4044**

Page 1 of 2

**SAFETY REST AREAS AND OASIS PARTNERSHIPS**

**Purpose**

The Board directs the Department to provide safety rest areas for the traveling public.

**Legal Authority**

Idaho Code 40-120(1) - Definition of “safety rest area”.

Idaho Code 40-313(3) - Board authorized to acquire and maintain areas adjacent to highways for rest and recreation of the traveling public.

Idaho Code 40-507 - Department authorized to construct and maintain information centers at safety rest areas.

23 Code of Federal Regulations Section 752.5 Landscape and Roadside Development, Safety rest areas

The Idaho Transportation Board adopts the Statewide Transportation Improvement Program that includes rest area improvements. Funding for the Safety Rest Areas and Oasis Partnerships Program is designated as a separate program entity funded at the discretion of the Board.

The Idaho Transportation Department shall provide safe, secure, sanitary, and reliable safety rest area facilities spaced at appropriate intervals at strategic locations on the state highway system. To accommodate the traveling public, safety rest area facilities shall be located directly on the state highway system's roadway right-of-way and ensure public access to appropriately sized, restroom-equipped facilities. Each safety rest area facility shall provide a viable service and convenience to the traveling public and make a favorable impression about the state of Idaho and the Department. Safety rest area facilities shall be refurbished or reconstructed to extend service life and improve safety as determined by the Safety Rest Areas and Oasis Partnerships Program, and normal facility life cycles as approved by the Board. Safety rest area projects shall be determined in accordance with ongoing statewide needs.

Joint funding and participation partnerships may be negotiated with other public entities on safety rest areas. Visitor Information Centers are the result of safety rest area partnerships and should be incorporated into Gateway Safety Rest Areas.

Interstate Oasis Program and other public and private partnerships may provide opportunities to improve and expand the services provided by safety rest areas. Interstate Oasis and other public and private partnerships should comply with the locations identified by the Safety Rest Areas and Oasis Partnerships Program or Corridor Management Plans. Locations for partnerships on both Interstate and non-Interstate routes should be encouraged.

Private agreements may be negotiated and entered into for operation and maintenance of safety rest areas and Interstate Oasis Program and private partnerships.

Each facility in the Safety Rest Areas and partnership program shall be reviewed annually to ensure that the desired purposes are being met and the negotiated services are being provided.

A map showing the location of existing and proposed safety rest areas and partnerships shall be reviewed annually. Each year, an updated map, along with a brief Safety Rest Areas and Oasis Partnerships Program status report, shall be presented to the Board for review and approval. Authority to close existing safety rest areas or construct new ones is retained by the Board.

Approved by the Board on:

Signed

Jerry Whitehead  
Board Chairman

Date: November 20, 2013

## 2019 SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM

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

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

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

### SAFETY REST AREA CLASSIFICATION

#### Existing Safety Rest Area Meeting Requirements

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2018
MR	Basic Plus	Sheep Creek	2	US-95	189	2,500
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,200
MR	Deluxe	Midvale	3	US-95	101	2,700
MR	Deluxe	Blacks Creek EB	3	I-84	62	25,700
MR	Deluxe	Blacks Creek WB	3	I-84	62	25,700
MR	Gateway	Snake River View	3	I-84	1	20,000
MR	Deluxe	Bliss EB	4	I-84	133	17,500
MR	Deluxe	Bliss WB	4	I-84	133	17,500
MR	Deluxe	Cotterell EB	4	I-84	229	10,000
MR	Deluxe	Cotterell WB	4	I-84	229	10,000
MR	Basic Plus	Hagerman	4	US-30	184	1,900
MR	Deluxe	Juniper NB	4	I-84	269	9,600
MR	Deluxe	Juniper SB	4	I-84	269	9,600
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	1,800/ 3,300
MR	Gateway	Cherry Creek	5	I-15	7	12,000
MR	Deluxe	Big Lost River	6	US-20/26	265	1,900
MR	Basic Plus	Clark Hill	6	US-26	357	4,400
MR	Gateway	Dubois	6	I-15	167	3,500

#### Existing Safety Rest Area (Rehabilitation/Expansion or Proposed Reconstruction Upgrade)

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2018
RE	Basic Plus	Huetter WB	1	I-90	8	60,000
RE	Gateway	Huetter EB	1	I-90	8	60,000
RE	Basic Plus	Lenore	2	US-12	28	3,500
RE	Basic Plus	Malad Summit	5	I-15	25	11,000
RE	Deluxe	North Blackfoot NB	5	I-15	101	25,000
RE	Deluxe	North Blackfoot SB	5	I-15	101	25,000
RE	Deluxe	Coldwater	5	I-86	19	7,600
RE	Deluxe	Massacre Rocks	5	I-86	31	7,600

### Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2018
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	7,800
MR	Winchester Oasis Rest Area	2	US-95	252	3,500
MR	Oasis Partnership with Valley County Store At Twin Falls	4	I-84	173	27,000
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	22,500
MR	Oasis Partnership with Travelers Oasis At Twin Falls	4	I-84	182	21,000

### Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2018
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	12,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	670
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	660

MR – Indicates rest areas that currently meet requirements and are included in the normal cycle and schedule for rehabilitation or reconstruction program.

RE – Indicates rest area projects not currently programmed that may need Rehabilitation or Expansion in order to meet requirements based on facility assessments.

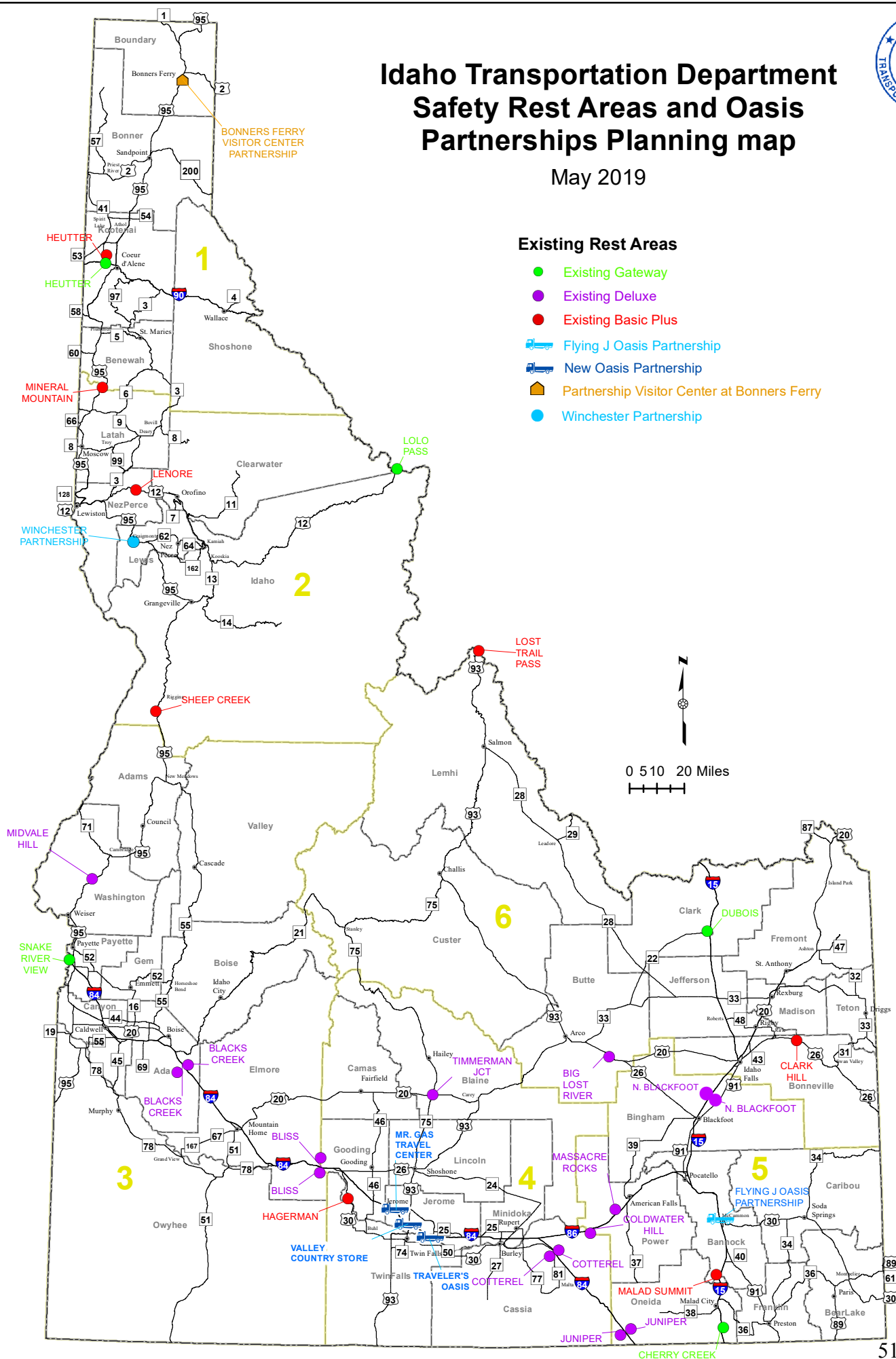
Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.





# Idaho Transportation Department Safety Rest Areas and Oasis Partnerships Planning map

May 2019





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Mike Cram	Preparer's Title CSG Project Manager	Initials MWC	

## Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

## Background Information

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

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

## Recommendations

Approve: (see attached sheets for additional detail)

- KN 09070, Cherrylane Bridge, Nez Perce County, District 2 (LHTAC) - for remaining design services with Keller Associates for \$757K bringing the total to \$2.86M.
- KN 07827, SH-44 Corridor Study, Junction I-84 to Eagle, Ada & Canyon Counties, District 3 – for services necessary for the completion of the environmental clearance process with AECOM for up to \$1.9M.
- KN 21906, Pear Lane to Middleton Rd, Canyon County, District 3 – services necessary to complete the environmental clearance process with Horrocks Engineers for \$2.66M bringing the total up to \$2.8M.
- KN 20435, Buffalo River Bridge to Island Park Lodge, Fremont County  
KN 20486, Pinehaven to Buffalo River, Bridge, Fremont County  
KN 20581, Sheep Falls to Pinehaven Passing Lanes, Fremont County, District 6 – design services necessary for the completion of the preliminary design with J-U-B Engineers for \$2.96M bringing the total to \$3.24M.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

- KN 20442, SH-41 Interchange, Kootenai County, District 1 – for remaining design services and Engineer of Record services with David Evans & Associates for \$5.6M bringing the total up to \$6.6M.
- KN 19883, US-95 N Corridor Access Improvements, District 1 – for emergency signal design with Parametrix for up to \$200.7K bringing the total to \$1.2M.

### Board Action

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



**DATE:** May 30, 2019

**Program Number(s)** BROS-3500(114)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 9070

**FROM:** Jeff Miles, PE  
LHTAC Administrator

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

**RE:** Request to Exceed Professional Services Agreement Amount of \$1,000,000 with Keller Associates

At the March Board meeting the request for approval to extend the existing services agreement amount on this project to an estimated \$2.75M to cover the remaining design services was granted. Local Highway Technical Assistance Council (LHTAC) and Keller were in negotiations at the time. The final negotiated fee exceeded the rough estimate given in March.

The purpose of this project, administered by LHTAC, is to improve safety and mobility across the Clearwater River by replacing the one lane Cherrylane Bridge to a current standard two-lane bridge in Nez Perce County. This project was just awarded the Better Utilizing Investments to Leverage Development (BUILD) Grant to fund the construction of the bridge.

Keller was selected by Request for Proposals (RFP) in 2003 to complete the design of this bridge. Construction funding was to be funded using the Off-System Bridge and the Bureau of Indian Affairs (BIA) funds. Over the course of the design, the BIA funds were not available to help fund the \$15 million project. Recently, Federal Highway Administration (FHWA) awarded the BUILD Grant Nez Perce County to help fund the construction the Cherrylane Bridge project.

Since the construction funds are now available, the design contract needs to be supplemented to complete the final design of the bridge and connecting roadways. The current agreement totals \$2,103,500 dating back to 2004. In order to update and complete the final design plans for construction it is anticipated to need an additional \$757,000 as included in the BUILD grant application. LHTAC and Keller are in negotiations along with FHWA review to finalize the supplemental agreement. Funding for the supplemental design work will come from the BUILD grant.

The purpose of this board item is to request approval to extend the existing services agreement amount on this project to an estimated \$2.86M to cover complete design services including this supplemental agreement.



**DATE:** 28 May 2019

**Program Number(s)** STP-3320(101)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 07827

**FROM:** Amy Revis, PE  
District 3 Engineer

**Program ID, County, Etc.** SH-44 Corridor Study,  
JCT I 84 to Eagle

**RE:** Request to increase professional services agreement amount to over \$1,000,000 -  
AECOM

At the March 2019 Board meeting the request for approval to extend the existing professional services agreement amount on this project to an estimated \$1.7M was granted. The final negotiated amount for the supplemental agreement exceeded the estimate anticipated in March.

The purpose of this project is to complete the environmental clearance process for the SH-44 Corridor from I-84 to W. State St.

A supplemental agreement has been negotiated that includes work tasks previously assigned to in-house staff. Due to the long duration of this project and the changes that have taken place since when it began, the initial draft document has been required to be updated and re-written. This has caused the increased professional services agreement amount. No additional funds are necessary to cover this supplemental agreement as sufficient obligations remain on the project to cover this supplemental agreement.

Board approval is requested to increase the professional services agreement amount on this project to \$1.9M.



**DATE:** May 24, 2019

**Program Number(s)**A021(906)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)**21906

**FROM:** Amy Revis, PE  
District 3 Engineer

**Program ID, County, Etc.**SH-55 NEPA Study,  
Pear Lane to Middleton Rd, Canyon Co

**RE:** Request for professional services agreement amount to over \$1,000,000 - Horrocks Engineers, Inc.

The purpose of this project is to complete the environmental clearance process for the SH-55 Corridor from Pear Lane to Middleton Road in Canyon County.

Horrocks Engineers was selected by Request for Proposal (RFP) in February 2019 to complete the NEPA Study for this project.

An initial agreement for \$46.2K was written. The scope of work and level of effort have been negotiated for a second larger agreement. The full cost estimate is \$2.66M for that second agreement. Any additional funds needed to cover this second larger agreement will come from other project offsets within the District.

Board approval is requested to increase the professional services agreement amount on this project to an estimated \$2.8M.



**DATE:** May 24, 2019

**Program Number(s)** A020(435),  
A020(486),  
A020(581)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 20435, 20486,  
20581

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

**Program ID, County, Etc.** US-20 Projects  
Sheep Falls to Pine Haven, Pine Haven to Buffalo  
River Bridge, Buffalo River Bridge to Island Park  
Lodge, Fremont County

**RE:** Request to increase professional services agreement amount to over \$1,000,000 for JUB Engineers

The purpose of these three projects is to improve safety and increase capacity of the US-20 corridor from Sheep Falls to Island Park Lodge. These three projects will meet these objectives by designing alternating passing lanes, widening the shoulders, and redesigning turn lanes and access points to and from US-20. These projects will not include modifications to any bridge structures located along this stretch of the corridor.

The agreement for design engineering services was originally awarded to JUB Engineers through a request for Proposal in August 2018. The agreement was written for \$262,000 to review existing data, initial project planning, team building/coordination, surveying, design criteria, begin utilities research and contact affected property owners, conduct a traffic study, develop Computer Aided Design and Drafting (CADD) base map files, project administration and aggregate source material quality testing. A small supplemental agreement of \$21,565 was written for a project delivery workshop held at the District 6 office. Total agreements to date written with J-U-B Engineers on this project are \$283,565.

District 6 is requesting Board approval to extend the existing professional services agreement with J-U-B Engineers on this project to an estimated \$3.24M. If approved JUB Engineers will complete the preliminary design of these projects and collaborate with the Construction Manager / General Contractor (CM/CG) contractor to transition into construction in order to meet the accelerated schedules for these projects.

Additional funding needed for this agreement above what has already been obligated will come from statewide balancing.



**DATE:** May 9, 2019

**Program Number(s)**A020(442)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)**20442

**FROM:** Damon Allen, PE  
District 1 Engineer

**Program ID, County, Etc.**I 90, SH 41 IC,  
Kootenai CO

**RE:** Request to exceed professional services agreement amount of \$1,000,000 - David Evans & Associates

The purpose of this project is to upgrade and replace the existing substandard freeway interchange and ramps at the I 90, SH 41 Interchange to increase safety and capacity; promoting safety, mobility and economic opportunity. The scope of this project is to develop, evaluate, and select a solution for this increasingly congested freeway interchange that is complicated by an intersection between Seltice Way and SH 41 immediately to the south. Design tasks include a complete analysis of alternatives, public involvement, selection of a preferred alternative, Interchange Modification Report, Preliminary and Final designs, ROW plans and acquisition, and PS&E.

The project includes reconstruction of the SH 41 Interchange to an offset Single Point Urban Interchange (SPUI). The highway will shift to the west and pass under I 90 and the ramps will meet at a single point just north of the interstate. Eastbound ramps will pass underneath the interstate to connect with the highway and the westbound off-ramp will be elongated to eliminate the cloverleaf in the current configuration. The signal currently controlling the Ross Point Road, Seltice Way, SH 41, and I 90 intersection will be removed and replaced with a stop sign at Ross Point Road. The signals at the Mullan/SH 41 and Seltice Way/Herborn Place/I 90 intersections will be replaced. The estimated construction cost is \$40M.

A Request for Proposals (RFP) was issued October 2017 for professional services for project development services. David Evans and Associates, Inc. was selected to perform these services.

The Transportation Board previously approved \$2M for design services during the November 2017 board meeting.

The concept design and alternative selection has been completed, and negotiations are in progress for the remaining design through PS&E.

The purpose of this board item is to request approval to exceed the previously approved \$2 M professional services agreement amount on this project. One agreement will be written for design through PS&E and one agreement will be written for EOR services during construction. These two agreements combined are estimated to cost approximately \$5.6M. With the \$1M spent on concept design and alternative selection, this brings the new requested limit to \$6.6M. Approximately \$600K is earmarked for EOR services, leaving \$6M spent on design, approximately 15% of the estimated construction cost.

The agreements will be funded within the programmed budget and if additional funds are needed, they will come from statewide balancing.





**DATE:** 04 June 2019

**Program Number(s)**A019(883)

**TO:** Moncia Crider, PE  
Contracting Services Engineer

**Key Number(s)** 19883

**FROM:** Damon Allen, PE  
District 1 Engineer

**Program ID, County, Etc.**US-95 N CORRIDOR  
ACCES IMPROVEMENTS - KOOTENAI CO.

**RE:** Emergency request to increase professional services agreement amount to over  
\$1,000,000 - Parametrix

On the morning of June 2<sup>nd</sup>, a drunk driver hit one of the center traffic signal poles of the signal at the intersection of US-95 and Kathleen completely wiping out the traffic signal operations. Currently, traffic control is in place limiting through movements at Kathleen crossing US-95 and limiting turning movements to right-in, right-out. This is a major intersection with an average of approximately 30,000 vehicles per day on US-95 and approximately 20,000 vehicles per day on Kathleen. We are in the process of stringing span wire to place the signal heads as a temporary solution until new a new signal can be designed and fabricated.

We have a current design contract with Parametrix and Precision Engineering for this corridor for the US-95 N Corridor Access Improvements Project in which the team designed the signals at US-95 & Wilbur Avenue and US-95 & Miles Avenue. We were close to closing out the design contract on these project since the construction contract was issued yesterday. Construction is expected to begin around the 4<sup>th</sup> of July.

ITD executed its first contract with Parametrix on June 13<sup>th</sup>, 2017, in the amount of \$833,400. There has been (3) supplements to the work totaling \$165,857 which brings the total agreement amount to \$999,257. We are expecting to need an additional \$200,000 for this emergency supplemental.

Additional funds needed to cover this supplemental agreement not already obligated will come from state-wide balancing.

Board approval is requested to increase the professional services agreement amount on this project to an estimated \$1,200,000.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Board Approval of Contract for Award		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

Year to Date Summary (10/1/18 to 6/3/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
51	22	13	7	4	4

### ACTION

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

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

Contracts requiring Board Approval to Award 4/30/19 to 6/3/19	
ITD	Local
0	1

## Recommendations

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

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



**AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, AND GRANTS  
AND REQUIREMENT TO REPORT CERTAIN CONTRACTS**

**Purpose**

This policy delegates Idaho Transportation Board authority for signing and executing contracts to the Director, thereby allowing for the day to day operation of the Idaho Transportation Department. This policy also designates limits and controls for staff authority regarding contracts, agreements, and grants. Additionally, this policy establishes reporting requirements for the award of construction contracts and non-construction professional service agreements so the Board can monitor contract performance.

**Legal Authority**

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

**Idaho Code 21-108** – Authority of the Board to enter into contract for Aeronautic facilities as prescribed by the federal authorities.

**Idaho Code 40-309(1)(2)** – Board authority to contract fully in the name of the state with respect to the rights, powers and duties vested in the Board by Title 40.

**Idaho Code 40-310(7)** – Board authority to approve the final plans, specifications, and estimates for state highways and cause contracts for state highways work to be let by contract in the manner provided by law.

**Idaho Code 40-312(2)** – Board authority to make rules and regulations for the expenditure of all moneys appropriated or allocated to it. Board authority to cooperate with counties and highway districts to establish a uniform system of accounting in the expenditure and allocate funds to counties and highway districts as necessary in the construction and maintenance of respective highways.

**Idaho Code 40-505** – The Director shall be the technical and administrative officer of the board and under the board's control, supervision and direction, shall have general supervision and control of all activities, functions and employees of the department. The Director shall enforce all provisions of the laws of the state relating to the department, the rules and regulations of the board, and shall exercise all necessary incidental powers.

**Idaho Code 40-902** – Procedure for letting typical contracts (not design-build contracts) for the construction of state highways and bridges.

**Idaho Code 40-904** – Statutory requirements for design-build contracts for the construction of state highways and bridges.

**Idaho Code 40-905** – Procedure for the department to select construction manager/general contractor firms to award contracts for highway projects.

**Idaho Code 49-201(1)(2)** – Board authority to enter into agreements, compacts or arrangements with other jurisdictions on behalf of Idaho for the purpose of conforming procedures for proportional registration of commercial vehicles and other types of reciprocal agreements.

**Idaho Code 67-5711** – Construction, Alterations, Equipping, Furnishing and Repairing of Public Buildings and Works. The Director of the Department of Administration is authorized to secure all plans and specifications for, to let all contracts for, and to have charge of and supervision of the construction, alteration, equipping and furnishing, repair, maintenance (other than preventative maintenance) of all state buildings when such work exceeds the sum of one hundred thousand dollars (\$100,000) for labor, materials and equipment (not including design costs, bid advertising and related bidding expenses).

**Idaho Code 67-9203** – Definition of terms used in contracts and agreements in the State Procurement Act as administered by the Department of Administration.

**Idaho Code 67-9205** – Powers and duties of the Administrator for the Division of Purchasing (Department of Administration) regarding state purchases and contracts not made under the Board's contracting authority.

**Idaho Code 67-9206** – Division of Purchasing Administrator may delegate Title 67 state contract and purchasing authority to an agency employee who demonstrates sufficient competence in procurement to satisfy the administrator.

**Idaho Code 67-9208 through 9224** – Uniform procurement and contracting procedures and processes to acquire all services and property not procured by the Board under Title 40 of the Idaho Code. The statutes require competitive bidding and that contracts be awarded to the lowest responsible bidder.

40 U.S.C. sections 1101 through 1104 – Commonly referred to as The Brooks Act (formerly 40 USC 541 through 544) – Requires qualification-based selection for contracting engineering and architectural services to include definitions, selection procedures and negotiations to contract for architectural and engineering services.

**2 CFR 200** – Uniform Administrative Requirements, Cost Principles and Audit requirements for Federal Awards – In the absence of specific federal requirements, procurement will follow normal competitive bidding and award to lowest responsible bidder procurement laws.

23 CFR Part 172 – Defines methods of procurement when federal funds are involved; need to use qualifications-based selection matters for engineering and design related services in the same manner as a contract for architectural and engineering services under the Brooks Act (formerly 40 United States Code sections 541 thru 544).

**23 CFR Part 230** – External Programs, Subpart A: Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts (including Supportive Services).

48 CFR Part 31 – Federal acquisitions regulations system governing procurement when federal funding is involved.

### **Delegated Authority**

The Director or delegate shall approve contracts, agreements, and grants, and is authorized to sign all contracts, agreements, and grants required for the proper functioning of the Idaho Transportation Department. Signing authority may be delegated to Executive Officers, Division Administrators, District Engineers, and Section Managers when acting within their jurisdictional duties. Any authority so delegated shall conform to all applicable laws, rules, and regulations. Such authority shall not be exercised by the delegate in the event of a conflict of interest or if apparent personal gain is evidenced.

**Legal Review**

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

**Log or Register of Contracts, Agreement and Grants**

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

**Professional Service Agreements**

The Director is authorized to seek necessary professional services outside the Idaho Transportation Department when the required services are not available within the Department.

Selection of professional service firms shall follow federal guidelines when the services involve federal funds. The Department shall establish internal procedures to ensure complete compliance. Procedures for non-federal-aid professional service agreements shall also conform to state statutes and fiscal controls.

The Director or a delegate is authorized to approve:

- Routine engineering and right of way agreements between the Department and any public agency or private firm that do not exceed, nor are expected to exceed, a total amount to be paid of \$1,000,000. Supplemental agreements, including the original agreement, that would bring the Department's obligation to more than \$1,000,000 require Board approval.
- Non-routine professional agreements that do not exceed, nor are expected to exceed, a total amount to be paid of \$50,000. Supplements that would bring the Department's obligation to more than \$50,000 require Board approval.

Term agreement procedures allow consultants to be pre-qualified and approved to perform services on immediate notice. Task agreements are initiated as part of a term agreement, and are for specific, well-defined, and narrow-focused work. The Director or a delegate is authorized to approve task agreements that do not exceed, nor are expected to exceed, \$500,000. Task agreements that exceed \$500,000 and task agreements whose cumulative costs relating to a specific project or two-year term agreement that would bring the Department's obligation to more than \$1,500,000 require Board approval.

All agreements and supplemental agreements shall conform with the other provisions of this policy.

**Requirement to Report Construction Contracts**

The Director, or a delegate, shall approve plans, specifications, estimates, advertisements, and awards for current-year construction projects listed in the Board-approved Idaho Transportation Investment Program (ITIP).

The Board shall be advised monthly of:

- all ITIP professional services that were used during the preceding month;
- all ITIP project advertisement and bid opening dates;

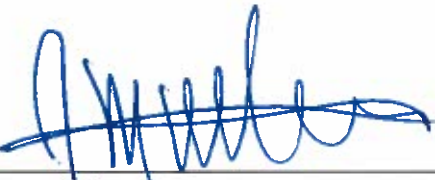
- the obligation status for the current fiscal year; and
- the bid status of highway projects;

The Board shall approve

- the justification for awarding or rejecting contracts when the bid exceeds the engineer's estimate by more than ten percent (10%); or
- bids that exceed the Engineer's estimate by more than 2 million dollars.

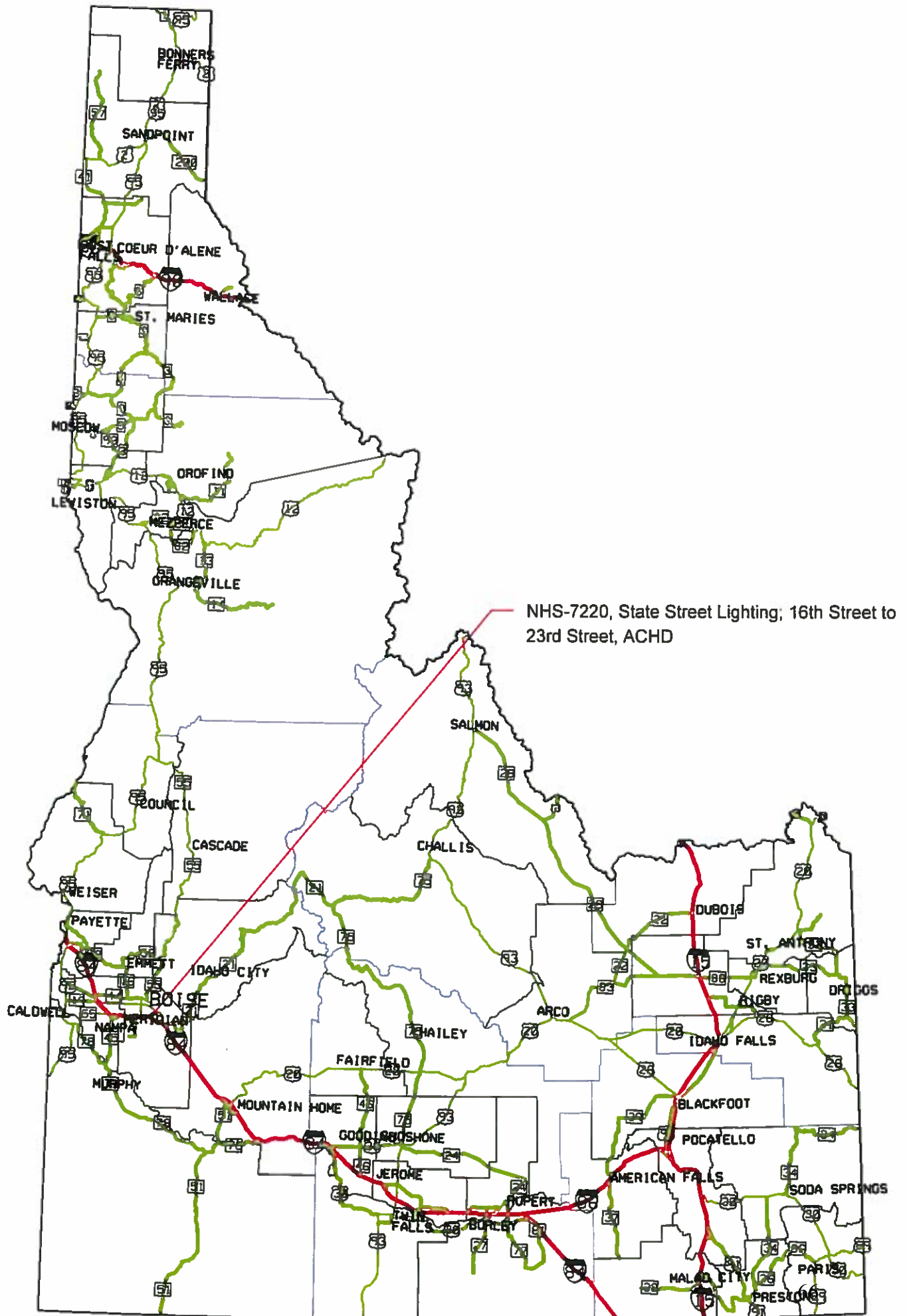
**Requirement to Report Non-Construction Professional Service Agreements**

Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month. The report may be included in the monthly consent items reviewed by the Board.

  
\_\_\_\_\_  
Jerry Whitehead  
Board Chairman

Approved by the Board on:

Date 5/17/2018



## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
ACHD(3)	20275	OFF SYS	5/21/2019		3	\$237,926.00	\$355,890.60	\$117,964.60
NHS-7220, State Street Lighting: 16th Street. to 23rd Street, ACHD						Federal		150%
Contractor: Quality Electric Inc.								



DATE OF BID OPENING - MAY 21, 2019 - FEDERAL & STATE FINANCED PROJECT

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Idaho Federal Aid Project No. A020(275)  
NHS-7220, State Street Lighting; 16th St to 23rd St, ACHD  
Ada County, Key No. 20275

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DESCRIPTION: The work on this project consists of installing roadway illumination along the limits of the project.

BIDDERS:

Quality Electric, Inc.	\$355,890.60
Boise, ID 83706-1249	

1 BIDS ACCEPTED (2 IRREGULAR - DBE)

ENGINEER'S ESTIMATE - \$237,926.00

LOW BID - 150 Percent of the Engineer's Estimate


(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
Dana Dietz, P.E.  
Contracts Engineer  
5/30/19  
Date



Rebecca W. Arnold, President  
Mary May, 1<sup>st</sup> Vice-President  
Sara M. Baker, 2<sup>nd</sup> Vice-President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner

**DATE:** May 29, 2019  
**TO:** Monica Crider  
Idaho Transportation Department  
**FROM:** David Wallace, ACHD  
Deputy Director, Plans and Projects  
**SUBJECT:** Justification for Bid Award – State Street Lighting, 16th St to 23rd St, ACHD  
ITD Project # A020(275), ITD Key # 20275  
ACHD Project # 717040

ACHD has reviewed the bids received by ITD for the above referenced project. The apparent low bidder, Quality Electric Inc. (\$355,890.60) was 149.6% of the Engineer's Estimate of \$237,926.00.

The most significant differences are in three bid items:

<b>Bid Item</b>	<b>Description</b>	<b>Bid Amount</b>	<b>% of EE Bid</b>	<b>Diff from EE</b>
203-005A	Rem of Obstructions	\$21,599.00	1,080%	\$19,599.00
629-010	Illumination Ty 2	\$234,267	146.5%	\$74,327.00
Z629-05A	Mobilization	\$41,194.00	190.4%	\$19,564.00

The bid amounts for *Rem of Obstructions* and for *Mobilization* reflect the current high demand for this type of specialty work. The bid amount for *Illumination Ty 2* reflects the higher material costs based on the current economy.

ACHD requested \$124,000 in additional federal funds through COMPASS at the May 22, 2019 Regional Transportation Advisory Committee (RTAC) meeting. This request was approved by RTAC, and the funding is in the process of being obligated for the State Street Lighting (16th Street to 23rd Street) Project.

Based on the above documented unit price differences for the bid items addressed, ACHD recommends that this Local Highway Safety Improvement Program (LHSIP) project be awarded to the low bidder, Quality Electric Inc.

Sincerely,

  
David G. Wallace  
Deputy Director, Plans and Projects  
Ada County Highway District

  
Jeff Miles, PE  
Administrator  
Local Highway Technical Assistance Council



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	LSS

## Subject

Board Approval of Contracts to Rejection		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

Year to Date Summary (10/1/18 to 6/3/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
51	22	13	7	4	4

### ACTION

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

The following table summarizes the contracts requiring Board approval to reject since the last Board Agenda Report.

Contracts requiring Board Approval to Reject 4/30/19 to 6/3/19	
ITD	Local
1	1

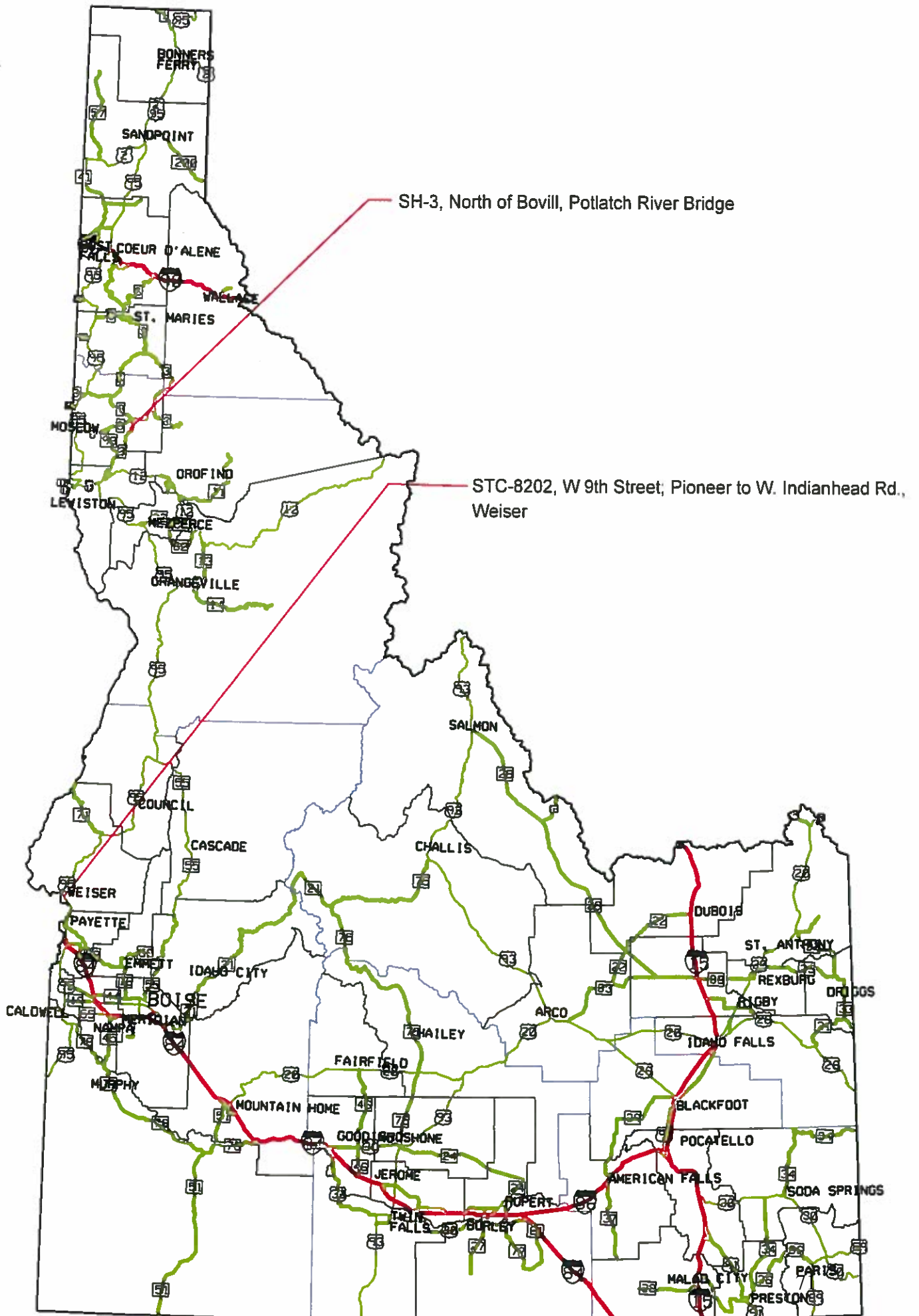
## Recommendations

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

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(3)	12049	OFF SYS	4/30/2019		2	\$1,930,123.33	\$2,799,007.00	\$868,883.67
STC-8202, W 9th Street; Pioneer to W Indianhead Road, Weiser						Federal		145%
Contractor: Sunroc Corporation								
2	19673	SH-3	5/21/2019		4	\$1,004,784.95	\$1,464,000.00	\$459,215.05
SH-3, North of Bovill, Potlatch River Bridge						State		146%
Contractor: Braun-Jensen, Inc.								

DATE OF BID OPENING - APRIL 30, 2019 - FEDERAL & STATE FINANCED PROJECT

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Idaho Federal Aid Project No. A012(049)  
STC-8202, W 9th Street; Pioneer to W Indianhead Rd, Weiser  
Washington County, Key No. 12049

---

DESCRIPTION: The work on this project consists of reconstructing and widening of the roadway along with reconstruction/replacement of a bridge

BIDDERS:

Sunroc Corporation Caldwell, ID 83605	\$2,799,007.00
Staker & Parson Companies Dba Idaho Materials & Construction Nampa, ID 83653-1310	\$3,219,783.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,930,123.33

LOW BID - 145 Percent of the Engineer's Estimate


(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
\_\_\_\_\_  
Monica Crider, P.E.  
Contracting Services Engineer  
5/30/19  
\_\_\_\_\_  
Date

# Local Highway Technical Assistance Council

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789  
Toll Free 1.800.259.6841

www.lhtac.org



Diana Thomas  
Chairman

Gilbert Hofmeister  
Vice Chairman

Todd Smith  
Secretary/Treasurer

Jeff R. Miles, P.E.  
Administrator

Date: May 23, 2019

Project No.: A012(049)

To: Monica Crider, P.E.  
Contracting Services Engineer

Key No.: 12049

From: Jeff R. Miles, PE  
Administrator

Project Identification, County  
STC-8202, W 9<sup>th</sup> Street; Pioneer to W.  
Indianhead Rd., Weiser, Washington Co.

RE: Justification of Bid Rejection

Bids were opened on April 30, 2019 for the above referenced project for the City of Weiser in Washington County. LHTAC has reviewed the bid results. There were two responsive bidders and the low bid was 145.0% of the Engineer's Estimate (\$1,930,123.33). The low bid of \$2,799,007.00 is \$868,883.67 more than the Engineer's Estimate. Both bids were within 15% of each other.

The city of Weiser does not have the funds to support this difference. The project is funded by Urban funds and obtaining additional Urban funding through the Urban Committee is very difficult.

The project was bid with a very tight construction schedule and at a time when several other large projects were being bid. It is believed that these constraints contributed to the high bids received. The Engineer's Estimate was based on the unit price schedule of 2018 and was adjusted based on observation of past experience with similar projects. In general, the bid prices were higher than expected across the board, but three items stood out as significant contributors to the high bid:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
301-005A	Granular Subbase	9,070.00 Ton	\$14.00	\$24.75	\$97,502.50
560-005A	Dewatering Foundation	Lump Sum	\$10,000.00	\$36,500.00	\$26,500.00
584-005A	Temporary Shoring	Lump Sum	\$10,000.00	\$66,000.00	\$56,000.00
Total Difference from these Items:					\$180,002.50
% of Difference in Engineer's Estimate					20.7%

LHTAC believes that this may have been the result of a lack of understanding of the project conditions and that the bids for these items can be improved with clarification in the contract special provisions.

## Council Members

Association of Idaho Cities  
Mayor Mac Pooler  
City of Kellogg

Mayor Robert Berlin  
City of Roberts

Mayor Diana Thomas  
City of Weiser

Idaho Association of Highway Districts  
Commissioner Neal Gier  
Buhl Highway District

Commissioner Terry Werner  
Post Falls Highway District

Commissioner Gilbert Hofmeister  
Power County Highway District

Idaho Association of Counties  
Commissioner Phil Lampert  
Benewah County

Commissioner Mark Rekow  
Gem County

Commissioner Todd Smith  
Madison County


Ex-Officio Members  
Jessica Harrison, Executive Director  
Association of Idaho Cities

Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts

Seith Gregg, Executive Director  
Idaho Association of Counties

In summary, LHTAC and the Local Sponsor recommend rejecting the bid since the very high cost is not in the best interest of the public. It is not believed that public safety would be impacted by a delay in construction of this project. LHTAC believes that the public would receive a better price if the project was to be repackaged with a more flexible schedule and re-advertised in a more favorable market condition.

Sincerely,



Jeff R. Miles, PE  
Administrator

Cc: Mayor Diana Thomas, City of Weiser



DATE OF BID OPENING - MAY 21, 2019 - STATE FINANCED PROJECT

---

Idaho Project No. A019(673)  
SH-3. North of Bovill, Potlatch RV BR  
Latah County, Key No. 19673

---

DESCRIPTION: The work on this project consists of constructing a full single span bridge replacement with an out-to-out width of 36' and an out-to-out length of 58' in the same location as well as installing new guardrail and bridge approaches

BIDDERS:

Braun-Jensen, Inc. Payette, ID 83661	\$1,464,000.00
McMillen Jacobs Associates Boise, ID 83702	\$1,474,659.90
Clearwater Construction, Inc. Dba Clearwater Western Boise, ID 83713	\$1,791,955.00
S & L Underground, Inc. Bonners Ferry, ID 83805	\$1,986,762.00

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,004,784.95

LOW BID - 146 Percent of the Engineer's Estimate

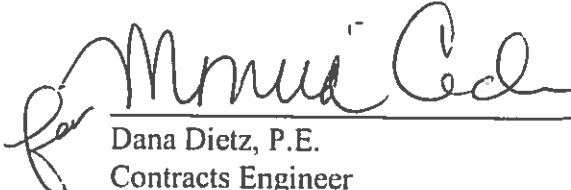
~~(AWARD)~~

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
Dana Dietz, P.E.  
Contracts Engineer  
5/30/19  
Date



DATE: May 30, 2019

Program Number(s) A019(673)

TO: MONICA CRIDER, PE  
Contracting Services Manager

Key Number(s) 19673

FROM: DORAL J. HOFF, PE  
District 2 Engineer

Program ID, County, Etc. SH-3, North of Bovill,  
Potlatch River Bridge, Latah

RE: Bid Rejection

The bids were opened on May 21, 2019. There were 4 bidders. The low bid was \$459,215.05 above the Engineer's Estimate (EE) or 146% of EE. The difference between the low bid and the engineer's estimate (EE) was primarily in the following items;

Item 201-010A Clearing & Grubbing was 476% of EE, an additional \$18,841.27  
Item 502-140A Concrete CI40A was 244% of EE, an additional \$104,910.00  
Item 502-465A Prestressed Slab was 130% of EE, an additional \$61,380.00  
Item 505-045A Steel H Pile was 158% of EE, an additional \$22,400.00  
Item 675-005A Survey was 160% of EE, an additional \$15,000.00  
Item S904-05A Temp. Traffic Control was 920% of EE, an additional \$205,000.00

These 6 Items account for \$427,531.27 or 43% of the overage.

The District believes the increase in prices are in large part due to the time of year when contractors are already busy and added costs for risk due to conflicts with current scheduled work.

Considering the lateness in the year, we believe the prices for the work are inflated and if we rebid at a later date for a 2020 construction season we will get better bids. The engineer's estimate had already been increased based on recent bids using the updated average unit pricing.

Therefore, the District would like to reject the bids and rebid later in the summer/early fall for a 2020 construction period (June-Sept). We believe this would also give time for clarifying some specifications that may have confused contractors, specifically the traffic control items. HQ Bridge was also consulted regarding this rebidding proposal and they have concurred.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

The following page shows the ITD State Infrastructure Projects only listed by Summary of Cost and Summary of Contract Count

#### NOTE:

The tables show year to date summaries for both ITD and Local contracts bid. The attached charts are for ITD State Infrastructure Projects only. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Summary (10/1/18 to 6/3/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
51	22	13	7	4	4

### RECENT ACTIONS

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

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

Contracts Awarded with no action from the Board 4/30/19 to 6/3/19	
ITD	Local
2	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

## Board Action

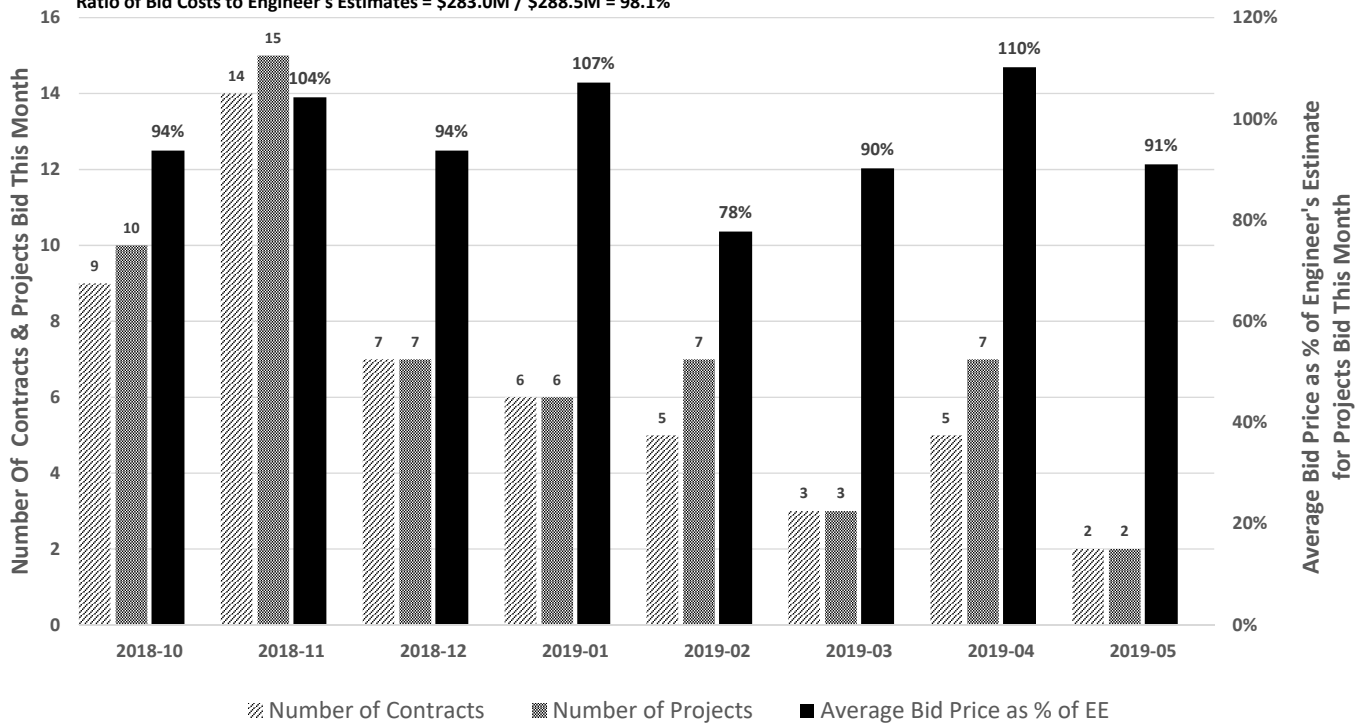
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY19 State Infrastructure Project Bid Results: YTD Summary By Cost

57 Projects YTD through May 31, 2019

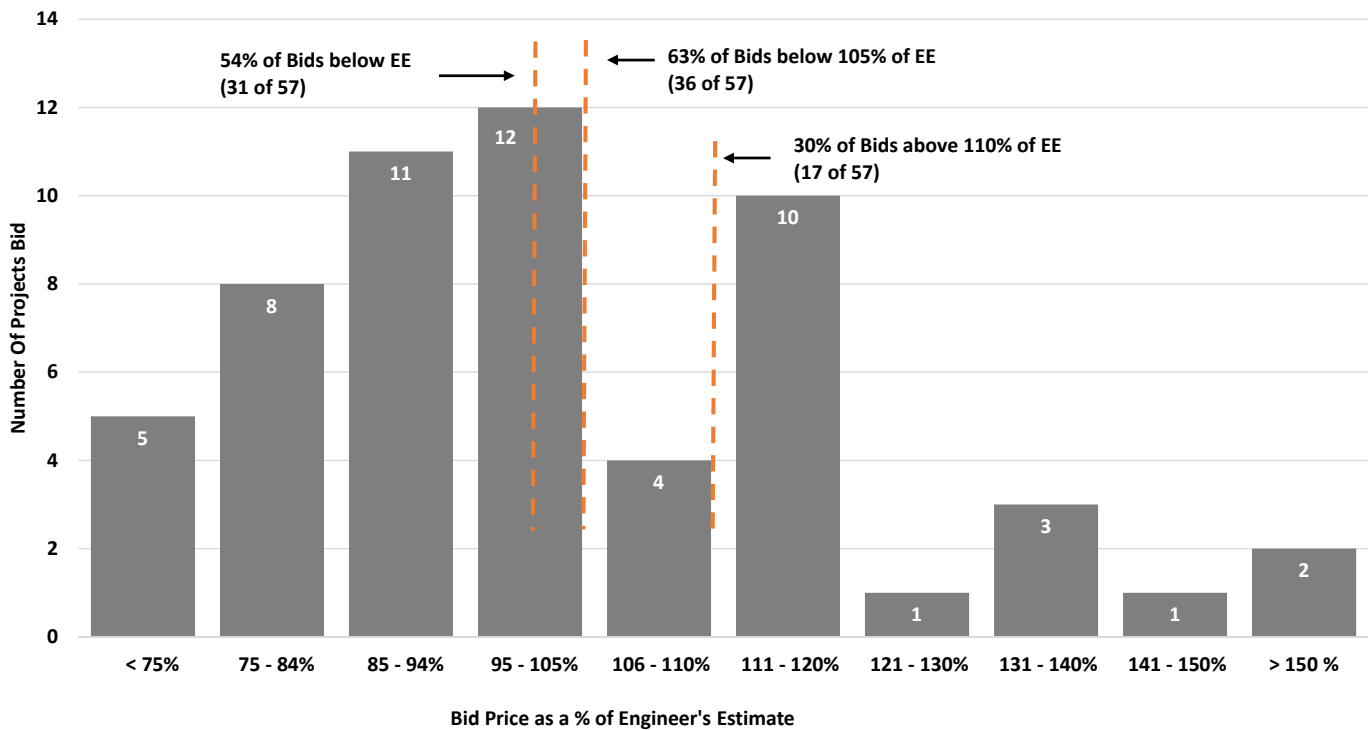
YTD Total for all 57 projects:

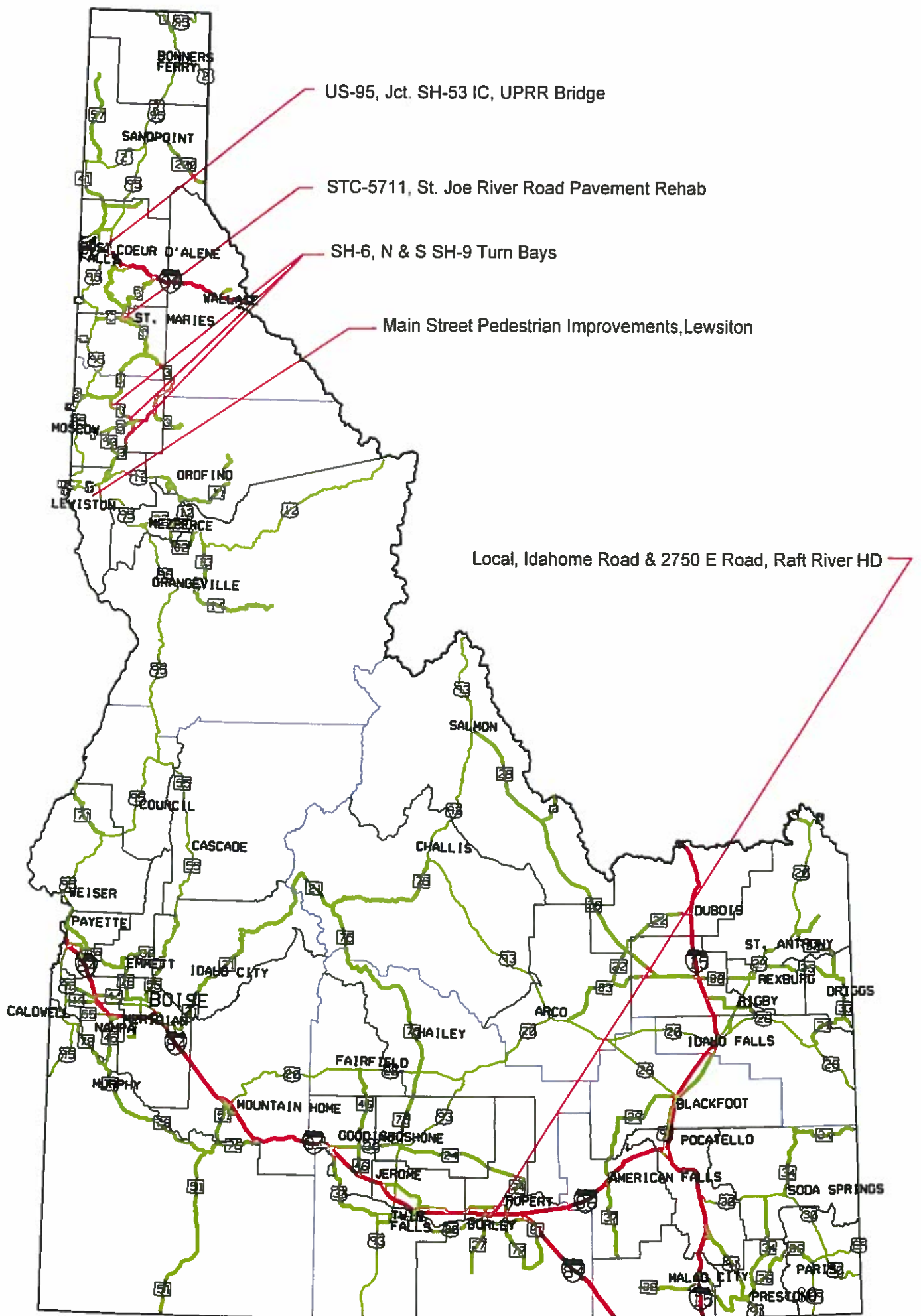
Ratio of Bid Costs to Engineer's Estimates = \$283.0M / \$288.5M = 98.1%



## FFY19 State Infrastructure Project Bid Results: YTD Summary By Contract Count

57 Projects YTD through May 31, 2019





## Monthly Status Report to the Board

### CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
2	18944	SH-6 & SH-9	4/30/2019	3	\$1,615,927.91	\$1,434,000.00	(\$181,927.91) 89%
SH-6, N & S SH-9 Turn Bays Contractor: Knife River Corporation- Mountain West							
1	20794	US-95	5/14/2019	4	\$23,553,004.32	\$20,884,101.93	(\$2,668,902.39) 89%
US-95, Jct SH-53 IC, UPRR BR Contractor: Scarsella Bros., Inc.							
LHTAC(4)	20312	OFF SYS	5/21/2019	2	\$3,509,119.88	\$3,189,418.03	(\$319,701.85) 91%
Local, Idaho Road & 2750 E. Road, Raft River HD Contractor: Western Construction Inc.							
LHTAC(1)	19786	OFF SYS	5/21/2019	4	\$4,037,559.84	\$3,432,888.88	(\$604,670.96) 85%
STC-5711, St. Joe River Road Pavement Rehab Contractor: Interstate Concrete & Asphalt Co.							
LHTAC(2)	20020	OFF SYS	5/21/2019	2	\$259,490.00	\$284,760.00	\$25,270.00 110%
Main Street Pedestrian Improvements, Lewiston Contractor: Crea Construction Inc.							

## Monthly Contract Advertisement As of 6-3-2019

District	Key No.	Route	Bid Opening Date
3	20798	I-84	6/4/2019
I-84, Northside Blvd. to Franklin Blvd. \$25,000,000 or greater			Federal

District	Key No.	Route	Bid Opening Date
3	7215	SH-55	6/11/2019
SH-55, Payette River Bridge, Horseshoe Bend \$10,000,000 or \$15,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC (1)	19846/19906/ 20194	OFF-SYS	6/18/2019
Crossport Road & Cow Creek Road Guardrail \$250,000 or \$500,000			Federal

District	Key No.	Route	Bid Opening Date
3	13903	OFF-SYS	6/18/2019
FY19 Capital Maintenance, Phase 1, ACHD \$2,500,000 or \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	20489	I-90	6/18/2019
Blue Creek Bay Bridge to Wolf Lodge \$1,000,000 or \$2,500,000			Federal



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Mike Cram	Preparer's Title Project Manager	Initials MWC	

## Subject

### REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

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

## Background Information

### For all of ITD:

Consultant Services processed forty-four (44) new professional services agreements and work tasks totaling **\$13,387,400** and fourteen (14) supplemental agreements to existing professional services agreements totaling **\$1,583,811** from April 26, 2019 through May 30, 2019.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>		
<b>Resources not Available</b>									
Design	1			1					2
Environmental	1	1	2	1					5
Planning							1		1
Geotechnical						1			1
Traffic			1	2					3
Surveying	1		1		1	1			4
Construction	5	3	2	3		2			15
Bridge							3		3
Local Public Agency Projects	3	2	4	0	1	0	0		10
<b>Total</b>	<b>11</b>	<b>6</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>4</b>		<b>44</b>





# Board Agenda Item

ITD 2210 (Rev. 10-13)

## For ITD District Projects:

Thirty-Four (34) new professional services agreements and work tasks were processed during this period totaling **\$12,385,750**. Ten (10) supplemental agreements were processed totaling **\$1,514,890**.

## District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-97, Emergency Repair MP 76.9, Kootenai Co  US-95, Emergency Repair MP 518.4, Boundary Co  SH-57, Emergency Repair MP 1.92 and 2.1, Bonner Co  US-95, Emergency Slope Repair MP 498, Boundary Co	Resources not available: Construction	Construction Engineering & Inspection Services	Individual Project Solicitation	HDR Engineering	\$470,744
Various D1 Projects	Resources not available: Construction	Materials Sampling & Testing at ITD Facilities and Project Close-Out Assistance	Individual Project Solicitation	ALLWEST Testing & Engineering	\$225,100
State, Bridge Replacements (4) D1-D2	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	H.W. Lochner	\$84,009
US-95, Alderson Lane to Kootenai River / Railroad Bridge, Bonners Ferry	Resources not available: Construction	Construction Engineering & Inspection Services – Phase III	Individual Project Solicitation	David Evans & Assoc (DEA)	Prev: \$ 956,000 <b>This: \$ 993,600</b> Total: \$1,949,600  Board approved \$2.25M during April 2019 meeting
State, Bridge Replacements (4) D1-D2 (ST)  State, Bridge Replacements (3) D1-D2 (STSI)	Resources not available: Construction	Construction Engineering & Inspection Services	Individual Project Solicitation	HMH	\$745,900



## Board Agenda Item

ITD 2210 (Rev. 10-13)

FY21 D1 Bridge Repairs	Resources not available: Surveying	Monument Preservation Survey	Direct from Term Agreement	Meckel Engineering & Surveying	\$63,200
SH-41, E Prairie Ave to Lancaster Rd, Kootenai Co	Resources not available: Design	Revise Plans and Prepare Final Design/PS&E Package	Direct from Term Agreement	Precision Engineering	Prev: \$59,300 <b>This: \$40,658</b> Total: \$99,958
US-2, BNSF Railroad Underpass, Sandpoint	Resources not available: Environmental	Archaeological Survey	Direct from Term Agreement	Robert Lee Sappington	\$5,287

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, Bridge Replacements (3) D1-D2 (STSI)	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	WHPacific	\$69,051
SH-6, Gold Creek Bridge, Latah Co	Resources not available: Construction, Year 1	Construction Engineering & Inspection Services	Individual Project Solicitation	HDR Engineering	\$667,217
US-95, Thorn Creek to Moscow, Ph. 1	Resources not available: Environmental	On-Site Wetlands Impact Verification	Direct from Term Agreement	Resource Planning Unlimited	\$2,412
US-95, Whitebird Grade Rehab, Idaho Co	Resources not available: Construction	Inspection and Materials Testing Services	Direct from Term Agreement	HMH	\$96,800

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Karcher Interchange to Northside Blvd  I-84, Northside Blvd to Franklin Blvd, Nampa	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Horrocks Engineers	\$5,991,193



## Board Agenda Item

ITD 2210 (Rev. 10-13)

I-84, Karcher Interchange to Northside Blvd  I-84, Northside Blvd to Franklin Blvd, Nampa	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Parametrix	\$752,844
SH-55, Pear Lane to Middleton Rd, Canyon Co	Resources not available: Surveying	Early Project Control & Mapping Control Survey	Individual Project Solicitation	Horrocks Engineers	\$46,228
US-20, Linder to Locust Grove, Eagle	Resources not available: Environmental	Noise Screening Analysis Services	Direct from Term Agreement	Parametrix	\$9,470
SH-69, Kuna to Meridian, Corridor Plan	Resources not available: Traffic	Traffic Study	RFI from Term Agreement	Six Mile Engineering	\$193,300
US-20, SH-16 to Linder Rd, Ada Co	Resources not available: Environmental	Noise Screening Analysis Services	Direct from Term Agreement	Parametrix	\$16,485

### District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-30, Salmon Falls Creek Bridge, Twin Falls Co	Resources not available: Construction	Materials Testing & Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$84,000
I-84, FY24 Kimberly Interchange (SH50), Jerome Co	Resources not available: Design	Design Ph 1: Services Necessary to Determine Type, Situation & Layout	Individual Project Solicitation	HDR Engineering	\$710,570
SH-50, Redcap to Tipperary Rd, Twin Falls Co	Resources not available: Construction	Additional Testing Services	Direct from Term Agreement	Strata	Prev: \$24,500 <b>This: \$ 6,121</b> Total: \$30,621
US-93, Blue Lakes Blvd; Poleline Rd to Perrine Bridge	Resources not available: Traffic	Traffic Signal Design	RFI from Term Agreement	Civil Science	\$137,500
State, FY19 D4 Bridge Repair	Resources not available: Construction	Materials Testing Services	Direct from Term Agreement	Horrocks Engineers	\$33,212
SH-27, G Canal Bridge, Cassia Co	Resources not available: Environmental	Cultural Resource Investigation	Direct from Term Agreement	Stevens Historical Research	\$22,640



## Board Agenda Item

ITD 2210 (Rev. 10-13)

State, FY17 D4 Safety Study 2011- 2015 Data	Resources not available: Traffic	Illumination Inventory for District Four	Direct from Term Agreement	Civil Science	\$52,700
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### District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-86, Intersection Pocatello Ave, Power Co	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Aero-Graphics	\$5,200

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Various D6 Projects	Resources not available: Construction	Construction Materials Testing	Individual Project Solicitation	Strata	\$478,889
US-20, Junction SH- 87 to Montana State Line (Targhee Pass), Ph 1	Resources not available: Geotechnical	Additional Geotechnical Investigation Including Collection of Data for Phase I and II Reports	RFI from Term Agreement	Landslide Technology	Prev: \$409,700 <b>This: \$ 81,400</b> Total: \$491,100
US-26, Antelope Flats Passing Lane, Bonneville Co  US-26, Clark Hill Rest Area Turn Lanes, Bonneville Co	Resources not available: Construction	Materials Testing Services	Direct from Term Agreement	Strata	\$21,060
US-20, Divided Highway Railroad Crossing Closure	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Thompson Engineering	\$3,300

### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Non-Project	Resources not available: Planning	State Highway System Plan Assessment	Direct from Term Agreement	Kimley- Horn Associates	\$49,600



## Board Agenda Item

ITD 2210 (Rev. 10-13)

State, FY19 D5 & D6 Bridge Fatigue Inspection/Mitigation	Resources not available: Bridge	Bridge Fatigue Inspection & Mitigation Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$95,700
Off system, FY19 Local/Off system Bridge Inspection  State, FY19 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	Direct from Term Agreement	KPFF	\$31,960
Off system, FY19 Local/Off system Bridge Inspection	Resources not available: Bridge	Bridge Load Rating Services	Direct from Term Agreement	CH2M Hill (Jacobs Engineering)	\$98,400

### Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SH-41, E Prairie Ave to Lancaster Rd, Kootenai Co	Forsgren Associates	2/18 Bridge Design	Additional Design Modifications Following Final Design Review	Prev: \$575,523 <b>This: \$ 48,026</b> Total: \$623,5494
1	US-95, Granite North & Frontage Rds, Bonner Co	HDR Engineering	5/18 Roadway Design, Ph III: Final Design through PS&E	Additional Design Services including Right-of-Way Activities	Prev: \$1,057,210 <b>This: \$ 461,825</b> Total: \$1,519,035  Board approved \$2.5M during February 2019 meeting
1	US-95, McArthur Lake, Boundary Co	H.W. Lochner	8/18 Roadway and Bridge Design Services	Develop Alternative Roadway/Bridge Alignments to Mitigate Geological Hazards	Prev: \$694,200 <b>This: \$228,608</b> Total: \$922,808
2	US-95, Culdesac Canyon Passing Lanes, Ph 3 & 4, Lewis & Nez Perce Cos	Horrocks Engineers	4/18 Roadway Design, Phase I: Preliminary Design Services	Noise Study	Prev: \$1,135,100 <b>This: \$ 9,422</b> Total: \$1,144,522  Board approved \$2.5M during November 2017 meeting



## Board Agenda Item

ITD 2210 (Rev. 10-13)

2	US-95, Culdesac Canyon Passing Lanes, Ph 2; Lapwai Creek Bridges	Horrocks Engineers	12/18 Engineer of Record Services	Support Services by American Geotechnics during Construction of Rock Cuts	Prev: \$128,225 <b>This: \$ 17,400</b> Total: \$145,625
3	US 20/26, Chinden: Locust Grove to Eagle	Parametrix	3/18 Roadway Design, Phase II: Completion of Design through PS&E	Interim Build Noise Analysis	Prev: \$ 1,350,900 <b>This: \$ 7,000</b> Total: \$ 1,357,900  Board approved \$2.5M during July 2018 meeting
3	I-84, Ustick Rd & Middleton Rd Overpasses, Canyon Co	David Evans & Associates	2/19 Bridge & Roadway Design through PS&E	Additional Subsurface Exploration and Lab Testing	Prev: \$2,458,000 <b>This: \$ 34,500</b> Total: \$2,492,500  Board approved \$3.5M during February 2019 meeting
4	I-84, Jerome Interchange to Twin Falls Interchange, East and Westbound Lanes, Jerome Co	WHPacific	11/18 Roadway Design, Phase II: Final Design through PS&E	Additional borings and report to supplement Materials Phase II(A) Report	Prev: \$372,300 <b>This: \$ 7,600</b> Total: \$379,900
5	State, Design Build (17) Bridge Replacements D4-D5-D6 (ST & STSI)	J-U-B Engineers	9/17 Design Build Project Management Support, including Plans Reviews & Environmental Compliance	Additional Tasks Supplementing ITD Personnel During Construction of the Project	Prev: \$ 893,700 <b>This: \$ 676,025</b> Total: \$1,399,725  Board approved \$2.92M during March 2019 meeting
6	I-15, Exit 11 Roundabout, Bonneville Co	Six Mile Engineering	8/18 Roundabout Design	Interstate Modification Report	Prev: \$427,350 <b>This: \$ 24,484</b> Total: \$451,834



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### For Local Public Agency Projects:

Ten (10) new professional services agreements totaling **\$1,001,650** were processed during this period. Four (4) supplemental agreements totaling **\$68,921** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SMA-7045, Intersection Prairie Ave to Idaho Rd	Post Falls Highway District	Traffic Safety Devices	Local Project RFI from Term Agreement	Keller Associates	\$138,760
STC-1697, French Gulch/Fernan Hill Rd	Eastside Highway District	Roadway Design, Phase II: Design through PS&E	Local Project RFI from Term Agreement	J-U-B Engineers	Prev: \$151,000 <b>This: \$208,300</b> Total: \$359,300
Off System, Idaho St to Bay St Pedestrian Access	City of Post Falls	Engineer of Record Services/Construction Engineering, Inspection & Sampling Services	Local Project Direct Select from the Term Agreement	Welch Comer & Associates	\$40,860
SMA-7414, Main St Pedestrian Improvements	City of Lewiston	Construction Engineering & Inspection Services	Local Project Direct Select from the Term Agreement	TD&H Engineering	\$25,800
SMA-7674, Mountain View Rd	City of Moscow	Complete 404 Permitting & Add'l Right-of-Way Exhibits	Local Project RFI from Term Agreement	J-U-B Engineers	\$8,030
Off System, Pine St Safe Routes to School	City of Cascade	Construction Engineering, Inspection, & Testing Services	Local Project Direct Select from the Term Agreement	Horrocks Engineers	\$25,200
Off System, Walk Safe, Cross Safe	City of Glenns Ferry	Construction Engineering, Inspection, & Testing Services	Local Project Direct Select from the Term Agreement	Keller Associates	\$12,000
STC-3837, Strike Dam Rd Improvements	Mountain Home Highway District	Construction Engineering, Inspection, & Testing Services	Local Project Direct Select from the Term Agreement	HMH	\$72,800





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Local, Stoddard Pathway Extension, Ph 1 &2	City of Nampa	Pathway Design	Local Project RFI from Term Agreement	T-O Engineers	\$99,400
STC-1705, Bannock St	City of Malad	Roadway Design, Phase II: Design through PS&E	Local Project RFI from Term Agreement	Forsgren Associates	Prev: \$118,800 <b>This: \$370,500</b> Total: \$489,300

## Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	Off System, Ruby Creek #2 Bridge, Boundary Co	David Evans & Assoc.	4/18 Roadway & Bridge Design, Phase II: Final Design and PS&E	Combined Phase II/III Addendum	Prev: \$237,500 <b>This: \$ 6,900</b> Total: \$244,400
3	SMA-8383, Intersection of Lone Star & Middleton Rd	Keller Associates	4/18 Design of Intersection Improvements	Acquisition of Right-of-Way and Storm Water Drainage Design	Prev: \$177,200 <b>This: \$ 21,576</b> Total: \$198,776
4	STC-2721, 4100N; 2100 E to 2400 E, Filer Highway District	Forsgren	7/18 Roadway Design from Concept through PS&E	Add'l Geotechnical Investigation & Testing along with Revised Roadway Design	Prev: \$323,500 <b>This: \$ 12,545</b> Total: \$336,045
6	Off System, Beaver Creek Bridge	Forsgren	12/14 Bridge & Roadway Design through PS&E	Add'l Historic Mitigation Work	Prev: \$296,290 <b>This: \$ 27,900</b> Total: \$324,190

## Recommendations

For Information Only

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 19 & 20, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed N.A.

Presenter's Name Kevin Sablan, P.E.	Presenter's Title Design/Traffic Services Engineer	Initials	Reviewed By
Preparer's Name Kevin Sablan, P.E.	Preparer's Title Design/Traffic Services Engineer	Initials	

### Subject

Report of Speed Minute Entry Changes for June 2019		
Key Number	District 3 & 4	Route Number US 93 & US95

### Background Information

In accordance with Note \*1 in Administrative Policy 5016, the following table is a listing of the approved changes to the Minute Entries for Speed Control Zones processed for June 2019.

Route	Beg Milepost	End Milepost	Speed	
			Old	New
<u>Changes processed by District 3:</u>				
US95	39.500	39.700	65	55
The minute entry adds a 55 MPH transition zone between the 45 and 65 MPH speed zones in Wilder.				
<u>Changes processed by District 4:</u>				
US93	53.287	53.770	45	55
The minute entry raises the speed limit from 45 MPH to 55 MPH on US93 at the I84 Exit 173, Twin Falls interchange.				

### Recommendations

For information only

### Board Action

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



## TRAFFIC REGULATION

### Purpose

This policy implements Board policy 4016 requiring the Department to adopt a Manual on Uniform Traffic Control Devices for Streets and Highways and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

### Legal Authority

- Idaho Code 40-313(1) - The Board shall erect and maintain for public safety suitable signs and devices.
- Idaho Code 40-317 - The Board may enter into cooperative agreements with the federal government and with local governments.
- Idaho Code 49-201(3) - The Board shall adopt a manual and specifications for traffic control devices on state highways.
- Idaho Code 49-201(4) – The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
- Idaho Code 49-202(20) - The Department shall maintain traffic control devices on state highways.
- Idaho Code 49-202(28) - The Department shall place traffic control devices in cooperation with local highway authorities.
- Idaho Code 49-661 - Regulations in regard to parking on state highways.

Traffic control devices on the State Highway System are approved at the discretion of the Department.

When installation, operation, and maintenance costs of traffic control devices and lighting on the State Highway System costs are shared, participants shall execute a cooperative project agreement specifying each participant's share of the costs, requirements and responsibilities. Additional installation costs for variances from standard traffic control devices and lighting designs shall be paid by the entity requesting the variance. The following criteria shall be considered as a guide in assigning costs of traffic control devices and illumination fixtures.

### Traffic Control Devices

- If new signalization is required at a public road approach that is not a state highway, the installation, operation, and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of approach lanes from the local jurisdiction and the number of new lanes on the state system.
- If new development necessitates installation of additional traffic control devices and/or roadway improvements, the developers or special use groups (industry, factory, warehouse, shopping center, etc.) shall pay all design and installation costs, including construction inspection. Signal installation shall not commence until approved by the Department.
- The cooperative agreement shall include a requirement that the developer dedicate to the local jurisdiction a minimum of 15 meters (50 feet) of right of way beyond the state right of way, within the driveway or the future public road approach. Proposed installations require the District Engineer's approval.

- School crossing signals may be installed and maintained by local jurisdictions at their expense, provided the signals meet signal warrants. Proposed installations require the District Engineer's approval.
- Costs for intersection control beacons (flashing beacons) at public road approaches and major private approaches are apportioned among the participants on the same basis as traffic signal costs. Proposed installations require the District Engineer's approval.

### Lighting

- The AASHTO publication, *"An Informational Guide for Roadway Lighting"* shall be used to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.
- Many rural interchanges with light traffic volumes are sufficiently delineated so as to not require roadway lighting at night. However, in some circumstances, partial interchange lighting or complete interchange lighting is the preferred treatment. All lighting costs at rural interchanges are paid by the Department.
- All costs for interstate highway lighting are paid by the Department.
- If a local jurisdiction requests additional lighting, all associated costs are paid by the local jurisdiction.

If other governmental agencies or private entities request special signal and/or lighting devices, all arrangements for installation, operation, and maintenance shall be specified in the written agreement and the Right of Way Use Permit.

### Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section 003 Administrative Appeal.

### Traffic Minute Entries

Regulation of traffic on the State Highway System (see following table) shall be made by official entries in Department records or "Traffic Minute Entries." These Traffic Minute Entries shall be approved before the regulation is enforceable. Approval authority is delegated as shown in the following table.

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<b><u>Speed Zones</u></b>			
a. Permanent limits	49-201 and 49-202	Entire State Highway System – TME	Board (*1) District Engineer (*2)
b. Temporary limits	49-201	Construction, maintenance speed zones and emergency situations	District Engineer (*3)
c. Bridge limits	49-202 (21)	Entire State Highway System – TME	District Engineer
<b><u>Parking Restriction</u></b>			
a. Rural Prohibition	49-202 (28) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (28) and 49-661 (3)	Urban highways – TME	District Engineer

(table continued)

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<b><u>Traffic Control Signals</u></b>			
a. Signals/Intersection Flashing Beacons	49-202 (20)	TME required for locations where there is no cooperative agreement between the Idaho Transportation Department and local officials	District Engineer
b. Flashing Beacon with Warning Sign (school zones, etc.)	49-202 (20)	Entire State Highway System	District Engineer
<b><u>Railroad Grade Crossings</u></b>	49-202 (25)	TME required for non-signalized railroad crossings (to validate the reasons for not having a stop sign or signal).	District Engineer
<b><u>Selective Vehicle Exclusion</u></b>	49-202 (23)	Fully Controlled Access Highways – TME	District Engineer

- \*1 Engineering and Traffic Studies to raise Interstate speeds to 80 mph and State Highway speeds to 70 mph are prepared by the Districts and provided to Design/Traffic Services Engineer for presentation to the Board for approval. Annually, Districts refresh the studies and provide them to Design/Traffic Service Engineer for presentation to the Board in the Consent Calendar.
- \*2 Traffic Minute Entries (other than for speeds specified in note \*1) that have been approved shall be submitted each month to the Board in the Information Calendar.
- \*3 Regulation of temporary speeds shall be established and deleted by written approval of the appropriate District Engineer.

In consultation with local government agencies and law enforcement officials, the District Traffic Engineers shall monitor, prepare supporting documentation, and initiate requests for Traffic Minute Entries. Each request for a Traffic Minute Entry shall include an engineering study and traffic investigation in accordance with Section 103 of the Traffic Manual. This documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho.

Each Traffic Minute Entry shall have a Public Outreach Plan. The Office of Communications shall review the plan.

A copy of the approved Traffic Minute Entries shall be provided to the Design/Traffic Services Engineer to make monthly reports to Board on the Consent Calendar of changes in speed zoning.

Highway signing shall not be altered until approved by the appropriate authority.

Unresolved differences between Department personnel, local officials and/or the public shall be documented by the District.



Brian W. Ness  
Director

Date 1/11/2016





## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

User ID: kbentley  
 Report ID: AD-FN-GL-010  
 Run Date: 7 May 2019  
 % of Time  
 Remainin 16.67

# Idaho Transportation Department

**SUMMARY OF RECEIPTS AND DISBURSEMENTS**  
**STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND**  
**BUDGET TO ACTUAL**  
**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2019**  
 (all amounts in '000)

Fiscal Year: 2019

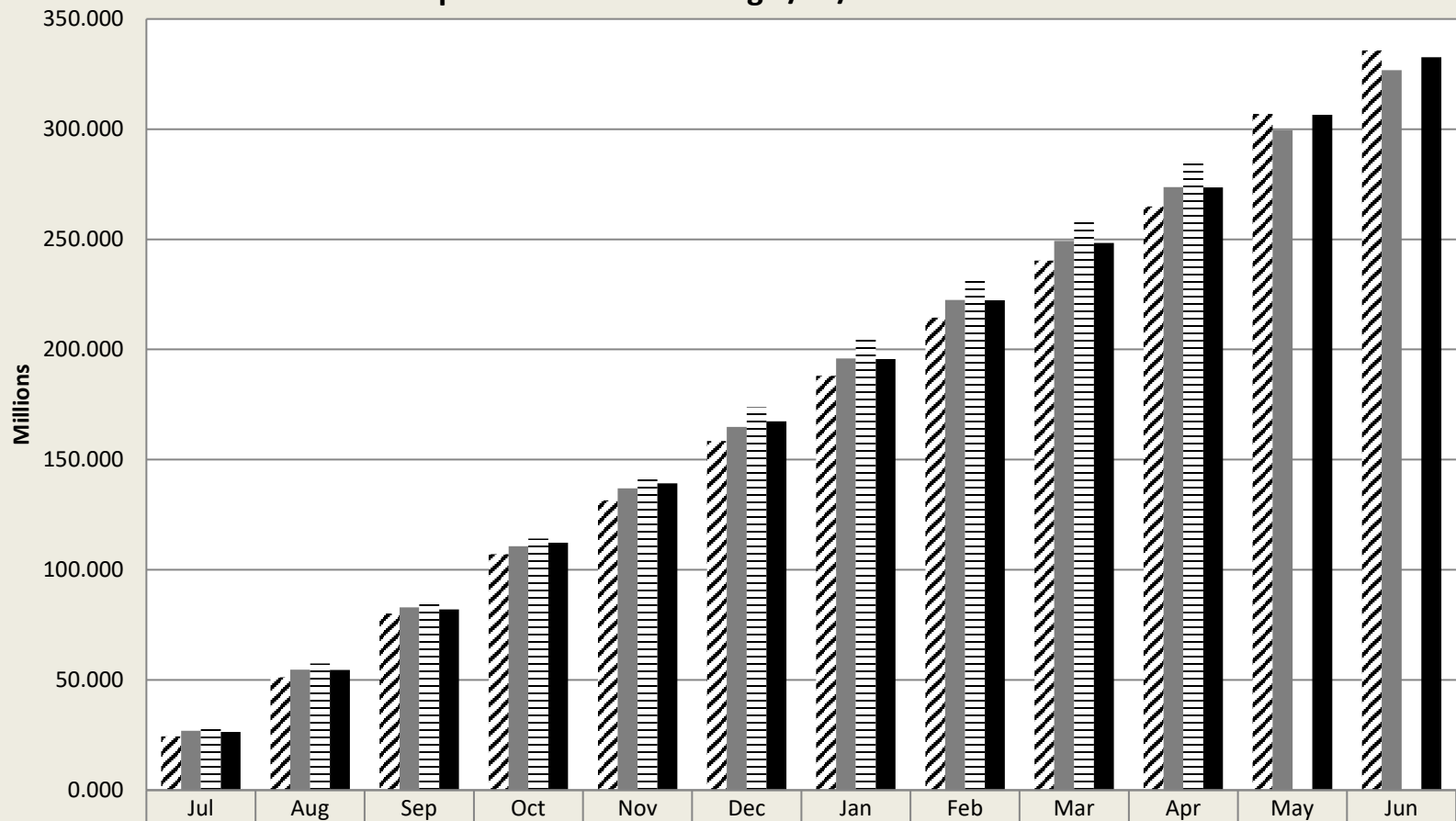
Funds Received					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Forecast YTD	FY19 to FY18 Actual	FY 19 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	246,430	243,631	277,016	-1.1%	-12.1%
State (Inc. H.D.A.)	273,673	284,523	273,492	4.0%	4.0%
Local	3,497	9,388	9,786	168.4%	-4.1%
<b>Total State Highway Account:</b>	<b>523,600</b>	<b>537,542</b>	<b>560,294</b>	<b>2.7%</b>	<b>-4.1%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	243	271	592	11.4%	-54.3%
State	2,558	2,840	2,327	11.0%	22.0%
<b>Total State Aeronautics Fund:</b>	<b>2,801</b>	<b>3,111</b>	<b>2,919</b>	<b>11.1%</b>	<b>6.6%</b>
<b>Total Fund Received:</b>	<b>526,401</b>	<b>540,653</b>	<b>563,214</b>	<b>2.7%</b>	<b>-4.0%</b>
Disbursements (includes Encumbrances)					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
Construction Payouts	349,748	373,453	433,849	6.8%	-13.9%
<b><u>Operations Expenses</u></b>					
Highways	148,886	147,150	163,567	-1.2%	-10.0%
DMV	29,451	27,804	29,341	-5.6%	-5.2%
Administration	20,204	21,206	22,171	5.0%	-4.4%
Facilities	1,838	3,384	1,830	84.1%	85.0%
Aeronautics	2,522	4,164	4,244	65.1%	-1.9%
<b>Total Operations Expenses:</b>	<b>202,900</b>	<b>203,707</b>	<b>221,152</b>	<b>0.4%</b>	<b>-7.9%</b>
<b><u>Transfers</u></b>					
Operating	25	25	25	0.0%	0.0%
Debt Service	10,491	10,903	10,880	3.9%	0.2%
<b>Total Transfers:</b>	<b>10,516</b>	<b>10,928</b>	<b>10,905</b>	<b>3.9%</b>	<b>0.2%</b>
<b>Total Disbursements:</b>	<b>563,164</b>	<b>588,087</b>	<b>665,906</b>	<b>4.4%</b>	<b>-11.7%</b>
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	91,830	95,313	105,616	3.8%	-9.8%
Operating	75,643	72,255	76,158	-4.5%	-5.1%
Capital Outlay	20,255	21,202	25,642	4.7%	-17.3%
Sub-Grantee	15,171	14,936	13,736	-1.5%	8.7%
<b>Totals Operations Expenses:</b>	<b>202,900</b>	<b>203,707</b>	<b>221,152</b>	<b>0.4%</b>	<b>-7.9%</b>
Contract Construction	349,748	373,453	433,849	6.8%	-13.9%
<b>Totals (excluding Transfers):</b>	<b>552,648</b>	<b>577,159</b>	<b>655,001</b>	<b>4.4%</b>	<b>-11.9%</b>

# State Highway Fund 0260

## Fiscal Year 2019

### State Revenue Source Forecast vs Actual

#### April - For Period Ending 4/30/2019



▤ FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
■ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
▬ FY19 Current	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523		
■ FY19 Forecast	26.438	54.510	82.043	112.368	139.268	167.339	195.636	222.315	248.283	273.492	306.478	332.664

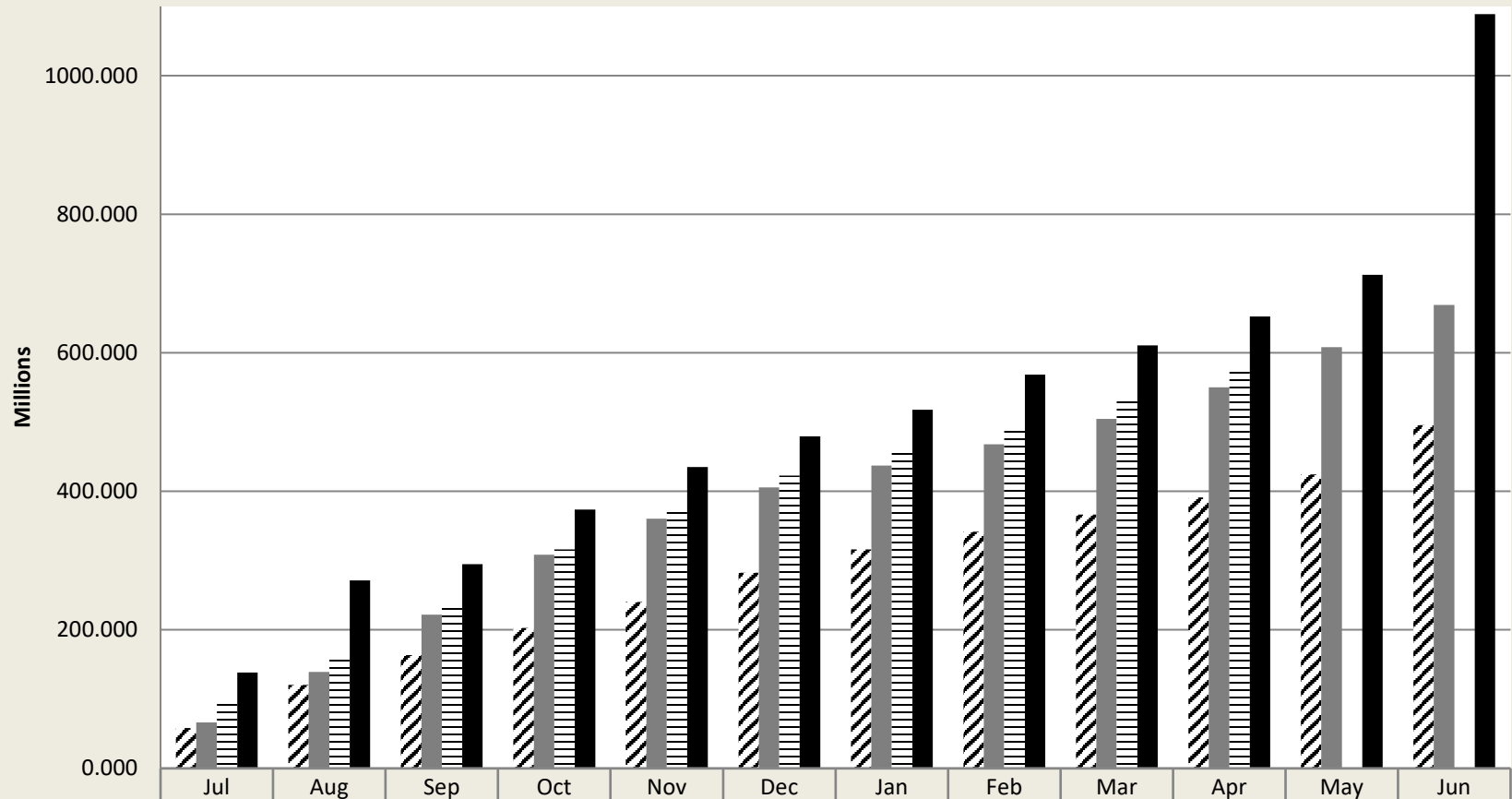


# State Highway Fund 0260

Fiscal Year 2019

Expenditures

April - For Period Ending 4/30/2019



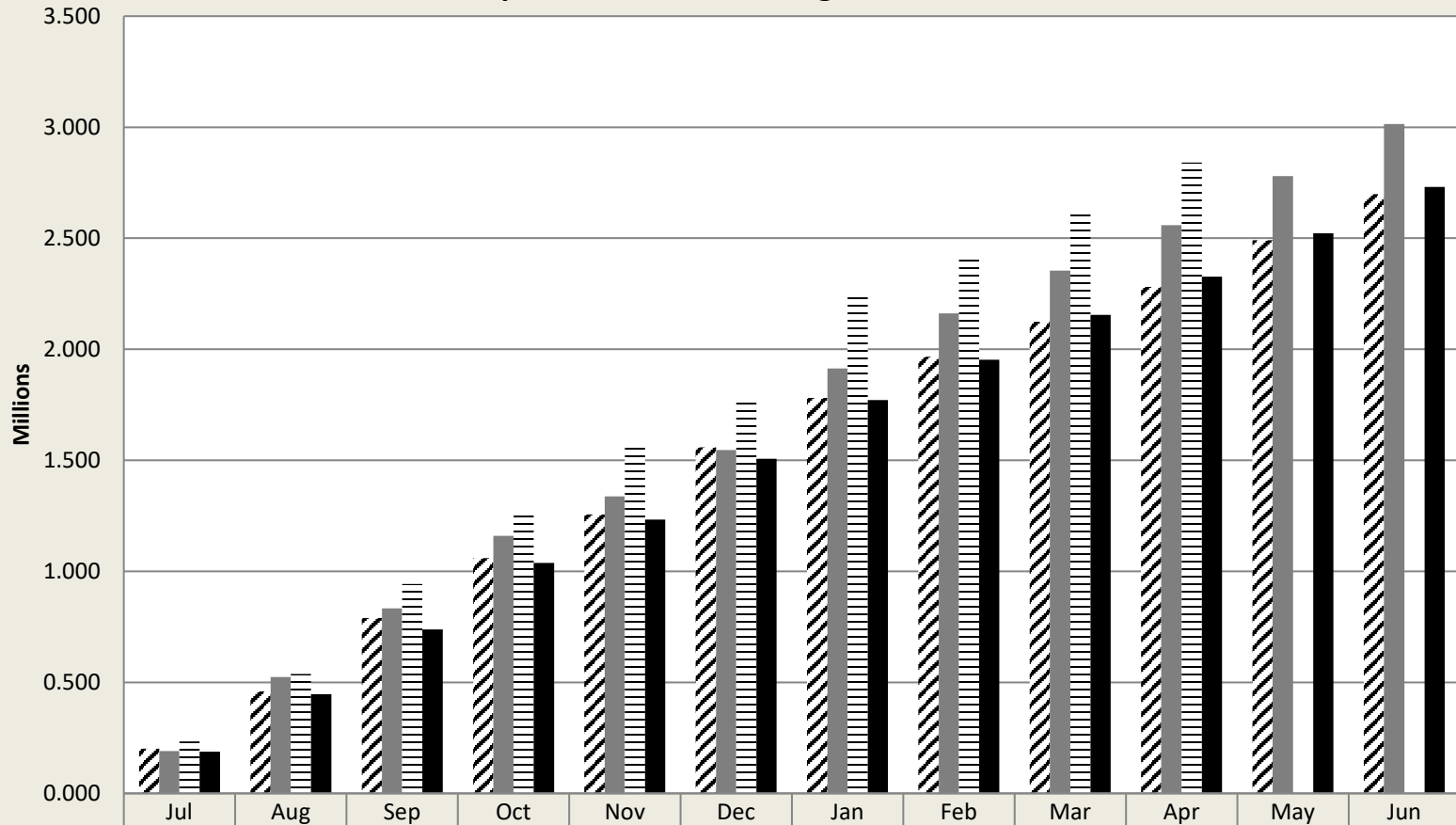
▨ FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
■ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
= FY19 Current	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555		
■ FY19 Forecast	138.383	271.540	294.850	373.527	435.102	479.374	517.705	568.563	610.724	652.379	712.623	1,088.916

# Aeronautics Fund 0221

Fiscal Year 2019

## State and Interagency Revenue Sources Forecast vs Actual

April - For Period Ending 4/30/2019



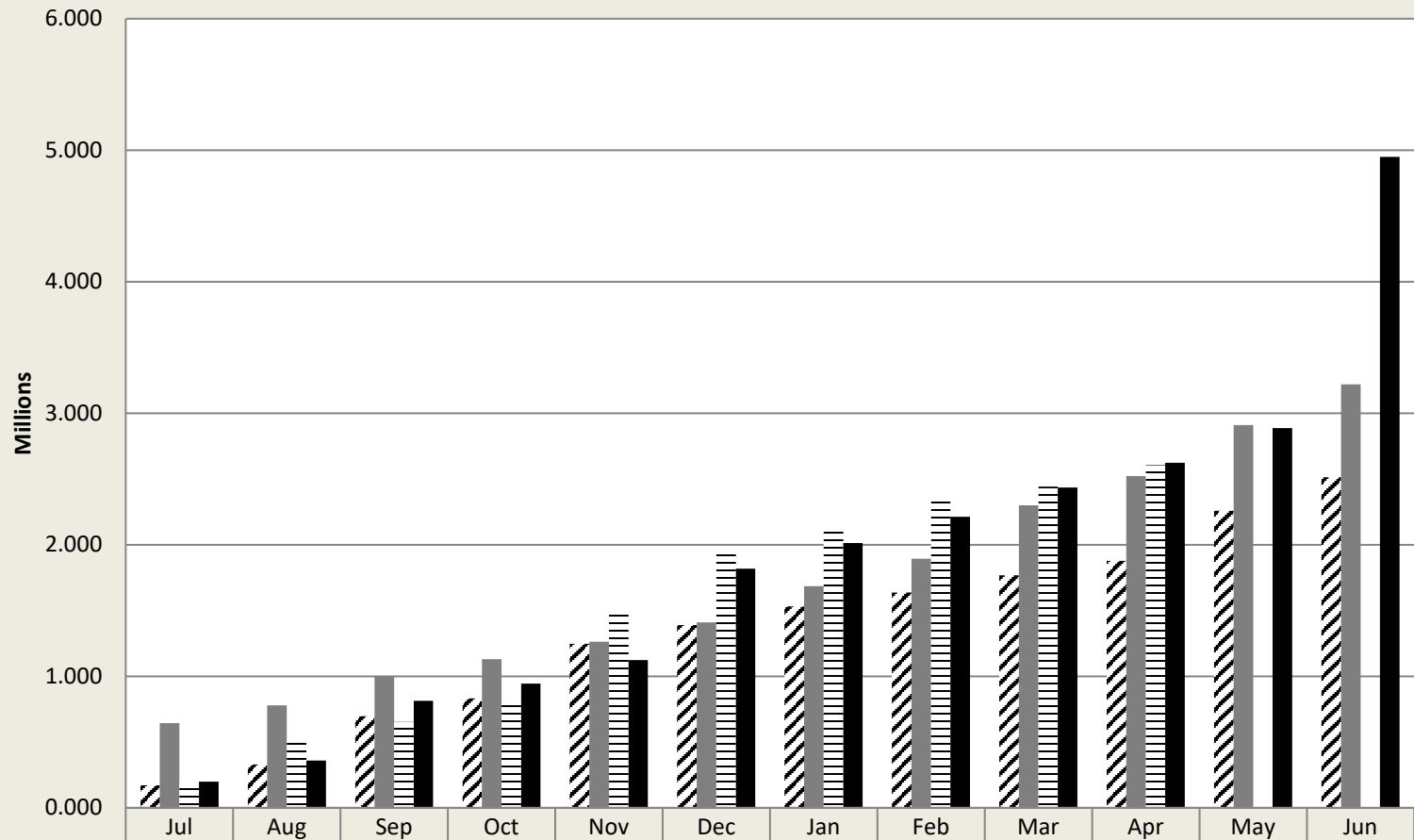
▨ FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
■ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
▬ FY19 Current	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840		
■ FY19 Forecast	0.188	0.447	0.739	1.037	1.233	1.506	1.771	1.953	2.155	2.327	2.522	2.731

# Aeronautics Fund 0221

## Fiscal Year 2019

### Expenditures

#### April - For Period Ending 4/30/2019



FY17 Actual Expenditures	0.170	0.330	0.697	0.832	1.246	1.390	1.532	1.637	1.767	1.878	2.258	2.514
FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Current	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604		
FY19 Forecast	0.199	0.359	0.814	0.945	1.123	1.818	2.014	2.214	2.436	2.622	2.887	4.949

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 07 May 2019

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2019

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Mar-19	Apr-19	Mar-19	Apr-19	Mar-19	Apr-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,205,016	2,264,051	75,088,993	74,784,664	34,943,531	35,437,187
Investments (Long Term: STO - Diversified Bond Fund)	839,158	840,781	136,954,561	137,222,573	0	0
Total Cash & Investments	3,044,175	3,104,831	212,049,399	212,013,081	34,943,531	35,437,187
Receivables - Other	0	0	1,044,656	1,110,837	0	0
- Due From Locals (Project Overruns)	0	0	1,658,047	1,457,214	0	0
- Inter Agency	11,109	5,598	106,362	27,921	0	0
Total Receivables	11,109	5,598	2,809,065	2,595,972	0	0
Inventory on Hand	0	0	18,524,250	18,441,418	0	0
<b>Total Assets:</b>	<b>3,055,284</b>	<b>3,110,430</b>	<b>233,382,714</b>	<b>233,050,471</b>	<b>34,943,531</b>	<b>35,437,187</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	357,648	0	0
Sales Tax Payable	0	0	6,183	2,113	0	0
Deferred Revenue (Local Projects Match)	0	0	27,367,473	26,878,963	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	222,259	226,089	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>27,595,915</b>	<b>27,464,813</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	178,339	177,903	43,004,903	42,991,581	0	0
Fund Balance	2,876,945	2,932,527	162,781,897	162,594,077	34,943,531	35,437,187
<b>Total Fund Balance:</b>	<b>3,055,284</b>	<b>3,110,430</b>	<b>205,786,799</b>	<b>205,585,658</b>	<b>34,943,531</b>	<b>35,437,187</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,055,284</b>	<b>3,110,430</b>	<b>233,382,714</b>	<b>233,050,471</b>	<b>34,943,531</b>	<b>35,437,187</b>

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 07 May 2019

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Mar-19	Apr-19	Mar-19	Apr-19	Mar-19	Apr-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	45,959,808	44,426,479	392,262	137,158	46,352,070	44,563,637
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	45,959,808	44,426,479	392,262	137,158	46,352,070	44,563,637
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
<b>Total Assets:</b>	<b>45,959,808</b>	<b>44,426,479</b>	<b>392,262</b>	<b>137,158</b>	<b>46,352,070</b>	<b>44,563,637</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
<b>Total Liabilities:</b>	<b>24,285</b>	<b>24,285</b>	<b>0</b>	<b>0</b>	<b>24,285</b>	<b>24,285</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	45,935,524	44,402,194	392,262	137,158	46,327,786	44,539,352
<b>Total Fund Balance:</b>	<b>45,935,524</b>	<b>44,402,194</b>	<b>392,262</b>	<b>137,158</b>	<b>46,327,786</b>	<b>44,539,352</b>
<b>Total Liabilities and Fund Balance</b>	<b>45,959,808</b>	<b>44,426,479</b>	<b>392,262</b>	<b>137,158</b>	<b>46,352,070</b>	<b>44,563,637</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2019  
 Budget Fiscal Year: 2019  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	240,646,080	214,944,758	13,204,993	0	(25,701,322)	-10.68%	509,322,719	294,377,961	57.80 %
FHWA - Indirect Cost Allocation	21,815,100	15,933,083	1,188,994	0	(5,882,017)	-26.96%	25,000,000	9,066,917	36.27 %
Federal Transit Authority	10,300,000	8,003,984	0	0	(2,296,016)	-22.29%	12,771,200	4,767,216	37.33 %
NHTSA - Highway Safety	3,950,000	3,968,242	17,266	0	18,242	0.46 %	4,546,900	578,658	12.73 %
Other Federal Aid	305,000	781,363	13,892	0	476,363	156.18 %	4,130,000	3,348,637	81.08 %
<b>Total Federal Sources:</b>	<b>277,016,180</b>	<b>243,631,430</b>	<b>14,425,145</b>	<b>0</b>	<b>(33,384,750)</b>	<b>-12.05%</b>	<b>555,770,819</b>	<b>312,139,389</b>	<b>56.16 %</b>
<b>State Sources</b>									
Equipment Buy Back	0	1,829,000	0	0	1,829,000	0.00 %	7,043,000	5,214,000	74.03 %
Miscellaneous Revenues	24,539,486	26,859,409	3,059,561	0	2,319,923	9.45 %	29,971,598	3,112,189	10.38 %
<b>Total State Sources:</b>	<b>24,539,486</b>	<b>28,688,409</b>	<b>3,059,561</b>	<b>0</b>	<b>4,148,923</b>	<b>16.91 %</b>	<b>37,014,598</b>	<b>8,326,189</b>	<b>22.49 %</b>
<b>Local Sources</b>									
Match For Local Projects	9,786,180	8,771,309	1,116,962	0	(1,014,871)	-10.37%	28,850,432	20,079,123	69.60 %
Other Local Sources	0	616,233	0	0	616,233	0.00 %	0	(616,233)	0.00 %
<b>Total Local Sources:</b>	<b>9,786,180</b>	<b>9,387,543</b>	<b>1,116,962</b>	<b>0</b>	<b>(398,638)</b>	<b>-4.07%</b>	<b>28,850,432</b>	<b>19,462,890</b>	<b>67.46 %</b>
<b>TOTAL REVENUES:</b>	<b>311,341,846</b>	<b>281,707,382</b>	<b>18,601,669</b>	<b>0</b>	<b>(29,634,465)</b>	<b>-9.52%</b>	<b>621,635,849</b>	<b>339,928,468</b>	<b>54.68 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	178,354,100	183,870,757	16,627,335	0	5,516,657	3.09 %	211,444,100	27,573,343	13.04 %
Fuel/Registration Direct	55,255,598	56,487,361	5,190,242	0	1,231,763	2.23 %	65,905,200	9,417,839	14.29 %
Ethanol Fuels Tax	15,342,900	15,476,223	1,283,149	0	133,323	0.87 %	18,300,000	2,823,777	15.43 %
<b>TOTAL TRANSFERS-IN:</b>	<b>248,952,598</b>	<b>255,834,341</b>	<b>23,100,726</b>	<b>0</b>	<b>6,881,743</b>	<b>2.76 %</b>	<b>295,649,300</b>	<b>39,814,959</b>	<b>13.47 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>560,294,444</b>	<b>537,541,723</b>	<b>41,702,395</b>	<b>0</b>	<b>(22,752,722)</b>	<b>-4.06%</b>	<b>917,285,149</b>	<b>379,743,427</b>	<b>41.40 %</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2019  
 Budget Fiscal Year: 2019  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	71,020,199	64,093,455	6,149,311	0	6,926,744	9.75 %	87,984,833	23,891,378	27.15 %
Board, Hourly, OT, Shift Diff	1,028,315	1,083,568	105,584	0	(55,253)	-5.37%	1,404,690	321,122	22.86 %
Fringe Benefits	32,629,309	29,251,675	3,239,980	0	3,377,634	10.35 %	40,595,377	11,343,702	27.94 %
In State Travel Expense	1,221,333	1,215,559	153,957	2,147	3,627	0.30 %	1,489,376	271,670	18.24 %
Out of State Travel Expense	341,152	324,905	35,708	0	16,247	4.76 %	350,480	25,575	7.30 %
Technology Operating Expense	24,372,082	15,663,116	2,358,729	4,617,992	4,090,974	16.79 %	28,635,746	8,354,638	29.18 %
Operating Expense	49,622,363	44,279,590	3,330,521	5,562,825	(220,052)	-0.44%	59,736,496	9,894,081	16.56 %
Technology Equipment Expense	2,091,170	1,161,677	41,738	369,306	560,187	26.79 %	2,093,370	562,387	26.87 %
Capital Equipment Expense	21,128,730	8,145,479	496,260	7,629,615	5,353,636	25.34 %	21,228,730	5,453,636	25.69 %
Capital Facilities Expense	1,829,500	2,886,517	340,034	470,282	(1,527,299)	-83.48%	3,924,500	567,701	14.47 %
Capital Projects	0	2,444	2,444	0	(2,444)	0.00 %	0	(2,444)	0.00 %
Trustee & Benefit Payments	13,245,456	12,444,064	1,359,658	1,898,108	(1,096,716)	-8.28%	17,657,000	3,314,828	18.77 %
<b>Total Operations Expense:</b>	<b>218,529,609</b>	<b>180,552,050</b>	<b>17,613,923</b>	<b>20,550,275</b>	<b>17,427,285</b>	<b>7.97 %</b>	<b>265,100,598</b>	<b>63,998,274</b>	<b>24.14 %</b>
<b>Contract Construction</b>									
In State Travel Expense	0	1,063	1,063	0	(1,063)	0.00 %	0	(1,063)	0.00 %
Technology Operating Expense	0	1,822,022	190,567	400,892	(2,222,914)	0.00 %	0	(2,222,914)	0.00 %
Operating Expense	6,359,000	1,858,212	147,684	266,933	4,233,856	66.58 %	11,900,795	9,775,651	82.14 %
Capital Projects	425,262,087	365,065,811	22,502,714	3,363,461	56,832,815	13.36 %	806,980,916	438,551,644	54.34 %
Trustee & Benefit Payments	2,228,200	674,348	57,498	0	1,553,852	69.74 %	4,933,796	4,259,447	86.33 %
<b>Total Contract Construction:</b>	<b>433,849,287</b>	<b>369,421,456</b>	<b>22,899,526</b>	<b>4,031,286</b>	<b>60,396,546</b>	<b>13.92 %</b>	<b>823,815,507</b>	<b>450,362,765</b>	<b>54.67 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>652,378,896</b>	<b>549,973,507</b>	<b>40,513,450</b>	<b>24,581,561</b>	<b>77,823,831</b>	<b>11.93 %</b>	<b>1,088,916,106</b>	<b>514,361,039</b>	<b>47.24 %</b>
<b>TRANSFERS OUT</b>									
Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	10,879,519	10,902,512	0	0	(22,993)	-0.21%	53,200,467	42,297,955	79.51 %
<b>TOTAL TRANSFERS OUT:</b>	<b>10,904,519</b>	<b>10,927,512</b>	<b>0</b>	<b>0</b>	<b>(22,993)</b>	<b>-0.21%</b>	<b>53,225,467</b>	<b>42,297,955</b>	<b>79.47 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>663,283,415</b>	<b>560,901,018</b>	<b>40,513,450</b>	<b>24,581,561</b>	<b>77,800,838</b>	<b>11.73 %</b>	<b>1,142,141,573</b>	<b>556,658,994</b>	<b>48.74 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(102,988,971)</b>	<b>(23,359,295)</b>	<b>1,188,945</b>		<b>55,048,116</b>		<b>(224,856,423)</b>	<b>(176,915,567)</b>	<b>106</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2019									
Budget Fiscal Year:	2019									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	565,100	278,055	25,474	48,971	238,074	42.13 %	2,880,951	2,553,926	88.65 %
Operating Expenditures	Federal	5,734,600	3,392,070	312,776	618,854	1,723,676	30.06 %	8,634,510	4,623,586	53.55 %
Operating Expenditures	Local	59,300	10,109	0	0	49,191	82.95 %	385,334	375,225	97.38 %
<b>Total Operating Expenditures</b>		<b>6,359,000</b>	<b>3,680,234</b>	<b>338,251</b>	<b>667,825</b>	<b>2,010,941</b>	<b>31.62 %</b>	<b>11,900,795</b>	<b>7,552,737</b>	<b>63.46 %</b>
<b>In State Travel Expense</b>										
In State Travel Expense	Dedicated	0	1,063	1,063	0	(1,063)	0.00 %	0	(1,063)	0.00 %
<b>Total In State Travel Expense</b>		<b>0</b>	<b>1,063</b>	<b>1,063</b>	<b>0</b>	<b>(1,063)</b>	<b>0.00 %</b>	<b>0</b>	<b>(1,063)</b>	<b>0.00 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	152,189,843	141,083,688	6,632,759	1,135,215	9,970,940	6.55 %	268,453,059	126,234,156	47.02 %
Capital Outlay	Federal	232,954,255	191,581,417	14,532,035	2,228,246	39,144,592	16.80 %	467,738,319	273,928,656	58.56 %
Capital Outlay	FICR	24,506,596	24,265,993	1,167,267	0	240,603	0.98 %	43,242,712	18,976,719	43.88 %
Capital Outlay	Local	15,611,393	8,134,713	170,654	0	7,476,680	47.89 %	27,546,826	19,412,113	70.47 %
<b>Total Capital Outlay</b>		<b>425,262,087</b>	<b>365,065,811</b>	<b>22,502,714</b>	<b>3,363,461</b>	<b>56,832,815</b>	<b>13.36 %</b>	<b>806,980,916</b>	<b>438,551,644</b>	<b>54.34 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	291,800	(1,695)	0	0	293,495	100.58 %	882,835	884,530	100.19 %
Trustee & Benefit Payments	Federal	1,901,500	676,043	57,498	0	1,225,457	64.45 %	3,439,790	2,763,747	80.35 %
Trustee & Benefit Payments	Local	34,900	0	0	0	34,900	100.00 %	611,171	611,171	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>2,228,200</b>	<b>674,348</b>	<b>57,498</b>	<b>0</b>	<b>1,553,852</b>	<b>69.74 %</b>	<b>4,933,796</b>	<b>4,259,447</b>	<b>86.33 %</b>
<b>Total Contract Construction:</b>		<b>433,849,287</b>	<b>369,421,456</b>	<b>22,899,526</b>	<b>4,031,286</b>	<b>60,396,545</b>	<b>13.92 %</b>	<b>823,815,507</b>	<b>450,362,765</b>	<b>54.67 %</b>



User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2019</b>									
<b>Budget Fiscal Year: 2019</b>									
<b>REVENUES</b>									
Miscellaneous Revenues	59,000	514,948	69,455	0	455,948	772.79 %	71,000	(443,948)	-625.28%
<b>TOTAL REVENUES:</b>	<b>59,000</b>	<b>514,948</b>	<b>69,455</b>	<b>0</b>	<b>455,948</b>	<b>772.79 %</b>	<b>71,000</b>	<b>(443,948)</b>	<b>-625.28%</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	1,412,000	269,456	269,456	0	(1,142,544)	-80.92%	2,824,000	2,554,544	90.46 %
Sales Tax	13,392,800	13,871,449	1,385,496	0	478,649	3.57 %	16,477,000	2,605,551	15.81 %
<b>TOTAL TRANSFERS-IN:</b>	<b>14,804,800</b>	<b>14,140,904</b>	<b>1,654,952</b>	<b>0</b>	<b>(663,895)</b>	<b>-4.48%</b>	<b>19,301,000</b>	<b>5,160,095</b>	<b>26.73 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>14,863,800</b>	<b>14,655,853</b>	<b>1,724,407</b>	<b>0</b>	<b>(207,947)</b>	<b>-1.40%</b>	<b>19,372,000</b>	<b>4,716,147</b>	<b>24.35 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	18,400,400	1,908,330	1,230,751	0	16,492,070	89.63 %	37,967,477	36,059,147	94.97 %
<b>TOTAL EXPENDITURES:</b>	<b>18,400,400</b>	<b>1,908,330</b>	<b>1,230,751</b>	<b>0</b>	<b>16,492,070</b>	<b>89.63 %</b>	<b>37,967,477</b>	<b>36,059,147</b>	<b>94.97 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>18,400,400</b>	<b>1,908,330</b>	<b>1,230,751</b>	<b>0</b>	<b>16,492,070</b>	<b>89.63 %</b>	<b>37,967,477</b>	<b>36,059,147</b>	<b>94.97 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(3,536,600)</b>	<b>12,747,523</b>	<b>493,656</b>		<b>16,284,123</b>		<b>(18,595,477)</b>	<b>(31,343,000)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

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

Fiscal Year:	2019	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		622,400	946,435	98,011	0	324,035	52.06 %	741,200	(205,235)	-27.69%
<b>TOTAL REVENUES:</b>		<b>622,400</b>	<b>946,435</b>	<b>98,011</b>	<b>0</b>	<b>324,035</b>	<b>52.06 %</b>	<b>741,200</b>	<b>(205,235)</b>	<b>-27.69%</b>
<b>TRANSFERS-IN</b>										
Statutory		36,177,825	60,296,374	0	0	24,118,549	66.67 %	36,177,825	(24,118,549)	-66.67%
<b>TOTAL TRANSFERS-IN:</b>		<b>36,177,825</b>	<b>60,296,374</b>	<b>0</b>	<b>0</b>	<b>24,118,549</b>	<b>66.67 %</b>	<b>36,177,825</b>	<b>(24,118,549)</b>	<b>-66.67%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>36,800,225</b>	<b>61,242,809</b>	<b>98,011</b>	<b>0</b>	<b>24,442,584</b>	<b>66.42 %</b>	<b>36,919,025</b>	<b>(24,323,784)</b>	<b>-65.88%</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		24,762,222	17,737,028	1,631,341	0	7,025,194	28.37 %	62,460,022	44,722,994	71.60 %
<b>TOTAL EXPENDITURES:</b>		<b>24,762,222</b>	<b>17,737,028</b>	<b>1,631,341</b>	<b>0</b>	<b>7,025,194</b>	<b>28.37 %</b>	<b>62,460,022</b>	<b>44,722,994</b>	<b>71.60 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	24,118,550	0	0	(24,118,550)	0.00 %	0	(24,118,550)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>24,762,222</b>	<b>41,855,577</b>	<b>1,631,341</b>	<b>0</b>	<b>(17,093,356)</b>	<b>-69.03%</b>	<b>62,460,022</b>	<b>20,604,444</b>	<b>32.99 %</b>
<b>Net for Fiscal Year 2019:</b>		<b>12,038,003</b>	<b>19,387,231</b>	<b>(1,533,330)</b>		<b>7,349,228</b>		<b>(25,540,997)</b>	<b>(44,928,228)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2019									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	314,100	347,467	1,301	0	33,367	10.62 %	325,900	(21,567)	-6.62%
<b>TOTAL REVENUES:</b>	<b>314,100</b>	<b>347,467</b>	<b>1,301</b>	<b>0</b>	<b>33,367</b>	<b>10.62 %</b>	<b>325,900</b>	<b>(21,567)</b>	<b>-6.62%</b>
<b>TRANSFERS-IN</b>									
Statutory	24,118,550	24,118,550	0	0	0	0.00 %	24,118,550	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>24,118,550</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>24,118,550</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>24,432,650</b>	<b>24,466,017</b>	<b>1,301</b>	<b>0</b>	<b>33,367</b>	<b>0.14 %</b>	<b>24,444,450</b>	<b>(21,567)</b>	<b>-0.09%</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	24,462,500	24,346,910	256,405	0	115,590	0.47 %	24,462,500	115,590	0.47 %
<b>TOTAL EXPENDITURES:</b>	<b>24,462,500</b>	<b>24,346,910</b>	<b>256,405</b>	<b>0</b>	<b>115,590</b>	<b>0.47 %</b>	<b>24,462,500</b>	<b>115,590</b>	<b>0.47 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>24,462,500</b>	<b>24,346,910</b>	<b>256,405</b>	<b>0</b>	<b>115,590</b>	<b>0.47 %</b>	<b>24,462,500</b>	<b>115,590</b>	<b>0.47 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(29,850)</b>	<b>119,107</b>	<b>(255,104)</b>		<b>148,957</b>		<b>(18,050)</b>	<b>(137,157)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2019</b>									
<b>Budget Fiscal Year: 2019</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	89,492	6,349	0	89,492	0.00 %	0	(89,492)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>89,492</b>	<b>6,349</b>	<b>0</b>	<b>89,492</b>	<b>0.00 %</b>	<b>0</b>	<b>(89,492)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	15,602,512	0	0	15,602,512	0.00 %	0	(15,602,512)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>15,602,512</b>	<b>0</b>	<b>0</b>	<b>15,602,512</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,602,512)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>15,692,003</b>	<b>6,349</b>	<b>0</b>	<b>15,692,004</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,692,004)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	56,012,493	371,960	0	(56,012,493)	0.00 %	0	(56,012,493)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>56,012,493</b>	<b>371,960</b>	<b>0</b>	<b>(56,012,493)</b>	<b>0.00 %</b>	<b>0</b>	<b>(56,012,493)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>56,012,493</b>	<b>371,960</b>	<b>0</b>	<b>(56,012,493)</b>	<b>0.00 %</b>	<b>0</b>	<b>(56,012,493)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>0</b>	<b>(40,320,490)</b>	<b>(365,611)</b>		<b>(40,320,489)</b>		<b>0</b>	<b>40,320,489</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 May 2019  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2019

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2019	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Federal Sources - FAA	591,800	270,741	9,692	0	(321,059)	-54.25%	666,000	395,259	59.35 %
State Sources - Miscellaneous Revenues	307,426	342,937	10,179	0	35,511	11.55 %	330,500	(12,437)	-3.76%
Interagency Sources - Miscellaneous Revenues	192,000	203,048	8,968	0	11,048	5.75 %	250,000	46,952	18.78 %
<b>TOTAL REVENUES:</b>	<b>1,091,226</b>	<b>816,725</b>	<b>28,839</b>	<b>0</b>	<b>(274,500)</b>	<b>-25.16%</b>	<b>1,246,500</b>	<b>429,774</b>	<b>34.48 %</b>
<b>TRANSFERS-IN</b>									
Operating	1,828,000	2,294,174	189,635	0	466,174	25.50 %	2,150,000	(144,174)	-6.71%
<b>TOTAL TRANSFERS-IN:</b>	<b>1,828,000</b>	<b>2,294,174</b>	<b>189,635</b>	<b>0</b>	<b>466,174</b>	<b>25.50 %</b>	<b>2,150,000</b>	<b>(144,174)</b>	<b>-6.71%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>2,919,226</b>	<b>3,110,900</b>	<b>218,474</b>	<b>0</b>	<b>191,674</b>	<b>6.57 %</b>	<b>3,396,500</b>	<b>285,600</b>	<b>8.41 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	596,618	567,999	54,430	0	28,619	4.80 %	744,731	176,732	23.73 %
Board, Hourly, OT, Shift Diff	66,213	64,223	298	0	1,990	3.01 %	84,863	20,640	24.32 %
Fringe Benefits	275,488	252,576	26,569	0	22,912	8.32 %	344,706	92,130	26.73 %
In State Travel Expense	53,167	49,571	3,734	0	3,596	6.76 %	67,904	18,333	27.00 %
Out of State Travel Expense	17,339	18,196	2,733	0	(857)	-4.94%	17,800	(396)	-2.22%
Technology Operating Expense	35,141	40,746	2,048	272	(5,877)	-16.72%	40,780	(238)	-0.58%
Operating Expense	495,409	335,347	48,669	144,391	15,672	3.16 %	1,137,216	657,479	57.81 %
Technology Equipment Expense	4,599	5,994	0	0	(1,395)	-30.33%	5,200	(794)	-15.27%
Capital Equipment Expense	587,500	523,000	0	7,363	57,137	9.73 %	587,500	57,137	9.73 %
Capital Facilities Expense	478	478	0	0	0	0.00 %	260,000	259,522	99.82 %
Trustee & Benefit Payments	490,500	594,178	24,848	0	(103,678)	-21.14%	1,658,549	1,064,371	64.17 %
<b>TOTAL EXPENDITURES:</b>	<b>2,622,452</b>	<b>2,452,308</b>	<b>163,329</b>	<b>152,026</b>	<b>18,119</b>	<b>0.69 %</b>	<b>4,949,249</b>	<b>2,344,916</b>	<b>47.38 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>2,622,452</b>	<b>2,452,308</b>	<b>163,329</b>	<b>152,026</b>	<b>18,119</b>	<b>0.69 %</b>	<b>4,949,249</b>	<b>2,344,916</b>	<b>47.38 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>296,774</b>	<b>658,592</b>	<b>55,146</b>		<b>209,793</b>		<b>(1,552,749)</b>	<b>(2,059,316)</b>	<b>112</b>



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

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

### Subject

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

### Background Information

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriation Act signed on February 15, 2019. Official notice from the FHWA was received on March 11<sup>th</sup>. Notice of the receipt of \$19.9 million of FY 2019 *Highway Infrastructure General Funds* was received on March 18<sup>th</sup>. Obligation authority through the end of the year (365/365<sup>ths</sup>) is \$309.4 million which corresponds to \$308.4 million with match after a reduction for prorated indirect costs.

Idaho has received apportionments via notices through March 18, 2019 of \$341.2 million which includes *Redistribution of Certain Authorized Funds* and *Highway Infrastructure General Funds* carried over from last year. Currently, obligation authority is 90.7% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2019.

### Recommendations

For Information
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### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2019

<b>Per FAST Tables – Total Year</b>	
Federal Aid Only	\$320,716
Including Match	\$344,374
<b>Per Apportionments – Total Year</b>	
Federal Aid Only	\$341,216
Including Match	\$366,387
<b>Obligation Limits through 9/30/2019</b>	
Federal Aid Only	\$309,410
Less prorated \$25M indirect costs w/Match	\$308,369

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the FY 2019 Board Approved Program (Sky Blue Book).
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through March 18, 2019.

## Exhibit Two Allotments of Available Formula Funding through September 30, 2019

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Programs	\$187,817	\$44,022
GARVEE Formula Debt Service*	\$56,700	(\$957)
State Planning and Research*	\$6,941	\$889
Metropolitan Planning*	\$1,849	\$0
Railroad Crossings	\$1,894	\$1,554
Transportation Alternatives (Urban/Rural)	\$3,519	\$1,475
Recreational Trails	\$1,532	\$1,515
STBG - Local Urban	\$9,264	\$494
STBG - Transportation Mgt. Area+	\$12,177	\$1,227
Transportation Alternatives (TMA)	\$430	\$0
STBG – Local Rural	\$14,265	\$8,284
Local Bridge	\$4,877	(\$4,891)
Off System Bridge	\$3,657	(\$448)
Local Safety	\$3,448	\$378
<b>Total (excluding indirect costs)</b>	<b>\$308,369</b>	<b>\$53,541</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2019 Board Approved Program (Sky Blue Book).
  3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
  4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of May 31<sup>st</sup>.
  5. Advanced construction conversions of \$47.8 million are outstanding for FY 2019.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
- + This program is provided an extra \$200k to ensure the TMA's OA proportion over the FAST Act is met.  
Includes \$207k payback from TAP, \$2,500k from Local Bridge (Ora), and \$450k from Local Bridge (Penstock)



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 19-20, 2019

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

Presenter's Name Michelle Doane	Presenter's Title Business & Support Mgr	Initials MD	Reviewed By LSS
Preparer's Name Michelle Doane	Preparer's Title Business & Support Mgr	Initials MD	

## Subject

Non-Construction Professional Service Contracts issued by Business & Support Management		
Key Number N/A	District N/A	Route Number N/A

## Background Information

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

Business and Support Management section executed the following professional service agreement(s) in the previous month.

Document Description	Vendor Name	Line Amount	Unit Name	Service From	Service To
Mentoring and Coaching for Senior and Executive Management	Management Development, Inc.	As needed	Executive Management	05/16/2019	05/16/2020

## Recommendations

Information only

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



# Board Agenda Item

Meeting Date June 21, 2018Amount of Time Needed for Presentation 5 minutes

Presenter's Name Joel Drake	Presenter's Title Manager FP&A	Initials JD	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Transportation Planner	Initials ndh	

## Subject

Review of the Draft FY 2020 - 2026 Idaho Transportation Investment Program

Route Number NA	Project Number NA	Key Number NA
District statewide	Location NA	

## Background Information

From January through May, 2019, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborated to compile the Draft FY 2020 – 2026 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY 2020 – 2026 program years has been provided under separate cover to Board members. Projects in the ITIP are divided into separate programs with specific objectives as found in the online FY 2020 Program Update Manual. Projects require funds to be developed (preliminary engineering, design, and environmental approval), possibly for right-of-way acquisition, and for contract construction (including construction engineering). Project costs are shown accordingly in the ITIP. The program year listed for a project within the ITIP is the year by which all funds will be obligated with the State or Federal government. Except for very large projects which may be split funded over multiple years, this is usually the year of letting and construction. Projects are sequenced in each program by program year and District. Exhibits for the Workshop are also provided under separate cover which help analyze and explain the draft program.

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

The next step of the process is to proceed into a 30-day public comment period slated to occur during July, 2019. Board action on this item indicates concurrence to begin public involvement and is not meant to indicate Board approval of the projects in the draft program. Final review and subsequent approval is scheduled for the September 2019 Board Meeting.

## Recommendations

Proceed with public involvement of the Draft FY 2020 - 2026 ITIP per the attached resolution.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

## Board Agenda Item



### RESOLUTION

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

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2020 - 2026 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Transportation Board's September meeting after incorporating public comment;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2020 - 2026 ITIP, June Board Meeting*.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey, PE	Presenter's Title Engineering Manager, D3	Initials JCL	Reviewed By LSS
Preparer's Name Caleb Lakey, PE	Preparer's Title Engineering Manager, D3	Initials JCL	

### Subject

Relinquishment of a portion of I-84B in Caldwell		
Key Number n/a	District D3	Route Number I-84 Business Loop (Caldwell), SH-19 to Homedale Rd.

### Background Information

History: D3 staff has been working with the City of Caldwell to turn over a portion of the I-84 Business Loop to the local jurisdiction since 2011.

Request: The City of Caldwell is willing to take over all of the I-84 Business Loop (20 lanes miles and 14 signalized intersections) within their city limits and has requested a \$2,339,744.00 offset from the Department for personnel and maintenance start-up costs. This portion would start at SH-19, include the full couplet through Caldwell, and end at Homedale Road (the city limit).

Funding: Request is to use \$2,339,744.00 from SFY19 state wide balancing funds. Original intent was to use SFY19 board unallocated dollars. Per board policy 4076, the balance of the board unallocated funds were incorporated into the statewide balancing funds on May 1<sup>st</sup>. D3 staff identified the funding need with the ITIP Program Management Office and funds are available for this request.

Subcommittee: D3 Staff met with the Board Subcommittee on State Highway System Adjustments on May 10<sup>th</sup>. That subcommittee recommended that staff proceed with the relinquishment of I-84 Business to the City of Caldwell. Staff met with the Board Subcommittee again on May 29<sup>th</sup> to review the signed City of Caldwell resolution and Road Closure and Maintenance Agreement between the City of Caldwell and the Idaho Transportation Department (attached). The subcommittee recommended that staff present to the full Board, for action, at the June board meeting.

### Recommendations

- Approval of attached resolution, Road Closure and Maintenance Agreement and official minute. Resolution on page 130.

### Board Action

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

RESOLUTION NO. 136-19

A RESOLUTION OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO AUTHORIZING A JURISDICTIONAL TRANSFER AGREEMENT WITH THE IDAHO TRANSPORTATION DEPARTMENT FOR THAT PORTION OF CALDWELL BLVD BETWEEN SH19/SIMPLOT BLVD AND HOMEDALE ROAD.

WHEREAS, THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR OF THE City of Caldwell have recommended that the City of Caldwell enter into a Road Closure and Maintenance Agreement with the Idaho Transportation Department (ITD) for the transfer of the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right of way appurtenant thereto, as shown forth in an agreement, a copy of which is attached hereto as Exhibit "A" and show in the below table:

Street Name	Segment Code	Beginning Milepost	Ending Milepost
Blaine St. (SH-19 to S. 10 <sup>th</sup> Ave)	002050	19.92	20.54
Cleveland Blvd. (SH-19 to S. 10 <sup>th</sup> Ave.)	002051	19.83	20.52
SH-19 Spur	002052	19.83	19.88
Cleveland Blvd. (S. 10 <sup>th</sup> Ave to Homedale Rd)	002040	50.08	54.51
Blaine St. (S. 10 <sup>th</sup> Ave to end of couplet)	002041	50.05	51.47
Return from Cleveland Blvd. to Blaine St.	042180	100.0	100.01

WHEREAS, it is deemed to be in the best interest of the City of Caldwell and the citizens thereof to enter into such agreement.

NOW, THEREFORE,

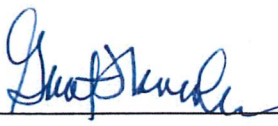
BE IT RESOLVED by the Mayor and City Council of the City of Caldwell that the City enter into a Road Closure and Maintenance Agreement with ITD for the transfer of that portion the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right of way appurtenant thereto, pursuant to terms and conditions set forth in that certain "Road Closure and Maintenance Agreement," a copy of which is attached hereto and by reference made a part hereof, and shown in the below table:

Street Name	Segment Code	Beginning Milepost	Ending Milepost
Blaine St. (SH-19 to S. 10 <sup>th</sup> Ave)	002050	19.92	20.54
Cleveland Blvd. (SH-19 to S. 10 <sup>th</sup> Ave.)	002051	19.83	20.52
SH-19 Spur	002052	19.83	19.88
Cleveland Blvd. (S. 10 <sup>th</sup> Ave to Homedale Rd)	002040	50.08	54.51
Blaine St. (S. 10 <sup>th</sup> Ave to end of couplet)	002041	50.05	51.47
Return from Cleveland Blvd. to Blaine St.	042180	100.0	100.01

with the provision that the Mayor and the City Attorney are hereby authorized to modify said agreement to the extent substantive provisions of the agreement remain intact.

BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they are hereby authorized to execute such agreement on behalf of the City.

DATED this 20<sup>th</sup> day of May, 2019

  
Mayor

ATTEST:

Deputy   
City Clerk



Motion by Allgood Seconded by Stadick to adopt the foregoing resolution.

ROLL CALL:

Allgood: yes

Ozuna: yes

Hopper: yes

Pollard: yes

Stadick: yes

MOTION CARRIED




# MEMORANDUM

TO: Caldwell City Council

Meeting Date May 20, 2019



## AGENDA ITEM INFORMATION

<b>SUBJECT:</b> AUTHORIZE A JURISDICTIONAL TRANSFER WITH THE IDAHO TRANSPORTATION DEPARTMENT FOR THE PORTION OF CALDWELL BLVD BETWEEN SH-19 AND HOMEDALE ROAD BY ENTERING INTO A ROAD CLOSURE AND MAINTENANCE AGREEMENT FOR SAID SECTION OF ROAD		<i>Department Submittals</i>	<i>X to mark</i>	<i>Initials</i>
		Building Department		
		CDBG		
		Clerk		
		City Attorney		
		Finance Department		
		Human Resources		
		Planning & Zoning		
		Fire Department		
		Police Department		
		Public Works	X	
		Street Department		
		Water Department		
		WWTP		
		Engineering		
		Mapping		
<b>COST IMPACT:</b>	ITD to pay the sum of \$1,670,585.00 to the City as entitlement for future pavement markings, sign and traffic signal maintenance, and start-up costs to accept jurisdiction of the Interstate 84 Business Loop.	Parks and Recreation		
<b>Total paid to City</b> \$2,339,744.09	ITD to pay the sum of \$669,159.00 to the City of Caldwell to make improvements to the curb and gutter, pedestrian ramps, and traffic signals on Interstate 84 Business Loop.			
<b>FUNDING SOURCE:</b>	Idaho Department of Transportation	Airport		
		Information Systems		
<b>TIMELINE:</b>	This Agreement will become effective when it is signed by the parties then reviewed and approved by the Idaho Transportation Board.	Golf Course		
		OTHER:		

### SUMMARY STATEMENT:

The City of Caldwell will accept the jurisdiction of and responsibility for, in full and every respect, the portion of existing multimodal transportation facility known as Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as depicted on Exhibit A.

**RECOMMENDED ACTION:** It is the recommendation of the Public Works Director that Council approve and accept the transfer of a portion of Cleveland Blvd from SH-19 to Homedale road and the accompanying Road Closure and Maintenance agreement.

## OFFICIAL MINUTE

WHEREAS, the I-84 Business Loop exists within the Caldwell city limits from SH-19 to Homedale Rd., as shown in Exhibit A attached hereto; and,

WHEREAS, the City of Caldwell desires to maintain and manage this portion of roadway as a local road and has agreed to assume control, jurisdiction of and responsibility for, in full and every respect the former I-84 Business Loop within city limits as shown in Exhibit A; and,

WHEREAS, the City of Caldwell has accepted a Road Closure and Maintenance Agreement in a public meeting on May 20, 2019.


THEREFORE BE IT RESOLVED, that the I-84 Business Loop from SH-19 to Homedale Rd, as shown in Exhibit A and outlined below, be and hereby is removed from the State Highway System and relinquished to the City of Caldwell effective this date.

Street Name	Segment Code	Beginning Milepost	Ending Milepost
Blaine St. (SH-19 to S. 10 <sup>th</sup> Ave)	002050	19.92	20.54
Cleveland Blvd. (SH-19 to S. 10 <sup>th</sup> Ave.)	002051	19.83	20.52
SH-19 Spur	002052	19.83	19.88
Cleveland Blvd. (S. 10 <sup>th</sup> Ave to Homedale Rd)	002040	50.08	54.51
Blaine St. (S. 10 <sup>th</sup> Ave to end of couplet)	002041	50.05	51.47
Return from Cleveland Blvd. to Blaine St.	042180	100.0	100.01

RECOMMEND:

  
\_\_\_\_\_  
Planning Services Manager

APPROVED:

  
\_\_\_\_\_  
Chief Engineer

IDAHO TRANSPORTATION BOARD

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Vice Chairman

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member



STATE OF IDAHO)  
COUNTY OF ADA)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2019 before me the undersigned, a Notary Public in and for said State, personally appeared, Jerry Whitehead, Jim Kempton, James R. Thompson, Janice Vassar, Julie DeLorenzo, Dwight Horsch, and Robert Hoff, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho  
Residing in Boise, Idaho

Commission Expires: \_\_\_\_\_

## ROAD CLOSURE AND MAINTENANCE AGREEMENT

### PARTIES

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the **IDAHO TRANSPORTATION BOARD** by and through the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **CITY OF CALDWELL**, hereafter called City.

### PURPOSE

The State will relinquish to the City the portion of Interstate 84 Business Loop as shown on the attached print marked "Exhibit A" and made part of this Agreement. This Agreement is entered into pursuant to Idaho Code, Section 40-203B.

The City intends to manage and maintain the multimodal transportation facility except as otherwise stated herein.

The Parties agree as follows:

### SECTION I: That the State will:

1. Relinquish and abandon to the City by official notification from the Idaho Transportation Board, the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as shown on Exhibit A and in the below table, pursuant to the following conditions:

Street Name	Segment Code	Beginning Milepost	Ending Milepost
Blaine St. (SH-19 to S. 10 <sup>th</sup> Ave)	002050	19.92	20.54
Cleveland Blvd. (SH-19 to S. 10 <sup>th</sup> Ave.)	002051	19.83	20.52
SH-19 Spur	002052	19.83	19.88
Cleveland Blvd. (S. 10 <sup>th</sup> Ave to Homedale Rd)	002040	50.08	54.51
Blaine St. (S. 10 <sup>th</sup> Ave to end of couplet)	002041	50.05	51.47
Return from Cleveland Blvd. to Blaine St.	042180	100.0	100.01

2. Pay the sum of \$1,670,585 to the City as entitlement for future pavement markings, sign and traffic signal maintenance, and start-up costs to accept jurisdiction of the Interstate 84 Business Loop as described in Exhibit B.
3. Pay the sum of \$669,159 to make improvements to the pedestrian ramps and traffic signals on Interstate 84 Business Loop as described in Exhibit B.
4. Remove all existing signs that designate the existing route as I-84B.

5. Provide as-built records, materials reports and other historical data on the referenced section of Interstate 84 Business Loop.

**SECTION II:** That the City will:

1. Except as otherwise stated in the agreement, consent, by passage of a resolution, to the abandonment by the State and accept the jurisdiction of and responsibility for, in full and every respect, that portion of existing multimodal transportation facility known as Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of approval by the Idaho Transportation Board.
2. Maintain, erect or install any traffic control devices, including signs, in conformity with the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the State.
3. Maintain and administer the roadway as public multimodal transportation facility in its entirety except as prescribed above by the State.

**SECTION III:** Approval and Effect

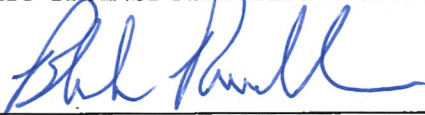
This Agreement will become effective when it is signed by the parties then reviewed and approved by the Idaho Transportation Board.

**EXECUTION**

This Agreement is executed for the State by its Chief Engineer; and executed for the City by the Mayor, attested to by the City Clerk, with the imprinted corporate seal of City of Caldwell.

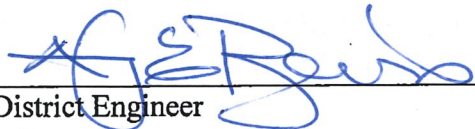
**IDAHO TRANSPORTATION DEPARTMENT**

APPROVED FOR SUBMISSION TO THE  
IDAHO TRANSPORTATION BOARD



Chief Engineer

RECOMMENDED BY:



District Engineer

ATTEST:

CITY OF CALDWELL

Angela Pohl  
City Clerk (Deputy)

(SEAL)



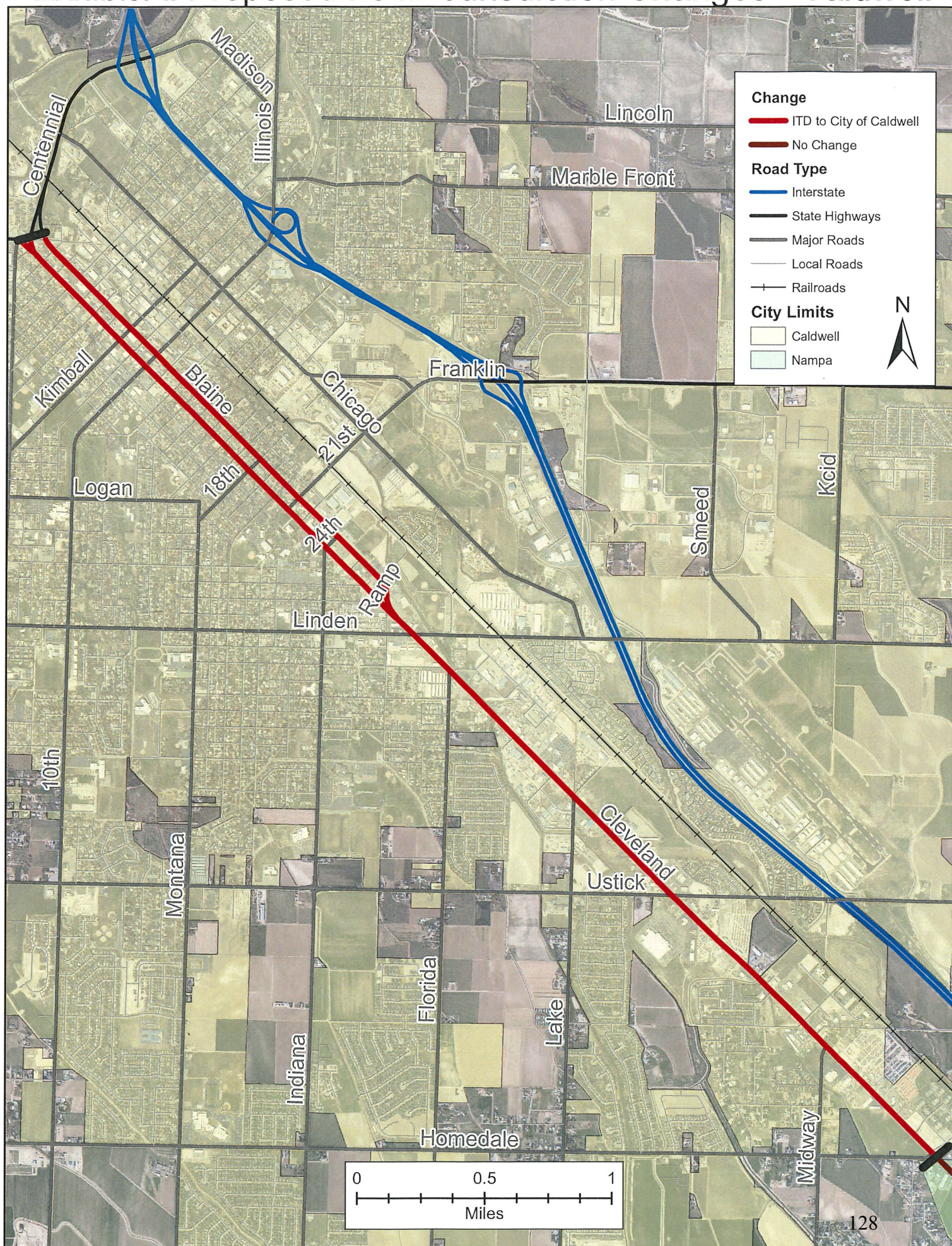
Gust Mueller  
Mayor

By regular special meeting on

May 20, 2019



# Exhibit A: Proposed I-84B Jurisdiction Changes - Caldwell





## Exhibit B

*I-84 B from SH-19 to Homedale Rd.*

Item Description	Unit Cost	Units	Quantity	Item Cost
<b>IMPROVEMENTS FUNDED BY ITD &amp; ADMINISTERED BY THE CITY</b>				
Ped Ramps SH19 to Homedale Road	\$3,000.00	ea	86	\$258,000.00
Standard City Signal Cabinets, Controllers, Detectors, installed.	\$29,368.50	ea	14	\$411,159.00
Sub-Total				<b>\$669,159.00</b>
<b>SEED MONEY ENTITLEMENTS FOR TRANSFER OF 84B TO CITY OF CALDWELL</b>				
Pavement Markings (1/Year for 10 Years)	\$30,352.00	\$/yr	10	\$303,520.00
Sign Replacement (one complete replacement in 10 Yrs)	\$10,064.20	ea	1	\$10,064.20
Sign Post Replacement (one complete replacement in 10 Yrs)	\$30.00	ea	159	\$4,770.00
Manpower Startup Stipend (proportional to lane miles - 1.2 Men)	\$51,916.80	yr	10	\$519,168.00
Signal Tech labor (15hrs/intersection/yr)	\$6,825.00		14	\$95,550.00
Signal Repair Materials Contingency	\$5,000.00	yr	10	\$50,000.00
Future Maintenance Considerations	\$260,000.00	LS	1	\$260,000.00
Estimated Total w contingency				\$1,243,072.20
Total with Inflation Adjustment (Assume 3% over 10 years)				<b>\$1,670,585.09</b>
<b>GRAND TOTAL</b>				<b>\$2,339,744.09</b>

**Relinquishment of I-84 Business Loop in Caldwell  
Resolution**

WHEREAS, Department staff and Caldwell city staff have drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of the I-84 Business Route in Caldwell, from SH-19 to Homedale Road, to the City of Caldwell; and

WHEREAS, the city of Caldwell passed and signed a resolution (#136-19) on May 20, 2019 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Caldwell city staff have negotiated a one-time cash payment of \$2,339,744.00 from the Department to the City to offset the initial cost of maintenance on the roadway; and

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

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

BE IT FURTHER RESOLVED, that the Board authorizes the expenditure of \$2,339,744.00 from fiscal year 2019 statewide balancing; and

BE IT FURTHER RESOLVED, that the Board approves the official minute, as shown as Exhibit #1, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to the City of Caldwell.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Ken Kanownik	Presenter's Title Planning Services Manager	Initials KJK	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Planning Services Manager	Initials KJK	

## Subject

Annual Update of Idaho State Highway Functional Classification Map		
Key Number	District	Route Number

## Background Information

In accordance with Board Policy 4060, an updated Functional Classification Map of the State Highway System is to be presented to the Board for approval each year.

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016.

Functional classification is the process by which "streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide". Basically, this process is the recognition that individual roads and streets do not serve travel independently; rather, most travel involves movement through a network of roads.

Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Transportation agencies often describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based planning approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

Federal Highways Administration distributes transportation funding based on functional classification designations; federal funding is available to projects on Interstate, Other Freeways and Expressways, Other Principal Arterial, Minor Arterial and Major Collector designations.

## Recommendations

Request approval of the annual update as the Idaho State Highway Functional Classification Map dated October 28<sup>th</sup>, 2016. Resolution on page 136.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_





BOARD POLICY 4060

Page 1 of 1

**FUNCTIONAL CLASSIFICATION OF STATE HIGHWAY SYSTEMS**

**Purpose**

This policy authorizes the Director to functionally classify roads and streets and maintain a statewide map identifying urban limits.

**Legal Authority**

- Idaho Code 40-310(1) - The Board shall determine which highways in the state, or sections of highways, shall be designated and accepted as a part of the State Highway System.
- Idaho Code 40-310(3) - The Board has authority to abandon any highway and remove it from the State Highway System.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept; surveys, studies, maps, plans and specifications for state highways, and so far as practicable, of all highways in the state.
- Federal Highways Administration Manual of Functional Classification (2013) - each state Transportation Department should be responsible for maintaining the official functional classification designation of all roads (state and local) within the State.

The Department Director or his/her designee shall maintain a statewide map identifying urban limits and functional classifications for highways and streets. Urban limits and functional classifications for street systems and county highways shall be reviewed and updated in cooperation with local jurisdictions after census data is available. However, interim updates may be accepted at any time. Determination of functional classification and delineation of urban boundaries should recognize long-range impacts on adjacent land use and be consistent with local comprehensive plans.

Approved classifications shall reflect anticipated functional usage within a ten-year target date. All revisions are subject to the District Engineer's approval prior to submission to the Division of Engineering Services Administrator for recommendation to the Federal Highway Administration.

Idaho Transportation Investment Program projects that expand the State Highway System, shall receive classification based on anticipated future use. Funding sources for interim projects on the existing route should reflect the anticipated future functional classification of the existing route.

In June of each year, the Director or his/her designee shall present an updated functional classification map of the State Highway System to the Board for approval.

Approved by the Board on:

\_\_\_\_\_  
Signed

Jerry Whitehead  
Board Chairman

Date: May 22, 2014



# Highway Functional Classification Overview

## Functional Classes\*

### Principal Arterial

Interstate  
Other Freeways & Expressways  
Other (OPA)

### Minor Arterial

### Collector

Major Collector  
Minor Collector

### Local

\*Definitions on reverse side

## Balancing Mobility and Access

### PROPORTION OF SERVICE



ARTERIALS

COLLECTORS

LOCALS

The Idaho Transportation Board has the authority to designate Functional Classification of all roads and highways. The Board has guidance in [Board Policy 4060](#), ITD staff has guidelines in [Administrative Policy 5060](#), the [Federal Highway Administration](#) provides guidance to state and local transportation departments.

The policies and guidance in place for staff outlines the process in which changes to the roads and highways are made, how local officials participate and steps for approval. The State Highway System shall be reviewed on an annual basis. The following reasons for changes are outlined in policy:

- Local Major Update
- Special Cases
- Designated Alignment for State Highways (new highways)



# Functional Classification Definitions (provided by Federal Highway Administration)

## Principal Arterial

**Interstate**—Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Determining the functional classification designation of many roadways can be somewhat subjective, but with the Interstate category of Arterials, there is no ambiguity. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.

**Other Freeways & Expressways**—Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms ‘freeway’ and ‘expressway’, for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

**Other (OPA)** - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access controlled counterparts, abutting land uses can be served directly

## Minor Arterial

Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

## Collector

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

## Local

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

MAJOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often for <u>significant</u> distances</li> <li>• Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile</li> <li>• Operating characteristics include higher speeds and more signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas</li> <li>• Link these places with nearby larger towns and cities or with Arterial routes</li> <li>• Serve the most important intra-county travel corridors</li> </ul>
MINOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in lower density residential and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often only for a <u>short</u> distance</li> <li>• Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile</li> <li>• Operating characteristics include lower speeds and fewer signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector</li> <li>• Provide service to smaller communities not served by a higher class facility</li> <li>• Link locally important traffic generators with their rural hinterlands</li> </ul>



# Idaho

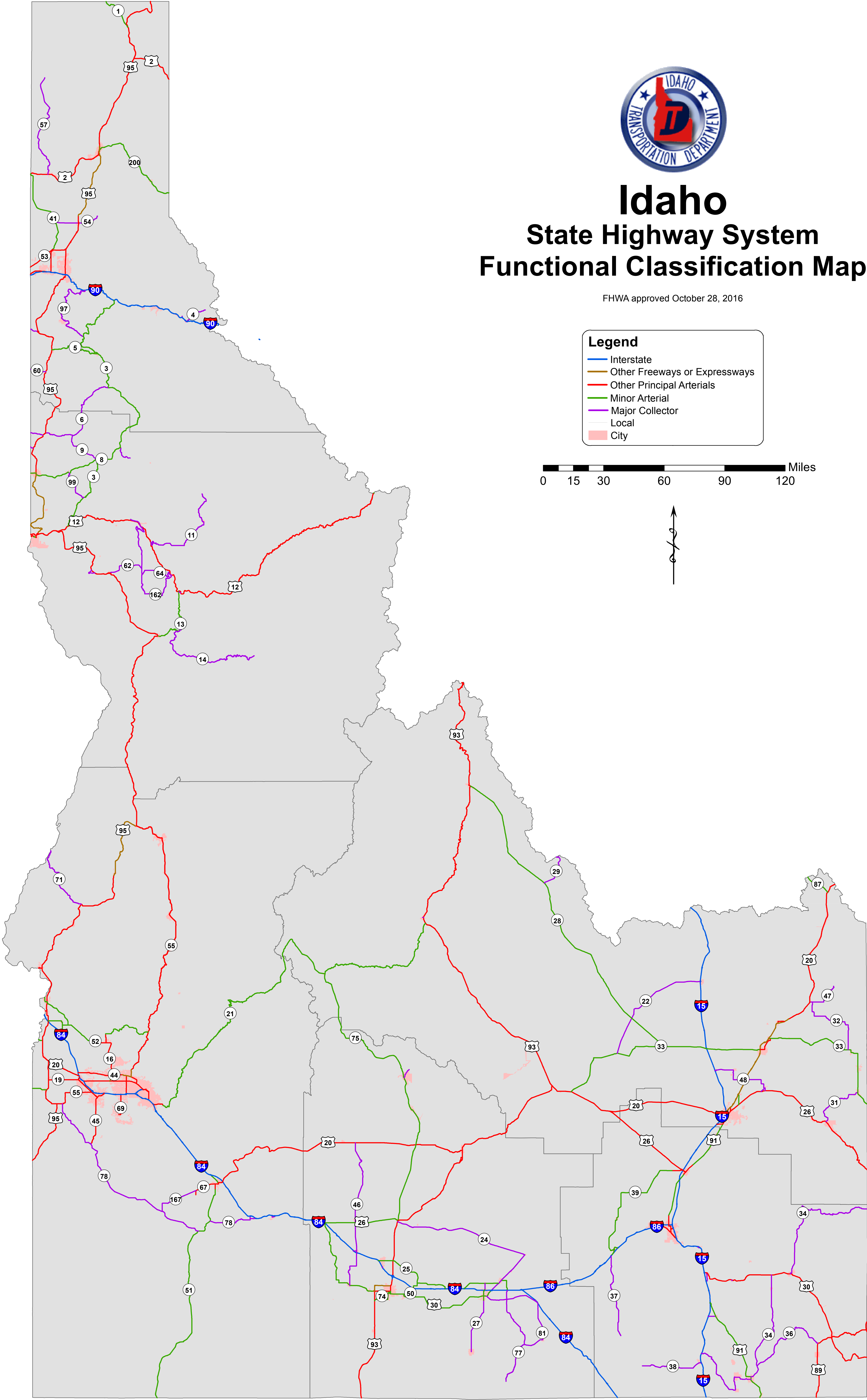
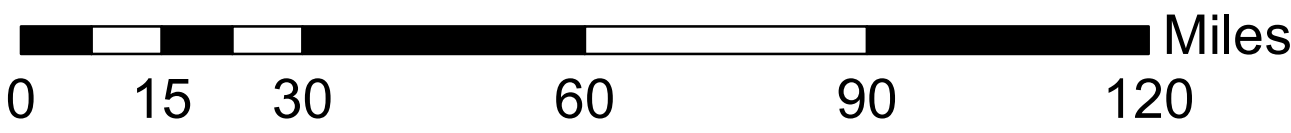
## State Highway System

### Functional Classification Map

FHWA approved October 28, 2016

**Legend**

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Local
- City



### **2019 Approval of State Highway System Functional Classification Map**

WHEREAS, Department staff has reviewed the Functional Classification Map for the State Highway System of Idaho; and

WHEREAS, Idaho Transportation Board Policy 4060, Functional Classification of State Highways requires an annual update of the State Highway System Functional Classification Map; and

WHEREAS, Department staff has presented the map with no changes for 2019.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the State Highway System Functional Classification Map.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
John Tomlinson	Highway Safety Manager	JT	LSS
Preparer's Name	Preparer's Title	Initials	
John Tomlinson	Highway Safety Manager	JT	

### Subject

Highway Safety Plan		
Key Number	District	Route Number

### Background Information

This presentation is to seek Board approval of the FFY 2020 Highway Safety Plan, which is required to be submitted each year to the National Highway Traffic Safety Administration (NHTSA) on July 1, 2019.

I will answer any questions or comments made by the Board, based on the preliminary informational HSP presentation at last month's Board Meeting.

### Recommendations

The Board approve the FFY 2020 Highway Safety Plan to be submitted to the National Highway Traffic Safety Administration. Resolution on page 138.

### Board Action

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



WHEREAS, Idaho experienced 25,851 reportable traffic crashes, 245 traffic deaths, and 1,246 people seriously injured in 2017; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2017 was more than \$4.1 billion; and

WHEREAS, the Idaho Transportation Department's goal is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.9 million in funding behavior safety programs for Idaho to reduce traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2020 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 20, which is on file in the Office of Highway Safety.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

### Subject

Zero Fatalities Award D6		
Key Number	District	Route Number

### Background Information

Butte and Custer Counties are two of the four counties in Idaho with zero fatalities on the roadways in 2018. We will be recognizing the Butte and Custer County Sheriff's Offices, County Commissioners, ISP D6 and the ITD Maintenance Sheds that work in those two counties.

ISP Lt. Chris Weadick would also like to say a few words about the ITD and ISP partnership.

These two counties join Camas and Clearwater Counties as the four with zero traffic related fatalities.

### Recommendations

For information.

### Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 minutes

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

## Subject

Idaho 16, I-84 to SH-44 Corridor Design Refinements		
Key Number 20788	District 3	Route Number ID-16

## Background Information

Board Policy 4069, Corridor Planning for Idaho Transportation Systems, states that corridor plans will be presented to the Transportation Board and that major expansion projects shall be approved by the Board.

At the May 2019 meeting, staff provided the Transportation Board with information on the Idaho 16, Jct I-84 to ID 44 corridor design refinements. The same information is being provided again in this Item.  
Today we request approval to proceed with the proposed refinements to the original corridor study.

Extending the 20-year design life from 2030 to 2045 prompted a review of and revisions to many aspects of the corridor. The guiding principles include planning for an achievable and affordable highway that considers regional growth of the Treasure Valley; upholding consistency with the EIS/ROD by maintaining the route location, ensuring a limited access highway, and keeping the same logical termini (I-84 & ID-44); and ultimately developing a phased implementation of improvements.

Through value engineering and alternatives analysis efforts, the following corridor design refinements have been identified:

- 1) Idaho 16 over east-west routes versus going under in the EIS
- 2) Reduction in right-of-way footprint throughout the corridor
- 3) Interchange type analysis and configuration verification
- 4) Additional system interchange alternatives including options for minimizing impacts by keeping Franklin Road on its existing alignment and not precluding a future direct connection through the system interchange to a local road south of I-84 (not included as part of this study)

Board approval to proceed with these corridor refinements will allow staff to engage with project stakeholders and continue community outreach, begin contacting property owners who will be affected by this project, and prepare for a public open house to be held later this year.

## Recommendations

In accordance with Board Policy 4069, approve attached resolution regarding modifications to the original corridor study. Resolution on page 149.

## Board Action

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

# SH-16 CORRIDOR CONCEPT

## Board Presentation

### May, 2019

#### 1. Idaho 16, I-84 to ID 44 Corridor

The purpose of the Idaho 16 Corridor Project is to increase the transportation capacity of the Idaho state highway system within Ada and Canyon counties and to reduce north-south travel times between I-84 and destinations north of the Boise River in the vicinity of the Idaho 16 and ID 44 intersection. The need for the project is related to three factors:

- Regional Growth. Proposed planned communities and rapid development in the communities of Emmett, Eagle, Star, Nampa, and Meridian are increasing travel demand on Idaho highways and surrounding regional roadways.
- Regional Mobility and Circulation. Current north-south routes connecting I-84 to ID 44 are not adequate to meet future travel demands of the Treasure Valley.
- Congestion on North-South Arterials. The limited number of river crossings between ID 44 and I-84 increases traffic congestion on the surrounding regional roadways.

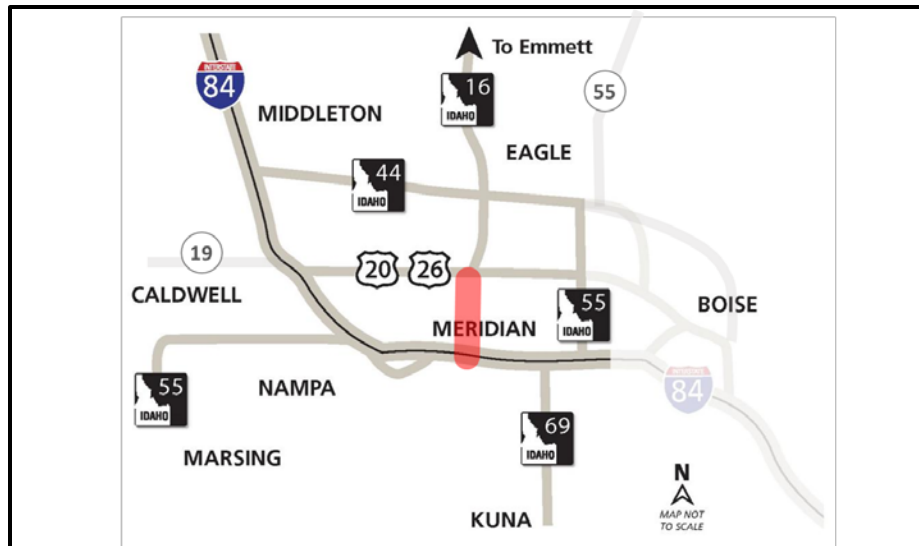
The Idaho 16 project goals begin with providing solutions, which will help the Treasure Valley area accommodate its projected growth while balancing the area's quality of life.

- Create a new state highway corridor that will be a component of enhancing the area's transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods.
- Establish a new state highway corridor providing new connectivity, while preserving the capacity of the regional roadway system.
- Develop a new state highway corridor that will enhance safety and security for its users.
- Create a new state highway corridor that will protect and preserve existing transportation systems and opportunities for expansion.
- Support economic development by providing a new state highway that aids in connecting communities, provides access to employment centers, and provides efficient movement of people, freight and services throughout the Treasure Valley.
- Contribute to improving the quality of life, through enhancing public health by developing a new state highway that will help lesson future environmental impacts, such as air quality.

In 2006, ITD began studying the segment of the Idaho 16 route from I-84 north to ID 44, Figure 1. A final environmental impact statement (EIS) was prepared in November 2010 and a record of decision (ROD) for this portion of the Idaho 16 corridor was approved by ITD and the Federal Highway Administration (FHWA) in April 2011. The new route begins at I-84 (MP 39.7), which is west of Ten Mile Interchange and east of Garrity Interchange. The new Idaho 16 route connects I-84 to ID 44, formulating the logical termini, and provides a new crossing over the Boise River. The selected alternative defined Idaho 16 as a limited access 4-lane divided highway (two lanes per direction) with full access interchanges at the following locations:

- Idaho 16 and I-84
- Idaho 16 and Franklin Road
- Idaho 16 and Ustick Road
- Idaho 16 and US 20/26
- Idaho 16 and ID 44

Accessibility to Idaho 16 will be prohibited for all other public or private access. Major east-west roadways will be grade-separated with Idaho 16. Access to properties disconnected by the new highway will be provided through a system of rural minor local roadways.



**Figure 1 - Idaho 16 route from I-84 north to ID 44**

Construction of the Idaho 16 initial phase was completed in 2014. The initial phase provided 2.1 miles of new 4 lane highway between US 20/26 and ID 44, including a 1,730-foot-long bridge over the Boise River. This initial phase provided at-grade signalized intersections at US 20/26 and ID 44. The interchanges described in the EIS/ROD are planned for construction in a future phase of the Idaho 16 when travel demands warrant these improvements.

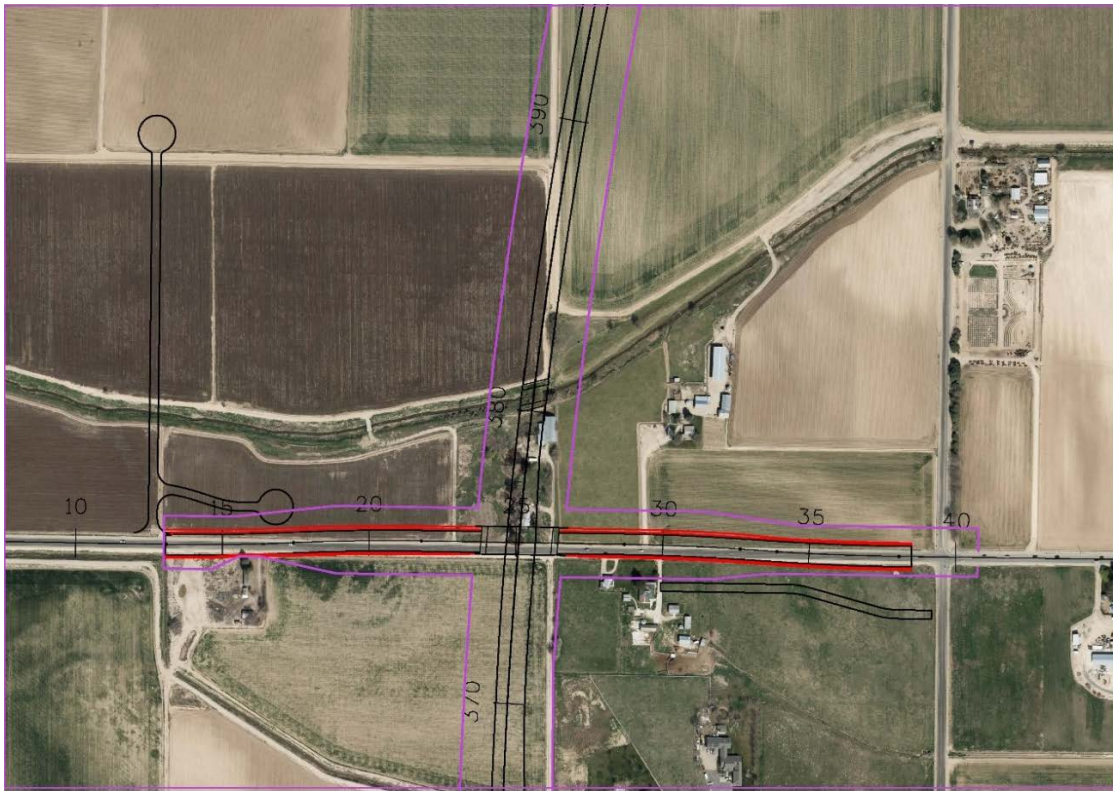
## **2. Idaho 16 Profile Alignment (Over versus Under)**

The approved 2011 EIS/ROD proposed a preferred alternative for Idaho 16, in which the new highway's profile alignment would be grade separated with bridges at east-west routes including US 20/26, ID 44 and four local roadways (Franklin Road, Cherry Lane, Ustick Road, and McMillian Road). The EIS/ROD's preferred alternative proposed these six east-west roadways would be elevated and have bridges crossing over the new Idaho 16 highway. Through value engineering and alternatives analysis, staff recommends modifying the preferred alternative to have the new highway's profile alignment grade separated over these six east-west roadways. Figure 2 and 3 provide an example of the modifications at one local roadway. The recommendation is based on the following potential benefits resulting from the proposed modification:

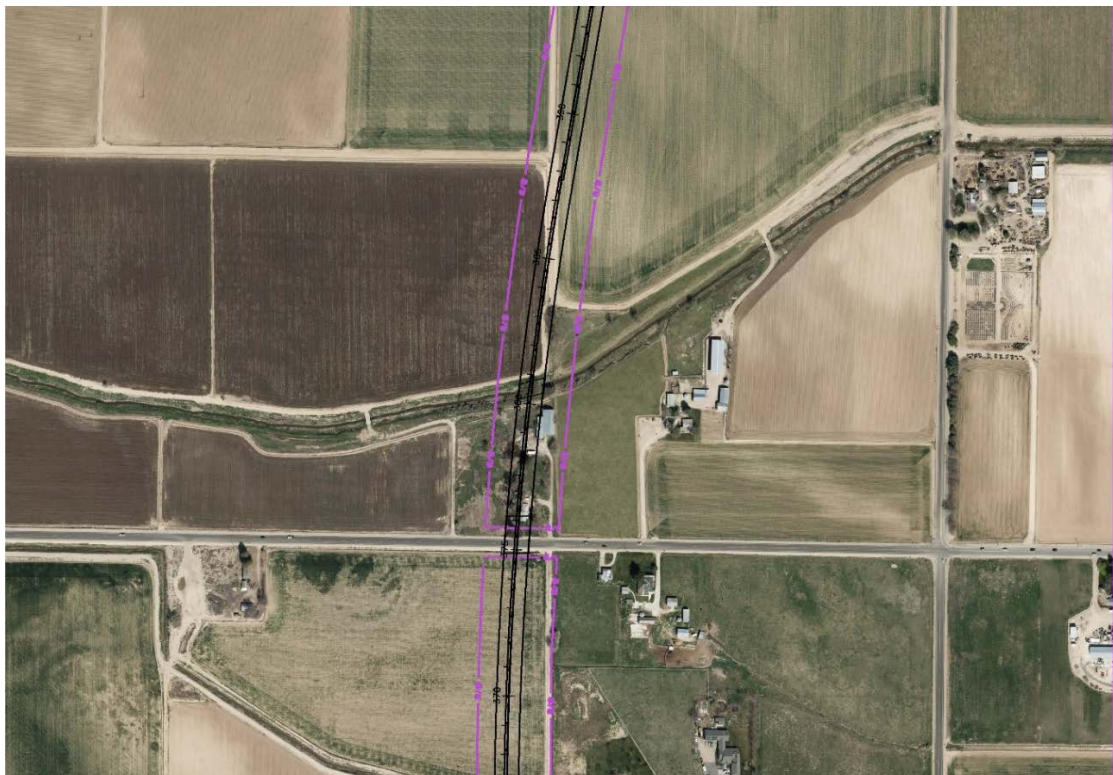
- The modification lessens the potential environmental impacts associated with the project by reducing the limits of improvements to east-west local roadways.
- Minimizes impacts to accessibility of the east-west local roadways by eliminating the need to raise the profile of the local roadways over the new Idaho 16. This would reduce the need for right-of-way and construction of local roadways to provide new access.
- A reduction in the project's new right-of-way for constructing east-west roadways over the new Idaho 16 estimated to reduce approximately 26 acres, with an estimated savings ranging between \$1.5 and \$1.9 million.
- A reduction in project costs to construct the east-west local roadways over the new Idaho 16. It is estimated to reduce approximately 1.1 miles of local roadways, with an estimated savings range between \$16 and \$18 million.
- The project costs for the future interchange build-out of US 20/26 and ID 44 would be less costly due to reductions in earthwork and grading for the interchanges.
- Minimizes potential impacts to the public and enhances safety during construction by allowing for more efficient construction sequencing and less complicated traffic control measures.

Environmental considerations for elevating Idaho 16 over the east-west roadways versus elevating the local roadways over Idaho 16, which include potential visual quality and noise affects, will be analyzed as part of

the project's EIS Re-Evaluation process. Staff does not anticipate significant adverse effects to the environment caused by the modification of taking Idaho 16 over the east-west local roads and highways.



**Figure 2 - Idaho 16 Under Local Road, EIS/ROD Preferred Alternative**



**Figure 3 - Idaho 16 Over Local Road, Modified Alternative**



### 3. Potential Right-of-Way Reductions

The approved 2011 EIS/ROD proposed a preferred alternative for Idaho 16, with a planned right-of-way corridor to accommodate potential future needs. Through value engineering and alternatives analysis efforts, staff has identified locations and areas where the planned right-of-way can potentially be reduced. The potential reduction from the planned right-of-way estimated in the EIS/ROD is approximately 100 to 130 acres. Table 1 provides a summary comparison of the areas for the planned right-of-way limits between the EIS/ROD and the proposed modified alternative. This reduction can be attributed to modifications to the I-84 and Franklin Road interchange configurations, the Ustick Road interchange configuration, and Idaho 16 going over the local roads. With the reductions identified as part of the modified alternative, the acquisition of the remaining Idaho 16 right-of-way is estimated to range between \$100 million and \$135 million. The right-of-way costs include the land acquisition price, administrative settlements, improvements, relocations costs, and risk-based cost contingencies for potential damages and legal actions.

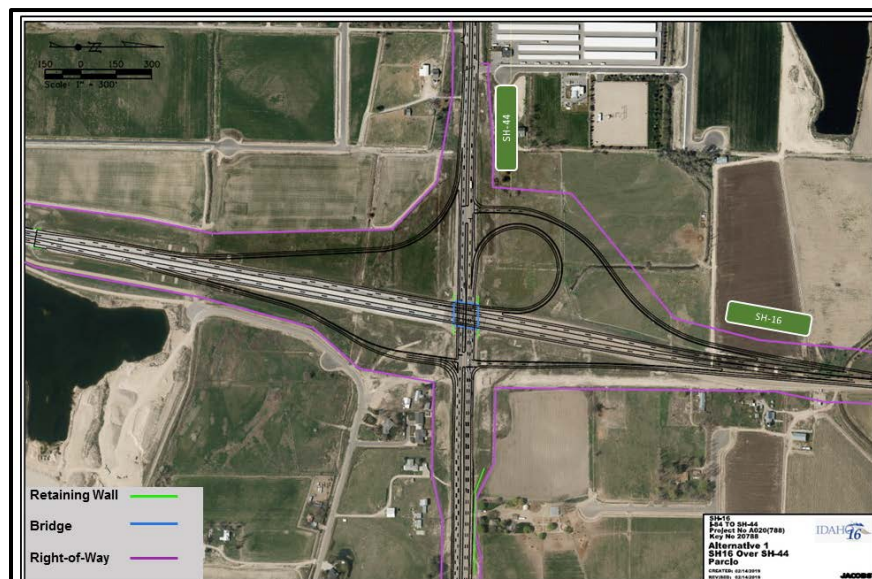
The right-of-way for the project between US 20/26 and ID 44 was purchased as part of the initial phase, which constructed the 2.1 miles connecting US 20/26 and ID 44 with the new Boise River bridge. This includes the majority of the right-of-way for the future interchanges at US 20/26 and ID 44.

**Table 1. Right-of-Way Comparison (Includes Total Takes and Un-economical Remainders)**

	Planned Right-of-Way Limits (Estimated Area in Acres)		
	I-84 and Franklin Road interchange areas	UPRR to US 20/26 (including local roads)	Frontage/Backage Roads
Idaho 16 EIS/ROD Alternative (Excludes Phase 1)	194	203	35
Proposed Modified Alternative I-84 Alternative 2	159	137	16

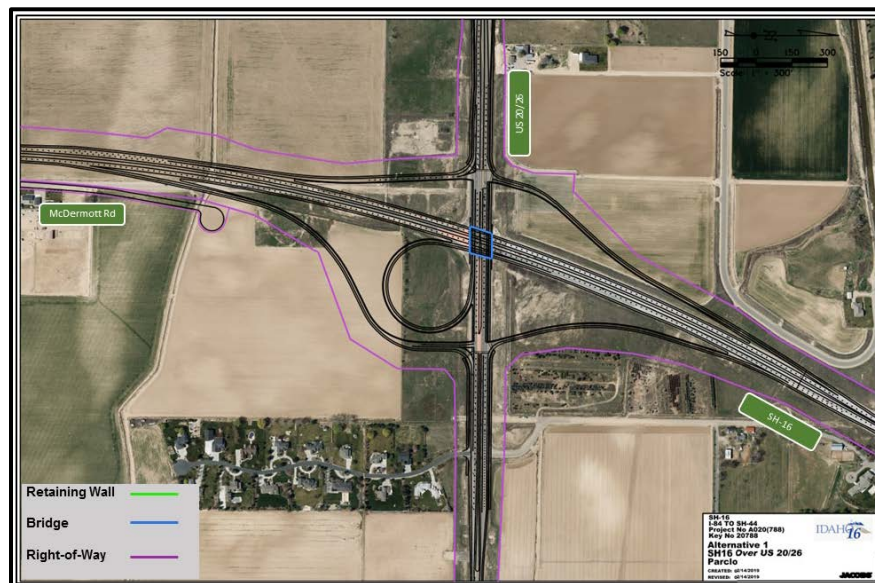
### 4. Interchange Type Analysis

**Idaho 16 and ID 44 Interchange:** The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and ID 44 interchange consisting of folded diamond configuration with a loop ramp located in the northwest quadrant, as shown in Figure 4. The interchange was selected to accommodate the heavy westbound-to-southbound movement from ID 44. Through value engineering and alternatives analysis efforts, staff has validated this interchange configuration and recommends advancing it in the Re-Evaluation. The only modification is to elevate Idaho 16 over ID 44 to incorporate the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.



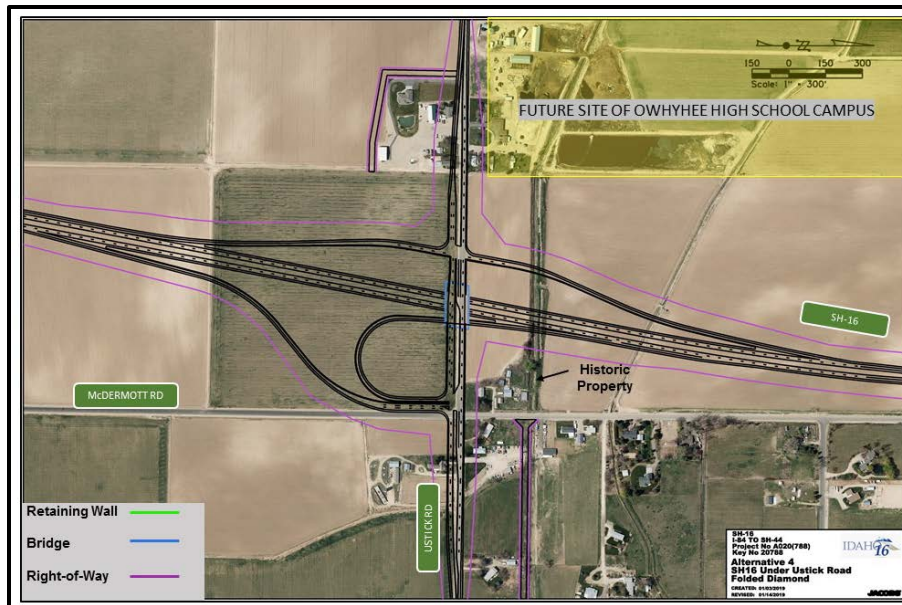
**Figure 4 – ID 44 Interchange EIS/ROD Preferred Alternative**

**Idaho 16 and US 20/26 Interchange:** The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and US 20/26 interchange consisting of a folded diamond configuration with a loop ramp located in the southeast quadrant, as shown in Figure 5. The interchange was selected to accommodate the heavy eastbound-to-northbound movement from US 20/26. Through value engineering and alternatives analysis efforts, staff has validated this interchange configuration and recommends advancing it in the Re-Evaluation. The only modification is to elevate Idaho 16 over US 20/26 to incorporate the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.

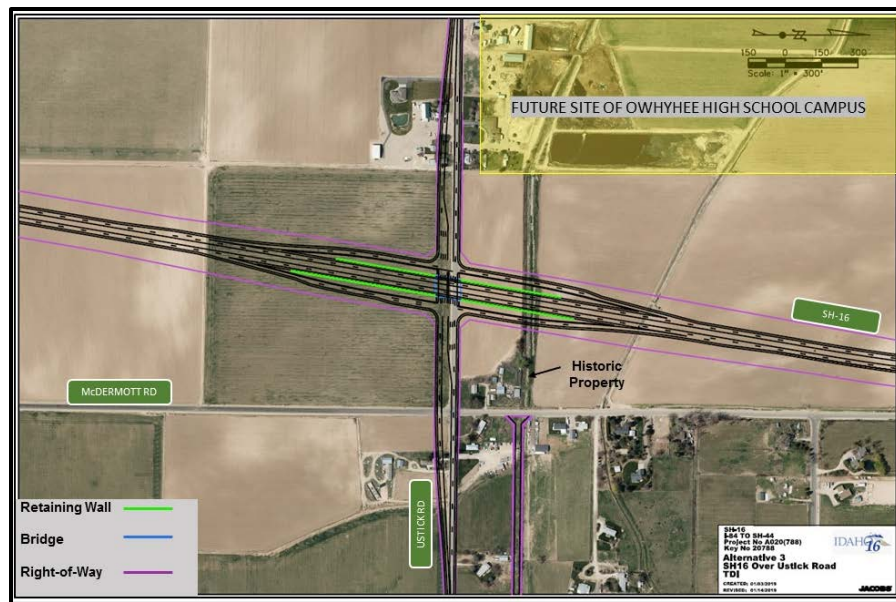


**Figure 5 - US 20/26 Interchange EIS/ROD Preferred Alternative**

**Idaho 16 and Ustick Road Interchange:** The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and Ustick Road interchange consisting of a folded diamond configuration with the loop ramp located in the southeast quadrant, as shown in Figure 6. The interchange was configured in such a manner to minimize impacts to a historic property located northwest of Ustick and McDermott Roads. Through value engineering and alternatives analysis efforts, staff recommends modifying the interchange configuration to a tight diamond configuration, as shown in Figure 7. The tight diamond configuration minimizes impact to the historic property similar to the EIS/ROD alternative, provides acceptable traffic operations, enhances safety and reduces needed right-of-way by approximately 30 acres. The tight diamond configuration also provides better opportunities for interim project phasing. The proposed modified alternative will elevate Idaho 16 over Ustick Road providing the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.



**Figure 6 - Idaho 16 and Ustick Road Interchange, EIS/ROD Preferred Alternative**

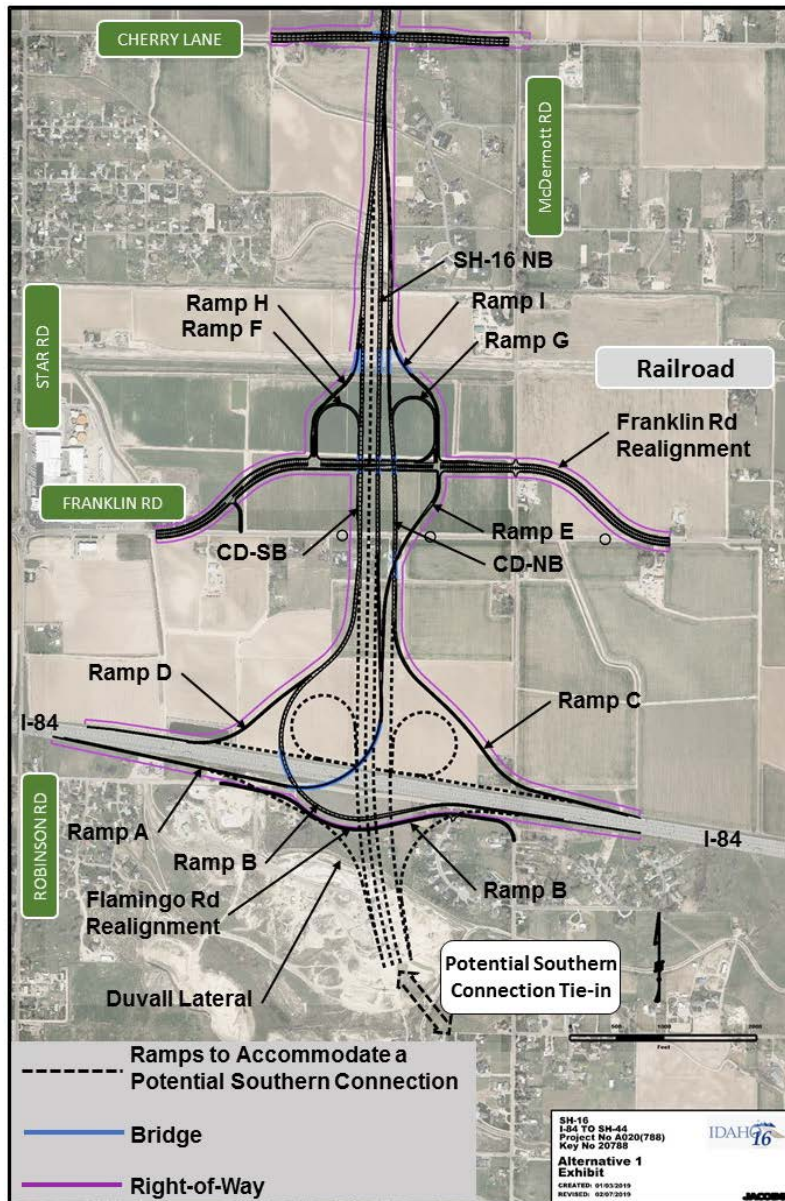


**Figure 7 - Idaho 16 and Ustick Road Interchange, Tight Diamond**

## 5. Idaho 16/I-84 Interchange and Franklin Interchange Options

The Idaho 16 and I-84 system interchange is in close proximity to the Franklin Road interchange. Providing access to each of the routes results in close spacing of entrance and exits, which may degrade traffic operations and poses adverse safety situations. To help resolve these issues a system of ramp configurations that either avoid weaving issues via braided ramps or accommodate weaving through appropriately designed ramp segments is necessary. The approved 2011 EIS/ROD preferred alternative for the Idaho 16 and I-84 system interchange and the Franklin Road interchange consist of direct connecting ramps from Idaho 16 to I-84 and access to and from Franklin Road through a combination of loop ramps, as shown in Figure 8. The EIS/ROD preferred alternative also did not preclude a future southerly local road connection that would be part of a separate study.





**Figure 4 – Idaho 16 and I-84/Franklin Road Interchange, EIS/ROD Preferred Alternative**

Through value engineering and alternatives analysis efforts, staff's objective has been to identify alternative interchange configurations that maintain Franklin Road in its current location, provide full access between Idaho 16 and I-84/Franklin Road, and not precluding a future southerly connection. Staff has developed, compared and ranked multiple alternatives for this location. The top two ranked alternatives are shown in Figure 9 and 10 below. Staff is continuing to analyze traffic operations and safety elements associated with these two alternatives. The top-ranking alternative will be carried forward for public comment and incorporated into the EIS Re-Evaluation.

As described above in the section titled "Potential Right-of-Way Reductions", a potential reduction in the planned right-of-way needed for the project is approximately 55 acres as a result of either of these modified alternatives for the Idaho 16/I-84 Interchange and Franklin Interchange. The two alternatives under consideration are estimated to require less capital investment as compared to the EIS/ROD preferred alternative. The initial construction cost can be reduced between 15 and 50 percent from the EIS/ROD preferred alternative as a result of the modified alternative for the Idaho 16/I-84 Interchange and Franklin Interchange. The two alternative configurations also provide better opportunities for interim project phasing.



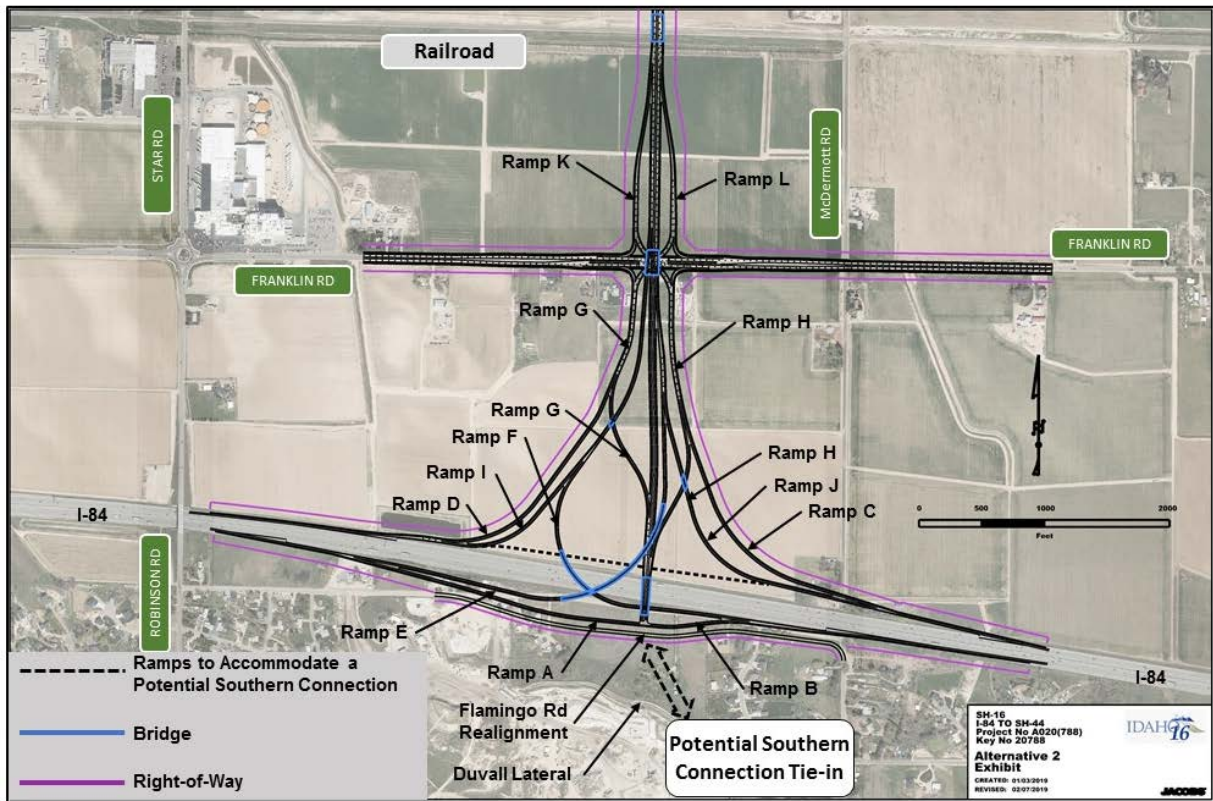


Figure 9 – ID 16 and I-84/Franklin Road Interchange, Alternative 2

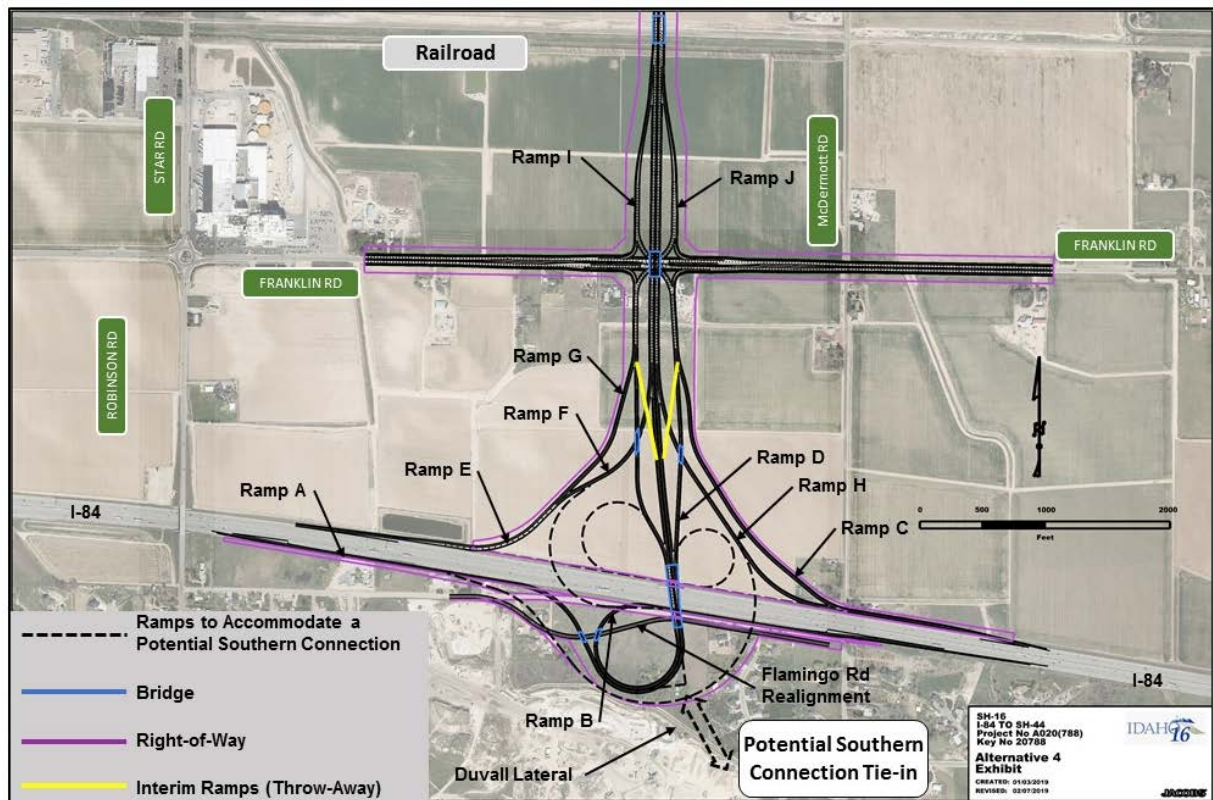


Figure 5 – ID 16 and I-84/Franklin Road Interchange, Alternative 4

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

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

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

WHEREAS, the Transportation Board allocated \$7.8 million for preliminary engineering and \$90.4 million for right-of-way preservation, which is a combination of GARVEE funding authorization from 2017, federal aid and traditional state funds; and

WHEREAS, design refinements are being proposed to reduce right-of-way impacts and corridor cost, and to address phasing and forward compatibility; and

WHEREAS, the project team will continue to develop the design refinements presented in this Board Item in order to present them to stakeholders, the public and property owners in the corridor; and

WHEREAS, these design refinements will be documented and included in the re-evaluation to the original Environmental Impact Statement (EIS) approved in 2011, which will allow ITD to proceed with right-of-way acquisition in the corridor.

*NOW THEREFORE BE IT RESOLVED, that the Board approves the design refinements for the ID-16, I-84 to ID-44 corridor and directs staff to proceed with stakeholder, property owner and public outreach.*



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 25 minutes

Presenter's Name Jeff Marker	Presenter's Title Public Transportation Manager	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Public Transportation Manager	Initials jlm	

### Subject

129K Pound Trucking Requests - District 3		
Key Number	District 3	Route Number US-30, SH-72, SH-52, SH-16

### Background Information

Five requests for 129,000 pound trucking operations were submitted for routes in ITD District 3 with the following specifics:

Case #201712 US-30, Milepost (MP) 21.53 to MP 27.94

Case #201711 SH-72, MP 0.0 to MP 1.99

Case #201710 SH-52, MP 14.4 to MP 28.4

Case #201705 SH-52, MP 28.4 to MP 30.42

Case #201704 SH-16, MP 100.0 to MP 113.9

Staff evaluations determined the bridges, pavements and requested highways' geometry can support 129,000 pound vehicle operations. The Office of Highway Safety 5-year accident data evaluation showed no safety issues.

Three public hearings for the requested routes were noticed and conducted in Emmett, Idaho on December 12, 2018, Fruitland, Idaho on December 19, 2018 and a second hearing in Emmett on April 10, 2019. Member DeLorenzo presided and received written and verbal testimony.

Based on analysis by DMV, Bridge Section, the Office of Highway Safety, and District 3 the Chief Engineer recommends approving these requests.

### Recommendations

Approve the 129,000 Pound Trucking Subcommittee's recommendation to approve the request for 129,000 pound trucking operations on specified sections of US-30, SH-72, SH-52 and SH-16. Page 263.

### Board Action

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

# 201745H16  
# 201745H52**Request For Designated Routes Up To 129,000 Pounds**  
Idaho Transportation DepartmentITD 4886 (Rev. 03-14)  
itd.idaho.gov

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

Company Name Savage Services Corporation		Contact Person's Name Rob Davidson	
Contact Phone Number 801-944-6600	Fax Number 801-944-6520	E-Mail Address RobDavidson@SavageServices.com	
Company Address 901 W. Legacy Center Way		City Midvale	State UT
		Zip Code 84047	

**State Highway Route(s) Requested**


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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
SH-16	100.0	113.9			
SH-52	28.4	30.4			

**Local Route(s) Requested**

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

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

1. Justification 129K allows Idaho commodities to be competitively priced into markets currently allowing 129K (Utah and Nevada). Justification for this project is to replace Nevada sourced commodity with Idaho sourced commodity.		
2. Associated Economic Benefits 32% increase in net payload equates to significant reduction in operating costs and lower overall cost to consumer. Loads per week will decrease from 6 loads to 4 loads. Diesel fuel consumption should decrease by 25 to 35%.		
3. Approximate Number of Trips Annually 195 to 205 trips per year are anticipated.		
4. Commodities Being Transported Sand (silica) used in metal castings.		
5. Anticipated Start Date to Use Requested Routes August, 2017 (or as soon as approved by ITD)		
Requestor's Printed Name Rob Davidson	Requestor's Signature 	Date 05/11/2017

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

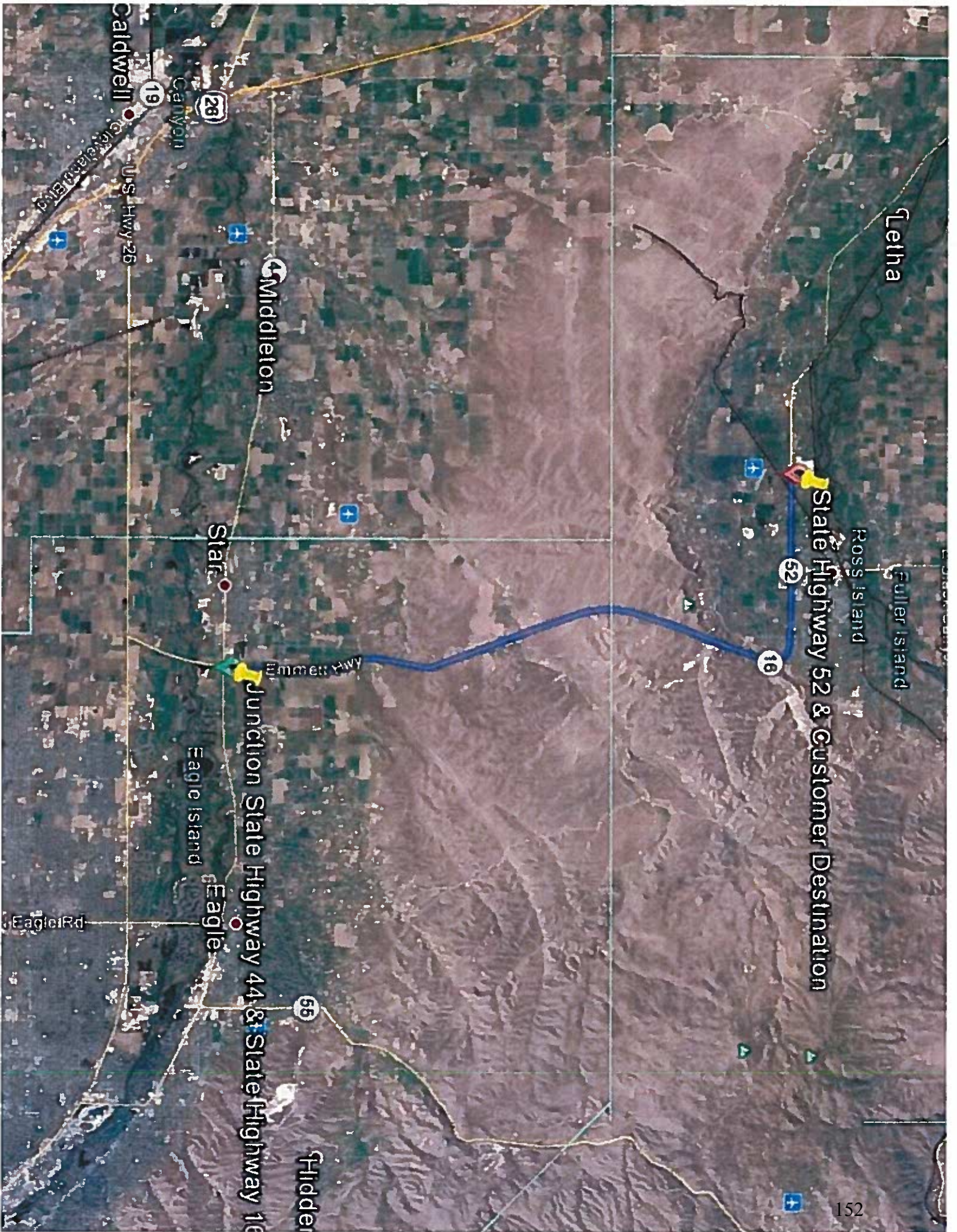
Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195  Email: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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**ITD Use Only**

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

Cc: Local Highway Technical Assistance Council (LHTAC)









## 129,000 Pound Evaluation of SH-16 M.P. 100.0 to M.P 113.9 (Case #201704SH16)

### Executive Summary

Savage Services Corporation submitted a request for 129,000 pound trucking approval on SH-16 between milepost (MP) 100.0 at the intersection with SH-44 and MP 113.9 at the intersection with SH-52 for transportation of sand for metal castings. The request projects approximately 195-205 trips annually which is a 20-25% reduction from current operations. The requested section of SH-16 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115-foot overall vehicle length criteria. ITD Bridge Section confirms the seven bridges on the route will safely support 129,000 pound vehicles. District 3 analysis shows this section of road as a principal arterial in good condition with one section, 0.8 miles in length, rated poor and deficient. The Office of Highway Safety analysis shows this section of SH-16 has two Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 3 all recommend proceeding with this request.

### Detailed Analysis

#### **Department of Motor Vehicles (DMV) Review**

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH-16 from milepost 100.0 to 113.9 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

#### **Bridge Review**

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

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

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

### ITD District 3 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Three evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-16 between MP 100.0 – MP 113.90 in response to the request to make this segment a 129,000-pound trucking route. The District has no concerns with approving SH-16 as a 129K pound trucking route.

### Roadway Characteristics

This roadway is a rural principle arterial from MP 100.0 to MP 109.0 and an urban principle arterial from MP 109.0 to MP 113.9. There are some minor hills with a grade south of Emmett and several passing lanes along the requested section of highway. There is a short passing at the base of the grade for traffic traveling southbound and up the hill. There are three traffic signals on this section; one is at the bottom of a long grade. The roadway geometry from MP 100.0 – MP 113.90 is outlined in the table below.

**Table 1. SH-16 Roadway Geometry**

Mileposts		Lane Width (ft)	Terrain	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking
100.000	100.840	12.00	Flat	A single left turning bay/lane	None	6	No
100.840	103.800	12.00	Flat	A single left turning bay/lane	None	6	No
103.800	104.500	12.00	Rolling	None	None	6	No
104.500	105.400	12.00	Rolling	A single left turning bay/lane	A single right turning bay/lane	6	No
105.400	109.000	12.00	Rolling	A single left turning bay/lane	None	6	No
109.000	111.600	12.00	Rolling	A single left turning bay/lane	None	5	No
111.600	111.960	12.00	Rolling	A single left turning bay/lane	A single right turning bay/lane	5	No
111.960	112.300	12.00	Rolling	Multiple left turn lanes/bays	Multiple right turn lanes/bays	5	No
112.300	112.600	12.00	Flat	A single left turning bay/lane	A single right turning bay/lane	5	No
112.600	113.907	12.00	Flat	A single left turning bay/lane	A single right turning bay	3	No



### Pavement Condition

The requested section of highway is asphalt and is in generally good condition with one section from MP 100.0 – 100.84 rated in poor condition and deficient for cracking. Spring breakup limits do not pertain to this section at this time.

*Table 2. 2016 TAMS Visual Survey Data*

Mileposts		Pavement Type	Deficient	Condition	Cracking Index	Roughness Index	Rut Average (in)
100.000	100.840	Flexible	Yes	Poor	2.20	3.70	0.07
100.840	103.800	Flexible	No	Good	4.90	4.12	0.09
103.800	104.500	Flexible	No	Good	4.90	3.75	0.08
104.500	105.400	Flexible	No	Good	4.90	3.83	0.09
105.400	109.000	Flexible	No	Good	4.90	3.75	0.10
109.000	111.600	Flexible	No	Good	4.90	3.73	0.06
111.600	111.960	Flexible	No	Good	4.90	3.92	0.08
111.960	112.300	Flexible	No	Good	4.90	3.60	0.07
112.300	112.600	Flexible	No	Good	4.90	3.61	0.08
112.600	113.907	Flexible	No	Good	5.00	4.08	0.09

### Traffic Volumes

The speed limit of the highway varies between 35 and 65 mph. There are three stop lights in this segment. The traffic volumes are provided below. The route is made up of commuter, commercial and agricultural traffic.

*Table 3. 2016 Traffic Volumes*

Mileposts		AADT	CAADT	% TRUCKS
100.000	100.840	7800	600	8%
100.840	103.800	8057	544	7%
103.800	104.500	8700	420	5%
104.500	105.400	8700	420	5%
105.400	109.000	7657	420	5%
109.000	111.600	7584	420	6%
111.600	111.960	7800	420	5%
111.960	112.300	7800	420	5%
112.300	112.600	7766	420	5%
112.600	113.907	7545	434	6%

### Truck Ramps

No runaway truck ramps exist.

### Port of Entry (POE)

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

## Highway Safety Evaluation

This SH-16 section has two Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and has no HAL clusters.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 135 crashes involving 206 units (4 fatalities and 99 Injuries) on SH-16 between MP 100.0 to MP 113.91 (SH 44 to SH 52) of which only four crashes involved a tractor-trailer combination. The tractor trailer crashes involved contributing circumstances of inattention, failure to maintain lane, and improper backing. These crashes resulted in three injuries. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

**Table 4. SH-16 HALs an HAL Segments**

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH-16	37	100.0	Intersection	Ada
SH-16	87	102.035	Intersection	Ada

**Additional Data:*****Bridge Data:***

**Route Number:** SH 16  
**Department:** Bridge Asset Management  
**Date:** 7/12/2018

<b>Route</b>	<b>From:</b>	SH 44 Junction
	<b>Milepost:</b>	100.00
	<b>To:</b>	Emmett, ID
	<b>Milepost:</b>	113.90

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121</b>
			<b>Rating<sup>a</sup> (lbs)</b>
16	100.65	12135	218,000
16	100.84	12140	366,000
16	101.21	12145	308,000
16	103.19	12150	228,000
16	106.37	12156	258,000
16	112.06	12160	280,000
16	112.93	12165	346,000

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

# 2017 45H16  
# 2017 45H52**Request For Designated Routes Up To 129,000 Pounds**  
Idaho Transportation DepartmentITD 4886 (Rev. 03-14)  
itd.idaho.gov

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

Company Name Savage Services Corporation		Contact Person's Name Rob Davidson	
Contact Phone Number 801-944-6600	Fax Number 801-944-6520	E-Mail Address RobDavidson@SavageServices.com	
Company Address 901 W. Legacy Center Way		City Midvale	State UT
		Zip Code 84047	

**State Highway Route(s) Requested**


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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
SH-16	100.0	113.9			
SH-52	28.4	30.4			

**Local Route(s) Requested**

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

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

1. Justification 129K allows Idaho commodities to be competitively priced into markets currently allowing 129K (Utah and Nevada). Justification for this project is to replace Nevada sourced commodity with Idaho sourced commodity.		
2. Associated Economic Benefits 32% increase in net payload equates to significant reduction in operating costs and lower overall cost to consumer. Loads per week will decrease from 6 loads to 4 loads. Diesel fuel consumption should decrease by 25 to 35%.		
3. Approximate Number of Trips Annually 195 to 205 trips per year are anticipated.		
4. Commodities Being Transported Sand (silica) used in metal castings.		
5. Anticipated Start Date to Use Requested Routes <u>August, 2017</u> (or as soon as approved by ITD)		
Requestor's Printed Name Rob Davidson	Requestor's Signature 	Date 05/11/2017

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

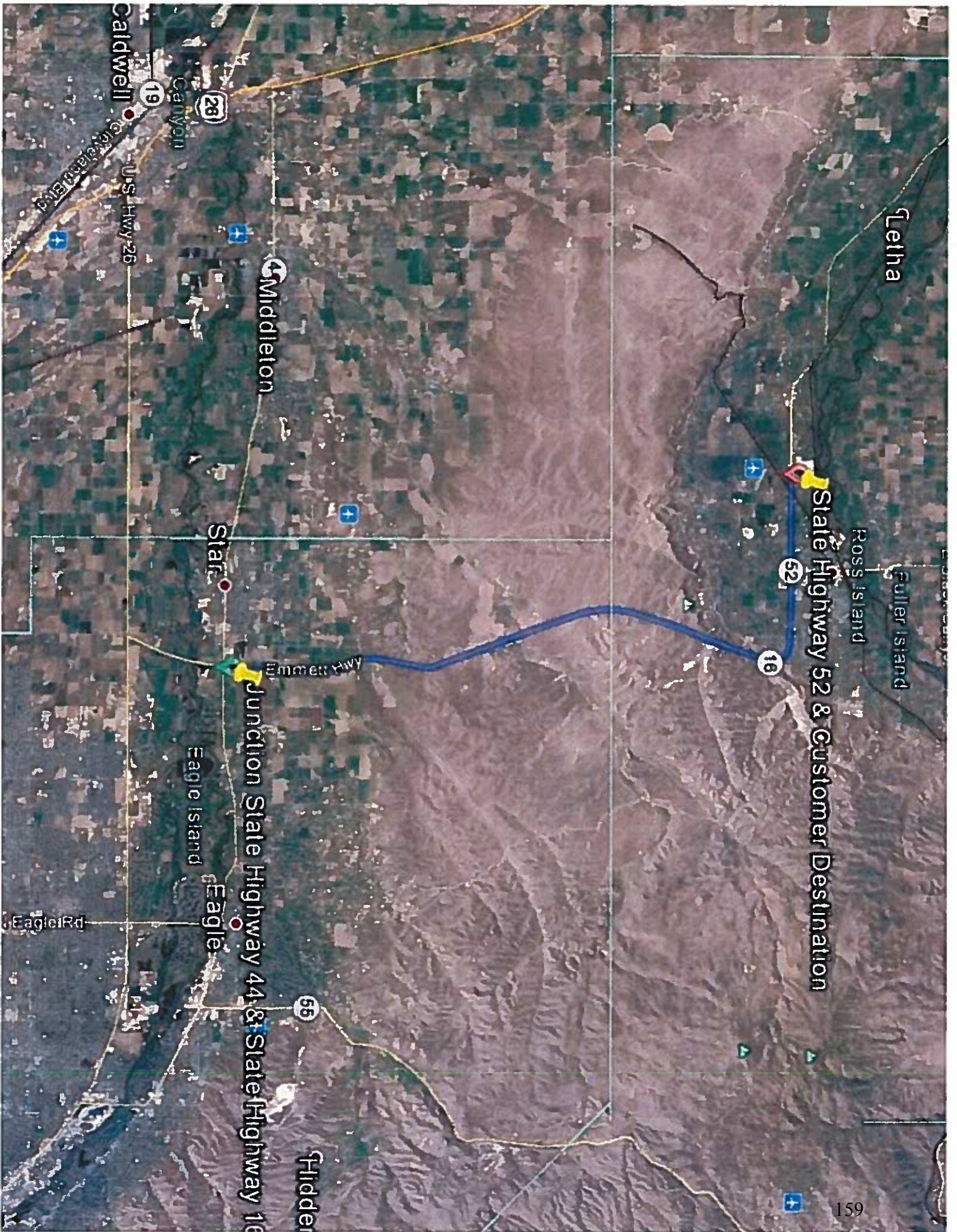
Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195  Email: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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**ITD Use Only**

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

Cc: Local Highway Technical Assistance Council (LHTAC)









## 129,000 Pound Evaluation of SH-52 M.P. 28.4 to M.P 30.42 (Case #201705SH52)

### Executive Summary

Savage Services Corporation submitted a request for 129,000 pound trucking approval on SH-52 between milepost (MP) 28.4 (plant entry point) and MP 30.42 (intersection with SH-16) for transportation of sand. The request projects approximately 195-205 trips annually which is a 33% reduction from current operations. The company also projects 25%-35% fuel savings. The requested section of SH-52 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115-foot overall vehicle length criteria. ITD Bridge Section confirms the single bridge on the route will safely support 129,000 pound vehicles. District 3 analysis shows this section of road as an urban principal arterial in good condition with no deficiencies. The Office of Highway Safety analysis shows this section of SH-52 has two Non-Interstate High Accident Intersection Locations (HAL) and no HAL clusters. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 3 all recommend proceeding with this request.

### Detailed Analysis

#### **Department of Motor Vehicles (DMV) Review**

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH-52 from milepost 28.4 to 30.42 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

#### **Bridge Review**

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

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

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

### ITD District 3 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Three has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-52 between MP 28.4 – MP 30.42 in response to the request to make this segment a 129,000-pound trucking route and has no concerns with proceeding with this request.

### Roadway Characteristics

This roadway is an urban principle arterial on the south side of Emmett with predominantly straight, flat terrain. The speed limit is 55 miles per hour, but reduces to 50 approaching Emmett. The roadway geometry is outlined in the table below.

*Table 1. SH-52 Roadway Geometry*

MILEPOST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
28.4 – 29.79	2 – 1 each direction	No	Yes	No
	12'		6'	-
29.79 – 30.42	2 – 1 each direction	Yes	Yes	No
	12'		6'	-

### Pavement Condition

The road is in good condition and is not deficient in cracking, roughness, or ruts. Spring breakup limits do not pertain to this section at this time.

*Table 2. 2015 TAMS Visual Survey Data*

MILEPOST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX
28.4 – 30.42	Flexible	No	Good	5.0	3.53

### Traffic Volumes

The speed limit of the highway is 55 mph and reducing to 50 mph approaching Emmett. The traffic volumes are provided below.

*Table 3. 2015 Traffic Volumes*

MILEPOST	MP	AADT	CAADT	% TRUCKS
28.4 – 30.42	78.209	4409	385	9



### Truck Ramps

No runaway truck ramps exist due to the flat terrain.

### Port of Entry (POE)

POE has one rover site on this section of highway.

### Highway Safety Evaluation

This SH-52 section has two Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 26 crashes involving 45 units (0 fatalities and 26 Injuries) on SH-52 between MP 28.4 and MP 30.422 of which no crashes involved a tractor-trailer combination. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

***Table 4. HAL Segments for SH-52***

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH-16/SH-52	211.5	30.422	Intersection	Gem
SH 52	366	29.785	Intersection	Ada

**Additional Data:*****Bridge Data:***

**Route Number:** SH 52  
**Department:** Bridge Asset Management  
**Date:** 7/12/2017

<b>Route</b>	<b>From:</b>	near Emmett, ID
	<b>Milepost:</b>	28.40
	<b>To:</b>	Emmett, ID
	<b>Milepost:</b>	30.40

<b>121</b>			
<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>Rating<sup>a</sup> (lbs)</b>
52	30.27	14641	248,000

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



201710 SH 52  
201711 SH 72  
201712 US 30

# Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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

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

## State Highway Route(s) Requested

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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
SH 52	<del>30.42</del> 28.4*	14.4	SH 72	1.99	0
US 30	27.94	<del>0.61</del> 21.53**			

## Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
	** US-30 MILEPOST 21.53 TO 0.61 OVERLAPS US-95 WHICH IS ALREADY APPROVED FOR 129K POUND TRUCKING			

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

1. Justification Enlarge the 129,000 route, to connect the new sawmill in Emmett to reach US95 at Fruitland		
2. Associated Economic Benefits Reduce congestion, decrease carbon footprint and Increase Efficiency		
3. Approximate Number of Trips Annually To be determined by the new sawmill production		
4. Commodities Being Transported Lumber		
5. Anticipated Start Date to Use Requested Routes 12-1-2017		
Requestor's Printed Name Andrew Lott	Requestor's Signature 	Date 11/9/17

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

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

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

Cc: Local Highway Technical Assistance Council (LHTAC)





# 129,000 Pound Evaluation of SH-52 SH-52 MP 14.4 to MP 28.4 (Case #201710SH-52)

## Executive Summary

Arlo G. Lott Trucking, Inc. submitted a request for 129,000 pound trucking approval on SH-52 between SH-72 at milepost (MP) 14.4 and Emmett at MP 28.4. The requestor will transport lumber from Emmett to US-95 near Fruitland. This section of SH-52 is designated a “red route” requiring all trucks to adhere to 6.5-foot off-track and 115-foot overall vehicle length criteria. ITD Bridge Section evaluated the six bridges on requested section of highway and confirms all are capable of supporting 129,000 pound vehicles. District 3 evaluation describes the route as asphalt pavement in good condition with no deficient sections. The Office of Highway Safety analysis shows this section of SH-52 has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters. Division of Motor Vehicles, Bridge Asset Management, Highway Safety and District 3 and all recommend proceeding with this request.

## Detailed Analysis

### **Department of Motor Vehicles (DMV) Review**

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH-52 from milepost 14.4 to 28.4 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

### **Bridge Section Review**

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







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

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

### District 3 Evaluation

This segment has been evaluated and the District recommends the following.

District Three has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-52 between MP 14.4 – MP 28.4 in response to the request to make this segment a 129,000-pound trucking route and recommends proceeding with the request.

### Roadway Characteristics

This roadway is a rural connector running through mostly agricultural lands. There are some minor hills and several corners with reduced speed recommendations posted. The roadway geometry is outlined in the table below.

**Table 1. SH-52 Roadway Geometry**

Mileposts	Lane Width (ft)	Right Paved Shoulder Width (ft)	Parking Width (ft)
14.419 - 18.041	12.00	2	0
18.041 - 26.000	12.00	2	0
26.000 - 30.422	12.00	6	0

### Pavement Condition

The road is asphalt pavement and is in good condition. There are no deficient sections.

**Table 2. 2016 TAMS Visual Survey Data**

Mileposts	Pavement Type	Deficient	Condition	Cracking Index	Roughness Index
14.419 - 18.041	Flexible	No	Good	4.50	3.46
18.041 - 26.000	Flexible	No	Good	4.50	3.64
26.000 - 30.422	Flexible	No	Good	5.00	3.53

### Traffic Volumes

The speed limit on this section of highway is 55 miles per hour, and there are no stop lights. The traffic volumes are provided below with mostly agricultural traffic.



**Table 3. 2016 Traffic Volumes**

<b>Mileposts</b>	<b>AADT</b>	<b>CAADT</b>	<b>% Trucks</b>
14.419 - 18.041	2071	239	12%
18.041 - 26.000	2111	225	11%
26.000 - 30.422	4409	385	9%

AADT – Annual Average Daily Traffic

CAADT – Commercial Annual Average Daily Traffic

### **Truck Ramps**

No runaway truck ramps exist.

### **Port of Entry (POE)**

The POE has one rover site on this section of highway.

### **Highway Safety Evaluation**

This SH-52 section has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 88 crashes involving 122 units (0 fatalities and 50 Injuries) on SH-52 between MP 14.419 and MP 28.772 of which four crashes involved a tractor-trailer combination. Of the crashes involving tractor trailers, the most prevalent contributing circumstance were failure to yield, following too close, improper overtaking, and speed too fast for conditions. Two visible injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.







**Additional Data:**

***Bridge Data:***

**Route Number:** SH 52  
**Department:** Bridge Asset Management  
**Date:** 12/27/2017

<b>Route</b>	<b>From:</b>	near Emmett, ID
	<b>Milepost:</b>	28.40
	<b>To:</b>	Hamilton Corner, ID
	<b>Milepost:</b>	14.40

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121</b>
			<b>Rating<sup>a</sup> (lbs)</b>
52	27.11	14635	240,000
52	24.80	14630	270,000
52	22.06	14625	300,000
52	16.38	14620	OK EJ
52	15.53	14615	312,000
52	14.75	14610	426,000

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





201710 SH 52  
201711 SH 72  
201712 US 30

# Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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

## State Highway Route(s) Requested

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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
SH 52	<del>30.42</del> 28.4*	14.4	SH 72	1.99	0
US 30	27.94	<del>0.61</del> 21.53**			

## Local Route(s) Requested \* 21.53 MILEPOST 28.4 - 30.42 CONSIDERED UNDER PREVIOUS REQUEST (201708SH52)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
	** US-30	MILEPOST 21.53 TO 0.61	OVERLAPS US-95	
	WHICH IS ALREADY APPROVED FOR 129K POUND TRUCKING			

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

1. Justification Enlarge the 129,000 route, to connect the new sawmill in Emmett to reach US95 at Fruitland		
2. Associated Economic Benefits Reduce congestion, decrease carbon footprint and Increase Efficiency		
3. Approximate Number of Trips Annually To be determined by the new sawmill production		
4. Commodities Being Transported Lumber		
5. Anticipated Start Date to Use Requested Routes 12-1-2017		
Requestor's Printed Name Andrew Lott	Requestor's Signature 	Date 11/9/17

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

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195  Email: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

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

Cc: Local Highway Technical Assistance Council (LHTAC)





# 129,000 Pound Evaluation of SH-72

## SH-72 MP 0.0 to MP 1.99

(Case #201711SH-72)

### Executive Summary

Arlo G. Lott Trucking, Inc. submitted a request for 129,000 pound trucking approval on SH-72 between US-30 at milepost (MP) 0.0 and connecting to SH-52 at MP 1.99. The requestor will transport lumber from Emmett to US-95 near Fruitland. This section of SH-72 is designated a “red route” requiring all trucks to adhere to 6.5-foot off-track and 115-foot overall vehicle length criteria. ITD Bridge Section evaluated the single bridge on requested section of highway and confirms it is capable of supporting 129,000 pound vehicles. District 3 evaluation describes the route as asphalt pavement in good condition with no deficient sections. The Office of Highway Safety analysis shows this section of SH-72 has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters. Division of Motor Vehicles, Bridge Asset Management, Highway Safety and District 3 and all recommend proceeding with this request.

### Detailed Analysis

#### **Division of Motor Vehicles (DMV) Review**

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH-72 from MP 0.0 to MP 1.99 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

#### **Bridge Section Review**

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







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

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

### District 3 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Three has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-72 between MP 0.00 and MP 1.99 in response to the request to make this segment a 129,000-pound trucking route and recommends proceeding with the request.

### Roadway Characteristics

This roadway is a straight, two-lane, rural connector running through agricultural lands. The roadway geometry is outlined in the table below.

**Table 1. SH-72 Roadway Geometry**

Mileposts	Lane Width (ft)	Right Paved Shoulder Width (ft)	Parking Width (ft)
0.0 – 1.99	12.00	1	0

### Pavement Condition

The road is asphalt pavement and is rated good on both sections. It is not considered deficient in cracking, rutting or ride. Spring breakup limits do not pertain to these sections at this time.

**Table 2. 2016 TAMS Visual Survey Data**

Mileposts	Pavement Type	Deficient	Condition	Cracking Index	Roughness Index	Rut Avg (in)
0.000 - 1.99	Flexible	No	Good	4.50	3.87	0.13

### Traffic Volumes

The speed limit on this section of highway is 55 miles per hour, and there are no stop lights. The traffic volumes are provided below.

**Table 3. 2016 Traffic Volumes**

Mileposts	AADT	CAADT	% Trucks	Speed Limit
0.000 - 1.989	2550	130	5%	55

AADT – Annual Average Daily Traffic

CAADT – Commercial Annual Average Daily Traffic

### Truck Ramps

No runaway truck ramps exist due to the flat nature of the roadway.





### **Port of Entry (POE)**

The POE does not maintain any rover sites on these sections of highway.

### **Highway Safety Evaluation**

This SH-72 section has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL clusters.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 15 crashes involving 25 units (0 fatalities and 11 Injuries) on SH-72 between MP 0.0 and MP 1.99 (US 30 to SH 52) of which one crash involved a tractor-trailer combination. The crashes involving a tractor trailer had a contributing circumstance of failure to yield. One possible injury and no fatalities resulted from the crash involving a tractor trailer. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.





Case: #201711SH72

**Additional Data:**

***Bridge Data:***

**Route Number:** SH 72  
**Department:** Bridge Asset Management  
**Date:** 12/27/2017

<b>Route</b>	<b>From:</b>	Hamilton Corner, ID
	<b>Milepost:</b>	0.00
	<b>To:</b>	near New Plymouth, ID
	<b>Milepost:</b>	1.99

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121 Rating<sup>a</sup> (lbs)</b>
72	0.34	15210	178,000

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



*Your Safety • Your Mobility • Your Economic Opportunity*





201710 SH 52  
201711 SH 72  
201712 US 30

# Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)  
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Company Name Arlo G. Lott Trucking, Inc.		Contact Person's Name Andy Lott	
Contact Phone Number 208-280-2554	Fax Number 208-324-8668	E-Mail Address andy.lott@agltrucking.com	
Company Address P.O. Box 110		City Jerome	State ID 83338

## State Highway Route(s) Requested

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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
SH 52	<del>30.42</del> 28.4*	14.4	SH 72	1.99	0
US 30	27.94	<del>0.61</del> 21.53**			

## Local Route(s) Requested \* 21.53 - 30.42 MILEPOST 28.4 - 30.42 CONSIDERED UNDER PREVIOUS REQUEST (201708SH52)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
	** US-30	MILEPOST 21.53 TO 0.61	OVERLAPS US-95	
	WHICH IS ALREADY APPROVED FOR 129K POUND TRUCKING			

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

1. Justification Enlarge the 129,000 route, to connect the new sawmill in Emmett to reach US95 at Fruitland		
2. Associated Economic Benefits Reduce congestion, decrease carbon footprint and Increase Efficiency		
3. Approximate Number of Trips Annually To be determined by the new sawmill production		
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5. Anticipated Start Date to Use Requested Routes 12-1-2017		
Requestor's Printed Name Andrew Lott	Requestor's Signature 	Date 11/9/17

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

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195  Email: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

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

Cc: Local Highway Technical Assistance Council (LHTAC)





# 129,000 Pound Evaluation of US-30 US-30 MP 21.53 to MP 27.94 (Case #201712US30)

## Executive Summary

Arlo G. Lott Trucking, Inc. submitted a request for 129,000 pound trucking approval on US-30 between US-95 at milepost (MP) 21.53 and SH-72 at MP 27.94. The requestor will transport lumber from Emmett to US-95 near Fruitland. This section of US-30 is designated a “red route” requiring all trucks to adhere to 6.5-foot off-track and 115-foot overall vehicle length criteria. ITD Bridge Section evaluated the three bridges on requested section of highway and confirms all are capable of supporting 129,000 pound vehicles. District 3 evaluation describes the route as asphalt pavement in good condition with no deficient sections. The Office of Highway Safety analysis shows this section of US-30 has one Non-Interstate High Accident Intersection Location (HAL) and has no HAL clusters. Division of Motor Vehicles, Bridge Asset Management, Highway Safety and District 3 and all recommend proceeding with this request.

## Detailed Analysis

### Department of Motor Vehicles (DMV) Review

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-30 from milepost 21.53 to 27.94 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

### Bridge Section Review

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







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

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

### District 3 Evaluation

This segment has been evaluated and the District recommends the following.

District Three has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-30 between MP 21.53 – MP 27.94 and recommends proceeding with this request.

### Roadway Characteristics

This roadway is a rural connectors running through mostly agricultural lands, but does transit through New Plymouth. There are some minor hills and no passing lanes; there are several long straight sections with good visibility for passing. The roadway geometry is outlined in the table below.

*Table 1. US-30 Roadway Geometry*

Mileposts	Lane Width (ft)	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking Width (ft)
21.53 – 25.90	12.00	A single left turning bay/lane	A single right turning bay/lane	1	0
25.90 – 26.86	12.00	None	None	0	Diagonal Roadside parking in New Plymouth
26.86 – 27.94	12.00	None	None	0	0

### Pavement Condition

The road is asphalt pavement and is rated good with no deficient sections. Spring breakup limits do not pertain to these sections at this time.

*Table 2. 2016 TAMS Visual Survey Data*

Mileposts	Pavement Type	Deficient	Condition	Cracking Index	Roughness Index
21.53 – 25.90	Flexible	No	Good	4.50	3.53
25.90 – 26.86	Flexible	No	Good	4.50	3.13
26.86 – 27.94	Flexible	No	Good	4.50	3.60





### Traffic Volumes

The speed limit on the section of highway varies between 25 and 55 mph with a 45 mph section at the intersection with US-95 and 25 mph and 35 mph sections in New Plymouth. There are no stop lights on this segment. The traffic volumes are provided below. The route is made up mostly of commuter and agricultural traffic.

**Table 3. 2016 Traffic Volumes**

Mileposts	AADT	CAADT	% Trucks
21.53 – 25.90	3816	339	9%
25.90 – 26.86	3704	212	6%
26.86 – 27.94	3093	193	6%

AADT – Annual Average Daily Traffic

CAADT – Commercial Annual Average Daily Traffic

### Truck Ramps

No runaway truck ramps exist. The highway does have varying grades with limited passing opportunities.

### Port of Entry (POE)

The POE does not maintain any rover sites on these sections of highway.

### Highway Safety Evaluation

This US-30 segment has one Non-Interstate High Accident Intersection Location (HALs) and has no HAL Clusters. The location is shown in the table below with its statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 56 crashes involving 94 units (2 fatalities and 35 Injuries) on US-30 between MP 21.53 and MP 27.94 of which only 2 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the single contributing circumstance assigned was failure to yield. One serious injury and no fatalities resulted from this crash. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments US 30:

Route	Statewide Rank	Milepost Range	Type	County
US 30	70	27.910	Intersection	Payette





**Additional Data:**

***Bridge Data:***

**Route Number:** US 30  
**Department:** Bridge Asset Management  
**Date:** 1/4/2018

<b>Route</b>	<b>From:</b>	SH 72 Junction
	<b>Milepost:</b>	27.94
	<b>To:</b>	US 95 Junction
	<b>Milepost:</b>	21.53

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121</b>
			<b>Rating<sup>a</sup> (lbs)</b>
30	26.22	13470	207,800
30	25.84	13465	162,000
30	22.54	13460	206,000

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



**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.

Churck Pierson

Resident

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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

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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

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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

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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.

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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

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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

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I support allowing gvw 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

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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

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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

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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

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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 back roads.

Stephen Cannon

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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 chain stores.

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

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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

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### **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

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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 Van Leuven

Resident

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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

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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 eve 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

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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

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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't Hof

Resident

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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

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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 shouldesr, pull outs, and frankly cannot accommodate much over 80,000 lbs when one considers the poor shape they are in.

Anonymous Commenter

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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

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

Huge concerns about safety on Freeze Out.

Cathy Weichers

Resident

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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

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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

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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

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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

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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

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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'am 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

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### **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

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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

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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

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### **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

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I am strongly opposed to increasing the load weigh 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

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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

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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

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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

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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	36,000	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.

<b>Axle Group</b>	<b>Maximum</b>
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

<b>Single Axle</b>	20,000 lbs.
<b>Tandem Axle</b>	34,000 lbs.
<b>Tridem Axle</b>	Per State weight table
<b>Gross Weight</b>	80,000 lbs.
<b>Other</b>	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

<b>Single Axle</b>	20,000 lbs.
<b>Tandem Axle</b>	Per State weight table
<b>Tridem Axle</b>	n/a
<b>Gross Weight</b>	105,500 lbs. on non-Interstate highways
<b>Other</b>	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

<b>Single Axle</b>	20,000 lbs.
<b>Tandem Axle</b>	34,000 lbs.
<b>Tridem Axle</b>	n/a
<b>Gross Weight</b>	80,000 lbs.
<b>Other</b>	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 semitrailers<sup>18</sup> (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.
<b>Single</b>	Alternative method of computation: 18,000 lbs.
<b>Axle</b>	Alternative method of computation, limit on steering axle: 12,500 lbs.
<b>Tandem</b>	34,000 lbs.
<b>Axle</b>	Alternative method of computation: 33,600 lbs.
<b>Tridem</b>	
<b>Axle</b>	Not defined in statute but subject to provisions
<b>Gross</b>	80,000 lbs.
<b>Weight</b>	Alternative method of computation: 76,800 lbs.
<b>Other</b>	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.<sup>19</sup>

***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

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### **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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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 ead 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.

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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.

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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.

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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 10<sup>th</sup> 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 10<sup>th</sup> 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 a southbound 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 (I84 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 I84 (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 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".
- 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](mailto:adam.rush@itd.idaho.gov)

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**From:** Joe Morton <[jmorton@silverleafidaho.com](mailto:jmorton@silverleafidaho.com)>

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

**To:** Brian Ness <[Brian.Ness@itd.idaho.gov](mailto:Brian.Ness@itd.idaho.gov)>, Adam Rush <[adam.rush@itd.idaho.gov](mailto:adam.rush@itd.idaho.gov)>, Jeff Marker <[Jeffrey.Marker@itd.idaho.gov](mailto:Jeffrey.Marker@itd.idaho.gov)>, Sue Higgins <[Sue.Higgins@itd.idaho.gov](mailto:Sue.Higgins@itd.idaho.gov)>, Reymundo Rodriguez <[Reymundo.Rodriguez@itd.idaho.gov](mailto:Reymundo.Rodriguez@itd.idaho.gov)>, Brad Little <[brad.little@itd.idaho.gov](mailto:brad.little@itd.idaho.gov)>

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

January 4, 2019

Brian Ness – Director - Idaho Transportation Department

P: (208) 334-8807 E-Mail: [Brian.Ness@itd.idaho.gov](mailto:Brian.Ness@itd.idaho.gov)

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Sue Higgins - Board Secretary - 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](mailto:Beverlie.Edwards@itd.idaho.gov)

**Re: Proposed Route allowing 129,000 lb. tucks & 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 all 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 prior 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 ITD's web page:

<https://apps.itd.idaho.gov/apps/ohs/Crash/17/AppC.pdf>

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:

<http://apps.itd.idaho.gov/apps/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 13<sup>th</sup>, 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 <https://itd.idaho.gov/freight/?target=129000-lbs-route-requests>.

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 I-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.

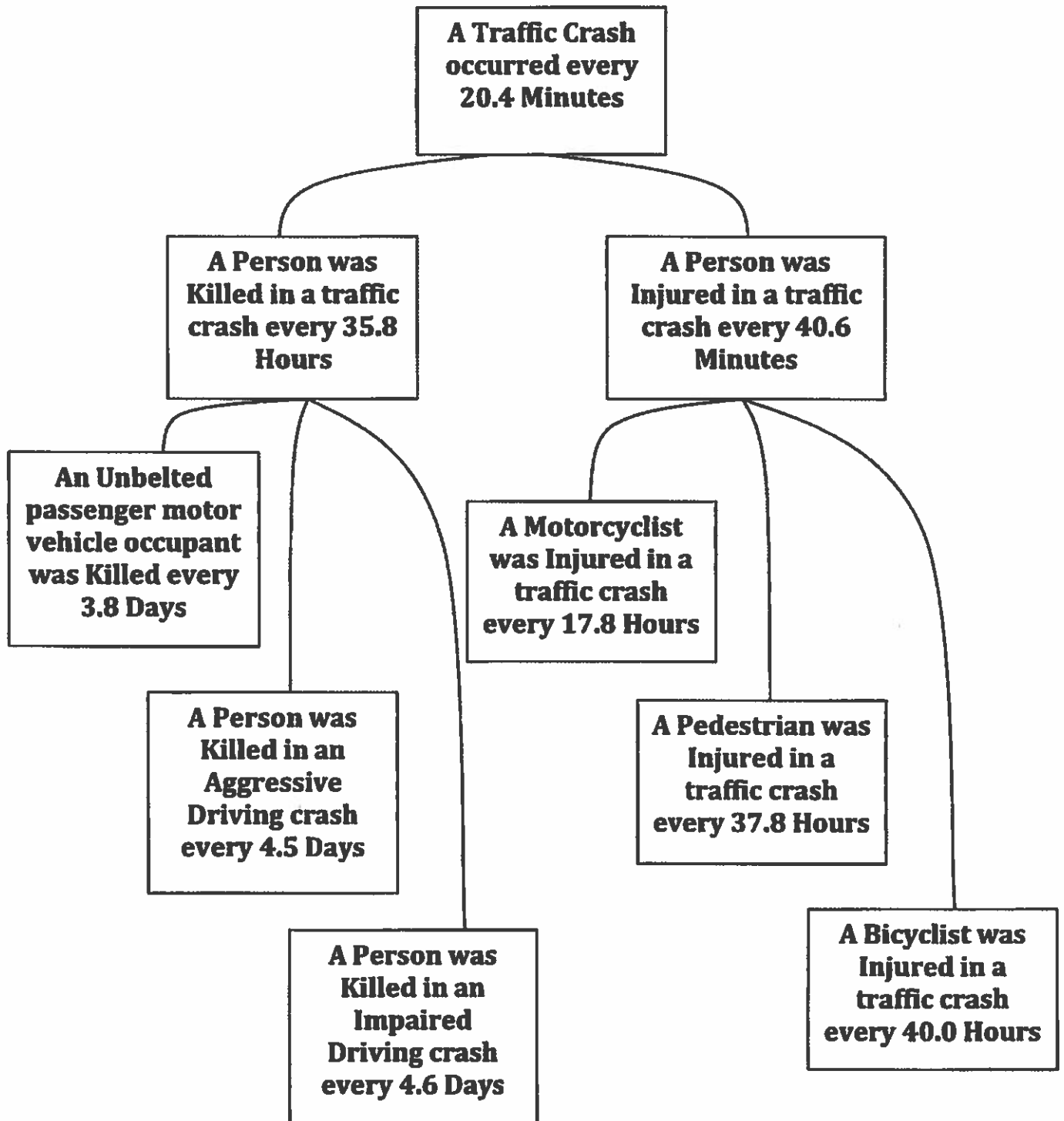


## **Executive Summary**

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 motor vehicle 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.

<b>Table 41</b> <b>Commercial Motor Vehicle Crash Rates : 2013-2017</b>							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crashes	33	22	30	35	42	20.0%	6.6%
Injury Crashes	495	539	586	612	729	19.1%	7.3%
Total Crashes	1,681	1,613	1,768	2,009	2,468	22.8%	6.4%
Commercial VMT (100 millions)	28.2	28.6	29.3	30.8	31.5	2.4%	3.0%
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.

<b>Table 42</b> <b>Location of Commercial Motor Vehicle Crashes by Roadway Type: 2017</b>								
	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. or 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 1.7%		729 29.5%		1,697 68.8%		2,468	

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.

<b>Table 43</b> <b>Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2013-2017</b>							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
<b>Bus</b>							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	28	26	30	34	52	52.9%	7.2%
Property Damage Crashes	86	82	76	88	102	15.9%	1.3%
<b>Single Unit Truck</b>							
Fatal Crashes	7	5	2	6	9	50.0%	37.1%
Injury Crashes	119	148	153	160	167	4.4%	10.8%
Property Damage Crashes	266	293	289	299	384	28.4%	4.1%
<b>Single Unit Truck with Trailer</b>							
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%
<b>Truck Tractor Only (Bobtail)</b>							
Fatal Crashes	1	0	0	0	0	0.0%	-33.3%
Injury Crashes	9	11	10	7	12	71.4%	-5.6%
Property Damage Crashes	21	22	20	21	27	28.6%	0.2%
<b>Semi with Single-Trailer Configurations</b>							
Fatal Crashes	19	12	18	24	27	12.5%	15.5%
Injury Crashes	213	222	225	221	257	16.3%	1.3%
Property Damage Crashes	512	391	442	511	589	15.3%	1.7%
<b>Semi with Double-Trailer Configurations</b>							
Fatal Crashes	2	1	4	3	3	0.0%	75.0%
Injury Crashes	28	32	30	34	31	-8.8%	7.1%
Property Damage Crashes	60	56	68	58	88	51.7%	0.0%
<b>Semi with Triple-Trailer Configurations</b>							
Fatal Crashes	1	0	0	0	3	100.0%	-33.3%
Injury Crashes	1	3	4	2	4	100.0%	61.1%
Property Damage Crashes	7	8	6	6	5	-16.7%	-3.6%

**\*\* Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories**

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

<p><b>Table 44</b>  <b>Vehicles in All Crashes by Vehicle Type: 2013-2017</b></p>							
<b>Vehicle Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Change 2016-2017</b>	<b>Avg. Change 2013-2016</b>
<b>Passenger Cars</b>	18,355	18,471	19,786	20,461	19,820	-3.1%	3.7%
<b>%</b>	46.6%	47.1%	46.0%	45.0%	42.6%	-5.3%	-1.2%
<b>Pickups, Vans, and Sport Utility Vehicles (SUV's)</b>	18,046	17,901	20,228	21,861	23,292	6.5%	6.8%
<b>%</b>	45.8%	45.7%	47.1%	48.0%	50.0%	4.1%	1.6%
<b>Medium Trucks*</b>	443	501	500	532	654	22.9%	6.4%
<b>%</b>	1.1%	1.3%	1.2%	1.2%	1.4%	20.2%	1.7%
<b>Large Trucks**</b>	914	788	851	921	1,095	18.9%	0.8%
<b>%</b>	2.3%	2.0%	2.0%	2.0%	2.4%	16.2%	-4.2%
<b>Buses</b>	116	108	107	122	155	27.0%	2.1%
<b>%</b>	0.3%	0.3%	0.2%	0.3%	0.3%	24.2%	-2.8%
<b>Motorcycles</b>	534	523	561	546	533	-2.4%	0.8%
<b>%</b>	1.4%	1.3%	1.3%	1.2%	1.1%	-4.6%	-3.9%
<b>All Other***</b>	982	914	946	1,057	1,000	-5.4%	2.8%
<b>%</b>	2.5%	2.3%	2.2%	2.3%	2.1%	-7.5%	-2.2%
<b>TOTALS</b>	39,390	39,206	42,979	45,500	46,549	2.3%	5.0%
<p><i>*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.</i>  <i>**Large trucks include bobtail tractors and tractor-semitrailer combinations.</i>  <i>***Includes Pedestrians, Bicyclists, Equestrians, Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains,  Snowmobiles, Other, Hit and Run Vehicles, and Unknown or Missing data.</i></p>							

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.

<b>Table 45</b> <b>Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2017</b>					
<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
<b>Fatalities</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>7</b>	<b>44</b>
<b>% of Fatalities</b>	<b>27.3%</b>	<b>20.5%</b>	<b>36.4%</b>	<b>15.9%</b>	<b>0.6%</b>
<b>Serious Injuries</b>	<b>29</b>	<b>38</b>	<b>41</b>	<b>15</b>	<b>123</b>
<b>% of Serious Injuries</b>	<b>23.6%</b>	<b>30.9%</b>	<b>33.3%</b>	<b>12.2%</b>	<b>1.8%</b>
<b>Visible Injuries</b>	<b>134</b>	<b>88</b>	<b>128</b>	<b>11</b>	<b>361</b>
<b>% of Visible Injuries</b>	<b>37.1%</b>	<b>24.4%</b>	<b>35.5%</b>	<b>3.0%</b>	<b>5.1%</b>
<b>Possible Injuries</b>	<b>190</b>	<b>195</b>	<b>252</b>	<b>8</b>	<b>645</b>
<b>% of Possible Injuries</b>	<b>29.5%</b>	<b>30.2%</b>	<b>39.1%</b>	<b>1.2%</b>	<b>9.2%</b>
<b>Non-Injury</b>	<b>2,826</b>	<b>873</b>	<b>2,104</b>	<b>46</b>	<b>5,849</b>
<b>% of Non- Injury</b>	<b>48.3%</b>	<b>14.9%</b>	<b>36.0%</b>	<b>0.8%</b>	<b>83.3%</b>
<b>Column Totals</b>	<b>3,191</b>	<b>1,203</b>	<b>2,541</b>	<b>87</b>	<b>7,022</b>
<b>(% OF TOTAL)</b>	<b>45.4%</b>	<b>17.1%</b>	<b>36.2%</b>	<b>1.2%</b>	
<i>*SUV is an acronym for Sport Utility Vehicles.</i> <i>**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.</i>					

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).



## Five Producers

- Five producers want to ship their products 50 miles.
- Each have produced 100,000 short tons.
- Each has access to a single configuration of truck.

### Freight Cost

- |   |           |
|---|-----------|
| • Producer “A” uses 80k lb. 5-axle trucks   | \$775,605 |
| • Producer “B” uses 97k lb. 7-axle trucks   | \$630,423 |
| • Producer “C” uses 105k lb. 7-axle trucks  | \$613,551 |
| • Producer “D” uses 129k lb. 10-axle trucks | \$498,474 |
| • Producer “E” uses 139k lb. 9-axle trucks  | \$468,724 |



**Subject:** [EXTERNAL] Emmett 129K Meeting - April 10th 2019

**Date:** Wednesday, April 10, 2019 at 10:28:42 AM Mountain Daylight Time

**From:** Joe Morton

**To:** Adam Rush, Brian Ness, Jeff Marker, Sue Higgins, governor@gov.idaho.gov, Commissioners Buttici, Elliott & Rekow -, Mayor Gordon Petrie, Neal Capps, Gem Co. Clerk

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

Adam,

Thank you for returning my call this morning. Per our phone conversation please use this email as a formal documentation requesting answers to questions regarding Road safety and the 129K route through Gem County.

Please find attached files on Hwy 16 Fatality Rates / Safety, Idaho CMV accidents and stopping distances. These issues have not been addressed by ITD. The citizens of Idaho impacted by 129K routes need to know when & what ITD will do to address these issues prior to approval of 129K routes.

Additionally, I've compiled a list of questions which were given to you and other ITD members during your February 26th meeting with Gem County Chamber of Commerce that have not been answered. Please provide written answers to these questions noted below:

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 a southbound 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 (I84 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 I84 (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 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".

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 Hwy between Emmett & Horseshoe Bend?

30 - Why does ITD deny Gem County the authority to change speed limit(s) on county-maintained roads?

Respectfully submitted,  
Joe Morton  
Emmett, Idaho  
208-573-8405

Cc

Brad Little – Governor – Idaho State  
P: (208) 334-2100 E-Mail: [governor@gov.idaho.gov](mailto:governor@gov.idaho.gov)

Brian Ness – Director - Idaho Transportation Department  
P: (208) 334-8807 E-Mail: [Brian.Ness@itd.idaho.gov](mailto:Brian.Ness@itd.idaho.gov)

Adam Rush - Public Involvement Coordinator - Idaho Transportation Department - Office of Communication  
P: (208) 334-8119 - E-Mail: [adam.rush@itd.idaho.gov](mailto:adam.rush@itd.idaho.gov)

Jeff Marker - Public Transportation Manager - Idaho Transportation Department  
P: (208) 334-4475 E-Mail: [jeffrey.marker@itd.idaho.gov](mailto:jeffrey.marker@itd.idaho.gov)

Sue Higgins - Board Secretary - Idaho Transportation Department  
P: (208) 334-8808 E-Mail: [Sue.Higgins@itd.idaho.gov](mailto:Sue.Higgins@itd.idaho.gov)

Gem County Commissioners  
Emmett Mayor  
Gem County Clerk  
Gem County Road & Bridge Department

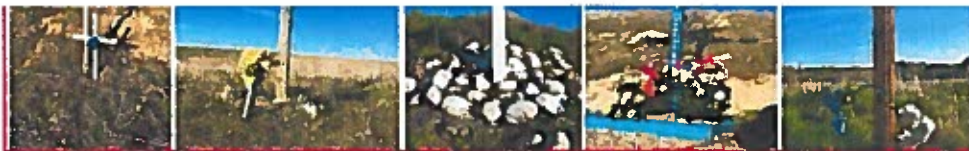
## Do You Want More Crosses on Hwy 16?

**Property Values go Down – Taxes go Up – Roads get Pulverized – Fatalities RISE**

Idaho Transportation will hold a Public Meeting to take comments on adding an Unlimited number of 129K lb. trucks on Hwy. 16 through Emmett...

Wednesday April 10<sup>th</sup> 4 to 7 p.m. - Kenneth Carberry Elementary School, 1950 E 12th St. Emmett





### Crash Information Hwy 16 & I-84: 2008-2017 Rates per 100 Million Vehicle Miles Traveled

SH 16	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average
Fatal Crashes	0	2	0	1	2	0	1	1	3	0	
Fatalities	0	2	0	1	2	0	1	1	3	0	
Total Crashes	32	40	34	32	38	34	47	58	34	62	
Average Daily Traffic	7,860	7,900	7,900	7,840	7,560	8,060	7,730	8,110	8,810	8,810	
Fatal Crash Rate	0.00	4.98	0.00	2.51	5.14	0.00	2.21	2.11	5.83	0.00	3.80
Total Crash Rate	80.09	99.61	84.66	80.29	97.73	83.10	104.08	122.42	66.06	120.47	93.85

I-84	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average
Fatal Crashes	23	16	15	4	17	15	11	16	30	22	
Fatalities	28	18	22	5	20	15	11	19	31	24	
Total Crashes	1,198	1,112	1,051	873	884	927	799	883	947	928	
Average Daily Traffic	19,740	18,990	18,990	19,810	20,780	20,780	21,740	23,010	24,580	24,580	
Fatal Crash Rate	1.16	0.84	0.79	0.20	0.81	0.72	0.50	0.69	1.21	0.89	0.78
Total Crash Rate	60.32	58.20	55.01	43.80	42.28	44.34	36.53	38.14	38.29	37.52	45.4

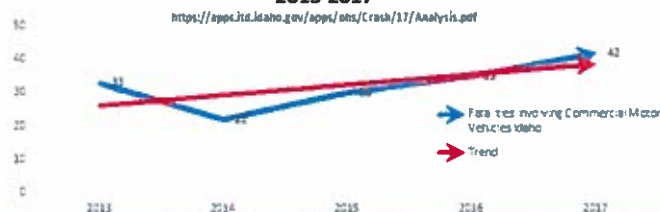
**Fatal Crash Rate is almost 5 times more on Hwy 16 than I-84**

Source: <https://itd.idaho.gov/safety/?target=crash-records-statistics>

### Commercial Motor Vehicle Crash Rates : 2013-2017

	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crashes	33	22	30	35	42	20.0%	6.6%
Injury Crashes	495	539	586	612	729	19.1%	7.3%
Total Crashes	1,681	1,613	1,768	2,009	2,468	22.8%	6.4%
Commercial VMT (100 millions)	28.2	28.6	29.3	30.8	31.5	2.4%	3.0%
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%

#### Fatalities Involving Commercial Motor Vehicles in Idaho 2013-2017

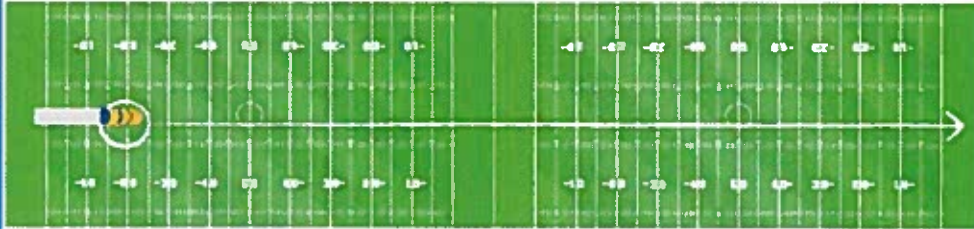


**"CMV crashes by severity and roadway type... While 49% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways"**

Source: <https://itd.idaho.gov/safety/?target=crash-records-statistics>

# BE AWARE

## OF LONG STOPPING DISTANCES



Trucks Traveling 65 MPH Will Take  
up to **Two Football Fields** to **STOP**



**OUR** ROADS  
SAFETY  
Partnership for Responsible Driving  
[www.ShareTheRoadSafety.gov](http://www.ShareTheRoadSafety.gov)



Idaho Transportation Board  
129,000 Pound Truck Route Subcommittee

May 23, 2019

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 1:30 PM on Thursday, May 23, 2019 at the Idaho Transportation Department in Boise, Idaho. ITB Members Julie DeLorenzo and James R. Thompson were present.

Principal Subcommittee staff members and advisors present included Deputy Attorney General Tim Thomas, Public Transportation Manager (PTM) Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Bridge Engineer Matt Farrar, Compliance Officer (CO) Reymundo Rodriguez, District 3 Operations Engineer Jason Brinkman, and Executive Assistant to the Board (EAB) Sue S. Higgins.

ITB Chairman Jerry Whitehead was also present.

Chairman Horsch said that because the Subcommittee is comprised of three members, motions will not require a second.

January 16, 2019 Meeting Minutes. Member Thompson made a motion to approve the minutes from the January 16, 2019 Subcommittee meeting as submitted. The motion passed unopposed.

Chairman Horsch confirmed that public hearings were held on the District 3 route requests being considered today and the engineer's analysis was completed on each route. The Subcommittee members have received and reviewed the public comments. After listening to staff's analysis of each route, the Subcommittee will determine if additional information is needed or present the full Board with a recommendation to accept or deny the request.

Case #201712: US-30, Milepost (MP) 21.53 to 27.94. PTM Marker presented the Chief Engineer's analysis on behalf of Acting Chief Engineer Blake Rindlisbacher. The Division of Motor Vehicles (DMV) confirmed that this section of US -30 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the three bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

PIC Rush said there was a lot of interest in the five route requests. Two hearings were initially conducted in December 2018. Due to concerns with insufficient notification of the hearings and the proximity to the holidays, an additional public hearing and 30-day public comment period were scheduled last month. Additionally, staff gave a presentation on the

129,000 pound truck route requests in Gem County. A total of 53 public comments were received on the five routes. A number of comments were either in support of or opposed to all of the route requests. A few comments specifically mentioned US-30.

Member DeLorenzo referenced some public comments claiming that the process was not transparent. Because a second public hearing and 30-day public comment period were conducted and staff visited Gem County, she does not believe that concern is valid. She is confident the process to designate these 129,000 pound truck routes was followed.

Member DeLorenzo stated that even if the routes are approved for vehicle combinations up to 129,000 pound trucks, operators still need to obtain permits to travel on the highway(s) at that weight. She understands that some citizens are concerned with safety, but she emphasized that those concerns are taken into consideration. Because Member DeLorenzo believes the process was followed correctly and the engineering analysis did not identify any concerns, she made a motion to recommend that the Idaho Transportation Board approve the 129,000 pound truck route request for US-30, milepost 21.53 to 27.94.

Chairman Horsch asked if any of the three bridges on US-30 are longer than 115 feet. PTM Marker replied no. All of the structures are short spans.

The motion passed unopposed.

Case #201710: SH-52, MP 14.4 to 28.4. PTM Marker said the DMV confirmed that this section of SH-52 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the six bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

PIC Rush said there were a couple of comments on SH-52, but they did not specify which section of the highway the comments applied to.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-52, milepost 14.4 to 28.4. The motion passed unanimously.

Case #201705: SH-52, MP 28.4 to 30.42. PTM Marker said the DMV confirmed that this section of SH-52 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

In response to a question from Chairman Horsch, PTM Marker replied that yes, 105,500 pound vehicles currently operate on this route.

Member DeLorenzo requested confirmation that vehicle combinations up to 129,000 pounds have the same footprint as 105,500 pound configurations, both commercial vehicles are the same length, and the 129,000 pound configurations require more axles so they put less weight per foot on the pavement. PTM Marker responded that all of those statements are correct. Additionally, Member DeLorenzo noted that the applicant intends to operate fewer trucks on the highway because he will be able to haul at a higher weight.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-52, milepost 28.4 to 30.42. The motion passed unanimously.

Case #201711: SH-72, MP 0.0 to 1.99. PTM Marker said DMV confirmed that this portion of SH-72 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route, which is a short span, will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Member DeLorenzo asked for confirmation regarding off-tracking: when a 129,000 pound vehicle combination goes around a corner, it has the same footprint as a 105,500 pound truck: the path of the 129,000 pound truck will be the same as the path of a 105,500 pound truck. PTM Marker replied in the affirmative. The off-track of 129,000 pound trucks will be the same as the 105,500 pound vehicles that are currently operating on the highway.

PIC Rush said the Department received 12 comments in support of this route request and 13 opposed.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-72, milepost 0.0 to 1.99. The motion passed unanimously.

Case #201704: SH-16, MP 100.0 to 113.9. PTM Marker said DMV confirmed that this portion of SH-16 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the seven bridges on the route, which are all short spans, will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Overall, the pavement is in good condition but there is a .8 mile section rated poor and deficient. He acknowledged the number of public comments expressing concern with Freeze Out Hill because there are no passing lanes. Although there are no safety concerns, PTM Marker mentioned that there was a fatality involving a commercial vehicle last fall. A passenger vehicle crossed the center line and struck the truck head on. The Chief Engineer's analysis recommends approving the route.

Member DeLorenzo said she is familiar with this highway and Freeze Out Hill. She asked if 129,000 pound vehicles are slower than 105,500 pound trucks. PTM Marker believes there are variables depending on the tractor.

Member DeLorenzo requested confirmation that each 129,000 pound vehicle has to apply for and be granted a permit before operating at that weight. CO Rodriguez confirmed the requirement for operators to obtain permits. He added that the Administrative Rule includes a provision related to the horse power of 129,000 pound commercial vehicles.

PTM Marker reported that the Department has a project planned in several years to construct a passing lane at the top of Freeze Out Hill.

PIC Rush said the majority of comments received were on this route, including 37 expressing opposition to this route request. Most of those concerns related to Freeze Out Hill and motorists making poor decisions to pass slower vehicles.

Member DeLorenzo believes that the fact that the requestor intends to operate fewer trucks at 129,000 pounds than it currently operates will improve safety and result in less congestion on the route. Additionally, the 129,000 pound vehicle configurations have more axles and more brakes, which should enhance safety. Because state highways are to safely and efficiently move people and goods and because the Department is in the process of extending SH-16 to I-84, she supports the designation of SH-16 for vehicle combinations up to 129,000 pounds.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-16, milepost 100.0 to 113.9. The motion passed unanimously.

IDAPA Rule 39.03.06 – Governing Special Permits for Extra-Length/Excess Weight, Up to 129,000 Pound Vehicle Combinations. EAB Higgins presented minor changes to the referenced rule related to the Board's process to designate these routes. If approved, the new language will mirror the process outlined in the 129,000 Pound Truck Route Manual.

There were no objections to the proposed revisions, so they will be presented to the full Board for consideration.

The meeting adjourned at 2:20 PM.

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

SSH:129KsubminMay2019:5/29/19



RES. NO.  
ITBXX-XX

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received five requests for 129,000 pound trucking routes in District 3; and

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

WHEREAS, upon completion of the engineering and safety analyses, 30-day public comment periods were held, including opportunities for verbal testimony, with 53 total comments, 17 favoring approval and 41 opposing; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on May 23, 2019 with a recommendation to approve all requested routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to recommend approval of each of the route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of June 20, 2019.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on:

the US-30 route, milepost (MP) 21.53 to MP 27.94;

the SH-72 route, MP 0.0 to MP 1.99;

the SH-52 route, MP 14.4 to MP 28.4

the SH-52 route, MP 28.4 to MP 30.42

the SH-16 route, MP 100.0 to MP 113.9

and the recommendations of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue Letters of Determination that approve the referenced route requests in District 3.

Approved:



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 20 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ramón Hobdey-Sánchez	GAPS	RSHS	LSS
Preparer's Name	Preparer's Title	Initials	
Ramón Hobdey-Sánchez	GAPS	RSHS	

## Subject

2019-2020 ITD Administrative Rulemaking		
Key Number	District	Route Number

## Background Information

The Idaho Transportation Department is bringing forward multiple rule changes this year. The majority of this work is being done under the guidance of the Governor's Red Tape Reduction Act (RTRA).

In a unique and unprecedented legislative situation, the 2019 Idaho Legislature did not reauthorize the Idaho Administrative Procedure Act. Therefore, without efforts by the Governor's Office, all administrative rules are set to expire at midnight on June 30, 2019. In working to support the Governor's initiatives to decrease regulations, ITD has identified 6 rules to sunset and come off the books at the end of June (please see attachment).

The majority of the rules presented today will be going through the negotiated rulemaking process, which means there are no drafts to provide at this time. But, there are 3 rules that are also on independent tracks within the rulemaking process.

Those three IDAPA rules are:

39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business

- DFM approved rule changes on 6/4/19
- This rule is being advanced to the formal *Temporary* rulemaking process
- Rule will not be formally negotiated; however, the Department will ensure there is extensive public outreach to stakeholders and affected parties
- This change clarifies the appropriate procedures for the Idaho Consumer Asset Recovery (ICAR) Board and ITD staff when tasked with determining the outcome of claims (court judgments) brought forth for payout.
- 1<sup>st</sup> open comment period will be July 3-July 24

39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations

- DFM approved rule changes on 6/4/19
- This rule is being advanced to the formal *Temporary* rulemaking process
- Rule will be formally negotiated with stakeholders
- Changes address: 1) the route color designations on CMV maps & 2) the 129k route request process
- 1<sup>st</sup> open comment period will be July 3-July 24

39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices

- DFM approved rule changes on 6/4/19
- This rule is being advanced to the formal *Proposed* rulemaking process
- Rule will not be formally negotiated as it is simple in nature
- Changes are a direct result of [HB78aa,aaS](#) (Criminal Diversion Program: Rep. Kerby 2019)
- 1<sup>st</sup> open comment period will be July 3-July 24



## Board Agenda Item

ITD 2210 (Rev. 10-13)

If approved, the 2 temporary rules above will have an effective date of 6/20/2019. Additionally, after working with interested parties, these 2 rules will be brought before you in August as *Proposed* rules.

Rules to be negotiated:

Group 1:

[39.02.42, Temporary Vehicle Registration When Proof of Ownership Is Insufficient](#)

[39.02.75, Rules Governing Names on Drivers' Licenses and Identification Cards](#)

[39.02.76, Rules Governing Driver's License Renewal-by-Mail](#)

**Goal** = To engage with stakeholders on proposed rule changes.

Group 2:

[39.02.22, Rules Governing Registration and Permit Fee Administration](#)

39.03.01, Rules Governing Definitions Regarding Special Permits

39.03.05, Rules Governing Special Permits – Oversize Non-Reducible

39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound  
Vehicle Combinations

**Goal** = To update rule language in order to reflect new, electronic customer business processes and address previous customer feedback.

Group 3:

[39.03.41, Rules Governing Traffic Control Devices](#)

[39.03.60, Rules Governing Outdoor Advertising](#)

[39.03.61, Rules Governing Directional and Other Official Signs and Notices](#)

[39.03.62, Rules Governing Logo Signs](#)

[39.03.63, Rules Governing Traffic Accident Memorials](#)

[39.03.64, Rules Governing Tourist Oriented Directional Signs \(TODS\)](#)

**Goal** = To consolidate 6 rules into 2.

Group 4 = The new/consolidated rule will incorporate content from the following vehicle tilting rules:

[39.02.05, Rules Governing Lien Filing on Certificate of Title](#)

[39.02.07, Rules Governing Titling of Salvage, Specially Constructed, Replica and Rebuilt Salvage Motor Vehicles](#)

[39.02.11, Rules Governing Odometer Readings on Title Records](#)

[39.02.12, Rules Governing Issuing Certificates of Title and Bonded Certificates of Title](#)

[39.02.24, Rules Governing 'Gray Market' Vehicle Registration and Titling](#)

**Goal** = To consolidate 5 rules into 1.

### Recommendations

The majority of the rules presented today will be going through the negotiated rulemaking process; therefore, those are information only at this time. The goal will be to have drafts of those proposed rules for the Board to approve in August 2019. Additionally, there are also several rules on different rulemaking tracks, so please see the resolutions on page 286 and 287.

### Board Action

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

**IDAPA 39  
TITLE 02  
CHAPTER 03**

**39.02.03 – RULES GOVERNING VEHICLE DEALER’S PRINCIPAL PLACE OF BUSINESS AND  
CLAIMS TO THE IDAHO CONSUMER ASSET RECOVERY FUND**

**000. LEGAL AUTHORITY.**

This rule is adopted under the authority of Section 49-201(1), Idaho Code and the Vehicle Dealer Act, Chapter 16, Title 49, Idaho Code. (12-26-90)

**001. TITLE AND SCOPE.**

**01. Title.** This rule shall be cited as IDAPA 39.02.03, “Rules Governing Vehicle Dealer’s Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund.” (~~3-29-12~~ 6-20-19T)

**02. Scope.** This rule clarifies terms used in the definition of “principal place of business” and provisions regarding these terms and payment of claims from the Idaho Consumer Asset Recovery fund. (~~3-29-12~~ 6-20-19T)

**002. WRITTEN INTERPRETATIONS.**

There are no written interpretations for this chapter. (3-29-12)

**003. ADMINISTRATIVE APPEALS.**

Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (3-29-12)

**004. INCORPORATION BY REFERENCE.**

There are no documents incorporated by reference in this chapter. (3-29-12)

**005. OFFICE -- OFFICE HOURS -- MAILING AND STREET ADDRESS -- PHONE NUMBERS.**

**01. Street and Mailing Address.** The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of PO Box 7129, Boise, ID 83707-1129. (3-29-12)

**02. Office Hours.** Daily office hours are 8:00 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-29-12)

**03. Telephone and Fax Numbers.** The central office may be contacted during office hours by phone at 208-334-8681 or by fax at 208-332-4183. (3-29-12)

**006. PUBLIC RECORDS ACT COMPLIANCE.**

All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Title 74, Chapter 1, Idaho Code. (3-29-12)

**007. -- 009. (RESERVED)**

**010. DEFINITIONS.**

**01. Vehicle Dealer File System.** Books, records and files, necessary to conduct the business of a vehicle dealership. In accordance with the Vehicle Dealer Act, records shall be securely kept by the dealership in such order that they can be readily inspected by a Department Investigator. Such records and files may be kept

electronically, as long as such records can be verified by the dealership as true and correct copies of the original records. Physical records or files retained by the dealership may be stored at an off-site location. The dealership must notify the department 30 days in advance of the address of the off-site location prior to moving such records. Records or files stored off-site must be made available to the department within 3 business days upon request. The files and records shall contain but are not limited to: (3-29-12)

- a. Physical or electronic sales invoices for current and two (2) preceding years; (3-29-12)
- b. Physical or electronic copies of purchase orders for vehicles purchased for current and two (2) preceding years; (3-29-12)
- c. Physical or electronic copies of title application forms accessible in numerical order; (3-29-12)
- d. Written or electronic records of vehicles bearing new or used dealers' number plates and their use by a manufacturer, vehicle dealer, or full-time licensed salespersons searchable by date, time or plate number; (3-29-12)
- e. Written or electronic records for loaner plates searchable by date, time or plate number; (3-29-12)
- f. Copies or electronic records of Wholesale Dealer Forms records showing, all transactions, as applicable searchable by date or name of consignee; (3-29-12)
- g. Physical or electronic odometer disclosure records for non-exempt vehicles; and (3-29-12)
- h. Physical or electronic records of consignment agreements, as specified in Section 49-1636, Idaho Code. (3-29-12)
- i. All electronic records must be created in a secure manner to prevent such records from being altered. Electronic copies of records must be legible, complete, and an accurate reproduction of the original business record. (3-29-12)
- j. All electronic copies of records shall be supplemented with a back-up copy of the electronic records, either retained on-site or an off-site location, which permits the business record to be retrieved within three (3) business days. (3-29-12)
- k. Any device, server, network device, or any internal or external storage medium which stores the electronic records must have security access controls and physical security measures to protect the records from unauthorized access, viewing, or alteration. (3-29-12)
- l. Any dealer storing electronic or physical records that contain personal information shall ensure that disposal of any records shall be completed in a secure manner, by shredding, erasing, or otherwise modifying the personal information to make it unreadable or undecipherable through any means. (3-29-12)

**02. Vehicle Dealer Sign Requirements.** An exterior sign permanently affixed to the land or building, with clearly visible letters, visible to major avenue of traffic meeting local building or zoning codes with the trade name of the dealership clearly visible is required. Wholesale dealer signs may be painted on the window of the office next to the entrance door of sufficient size to be easily read by prospective customers. A suggested retail sign size is twenty-four (24) square feet, with a minimum of four (4) inch letters. (3-29-12)

**03. Telephone.** A business phone which has a published business number, and listing in a local telephone directory in the name of the dealership. Business phones shall be answered during declared business hours, in the name of the licensed dealer. The telephone may be answered in person, by an answering machine, or at a remote location in person. (3-29-12)

**011. -- 099. (RESERVED)**

## **100. GENERAL PROVISIONS.**

**01. Physical or Electronic Records System Inspection.** A vehicle dealer shall make available all books, records and files maintained at the dealership location for immediate inspection for cause or complaint, or within three (3) business days if records are stored at an approved off-site location for random compliance review by a peace officer or authorized agent of the Department. (3-29-12)

**02. Title Fee Disclosure.** A dealer may reflect the payment of a state-required title fee as specified by Section 49-202(2)(b), Idaho Code, however: (7-2-92)

**a.** The fee must be clearly identified as a "TITLE FEE"; (7-2-92)

**b.** The fee must be shown as the exact amount required by law; (7-2-92)

**c.** Any documentation fees charged must be clearly listed separately from other fees and identified to the customer as dealer document preparation fees that are subject to sales tax as part of the purchase price of the vehicle. (7-2-92)

**03. Surety Bond.** A valid bond in the amount required by Section 49-1608D, Idaho Code, for three (3) years after initially licensed, unless otherwise provided by code; (4-11-15)

**04. Idaho Consumer Asset Recovery (ICAR) Fund.** (4-11-15)

**a.** All licensed dealers shall pay the annual fee as set by the Idaho Consumer Asset Recovery (ICAR) Board as required by Section 49-1608C, Idaho Code, unless otherwise provided by code. (4-11-15)

**b.** The ICAR fund fee shall be set by the ICAR Board annually to be effective the following January 1. Such fee shall be posted on the Department web site and all applicable forms for dealer licensing. (4-11-15)

**05. Liability Insurance.** A valid liability insurance policy as required by Section 49-1608A, Idaho Code. (4-11-15)

**06. Declared Business Hours.** All licensed dealers shall declare in writing to the Department the regular business hours that their dealerships are open and when they are available to be contacted by the Department or their customers. All wholesale dealers shall declare in writing to the department the regular hours that their dealerships are open and when they are available to be contacted by the department or their customers. (3-25-16)

**07. Vehicle Dealer License Suspension.** Any dealer not meeting the requirements of the Vehicle Dealer Act shall be subject to suspension of an existing dealer license or refusal by the Department to issue a new dealer license. (7-2-92)

**a.** The Department's agent shall give written notice of deficiencies to the dealer or applicant. (12-26-90)

**b.** At its discretion the Department may give the licensed dealership a reasonable amount of time to comply. (12-26-90)

**c.** Upon compliance, the license shall be reinstated or issued. (12-26-90)

**101. -- 1299. (RESERVED)**

## **200. IDAHO CONSUMER ASSET RECOVERY FUND CONTROL BOARD ADMINISTRATION.**

01. A majority of the members of the Idaho Consumer Asset Recovery Control (ICAR) Board established pursuant to section 49-1608C, Idaho Code, constitutes a quorum. A quorum is required for voting on any ICAR claims. The ICAR Board chairman presides over ICAR Board meetings. The ICAR Board operates in compliance with Idaho open meeting laws. (6-20-19T)

02. All members of the ICAR Board constituting the quorum are entitled to vote in consideration of any payment of a claim pursuant to section 49-1608F, Idaho Code. (6-20-19T)

03. "Actual Loss or Damages" as provided for in section 49-1608E, Idaho Code, means: The total cost to the purchaser, as set forth in a final judgement, of the loss directly resulting from the fraud of the Idaho licensed vehicle dealer, including such things as repairs, inspections, and loss of resale value. The term includes the reasonable attorney fees and costs in bringing suit against the dealer, and includes pre-judgement, but not post-judgement interest. "Actual Loss or Damages" shall not include such things as treble damages, expectation damages nor consequential damages resulting from dealer fraud. (6-20-19T)

04. All ICAR Claims shall be initiated by filing the complete claim with the Idaho Transportation Department DMV Administrator. When a proper ICAR claim has been received, staff will review the claim for completeness and compliance with these rules and the provisions of Idaho Code Title 49, Chapter 16. If the claim is complete and in compliance with statute and these rules, the ICAR Board will send notification per section 49-1608F(5), Idaho Code, to the subject vehicle dealer with a demand that the dealer satisfy the judgement within thirty (30) days. (6-20-19T)

While awaiting payment of the judgment by the vehicle dealer, staff will prepare a draft response to the claimant, indicating a recommended amount to be paid on the claim as well as sufficient justification in support of that amount. (6-20-19T)

a. Should the Dealer fail to satisfy the judgment within thirty (30) days of being informed to do so by the ICAR Board, staff shall provide the ICAR Board and the Claimant with the staff-recommended amount of the claim. If the Claimant agrees with the staff-recommended payment amount, the ICAR Board will tender payment from the ICAR Fund. Should the claimant disagree with the proposed amount to be paid on the claim, the Claimant may request an administrative hearing under the provisions of Idaho Code Title 67, Chapter 52, within 10 business days of receipt of notification. The department will appoint a qualified hearing officer to hear the claim, take testimony and review evidence; and issue findings of fact, conclusions of law and provide a recommended order. (6-20-19T)

b. Upon receipt of the recommended order from the hearing officer, the ICAR Board will issue a final order either adopting or rejecting the hearing officer's recommendation of the claim payment amount. (6-20-19T)

c. The final order of the ICAR Board may be subject to judicial review under the provision of Idaho Code Title 67, Chapter 52. (6-20-19T)

### **300. PENALTIES.**

A dealer violating this rule shall be subject to license suspension for a period not to exceed six (6) months. (12-26-90)

**301. -- 999. (RESERVED)**

**IDAPA 39  
TITLE 03  
CHAPTER 06**

**39.03.06 – RULES GOVERNING SPECIAL PERMITS FOR EXTRA-LENGTH/EXCESS WEIGHT,  
UP TO 129,000 POUND VEHICLE COMBINATIONS**

**000. LEGAL AUTHORITY.**

This rule, governing the movement of vehicles which are in excess of eighty thousand (80,000) pounds, and the sizes allowed by 49-1004, 49-1004A, and 49-1010, is adopted under the authority of Section 40-312, Idaho Code. (7-1-19)

**001. TITLE AND SCOPE.**

**01. Title.** This rule shall be cited as IDAPA 39.03.06, “Rules Governing Special Permits for Extra-Length/Excess Weight, Up to 129,000 Pound Vehicle Combinations” IDAPA 39, Title 03, Chapter 06. (7-1-19)

**02. Scope.** This rule states the requirements and routes for extra-length/excess weight over eighty thousand (80,000) pounds and up to one hundred twenty-nine thousand (129,000) pound vehicle combinations. (7-1-19)

**002. WRITTEN INTERPRETATIONS.**

There are no written interpretations for this chapter. (7-1-19)

**003. ADMINISTRATIVE APPEALS.**

Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (7-1-19)

**004. INCORPORATION BY REFERENCE.**

There are no documents incorporated by reference in this chapter. (7-1-19)

**005. OFFICE – OFFICE HOURS – MAILING AND STREET ADDRESS – PHONE NUMBERS.**

**01. Street And Mailing Address.** The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of PO Box 7129, Boise, ID 83707-1129. (7-1-19)

**02. Office Hours.** Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday, and state holidays. (7-1-19)

**03. Telephone and Fax Numbers.** The central office may be contacted during office hours by phone at 208-334-8420, 1-800-662-7133 or by fax at 208-334-8419. (7-1-19)

**006. PUBLIC RECORDS ACT COMPLIANCE.**

All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Title 74, Chapter 1, Idaho Code. (7-1-19)

**007. – 009. (RESERVED)**

**010. DEFINITIONS.**

Refer to IDAPA 39.03.01, “Rules Governing Definitions Regarding Special Permits,” for definitions of the terms used



in this rule.

(7-1-19)

**011. – 049. (RESERVED)**

**050. GENERAL RULES AND CONDITIONS.**

Refer to IDAPA 39.03.03, “Rule Governing Special Permits – General Conditions and Requirements,” for conditions required for the issuance of special permits. (7-1-19)

**051. – 099. (RESERVED)**

**~~100. DESIGNATED ROUTES FOR EXTRA LENGTH VEHICLE COMBINATIONS CARRYING UP TO ONE HUNDRED FIVE THOUSAND FIVE HUNDRED (105,500) POUNDS SHALL BE DESIGNATED IN FOUR CATEGORIES.~~**

~~The “Extra Length Map” listing the designated routes for vehicles operating up to one hundred five thousand five hundred (105,500) pounds is available at the Idaho Transportation Department offices. This map is not the same as the “Designated Routes Up to 129,000 Pound Map” listed in Section 200 of these rules. (7-1-19)~~

~~**01. Blue-Coded Routes.** Routes for combinations not exceeding ninety five (95) feet in overall length including load overhang (blue coded routes). A vehicle combination operating on routes designated for up to ninety five (95) feet shall be designed and assembled in a manner whereby its maximum off tracking will not exceed five point five zero (5.50) feet on a one hundred sixty five (165) foot radius when computed. (7-1-19)~~

~~**02. Red-Coded Routes.** Routes for combinations of vehicles not exceeding one hundred fifteen (115) feet in overall length including load overhang (red coded routes). A vehicle combination operating on routes designated for up to one hundred fifteen (115) feet shall be designed and assembled in a manner whereby its maximum off tracking will not exceed six point five zero (6.50) feet on a one hundred sixty five (165) foot radius when computed. (7-1-19)~~

~~**03. Black-Coded Routes.** Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system (black coded routes). A vehicle combination operating on routes in this category shall be designed and assembled in such a manner that its off tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seventy five (8.75) feet when computed. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off tracking, but not in excess of seven (7) feet off tracking, or for combinations in excess of seven (7) feet off tracking but not in excess of eight point seventy five (8.75) feet off tracking. (7-1-19)~~

~~**04. Green-Coded Routes.** Selected state highway routes (green coded routes) for operation of a vehicle combination whereby its maximum off tracking will not exceed three (3) feet on a one hundred sixty five (165) foot radius when computed, and its overall length including load overhang does not exceed eighty five (85) feet. Route approval shall be subject to analysis of pavement condition, bridge capacity, safety considerations, pavement width, curvature, traffic volumes, and traffic operations. (7-1-19)~~

**101. – 199. (RESERVED)**

**200. DESIGNATED ROUTES FOR EXTRA LENGTH VEHICLE COMBINATIONS UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS.**

In addition to the requirements listed in Sections 300 and 400, vehicle combinations operating up to one hundred twenty-nine thousand (129,000) pounds, must meet the following requirements: ~~(7-1-19)~~ (6-20-19T)

**01. Brakes.** All axles shall be equipped with brakes that meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. (7-1-19)

**02. Designated Routes.** All designated state approved routes for vehicle combinations to operate at

designated lengths are identified on the “Designated Extra Length Excess Weight up to 129,000 Pound Map” which is available at the Idaho Transportation Department. (6-20-19T)

**03. Designated Routes.** All designated state approved routes for vehicle combinations to operate at weights above one hundred five thousand five hundred (105,500) pounds will be identified on the “~~Designated Routes Up to 129,000 Pound Map~~ Designated Extra Length Excess Weight up to 129,000 Pound Map” which is available at the Idaho Transportation Department. (7-1-19~~6-20-19T~~)

~~a. Black Coded Routes. Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system (black coded routes). A vehicle combination operating on routes in this category shall be designed and assembled in such a manner that its off tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seven five (8.75) feet when computed. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off tracking, but not in excess of seven (7) feet off tracking, or for combinations in excess of seven (7) feet off tracking but not in excess of eight point seven five (8.75) feet off tracking. (7-1-19)~~

~~b. Magenta Coded Routes. Routes for combinations of vehicles not exceeding one hundred fifteen (115) feet in overall length including load overhang (magenta coded routes). A vehicle combination operating on routes designated for up to one hundred fifteen (115) feet shall be designed and assembled in a manner whereby its maximum off tracking will not exceed six point five zero (6.50) feet on a one hundred sixty five (165) foot radius when computed. (7-1-19)~~

~~c. Brown Coded Routes. Routes for combinations not exceeding ninety five (95) feet in overall length including load overhang (brown coded routes). A vehicle combination operating on routes designated for up to ninety five (95) feet shall be designed and assembled in a manner whereby its maximum off tracking will not exceed five point five zero (5.50) feet on a one hundred sixty five (165) foot radius when computed. (7-1-19)~~

~~d. Routes for combinations operating on non state maintained highways (orange coded routes). Local jurisdictions adding, modifying or deleting non state maintained routes for vehicle combinations operating up to one hundred twenty nine thousand (129,000) pounds shall provide the route information to the Department. (7-1-19)~~

**034. Requests for Adding Idaho Transportation Department Maintained Non-Interstate Routes.** Routes not currently designated to operate at up to one hundred twenty-nine thousand (129,000) pounds may be added as follows: (7-1-19)

a. Request Form Submission. The request form (ITD form number 4886) will be completed and submitted to the Idaho Transportation Department Office of the Chief Engineer by the requestor. The requestor will forward the form to the adjacent local jurisdictions. (7-1-19)

b. Request Review/Analysis Process. (7-1-19)

i. Once submitted, the request will be reviewed for completeness and the department’s analysis will be completed for engineering and safety criteria. The criteria shall include assessment of pavement and bridges to allow legal tire, axle, and gross weight limits as per Section 49-1001 and 49-1002, Idaho Code, and route off-track requirements which includes road width and curvature. Additional consideration shall be given to traffic volumes and other safety factors. (7-1-19)

ii. Once the analysis is completed, the request will be submitted to the Chief Engineer, who will report to the Idaho Transportation Board Sub-committee. (7-1-19)

iii. The Idaho Transportation Board Sub-committee will make a recommendation (approve ~~proceed to hearing~~, reject, or request additional information) to the Idaho Transportation Board based upon the Department's analysis.

(7-1-196-20-19T)

iv. If the Idaho Transportation Board recommends approval or denial ~~that the request proceed to hearing~~, it shall instruct the Chief Engineer to issue a letter of determination. An adverse person may contest the letter of determination and request a hearing ~~schedule a hearing in the district(s) where the requested route is located~~. The hearing will be conducted pursuant to the Idaho Administrative Procedures Act, Title 67, Chapter 52, Idaho Code.

(7-1-196-20-19T)

v. The Chief Engineer or designee will conduct the hearing(s) and make a determination after the hearing(s) are held. Following the determination, the Chief Engineer will issue Findings and a Preliminary Order, hereafter referred to as Preliminary Order. (7-1-19)

vi. The Department will notify the requestor of the Chief Engineer's Preliminary Order and post to the Idaho Transportation Department Web site. (7-1-19)

vii. An appeal of the Preliminary Order may be made pursuant to the Idaho Administrative Procedures Act, Title 67, Chapter 52, Idaho Code. The appeal shall be made to the Director of the Idaho Transportation Department. (7-1-19)

c. Local Highways Approved for Travel Up to 129,000 Pounds. Local routes will be added or removed on the "Designated Routes Up to 129,000 Pound Map" when information and approval is provided to the Department by the local jurisdiction having authority over the local route. (7-1-19)

## **201. – 299. (RESERVED)**

## **300. OPERATING REQUIREMENTS FOR EXTRA-LENGTH/EXCESS WEIGHT PERMITS UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS VEHICLE COMBINATIONS.**

All vehicle combinations shall be subject to the following conditions, limitations, and requirements: (7-1-19)

**01. Cargo Carrying Units.** Vehicle combinations operating with an overall length in excess of the limits imposed in Section 49-1010, Idaho Code, shall consist of not more than four (4) units, shall not exceed one hundred fifteen (115) feet overall and no such vehicle combination shall include more than three (3) cargo units except that a full truck and full trailer may have an overall length in excess of seventy-five (75) feet but not in excess of eighty-five (85) feet including load overhang. (7-1-19)

**02. Power Unit.** The power unit of all vehicle combinations shall have adequate power and traction to maintain a minimum of twenty (20) miles per hour under normal operating conditions on any up-grade over which the combination is operated. (7-1-19)

**03. Connecting Devices.** Fifth wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations, Part 393. (7-1-19)

**04. Hazardous Travel Conditions Restrictions.** Refer to IDAPA 39.03.03, "Rules Governing Special Permits – General Conditions and Requirements," for limitations on travel during hazardous conditions. (7-1-19)

**05. Trailer Weight Sequence.** In any extra-length combination, the respective loading of any trailer shall not be substantially greater than the weight of any trailer located ahead of it in the vehicle combination. (Substantially greater shall be defined as more than four thousand (4,000) pounds heavier.) (7-1-19)

**06. Operating Restrictions.** Operators of all vehicle combinations governed by this rule shall comply with the following operating restrictions: (7-1-19)

a. A minimum distance of five hundred (500) feet shall be maintained between combinations of vehicles except when overtaking and passing. (7-1-19)

**b.** Except when passing another vehicle traveling in the same direction, the combination shall be driven so as to remain at all times on the right hand side of the centerline of a two (2) lane, two (2) way highway, or on the right hand side of a lane stripe or marker of a highway of four (4) or more lanes. (7-1-19)

**c.** Be in compliance with all Federal Motor Carrier Safety Regulations. (7-1-19)

**07. Insurance Requirements.** Every vehicle combination operated under this rule shall be covered by insurance of not less than five hundred thousand dollars (\$500,000) combined single limit. The permittee or driver of the permitted vehicle combination shall carry in the vehicle evidence of insurance written by an authorized insurer to certify that insurance in this minimum amount is currently in force. (7-1-19)

**08. Tire Limitations.** Single axles on vehicle combinations shall be equipped with four (4) tires except on the steering axle, or variable load suspension axles (VLS-lift axles), unless equipped with fifteen (15) inch wide or wider single tires. Multiple axle configurations may be equipped with single tires on each of the axles as long as the pounds-per-inch width of tire does not exceed six hundred (600) pounds, the manufacturers rating or legal weights whichever is less. Load for inch width of tire for the front steer axle may not exceed the manufacturer's load rating per tire or the load rating of the axle or twenty thousand (20,000) pounds per axle whichever is less. (7-1-19)

**09. Brakes.** Brakes shall meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. Refer to IDAPA 39.03.03, "Rules Governing Special Permits – General Conditions and Requirements." (7-1-19)

**10. Drivers.** Drivers of LCVs shall meet the special training requirements for Longer Combination Vehicles as outlined in 49 CFR Part 380. (7-1-19)

**11. Permits.** Permits will be vehicle specific. (7-1-19)

**301. – 399. (RESERVED)**

**400. SPECIAL PERMITS FOR OPERATIONS OF EXTRA-LENGTH/EXCESS WEIGHT PERMIT UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS VEHICLE COMBINATIONS.**

**01. Permit Attachments.** All vehicles in operation shall be allowed to travel under the authority of special permits issued to the power unit. A copy of this rule shall accompany and shall be a part of all annual extra-length/excess weight, up to one hundred twenty-nine thousand (129,000) pound permits. An allowable gross loads table shall accompany and be referred to on the face of the permit. Operations shall be valid only on routes of the state highway system designated for such purposes as set forth on the "Extra Length Map" of designated routes, or the "Designated Routes Up to 129,000 Pound Map," which shall accompany the permit, and is available at the special permit office and ports of entry. (7-1-19)

**02. Permit Requirements and Special Requirements.** Permits issued for operations of extra-length /excess weight up to 129,000 pound vehicle combinations shall be subject to the general requirements of Section 300, and to the following special conditions. (7-1-19)

**a.** The operator of any extra-length, excess weight, and up to one hundred twenty-nine thousand (129,000) pound vehicle combination shall complete the Idaho Off-Track Computation Form to provide internal dimensions of the combination and computation of off-track as evidence of compliance with maximum off-track requirements specified for the designated route being traveled. The completed Idaho Off-Track Computation Form, when required, shall be available for inspection by enforcement officers with the permit for the vehicle combination. When the Idaho Off-Track Computation Form is required, permit shall be invalid until the form is completed and available for inspection. (7-1-19)

**b.** Permits shall become automatically invalid subject to conditions cited in IDAPA 39.03.03, "Rules Governing Special Permits – General Conditions and Requirements." (7-1-19)

**03. Exceeding Allowed Length and/or Idaho Off-Track Limitations.** Extra-length/excess weight permit up to one hundred twenty-nine thousand (129,000) pound vehicle combinations apprehended for exceeding allowed length and/or off-track limitations as set forth in this rule shall be subject to the following course of action: (7-1-19)

**a.** The vehicle combination will be escorted by the apprehending officer to the first safe parking location; and (7-1-19)

**b.** The driver of the vehicle combination will be issued a single trip, one (1) day permit via a specified route to the nearest permitted route. The condition of this permit shall require an advance pilot/escort vehicle to escort the vehicle combination, and the pilot/escort vehicle shall meet the pilot/escort vehicle requirements as set forth in IDAPA 39.03.05, "Rules Governing Special Permits - Oversize Non-Reducible." (7-1-19)

**401. – 499. (RESERVED)**

**500. GENERAL WEIGHT REQUIREMENTS AND CONDITIONS.**

**01. Weights Allowed on Interstate.** The Federal Highway Amendment Act of 1974 established allowable legal weight limits on Interstate System Highways at twenty thousand (20,000) pounds on single axles, thirty-four thousand (34,000) pounds on tandems, and total gross loads not exceeding eighty thousand (80,000) pounds. (7-1-19)

**02. Weights Allowed on Non-Interstate Highways.** Allowable legal weight limits on non-interstate highways are set at twenty thousand (20,000) pounds on single axles, thirty-seven thousand eight hundred (37,800) pounds on tandems, and total gross loads not exceeding eighty thousand (80,000) pounds. (7-1-19)

**03. Permit Types to Exceed Eighty Thousand Pounds Gross Weight.** Permits will be issued for vehicle combinations operating on Interstate and non-interstate highways with total gross loads exceeding eighty thousand (80,000) pounds but not to exceed twenty thousand (20,000) per single axle, thirty-four thousand (34,000) pounds per tandem, and not to exceed the weight limit for any group of two (2) or more consecutive axles established by Section 49-1001, Idaho Code. (7-1-19)

**a.** Extra Length/Excess Weight Permit Up to One Hundred Twenty-Nine Thousand (129,000) Pounds. Gross weight limited to one hundred five thousand five hundred (105,500) pounds on interstate, non-interstate and local highways and length limited to those specified in these rules. Except that no vehicle combination weighing more than one hundred five thousand five hundred (105,500) pounds shall operate on local highways contrary to the provisions of Section 49-1004A, Idaho Code, and these rules. (7-1-19)

**b.** Extra Length/Excess Weight Permit Up to One Hundred Twenty-Nine Thousand (129,000) Pounds. Gross weight not to exceed one hundred twenty-nine thousand (129,000) pounds on designated routes, as specified in Section 49-1004 and Section 49-1004B, Idaho Code. (7-1-19)

**501. – 999. (RESERVED)**

**IDAPA 39  
TITLE 03  
CHAPTER 49**

**39.03.49 – RULES GOVERNING IGNITION INTERLOCK BREATH ALCOHOL DEVICES**

**000. LEGAL AUTHORITY.**

This rule is promulgated pursuant to Section 18-8008, Idaho Code. (12-26-90)

**001. TITLE AND SCOPE.**

The purpose of this rule is to establish regulations for certification, installation, repair and removal of ignition interlock breath alcohol devices. (12-26-90)

**002. -- 009. (RESERVED)**

**010. DEFINITIONS.**

**01. Alcohol.** The generic class of organic compounds known as alcohols and, specifically, the chemical compound ethyl alcohol. For the purpose of Ignition Interlock Devices, ~~there is no requirement expressed or implied that the device be specifically for ethyl alcohol~~ all devices will be specific for ethyl alcohol. (12-26-90)

**02. Breath Alcohol Concentration (BAC).** The weight amount of alcohol contained in a unit volume of breath, measured in grams Ethanol/two hundred ten (210) liters of breath. (12-26-90)

**03. Court (Or Originating Court).** The particular Idaho state court that has required the use of an ignition interlock ~~breath alcohol~~ device by a particular individual. (12-26-90)

**04. Certification.** The approval process required by the Idaho Transportation Department. (12-26-90)

**05. Department.** The Idaho Transportation Department. (7-1-96)

**06. Device.** ~~A~~ breath alcohol ignition interlock device. (7-1-96)

**07. Diversion Program Administrator or Designee. The prosecuting attorney or an individual or business appointed by a prosecuting attorney of any Idaho county, to administer the diversion program established by the prosecuting attorney on their behalf.** ( )

**078. Ignition Interlock Device.** An instrument designed to measure the BAC of an individual equipped with a camera and which prevents a motorized vehicle from starting when the BAC exceeds a predetermined and preset level. (7-1-96)

**089. Independent Testing Laboratory.** A laboratory facility that is not subject to the control of the manufacturer of the device. (7-1-96)

**109. Interlock.** The state in which a motor vehicle is prevented from starting by a device. (12-26-90)

**101. Lessee.** The person ordered by a court to drive only vehicles which have certified devices installed. (12-26-90)

**112. Manufacturer or Manufacturer's Representative.** The person, company or corporation who produces the device, or a recognized representative who sells, rents, leases, installs, maintains and removes the device.

(7-1-96)

**0112. -- 099. (RESERVED)**

**100. CERTIFICATION PROCESS.**

**01. Equipment Standards.** ~~To be certified, a~~ device must meet or exceed the ~~federal~~ National Highway Traffic Safety Administration's (NHTSA) model specifications for breath alcohol ignition interlock devices (BAIID~~s~~) as published in the Federal Register/Vol. ~~57~~78, No. ~~67~~~~Tuesday, April 7, 1992~~89/~~Wednesday, May 8, 2013~~ and are subject to ~~any~~ subsequent standards published by NHTSA. ~~Only a~~ notarized statement and a copy of the Certification Test Report, from an independent testing laboratory performing the tests as specified, will be accepted as proof of meeting or exceeding the standards. The statement shall include the calibration dates and the name and signature of the person in charge of the tests under the following sentence: All tests on two (2) samples of (model names) \_\_\_ manufactured by \_\_\_\_\_ were conducted in accordance with specifications listed in [the above referenced Federal Register]. (7-1-96)

**a.** A manufacturer must report to the Department any changes in the design of the device along with a notarized re-certification statement from an independent testing laboratory thirty (30) days prior to implementing device usage in Idaho. (7-1-96)

**b.** Devices that were certified under less stringent IDAPA rules governing BAIID devices or previous model specifications as published in the Federal Register will be grandfathered for use in the state for a period no longer than one hundred eighty (180) days from the effective date of the most recent published device specifications. (7-1-96)

**02. Proof of Insurance.** The manufacturer shall annually provide to the ~~Idaho Transportation~~ Department proof of insurance with minimum liability limits of one million dollars (\$1,000,000) per occurrence, with three million dollars (\$3,000,000) aggregate total. The liability covered shall include defects in product design and materials, as well as workmanship during manufacture, calibration, installation and removal. The proof of insurance shall include a statement from the insurance carrier that thirty (30) days' notice shall be given to the Idaho Transportation Department prior to cancellation. (7-1-96)

**03. Hold Harmless.** The manufacturer shall provide to the ~~Idaho Transportation~~ Department a notarized statement that the manufacturer will be totally responsible for product liability and will indemnify the following from any liability resulting from the device or its installation or use: (7-1-96)

**a.** The state of Idaho; and (7-1-96)

**b.** The court that ordered the installation of the device. (7-1-96)

**c.** The county, its employees and designees administering the program. (7-1-96)

**04. Manufacturer's Reporting Requirements.** The manufacturer shall provide the Department a description of its installation and monitoring procedures, maintenance technician training program, and set of criteria for monitoring and reporting offenders. (7-1-96)

**05. Criteria for Certification and/or Revocation.** Upon receipt of a ~~notarized~~ statement ~~and required documentation from the Manufacturer or Manufacturer's Representative from a testing laboratory that two (2) samples of a device have successfully passed the test procedures specified in this rule, the required documentation, and the certificate of insurance~~, the Department shall issue a Letter of Certification for the device. The Letter of Certification shall be valid until voluntarily surrendered by the manufacturer or until revoked by the Department for cause. Reasons for revocation include, but are not limited to: (7-1-96)

**a.** Evidence of repeated device failures due to gross defects in design, materials and/or workmanship during manufacture, installation or calibration of the device; (12-26-90)



- b. Notice of cancellation of manufacturer's liability insurance is received; or (12-26-90)
- c. Notification that the manufacturer is no longer in business. (12-26-90)
- d. Voluntary request of the manufacturer to remove a device from the certified list; (7-1-96)
- e. Any other reasonable cause to believe the device was inaccurately represented to meet the performance standards; or (7-1-96)
- f. Failure to submit required reports to the Department. (7-1-96)

**06. Notice of Revocation.** Unless necessary for the immediate good and welfare of the public, revocation shall be effective ten (10) days after manufacturer's receipt of notice, which shall be sent via certified mail, return receipt requested. A copy of each Notice of Revocation shall be provided to all originating courts or their designees and lessees utilizing the revoked device with notice to contact the manufacturer for a replacement. (7-1-96)

**07. Removal of Revoked Devices.** Upon revocation or voluntary surrender of a certified device, a manufacturer shall be responsible for removal of all like devices from lessees' vehicles. (7-1-96)

a. A manufacturer shall be responsible for any costs connected with removal of their revoked devices from lessees' vehicles and the installation of certified replacement devices. (7-1-96)

**08. Right to Appeal.** Upon voluntary surrender, or revocation of a Letter of Certification for a manufacturer's device, manufacturers may request a review of revocation. Such request shall be submitted to the Department, in writing, within twenty (20) days of revocation. (7-1-96)

**09. Repository for Letter of Certification.** The ~~Idaho Transportation~~ Department shall maintain a file of all existing Letters of Certification. ~~The Department shall provide the administrative office of the courts and each trial court administrator or designee of the court with a copy of each Letter of Certification.~~ (7-1-96)

#### **101. TEST SPECIFICATIONS FOR CERTIFICATION.**

A device must meet or exceed the federal National Highway Traffic Safety Administration's safety specifications and safety tests for breath alcohol ignition interlock devices (BAIID) as published in the Federal Register/Vol. ~~57~~78, No. ~~67~~ Tuesday, April 7, 1992 ~~89~~ Wednesday, May 8, 2013 and are subject to any subsequent standards published by NHTSA. (7-1-96)

**01. Ground Elevation Accuracy.** The BAIID must maintain accuracy to ground elevations up to two and one half (2.5) km. (7-1-96)

**02. High Altitude and Low Temperature Accuracy.** The BAIID must maintain accuracy in combined situations of high altitude (two and one half kilometers (2.5 km.)) and low temperature (minus forty degrees Centigrade (-40° C)). (7-1-96)

**102. -- 199. (RESERVED)**

#### **200. INSTALLATION STANDARDS.**

**01. Installer.** Device must be installed by a manufacturer or its representative. (12-26-90)

**02. Unauthorized Persons.** Lessees or other unauthorized persons shall not be allowed to watch the installation of the device. (12-26-90)

**03. Security.** Adequate security measures must be taken to prevent unauthorized persons from accessing secured materials (tamper seals, installation instructions, etc.) (12-26-90)



**04. Installation Instructions.** Each manufacturer shall develop written instructions for installation of his device(s). (12-26-90)

**05. Vehicle Condition Screen.** The installer must screen vehicles for acceptable mechanical and electrical condition, in accordance with the device manufacturer's instructions. (12-26-90)

**06. Mandatory Vehicle Maintenance.** Conditions that would interfere with the function of the device, (e.g. low battery or alternator voltage, stalling frequent enough to require additional breath tests, etc.) must be corrected to an acceptable level. (12-26-90)

**07. Installation Standards.** Installations must be made in a workmanlike manner, within accordance to accepted trade standards, and according to the instructions provided by the manufacturer. (12-26-90)

**08. Device Removal Standards.** Whenever a device is removed, the vehicle must be reasonably restored to its original condition. All severed wires must be permanently reconnected and insulated with heat shrink tubing or its equivalent. (12-26-90)

**201. -- 299. (RESERVED)**

### **300. DEVICE MAINTENANCE AND REPORTS.**

**01. Device Examination Schedule.** Each lessee shall have the device examined by a manufacturer or its representative for correct calibration and evidence of tampering every sixty (60) days, or more often as may be ordered by the originating court, or less frequently, as may be ordered by the originating court ~~to a maximum of one hundred and twenty (120) days.~~ (12-26-90)

**02. Report of Examination.** A report on the results of each check shall be provided to the trial court administrator or designee of the originating court. The report shall reflect what adjustments, if any, were necessary in the calibration of the device, any evidence of tampering, and any other available information the originating court may order. (7-1-96)

**03. Corrective Action Report.** Complaints by the lessee shall be accompanied by a statement of the actions taken to correct the problem(s). Reports of the problem(s) and action(s) taken shall be submitted to the originating court or its designee within three (3) business days. (7-1-96)

**04. Additional Report.** An additional report shall be provided to the ~~Idaho Transportation~~ Department on a quarterly basis summarizing all periodic checks ordered by the originating court and all complaints received by the manufacturer from the lessee for each model or type of certified device. These reports shall be categorized by: (7-1-96)

- a. Customer error of operation. (12-26-90)
- b. Faulty automotive equipment other than the device. (12-26-90)
- c. Apparent misuse or attempts to circumvent the device, causing damage. (12-26-90)
- d. Device failure due to material defect, design defect, workmanship errors in construction, installation or calibration. (12-26-90)

### **301. DEVICE SECURITY.**

**01. Tampering Precaution.** The manufacturer shall take all reasonable steps necessary to prevent tampering or physical circumvention of the device. ~~These steps shall include special locks, seals and installation procedures that prevent and/or record evidence of tampering and/or circumvention attempts.~~ (12-26-90)

**02. Device Identification.** Each device shall be uniquely serial numbered. All reports to the trial court

administrator or designee of an originating court concerning a particular device shall include the name and address of the lessee, the originating court's file number, and the unique number of the device. (7-1-96)

**03. Warning Label.** The manufacturer shall provide a label containing a notice (at least ten (10) point boldface type) on each certified device which is visible to the lessee at all times reading: WARNING: ANY PERSON TAMPERING, CIRCUMVENTING, OR OTHERWISE MISUSING THIS DEVICE MAY BE SUBJECTED TO CRIMINAL SANCTIONS. (Section 18-8009, Idaho Code) (~~12-26-90~~)

~~a. The label shall be capable of being affixed to the device. (12-26-90)~~

~~b. The manufacturer shall provide an area on the outside of the device where the label is most likely to be seen by the operator of the vehicle. (12-26-90)~~

~~c. The label must be affixed to the device at all times while installed in the lessee's vehicle. (12-26-90)~~

**04. Physical Anti-Tamper Security.** (7-1-96)

a. Use unique, easily identifiable wire, covering or sheathing over all wires used to install the device, which are not inside a secured enclosure. (12-26-90)

~~b. Use unique, easily identifiable covering, seal, epoxy or resin at all exposed electrical connections for the device. (12-26-90)~~

~~eb.~~ Make all connections to the vehicle under the dash or in an inconspicuous area of the vehicle. (~~12-26-90~~)

~~dc.~~ Use unique, easily identifiable tamper seal, epoxy or resin at all openings and exposed electrical connections for the device (except breath or exhaust ports). (~~12-26-90~~)

**05. Personnel Requirements.** Devices must be installed, inspected, tested and maintained by a qualified manufacturer or its representative. (12-26-90)

a. Installers must have the training and skills necessary to install, troubleshoot and check for proper operation of the device, and to screen the vehicle for acceptable condition. (12-26-90)

b. Personnel whose functions and duties include installing, calibrating, and performing tamper inspections and reporting duties, should not have been convicted of a crime substantially related to the convicted lessee's violation. This may include, but is not limited to, persons convicted of: Driving under the influence (DUI) within the last five (5) years; more than one (1) DUI overall; probation violation; and perjury. (7-1-96)

c. For the purposes of this section, "convicted" shall include entering a plea of guilty, nolo contendere, or to have been found guilty or been given a withheld judgment. (12-26-90)

**302. -- 399. (RESERVED)**

**400. MANDATORY OPERATIONAL FEATURES.**

Notwithstanding other provisions of this rule, a certified device must comply with the following: (12-26-90)

**01. Device Setpoint.** The ~~actual~~ setpoint of each device to interlock when the breath sample is provided shall be ~~determined by the originating court~~ .025 or greater (Section 18-8008(2), Idaho Code). The capability to change this setting shall be made secure, by the manufacturer, to prevent unauthorized adjustment of the device. (~~7-1-96~~)

**401. OTHER PROVISIONS.**

Notwithstanding other provisions of this rule, each manufacturer of a certified device: (12-26-90)

**01. Repair Deadline.** Shall guarantee repair or replacement of a defective device within the state of Idaho within a maximum of forty-eight (48) hours of receipt of complaint. (12-26-90)

**02. Statement of Charges.** Shall provide the originating court, diversion program administrator or its designee and the lessee a statement of charges clearly specifying warranty details, purchased cost, and/or monthly lease amount, any additional charges anticipated for routine calibration and service checks, what items (if any) are provided without charge, and under what conditions a lessee is responsible for payment for service calls and/or damage to the device. (7-1-96)

**03. Notice of Installation.** Upon installation of each device, the manufacturer or its representative will provide the trial court administrator, diversion program administrator or designee of the originating court with a notice of installation that includes the name, address and telephone number of the lessee, the originating court's file number, and the unique number of the device. (7-1-96)

**04. Notice of Charges.** Shall provide written notice to the ~~Idaho Transportation~~ Department and each trial court administrator or designee of the court or diversion program administrator a statement of charges for each device model. (7-1-96)

**05. Nationwide Service Locations.** Shall provide to all lessees at the time of installation: (12-26-90)

**a.** A list of all calibration/service locations in the continental United States. The list shall include the business name, address and telephone number of all such locations. (12-26-90)

**b.** A twenty-four (24) hour telephone number to call for service support for those who may be traveling outside service areas. (12-26-90)

**06. Statewide Service Locations.** Shall provide to all lessees at the time of installation: (7-1-96)

**a.** A list of all calibration/service locations in the state of Idaho. The list shall include the business name, address and telephone number of all such locations. (7-1-96)

**b.** Shall notify the ~~Idaho Transportation~~ Department of the location, including address, phone number and contact person, of each installation station in Idaho. (7-1-96)

**07. Attempts to Disobey Court Order.** Shall report to the originating court, diversion program administrator or its designee any requests to disconnect or circumvent, without court order, any device of their own or another manufacturer. (7-1-96)

**08. Removal of Device.** Shall advise the originating court, diversion program administrator or its designee prior to removing the device under circumstances other than: (7-1-96)

**a.** Completion of sentence or other terms of a court order. (12-26-90)

**b.** Immediate device repair needs. (12-26-90)

**09. Substitute Device.** Whenever a device is removed for repair and cannot immediately be reinstalled, a substitute device shall be utilized. Under no circumstances shall a lessee's vehicle be permitted to be driven without a required device. (12-26-90)

#### **402. REMOVAL PROCEDURES.**

When so notified in writing by the originating court, the manufacturer shall remove the device and return the vehicle to normal operating condition. A final report, which includes a summary of all fees paid by the lessee over the life of the contract, shall be forwarded to the originating court, diversion program administrator or its designee and the ~~Idaho Transportation~~ Department. (7-1-96)

**403. -- 499. (RESERVED)**

**500. PRIMARY RESPONSIBILITIES OF AGENCIES/OFFICES MONITORING THIS RULE.**

Listed below are some of the primary responsibilities of the indicated offices/agencies, as outlined in this rule.

(12-26-90)

**01. Testing Lab.** (12-26-90)

a. Test devices for minimum standards. (12-26-90)

b. Submit notarized statement and copy of the Certification Test Report to manufacturer. (7-1-96)

c. Keep log of test results. (12-26-90)

**02. Manufacturer.** (12-26-90)

a. Submit device to lab for testing. (12-26-90)

b. Install, maintain and remove device as required by court. (12-26-90)

c. Set interlock level as established by ~~court~~code. (~~12-26-90~~)

d. Submit quarterly (or more frequent) maintenance reports to originating court or its designee. (7-1-96)

e. Submit quarterly reports to ~~Idaho Transportation~~ the Department summarizing periodic device examinations and all complaints received. (~~7-1-96~~)

f. Provide court, diversion program administrator or its designee, or lessee and ~~Idaho Transportation~~ Department with statement of charges and/or any additional fees. (~~12-26-90~~)

g. Provide lessee with service and repair information. (12-26-90)

h. Provide ~~the Idaho Transportation~~ Department with proof of insurance annually. (~~7-1-96~~)

i. Report any attempt to disconnect any device to originating court, diversion program administrator or its designee. (~~7-1-96~~)

j. Advise court, ~~or~~ diversion program administrator or its designee before removing any device unless authorized or in need of immediate repair. (~~7-1-96~~)

**03. Idaho Transportation Department.** (12-26-90)

a. Maintain a list of known calibration/service locations in the state. (7-1-96)

b. Issue Letter of Certification for each device model to manufacturer (~~copy to courts or their designees~~). (~~7-1-96~~)

c. When necessary, revoke Letter of Certification (~~copy to courts or their designees~~). (~~7-1-96~~)

d. Maintain file of all letters. (12-26-90)

e. Maintain file of statement of charges (by device model). (12-26-90)

f. Maintain proof of insurance. (12-26-90)

**04. Court.** (12-26-90)

**a.** The judge or prosecuting attorney as the diversion program administrator or their designee will order device installation ~~(including interlock setting)~~, maintenance and removal. (12-26-90)

**b.** The trial court administrator, diversion program administrator or their designee of the originating court will receive maintenance reports on each device installed pursuant to order. (7-1-96)

**c.** The trial court administrator, diversion program administrator or their designee of the originating court will receive statement of charges. (7-1-96)

**d.** The trial court administrator, ~~or~~ diversion program administrator or their designee of the originating court will receive manufacturer's reports of attempts to disconnect any device. (7-1-96)

**e.** The trial court administrator or diversion program administrator or their designee will receive reports and a declaration from the lessee's ignition interlock vendor, on a form provided or approved by the diversion program administrator or their designee, certifying that none of the following incidents occurred while the system was installed in the lessee's vehicle(s):

i. Attempt to start vehicle with a BAC of 0.04 or more.

ii. Failure of the lessee to take any random test

iii. Failure of the lessee to pass any random retest with a BAC of 0.025 or lower.

iv. Failure of the lessee to appear when required at vendor's place of business for maintenance, repair, calibration, monitoring, inspection or replacement of the system.

( )

**05. Lessee.** (12-26-90)

**a.** Have device installed and maintained as ordered by court. (7-1-96)

**b.** Receive statement of charges and remit fees as scheduled. (7-1-96)

**c.** Receive and comply with guidelines regarding repairing and maintaining the vehicle in good working order. (7-1-96)

**501. -- 999. (RESERVED)**

## ITD Rules to Sunset on 6/30/19

Division	Rule Chapter	Authority, Status & Disposition
Gov. Affairs	<a href="#">39.01.02, Rules Governing Petition for Adoption, Amendment, or Repeal of Administrative Rules</a>	<a href="#">§40-312</a> & <a href="#">§49-201</a> , I.C.
DMV	<a href="#">39.02.06, Vehicle Dealership's Trade Names</a>	<a href="#">§49-1602(4)</a> , I.C.
DMV	<a href="#">39.02.08, Vehicle Identification Number (VIN) Inspections</a>	<a href="#">§49-504(2)</a> , I.C.
DMV	<a href="#">39.02.10, Rules Governing Sales of Abandoned Vehicles</a>	<a href="#">§49-1810</a> & <a href="#">§49-1811</a> , I.C.
DMV	<a href="#">39.02.13, Rules Governing Waiver of Titling Requirements</a>	<a href="#">§49-501</a> & <a href="#">§49-507</a> , I.C.
HWYS	<a href="#">39.03.45, Rules Governing Sale of No Longer Useful or Usable Real Property</a>	<a href="#">§58-335A</a> , I.C.

## ITD IDAPA Rulemakings (2020 Legislative Session)

Division	Rule Chapter	Negotiated Y/N	Status & Disposition
OHS	<a href="#">39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices</a>	<b>N</b>	<a href="#">HB78aa,aaS</a> (Proposed Rulemaking Process)
<b>XXX</b>	<b>XXX</b>	<b>XXX</b>	<b>XXX</b>
Traffic	<a href="#">39.03.41, Rules Governing Traffic Control Devices</a>	<b>Y-G3</b>	<i>Consolidation (Will merge chpts. 62, 63 &amp; 64)</i>
Traffic/ROW	<a href="#">39.03.60, Rules Governing Outdoor Advertising</a>	<b>Y-G3</b>	<i>Consolidation (Will merge chpt. 61)</i>
<b>XXX</b>	<b>XXX</b>	<b>XXX</b>	<b>XXX</b>
<b>DMV</b> (ICAR Rule)	<a href="#">39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business</a>	<b>N</b>	Temporary Rulemaking Process
<b>DMV</b> (Temporary Vehicle Reg.)	<a href="#">39.02.42, Temporary Vehicle Registration When Proof of Ownership Is Insufficient</a>	<b>Y-G1</b>	<b>Negotiated Together</b>
<b>DMV</b> (Name change rule)	<a href="#">39.02.75, Rules Governing Names on Drivers' Licenses and Identification Cards</a>	<b>Y-G1</b>	<b>Negotiated Together</b>
<b>DMV</b> (DL Renewal by Mail & Electronically)	<a href="#">39.02.76, Rules Governing Driver's License Renewal-by-Mail and Electronic Renewal Process</a>	<b>Y-G1</b>	<b>Negotiated Together</b>
<b>XXX</b>	<b>XXX</b>	<b>XXX</b>	<b>XXX</b>

DMV	<a href="#">39.02.22, Rules Governing Registration and Permit Fee Administration</a>	Y-G2	Negotiated Together
DMV	39.03.01, Rules Governing Definitions Regarding Special Permits	Y-G2	Negotiated Together
DMV	39.03.05, Rules Governing Special Permits – Oversize Non-Reducible	Y-G2	Negotiated Together
DMV/Legal	39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations	Y-G2	Negotiated Together (Temporary Rulemaking Process)

### **Titles Consolidation = New Titles IDAPA Rule**

Negotiated? **Y-G4**

The new/consolidated rule will incorporate content from the following existing rules:

- [39.02.05, Rules Governing Lien Filing on Certificate of Title](#)
- [39.02.07, Rules Governing Titling of Salvage, Specially Constructed, Replica and Rebuilt Salvage Motor Vehicles](#)
- [39.02.08, Vehicle Identification Number \(VIN\) Inspections](#)
- [39.02.10, Rules Governing Sales of Abandoned Vehicles](#)
- [39.02.11, Rules Governing Odometer Readings on Title Records](#)
- [39.02.12, Rules Governing Issuing Certificates of Title and Bonded Certificates of Title](#)
- [39.02.13, Rules Governing Waiver of Titling Requirements](#)
- [39.02.24, Rules Governing ‘Gray Market’ Vehicle Registration and Titling](#)
- **These 3 rules set to sunset on 6/30/19**

Res. No. WHEREAS, Idaho Transportation Department staff has proposed changes to three (3) administrative rules:

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- 39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business;
- 39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations; and
- 39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices; and

WHEREAS, the changes being made to 39.02.03 - Rules Governing Vehicle Dealer's Principal Place of Business - are needed to clarify the appropriate procedures for the Idaho Consumer Asset Recovery (ICAR) Board and ITD staff when tasked with determining the outcome of claims (court judgments) brought forth for payout; and

WHEREAS, the changes being made to 39.03.06 - Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations – are being made based on feedback from industry customers and to address DMV efficiencies; and

WHEREAS, the changes being made to 39.03.49 - Rules Governing Ignition Interlock Breath Alcohol Devices - are a direct result of the 2019 1<sup>st</sup> Regular Session of the 65<sup>th</sup> Idaho Legislature passing House Bill 78aa,aaS; and

WHEREAS, these administrative rule changes were approved by the Division of Financial Management, within the Idaho Governor's Office, on June 4, 2019; and

WHEREAS, IDAPA 39.02.03 and 39.03.06 will have a temporary effective date of June 20, 2019; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves that these three (3) administrative rules be published in the July 3<sup>rd</sup> edition of the Idaho Administrative Bulletin as proposed and/or temporary.



Res. No. WHEREAS, the 2019 1<sup>st</sup> Regular Session of the 65<sup>th</sup> Idaho Legislature did not reauthorize the Idaho Administrative Procedure Act (IDAPA); and

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WHEREAS, without this legislative reauthorization, all of IDAPA will expire at midnight on June 30, 2019; and

WHEREAS, the Governor's Office is dedicated to ensuring the safety, health and confidence of Idaho citizens, so has published a Special Edition of the Idaho Administrative Bulletin on June 19, 2019, making all of IDAPA temporary; and

WHEREAS, in working to support the Governor's initiatives to decrease rules and regulations, ITD staff has identified six (6) rules to sunset at the end of June; and

WHEREAS, those six (6) rules are as follows:

- 1) 39.01.02 - Rules Governing Petition for Adoption, Amendment, or Repeal of Administrative Rules
- 2) 39.02.06 - Vehicle Dealership's Trade Names
- 3) 39.02.08 - Vehicle Identification Number (VIN) Inspections
- 4) 39.02.10 - Rules Governing Sales of Abandoned Vehicles
- 5) 39.02.13 - Rules Governing Waiver of Titling Requirements
- 6) 39.03.45 - Rules Governing Sale of No Longer Useful or Usable Real Property; and

WHEREAS, the Division of Financial Management, within the Idaho Governor's Office, supports and approves of these rules sun-setting; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves that these six (6) administrative rules be allowed to sunset at midnight on June 30, 2019.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2019

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

Presenter's Name Mollie McCarty	Presenter's Title Governmental Affairs Manager	Initials mm	Reviewed By LSS
Preparer's Name Mollie McCarty	Preparer's Title Governmental Affairs Manager	Initials	

## Subject

2020 Potential Legislative Ideas		
Key Number	District	Route Number

## Background Information

The attached legislative ideas provide brief descriptions and fiscal impacts for 2020 proposals:

- Utilities in highway rights of way
- Local bridge inspection program cost recovery
- Remove minimum sales requirement from dealer and salesman license renewal
- Elimination of validation decals for commercial motor vehicles
- Commercial driver license reinstatement of lifetime disqualification
- Align driver license/identification card fees with administrative process

Staff will submit Legislative Ideas on behalf of the board. Idea forms must be submitted to the Division of Financial Management (DFM) by July 12, 2019, for their review and approval.

DFM approval of Legislative ideas authorizes the department's staff to proceed with the development of draft legislation. Draft legislation will be presented to the Board for their review and approval in July and must be submitted to DFM by August 16, 2019.

## Recommendations

For information and discussion, and potential action.

## Board Action

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

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E_Mail
Hunter MV	Jerri Hunter	334-8626	jerri.hunter@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

As part of the department's replacement of its Commercial Vehicle Registration and Permitting system, the Idaho Transportation Department (ITD) has the opportunity to enhance its customer service when the system is implemented. A new feature allows the department the opportunity to provide electronic credentials to the trucking industry and motor carrier customers. This will provide improved customer service and allow customers to receive their credentials electronically, without waiting for paper documents to be received in the mail. As part of this initiative, the department, with the support of Idaho State Police, the trucking industry and commercial drivers desires to make the process more efficient and streamlined, by allowing for commercial vehicle registrations to be carried either electronically, or by paper (cab card) as a decision by the registrant. Currently law enforcement already accepts electronic credentials.

This practice aligns with suggested changes contained in the International Registration Plan (IRP) Agreement (Article VI, Section 600), which provides registrants the option of carrying an electronically issued IRP cab card or the paper proof. Eliminating the special form and validation decal will allow Full Fee and IRP cab cards to be issued on paper or electronically. Customers will receive their registration quicker, can self-issue credentials online, and Motor Carrier Services and the POE locations will no longer need special printers and embedded decal forms. Law Enforcement personnel can validate the registration via law enforcement systems and commercial registration systems, as well as view the electronic credential on the driver's electronic device. The Commercial Vehicle Safety Alliance is in support of this measure, of which Idaho State Police is a member.

### IF BILL PASSES:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments:

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
DMV-PPM	Brendan Floyd	334-8474	Brendan.Floyd@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

The department continues to develop and provide alternative methods for the issuance and renewal of driver licenses and identification cards, and is aligning code for the distribution of fees to remain with the issuing entities providing the services.

The department has partnered with Idaho Department of Corrections to issue identification cards to those incarcerated who will soon be released, to assist them with integration into society, by providing them with an Idaho identification card. This legislation will enable IDOC to retain the \$5 portion of the identification card fee, when they are issuing the card, and completing the process. The department has also implemented a DMV Portal that provides citizens with the ability to renew their Idaho driver license or identification card, or to replace either, online. This provides an alternative service method and will reduce lines and alleviate pressure in county driver license offices, to enable counties to provide customers with more focused service for customers who must go to the county offices.

The department intends to develop other more convenient methods for customers to receive services provided by DMV, including the renewal and replacement of dealer and salesman identification cards. This proposal allows the fees to be retained by the entity providing the processes.

### IF BILL PASSES:

FISCAL IMPACT:

LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:

LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments:

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
DMV-PPM	Brendan Floyd	334-8474	Brendan.Floyd@itd.idaho.gov

**Brief description of legislation and how it will "solve the problem":**

This proposal removes unnecessary requirements on dealer and salesmen license renewals. Repealing codes 49-1634 and 49-1635 are in line with the Governor's executive orders for the Red Tape Reduction Act and the Licensing Freedom Act.

Although code refers to minimum sales as a part of dealer and salesman licensing renewals, this law provides no value to the licensing process, and is not a regulation that is relied on as a basis for determining renewals. The department believes that repealing sections 49-1634 and 49-1635 is in the best interest of the licensed dealers and salesmen by removing irrelevant regulations.

This initiative has the support of industry and the Dealer Advisory Board, as it has been an idea that has been discussed as a means to clean-up unnecessary codes that provide no value to the industry.

**IF BILL PASSES:**

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

**IF BILL FAILS:**

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

**Comments:**

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
DMV-PPM	Brendan Floyd	334-8474	Brendan.Floyd@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

Currently when a person with a commercial driver license (CDL) is convicted of certain offenses, federal code requires a lifetime disqualification of the individual. This means that these individuals can never again obtain a commercial driver license.

The Federal Motor Carrier Safety Administration (FMCSA) has adopted new rules that allow jurisdictions the ability to reinstate commercial drivers with lifetime disqualification offenses, after ten years has elapsed. It requires states to have a rehabilitation program in order to permit jurisdictions the ability to allow these drivers to again obtain their commercial driving privileges after an initial ten years, but does not specify what the rehabilitation program must consist of. Idaho desires to implement a program similar to that of Oregon, South Dakota, and North Dakota, which would include criteria such as a clean driving record for the past 3 years, completion of online defensive driving classes for driving safety, truck driver safety, and successful completion of knowledge and skills testing.

This proposal provides economic opportunity for commercial drivers who seek licensure after serving a ten year disqualification period, will help increase the number of CDL drivers as shortages persist, is in line with the Governor's Licensing Freedom Act and has the support of industry, the Idaho Trucking Advisory Council, and FMCSA.

### IF BILL PASSES:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments:

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
DES	Blake Rindlisbacher	334-8231	blake.rindlisbacher@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

This proposal addresses inconsistent language in current statute and addresses the rapidly developing technology marketplace that has interests in the Idaho Transportation Department's highway rights of way.

The proposal provides uniformity in the use of the term "public utility" with other Idaho statutes and regulations and, therefore, aligns administration and application of Idaho law. It ensures continued ability to access rights of way managed by the Idaho Transportation Department pursuant to Idaho law for public utilities and other entities. The legislation neither grants nor denies access to any particular entity or industry, but rather, establishes a framework upon which the Idaho Transportation Department may evaluate and manage parties that are allowed into its limited highway rights of way.

It is anticipated that this clarification will provide greater uniformity of policy throughout the public and private sector as well as within the branches of Idaho government required to apply this statute. This proposed legislation will allow the Idaho Transportation Department to better manage the state's assets and carry out its legislatively imposed duty to oversee the rights of way of Idaho's highways.

### IF BILL PASSES:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments:

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
DES	Blake Rindlisbacher	334-8231	blake.rindlisbacher@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

Idaho Code 63-2412 dedicates \$100,000 annually from the state gas tax for a "local bridge inspection account." This program ensures safety for users of Idaho's transportation system, and hasn't been adjusted in more than twenty years for inflation and increased federal match requirements.

The local bridge inspection account (40-703) provides the required 7.34% match for the Federal Highway Administration (FHWA) funding utilized to conduct local jurisdiction bridge inspections, and is strictly dedicated only for this use. The current estimated cost to inspect local bridges is \$2M annually. Required match for \$2M is approximately \$150,000. In recent years unused funds from previous years have been carried over to cover the gap in matching funds; however, the balance in the local bridge inspection account is nearly exhausted. Annual funding to this account is fixed in statute, while the costs of local bridge inspection grow. This proposal increases funding for the local bridge inspection account to \$175,000 to ensure match requirements and cost increases can be met, so that bridges in Idaho's 288 local jurisdictions are properly inspected for safety.

### IF BILL PASSES:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments: