

A G E N D A

IDAHO TRANSPORTATION BOARD

February 18, 2021



A G E N D A

Regular Meeting of the Idaho Transportation Board

February 18, 2021

Idaho State Police
5255 South Fifth Avenue
Pocatello, Idaho

To listen: Dial 1-415-655-0003 US Toll

a. access code: 177 290 0055

b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after February 15.

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

		Page	Time*
Action Item	1. CALL MEETING TO ORDER		10:00
Info Item	2. SAFETY/SECURITY SHARE: Aviation Planner Schildgen		
Action Item	3. SELECT VICE CHAIRMAN		
Action Item	4. REVIEW SUBCOMMITTEE ASSIGNMENTS.....	4	
Action Item	5. BOARD MINUTES – January 21, 2021	6	10:05
Action Item	6. 2021 BOARD MEETING DATES.....	21	
	March 18 May ____		
	April 22 June ____		
Action Item	7. CONSENT CALENDAR.....	22	
CD	_____ Aeronautics building lease agreement.....	23	
ADM	_____ FY21 Program funding request - Statewide Rest Area and Port of Entry		
	Americans with Disabilities Act assessments.....	60	
OP	_____ Add US-95, Lower Lewiston Port of Entry water supply, District 2	61	
OP	_____ Add two projects to District 1, US-95, Sagle Road to Lake Shore Drive		
	interim improvements	62	
OP	_____ Add Five Mile Road Overpass, Ada County, District 3 to the Program	68	
OP	_____ Add SH-33, Canyon Creek Br. Repairs to Bridge Preservation Program.....	70	
OP	_____ Consultant agreement	71	

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



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<u>February 18, 2021</u>			Page #	Time*
Information Items				
	8. INFORMATIONAL CALENDAR			
OP	—	Contract award information and current advertisements	73	
OP	—	Professional services agreements and term agreement work tasks report.....	79	
ADM	—	Monthly report of federal formula program funding through January.....	83	
ADM	—	Non-construction agreements report	85	
ADM	—	Annual report on the status of state-owned dwellings	86	
	9. MONTHLY REPORT ON DEPARTMENT ACTIVITIES -			
	Director Ness and Chief Deputy Stokes			10:10
	10. LEGISLATIVE UPDATE: Governmental Affairs Manager McCarty			
				10:25
	11. AGENDA ITEMS			
DIR	—	Excellence in Transportation Awards	89	10:35
Trimboli				
Action Items				
DIR	—	Updated Strategic Plan	90	11:05
Ness		(Resolution on page 93)		
DIR	—	2021 omnibus rulemaking notice	94	11:10
Hobdey-Sanchez		(Resolution on page 99)		
Information Item				
ADM	—	State FY21 financial statements	100	11:15
Tolman				
Action Items				
CD	—	Public Transportation 2021-2023 one-time CARES technology application		
Miller		funding recommendations (Resolution on page 130)	126	11:30
CD	—	Public Transportation 2022-2024 one-time application funding		
Miller		recommendations (Resolution on page 135)	131	11:40

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		<u>February 18, 2021</u>	Page #	Time*
Information Items				
	12. EXECUTIVE SESSION			11:50
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]			
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			
	13. LOCAL RURAL HIGHWAY INVESTMENT PROGRAM: Local			
	Highway Technical Assistance Council Deputy Administrator Kral	136		1:15
Action Items				
	14. AGENDA ITEMS, continued			
OP	_____ 129,000 Pound Route Request, District 2	148		1:40
Luekenga	(Resolution on page 184)			
OP	_____ 129,000 Pound Route Manual update	185		1:55
Luekenga	(Resolution on page 208)			
OP	_____ Delete Board Policy B-19-07 Highway Safety Funds.....	209		2:10
Gill	(Resolution on page 214)			
	15. ADJOURNMENT (estimated time)			2:15
 <u>WORKSHOP</u>				
	DISCUSSION: State highway system unfunded Safety and Capacity needs:			
	Chief Operations Officer McElhinney	215		2:30
	END (estimated time)			4:00

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IDAHO TRANSPORTATION BOARD SUBCOMMITTEES

Revised December 2019

Subcommittee on Adjustments to the State Highway System

The Board Subcommittee on Adjustments to the State Highway System was established in 1996 to review requests to add mileage to the state highway system and to relinquish miles from the state's system. The Subcommittee submits recommendations to the full Board for consideration.

Current Board Members: Jim Kempton (chair) and Bob Hoff and Jim Thompson, who will be the “floating” member. The “floating” member shall serve on the Subcommittee unless a non-appointed member has a route adjustment under consideration, then that non-appointed member shall participate on the Subcommittee. The intent is to ensure the board member in whose district a route is being discussed serves for that meeting or portion of meeting when his/her district's route is under consideration.

Meetings are held on an as-needed basis, but probably average one or two per year.

Subcommittee on Audits

The Board established an Audit Subcommittee in 2003. The charge is to interact with internal and external auditors and perform specific financial and internal control related assignments as the Subcommittee and Board deem appropriate, with periodic reports to the Board.

Current Board Members: Julie DeLorenzo (chair) and Jan Vassar.

The Subcommittee generally meets once or twice per year; however, there have been discussions on expanding to quarterly meetings.

Subcommittee on Policies

Created in 2012 to review every Board Policy and introduce the policies to the Board for action. Its charge was expanded to include review of Administrative Policies.

Current Board Members: Jan Vassar (chair) and Julie DeLorenzo

Initially, the Subcommittee met monthly, but now meets on an as-needed basis. There are still 2 outstanding Board Policies to review and about 12 Administrative Policies.

Subcommittee on 129,000 Pound Truck Routes

The Board Subcommittee on 129,000 Pound Truck Routes was established in 2013 to implement Senate Bill 1117, allowing for permitted vehicles to haul up to 129,000 pounds on additional routes, and to oversee the process to consider additional routes. Recommendations are made to the full Board.

Current Board Members: Dwight Horsch (chair), and Jim Thompson. Julie DeLorenzo will serve as the “floating” member. The “floating” member shall serve on the Subcommittee unless a non-appointed member has a route under consideration, then that non-appointed member shall participate on the Subcommittee. The intent is to ensure the board member in whose district a route is being discussed serves for that meeting or portion of meeting when his/her district’s route is under consideration.

The Subcommittee meets on an as-needed basis.

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 21, 2021

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:00 AM on Thursday, January 21, 2021. The following principals participated:

Bill Moad, Chairman

Jim Kempton, Vice Chairman – District 4

James R. Thompson, Member – District 1

Janice B. Vassar, Member – District 2

Julie DeLorenzo, Member – District 3

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Brian W. Ness, Director

Larry Allen, Lead Deputy Attorney General

Sue S. Higgins, Executive Assistant and Secretary to the Board

Security Share. Chief Information Officer Mark McKinney reported on a recent cyber incident. A perpetrator gained access to an employee's email account via a phishing attempt. Fortunately the breach did not have major impacts. The investigation is ongoing, but more training and education for employees is being considered. He emphasized the importance of being vigilant with email messages and to confirm the identity of the sender before opening documents or clicking on links.

Chairman Moad thanked Chief Information Officer McKinney for the valuable message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on December 17, 2020 as submitted. Vice Chairman Kempton seconded the motion and it passed 6-0 by individual roll call vote.

Board Meeting Dates. The following meeting dates were scheduled:

February 18, 2021

March 18, 2021

April 22, 2021

Consent Items. Vice Chairman Kempton made a motion, seconded by Member DeLorenzo, and passed 6-0 by individual roll call vote, to approve the following resolution:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-01 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the Trucking Advisory Council membership appointment; the addition of I-84, Exit 25 Ramp Improvements near Middleton; Historical Highway Marker Program projects; and a contract for award.

1) Trucking Advisory Council (TAC) Membership Appointment. Staff, in consultation with the trucking industry, recommends appointing Troy Thurgood to represent District 6 on the TAC. The term is for January 2021 to December 31, 2021.

2) Addition of I-84 Westbound Exit 25 Ramp Improvements Near Middleton, District 3. Staff requests the addition of a \$1.3 million I-84 Westbound Exit 25 Ramp Improvement project near Middleton in Canyon County. The increased traffic in the area is resulting in operational concerns and the project would improve the operations and safety of the intersection. The improvements would be temporary until a full interchange replacement can be programmed. The FY22 project would be funded with state funds.

3) Historical Highway Marker Program Projects. Staff requests the addition of an FY22 Historical Highway Sign project for \$690,000. The Historical Highway Marker Program was established by ITD and the Idaho Historical Society. Over time, a number of the approximately 300 signs have been damaged or fell into disrepair. Each District would receive \$115,000 to upgrade signs that are in poor condition or worse.

4) Contract for Award. The low bid on key #19725 - SH-3, Middle Fork Potlatch Creek Bridge, District 2, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was prepared in January 2020 and was not revised when the project was bid recently. The Concrete Class 40 AF Schedule Number 2 and Prestressed Bulb Tee Girder items accounted for the majority of difference between the low bid and engineer's estimate. It appears concrete costs have increased recently, possibly due to the rural location of the project or COVID-19. There were eight bidders in a reasonable range. The District recommends awarding the project. Low bidder: Cascade Bridge LLC - \$1,886,141.

Information Items. 1) Contract Awards and Advertisements. Key #21852 – US-95, I-84 to Gayway Junction, District 3. Low bidder: Knife River Corporation – Mountain West - \$595,000.

Keys #19870 and #20193 – US-95, Westlake Road to Cul De Sac, District 2. Low bidder: Valley Paving & Asphalt Inc. - \$7,272,528.

Key #20236 – US-93, Shoshone to Marley Road, District 4. Low bidder: Knife River Corporation – Mountain West - \$6,999,600.

Key #20156 – SH-19, Downtown Homedale Reconstruction, District 3. Low bidder: Knife River Corporation - Mountain West - \$2,140,136.

Key #19114 – SMA-8072, North Road Phase 3, Jerome Highway District. Low bidder: Staker & Parson Companies DBA Idaho Materials & Construction - \$2,092,361.

Key #21993 – I-90, Sherman Avenue and Lakeside Avenue, Coeur d’Alene. Low bidder: Fuse Electric LLC - \$829,440.

Key #20430 – STC-7821, Intersection North Middleton Road and Cornell Street, Middleton. Low bidder: Knife River Corporation – Mountain West - \$301,191.

Key #22454 – US-20/I-15 Interim Ramp Modification, Idaho Falls, District 6. Low bidder: Cannon Builders Inc. - \$2,145,304.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From November 23 through December 28, 28 new professional services agreements and work tasks were processed, totaling \$6,674,023. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,736,865.

3) Semi-Annual Report on Administrative Settlements for Right-of-Way Acquisitions. From July 1 through December 31, 2020, staff processed 63 parcels. Of those, 31 parcels included administrative settlements totaling \$1,870,219.

4) Biennial Report on Inventory of Surplus Property. Per Board Policy 4005 Management of Department-Owned Property, staff is to report on the amount and location of surplus properties biennially. The report is to identify the current inventory of surplus properties and information from the disposal of surplus properties that occurred during the reporting period. From January 1, 2019 through December 31, 2020, 22 surplus properties were disposed. The sales proceeds of the 217.581 acres totaled \$397,835. The current inventory contains 46 properties, including some that are being leased.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 15% as of November 30. Receipts from the Highway Distribution Account were \$15.5 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 11%, or \$120,000. Expenditures were within planned budgets. Personnel costs had savings of \$2.5 million or 4.7% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$43.2 million.

The balance of the long term investments was \$111.1 million at the end of November. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$69.8 million includes reserves to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$14.3 million year-to-date. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$8.6 million, and expenditures were \$24.3 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$3.2 million.

6) Monthly Reporting of Federal Formula Program Funding through December. Idaho received obligation authority of \$59 million through December 11 via a continuing resolution.

This corresponds to \$58.9 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. Congress passed an FY21 Appropriations Act and COVID-19 Relief bill; however, ITD has not received notice of those specific actions. An extension to the federal Fixing America's Surface Transportation Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Obligation authority is currently 18.8% of apportionments. Of the \$58.9 million allotted, \$22.9 million remains.

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

Monthly Report on Department Activities. Director Ness commented that the new year is an opportunity for resolutions and new initiatives. A number of Department activities are on today's agenda, including a legislative report, continuation of the discussion on the Headquarters' campus, budgets and funding requests, and human trafficking. Additionally, the 2011 Strategic Plan is being updated. He emphasized that it is an update. The Department is not moving in a different direction.

Chairman Moad thanked Director Ness for the report.

Legislative Report. Governmental Affairs Manager Mollie McCarty reported that Governor Little's State of the State address included a one-time funding proposal of \$126 million from the state's budget surplus for transportation plus \$80 million in ongoing revenue. The one-time funding includes \$2 million off the top for children/pedestrian safety projects, \$2 million for rail crossing improvement projects, and \$4 million for community airport improvements, and the remaining funds would be split 60/40 between ITD and local highway jurisdictions. ITD's budget hearing before the Joint Finance and Appropriations Committee is scheduled on February 5. The Senate Transportation Committee approved the Department's rules earlier in the week. Staff is monitoring a number of legislative proposals and responding to requests for information.

Chairman Moad thanked Governmental Affairs Manager McCarty for the update.

Treasure and Magic Valley Facilities. Chief Administrative Officer (COA) Char McArthur said a team has been reviewing the needs of the Department's facilities in the Treasure Valley and Magic Valley. There are challenges overseeing the 600 plus buildings throughout the state. Many of them do not meet current needs for employees or customers. The market and economic conditions are good in the greater Boise area now with low interest rates and high interest in properties. She recommends taking a regional approach, establishing strategic priorities, and evaluating regional facilities and needs. ITD has 7 sites in the Treasure Valley with 37 buildings and the Magic Valley has 4 sites with 32 buildings. She added that ITD will continue coordinating with the Department of Administration on ITD's facilities in Boise. Both agencies share the goals of efficiency and customer service.

Chairman Moad thanked COA McArthur for the informative presentation.

Follow-up Discussion on Administrative Surplus Property Rules and Procedures as it Pertains to ITD Administrative Facilities. Department of Administration Director Keith Reynolds supported continuing efforts to declare ITD's Headquarters campus as surplus and relocate the Department to the Chinden West Campus; however, he emphasized the importance of involving the Governor's Office to ensure it supports this proposal. Consideration needs to be given to how the funding would be appropriated. The next steps would be to finalize the draft memorandum of agreement and follow the procedures outlined in statute. He added that with the current market and economic conditions, now would be an opportune time to sell the Headquarters' campus.

Chairman Moad referenced COA McArthur's presentation on facilities in Districts 3 and 4. Vice Chairman Kempton elaborated on the need to take a regional approach. He also expressed concern with revisions to the draft memorandum of agreement that established a committee as the main decision-making authority instead of the Board, and with the removal of language to consider the District 3 and District 4 facilities. He also has concerns with the lack of valuation for the Headquarters' campus. Although he supports constructing a new District 4 facility, he does not support declaring the Headquarters' campus as surplus as a means to get a new District 4 building. Member Vassar concurred, particularly with taking a regional approach. She believes the Department of Administration's approach is too limited. Facilities other than Headquarters need to be included in the discussions.

Director Reynolds concurred with the difficulty of establishing a value for the Headquarters' property and with the process to handle the funding and appropriation.

In response to Member DeLorenzo's question, Director Reynolds replied that yes, ideally the Headquarters campus would be vacant before it is declared surplus. He understands that vacating the property first may not be realistic.

Member DeLorenzo asked if there is a requirement that the property be declared surplus prior to an investigation of the value. Director Reynolds responded that there is no requirement that it has to be declared surplus to do a valuation; however, proceeding with an invitation to bid or request for proposal is more difficult if the property is not for sale. If there is interest to test the market, he believes the property should be declared surplus.

Member DeLorenzo questioned hiring an appraiser. Director Reynolds believes it would be more beneficial to hire a consultant to prepare a request for proposal that would attract national attention and then assist in the evaluation of the bids rather than to provide an estimate of the value.

Chairman Moad said the two agencies will continue working on the memorandum of agreement and will plan on continuing the discussion next month.

Vice Chairman Kempton referenced COA McArthur's presentation, and in response to his questions and comments, COA McArthur said the team is interested in pursuing modernizing ITD's facilities. It is not averse to relocating the Headquarters' campus, but it believes all of the Treasure Valley facilities need to be considered. The materials lab and some other industrial

operations cannot be relocated to the Chinden West Campus. Aeronautics' maintenance facility is in poor condition and needs to be addressed. If Headquarters is relocated, it will have a domino effect, so she encouraged looking at all of the facilities in the greater Boise area. Additionally, District 4 needs to be considered. Although that facility may be the highest priority, the market in the Treasure Valley is prime. It may be an ideal time to act on the Headquarters' campus.

Innovative Business Practices Strategic Team Update. COA McArthur provided background on the Innovative Business Practices Strategic Team. Its focus has been on creating an environment where employees feel valued and want to share ideas. She emphasized the importance of recognizing those innovations. Motor Vehicle Administrator Alberto Gonzalez announced the top three Best of the Best innovation nominees and winner in the eight categories: safety, mobility, economic opportunity, customer service, employee development, time savings, dollar savings, and COVID-19. Since the program was established in 2014 through June 30, 2020, 1,129 of the 1,628 ideas submitted have been implemented, including 654 customer service improvements. The innovations have saved \$10.75 million and 224,110 hours.

Continuous Improvement Business Analyst Laura Meyer said the mission of the Continuous Improvement Office is to manage, monitor, and oversee the Innovate ITD administration and outcomes; facilitate teams to improve processes; and develop people, tools, processes, and discipline of continuous improvement. She summarized the strategic goals and tools used to achieve them.

The Board thanked staff for the presentation and congratulated the Best of the Best winners.

Grant Anticipation Revenue Vehicle (GARVEE) Bond Issuance – Series 2021. Controller Dave Tolman requested approval to proceed with issuing \$158.5 million in GARVEE bonds for I-84 projects in the Meridian to Caldwell corridor and to refinance the Series 2011 outstanding principle balance of \$60.9 million. Upon approval, ITD will continue working with the Idaho Housing and Finance Association and Citigroup with the intent of closing the last week of April or first week of May.

Vice Chairman Kempton made a motion, seconded by Member Vassar, and passed 5-0 by individual roll call vote to approve the following resolution (note: Member Horsch's vote was not recorded, presumably due to technical issues):

RES. NO. ITB21-02 WHEREAS, the Idaho Transportation Department (ITD) strives to make available to the citizens of Idaho the finest transportation system via new construction projects and management of statewide assets and has authorized the use of a Grant Anticipation Revenue Vehicle (GARVEE) bonded program; and

WHEREAS, the use of future federal funds today will save the state money in the future; and

WHEREAS, Title 40, Chapter 3 and Title 67, Chapter 62 of the Idaho Code, as amended, authorizes the Idaho Housing and Finance Association (IHFA), to issue

bonds for the purpose of funding a highway capital improvement program (the “GARVEE Program”) for financing all aspects of the construction of highway projects eligible for federal reimbursement as recommended and approved by the Idaho Transportation Board (ITB or Board); and

WHEREAS, the ITD, the ITB, and the IHFA have entered into a Master Financing Agreement, as supplemented, with respect to the bonds; and

WHEREAS, refunding such bonds promotes the purposes of the GARVEE Program, is in the public interest, serves a public purpose for the benefit of the people of the State of Idaho, provides a reduction of debt service and constitutes a proper exercise of the authority particularly set forth in I.C. 40-315; and

WHEREAS, Idaho Code Sections 40-315 and 67-6210 provides the ITB and the IHFA the authorization to approve a total bond amount, and authority to issue bonds for transportation projects, on amounts authorized by the Idaho Legislature in; Legislative Session 2006 House Bill 854, Legislative Session 2007 House Bill 336, Legislative Session 2008 House Bill 657, Legislative Session 2009 Senate Bill 1186, Legislative Session 2010 Senate Bill 1427, Legislative Session 2011 House Bill 285 and Legislative Session 2017 Senate Bill 1206; and

WHEREAS, there will be prepared a Preliminary Official Statement relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement relating to the bonds to be authorized; and

WHEREAS, other bonding documents will also be needed to be executed setting forth the applicable series of bonds.

NOW THEREFORE BE IT RESOLVED, by the Board as follows:

1. Pursuant to the Act, the ITB approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$219,377,500 comprising of: \$60,877,500 to refund the callable portion of the Series 2011A bonds if IHFA determines such refunding is feasible with savings; and \$158,500,000 for the construction projects approved by the ITB for work: I-84 Meridian to Caldwell in the amount of \$158,500,000, provided that if savings are determined on one or more projects, such savings may be allocated to any other projects in the corridors listed in Section 40-315, Idaho Code, as amended, which are hereby approved and recommended; and provided that: (a) the ITD and the ITB have entered into the Master Financial Agreement and a supplement thereto relating to the bonds; and (b) the ITD has provided to the IHFA all of the certificates, documents and information required under Idaho Code Section 67-6210(k). All of said Projects are within the scope specified in Legislative Session 2017 Senate Bill 1206 and Section 40-315, Idaho Code, as amended. Further, the said funds are necessary to meet

program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. The bonds are to be issued at prevailing market rates of interest.

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Final Official Statement

Supplemental to Master Financial Agreement

Master Trust Indenture

Series Trust Indenture

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d)(1) to use the proceeds of the bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the bonds to the extent permitted by federal tax regulations.

Chairman Moad thanked Controller Tolman for the presentation.

Status: FY22 Appropriation Request – Governor's Recommendation. Financial Officer (FO) – Financial Planning and Analysis Justin Collins summarized the Governor's recommended FY22 appropriation request. The changes from the request submitted to the Division of Financial Management and Legislative Services Office increase the change in employee compensation from 1% to 2% and reduce variable benefit costs. The net change is a decrease of \$1,337,600 for a total of \$667,454,800. Additionally, the Governor recommended a \$203 million FY21 supplemental request increase of \$273,000 from COVID Relief Act for public transportation; \$6,000,000 and \$71,023,000 for contract construction and right of way acquisition from the Omnibus Bill and COVID Relief Act, respectively; and \$126,000,000 in state funds for Building Idaho's Future.

Chairman Moad thanked FO Collins for the appropriation update.

Update on the Snake River Rest Area Sewer Line. District 3 Engineer (DE) Caleb Lakey provided an update on efforts to pursue a permanent fix for the sewer concerns at the I-84, Snake River Rest Area in District 3. ITD and the City of Fruitland signed a memorandum of understanding related to the concept of and desire to jointly pursue connecting the sewer line from the rest area to the municipality's system. A gravity sewer alignment has been established; property owners have been contacted; and the sewer alignment survey has been completed. The Idaho Department of Environmental Quality approved the technical, financial, and managerial document and preliminary engineering report. The preliminary design plans and the gravity line easements and installation should be completed in early spring, with the full bid plans ready in late spring.

Board Unallocated Funding Request – Black's Creek Well Replacement, District 3. Facility Program Manager Tony Pirc said the wells for the eastbound and westbound Black's Creek Rest Areas along I-84 were drilled in 1966. They were designed as a redundant system. If something happened to one well, the other one could continue serving both facilities. The eastbound well has failed, and he believes it is important to address it before irrigation season begins. He recommends digging a new well, estimated at \$500,000.

Member DeLorenzo expressed support to use Board Unallocated funds, as this is an unexpected expenditure and the well that failed needs to be addressed. Chairman Moad concurred that the intent of the revised policy on Board Unallocated Funds is for the District Engineers to identify needed projects.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department
ITB21-03 to publish and accomplish a current, realistic, and fiscally constrained five year
Idaho Transportation Investment Program (ITIP); and

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

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

WHEREAS, ITD staff has worked with SPF Water Engineers to identify options for the Black's Creek Rest Area Well Replacement; and

WHEREAS, ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that project I-84, Black's Creek Rest Area Replacement be added to the ITIP at a cost of approximately \$500,000 using FY 2021 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Board approves the staff request to adjust the Program and amend the approved FY 2021 - 2027 ITIP accordingly.

Chairman Moad thanked staff for the rest area presentations.

Board Unallocated Funding Request – US-20, Island Park Rumble Strip Project, District 6. DE6 Jason Minzghor said the District has been meeting with stakeholders, including Idaho State Police and local officials, to discuss safety concerns with US-20 in the Island Park area. In an effort to improve safety, he is requesting Board Unallocated funds to install rumble strips from milepost 363.30 to 406.30 and to widen the pavement markings from 4” to 6” lines.

Member Hoff acknowledged the safety concerns on this highway and expressed support for this project. Chief Operations Officer Dan McElhinney added that this is a short-term solution. Ideally, the highway should be widened to four lanes. There have also been requests to lower the speed limit; however, studies do not support that. He believes this project along with enforcement and education will improve safety.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB21-04 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, this section of US-20 has an above average accident rate; and

WHEREAS, installation of rumble strips have been shown to increase safety of the roadways and reduce serious injury and fatality type accidents; and

WHEREAS, it is in the public interest for ITD to fund US-20, Island Park Rumble Strip Project; and

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

NOW THEREFORE BE IT RESOLVED, that US-20, Island Park Rumble Strip project be added to the ITIP at a cost of approximately \$500,000 using Fiscal Year 2021 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Board approves the staff to adjust the Program and amend the approved FY 2021-2027 ITIP.

Board Unallocated Funding Request – US-20, Island Park Tree Removal, District 6. DE6 Minzghor also proposed removing trees within 100 feet of the center line along US-20 in Island Park from milepost 375.5 to 394.6 to improve safety. The trees are inside ITD’s easement and the property is owned by the U.S. Forest Service. Of the \$1,120,000 project request from Board Unallocated Funds, \$20,000 would be used to purchase the trees from the Forest Service.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB21-05 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, removal of trees will increase the visibility along the corridor; and

WHEREAS, removal of trees will remove obstructions within the clear zone of the roadway; and

WHEREAS, it is in the public interest for ITD to fund the US-20, Island Park Tree Removal Project; and

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

NOW THEREFORE BE IT RESOLVED, that US-20, Island Park Tree Removal project be added to the ITIP at a cost of approximately \$1,120,000 using Fiscal Year 2021 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Board approves the staff to adjust the Program and amend the approved FY 2021-2027 ITIP.

Addition of Junction I-15 Connector, District 6. District 6 Engineering Manager Karen Hiatt requested adding a project to the Early Development Program to improve the safety and mobility of the I-15 and US-20 connection and adjacent interchanges in Idaho Falls. Due to the current volume of traffic, this area has become a bottleneck and a safety concern. The Planning and Environmental Linkage Study has been finalized, and the proposed alternatives have been narrowed. The inclusion of the project in the Early Development Program would allow completion of the National Environmental Policy Act document, environmental clearance, and field investigations or surveys needed to complete 30% of the design. Completing this work would allow flexibility to take advantage of future funding.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB21-06 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4031 allows upon request the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, allowing National Environmental Policy Act (NEPA) and development to proceed on the US-20, Jct. I-15 Connector, Idaho Falls project, will provide flexibility to take advantage of future funding; and

WHEREAS, the Department has completed extensive data collection, agency coordination, alternatives screening, environmental analysis, and public outreach

through a Planning and Environmental Linkage Study to narrow possible alternatives for this complex project; and

WHEREAS, having a completed NEPA document and 30% design complete reduces the schedule and timing risks associated with complex projects; and

WHEREAS, it is in the public interest for the Department to fund finalization of a NEPA document and preliminary project development for the US-20, Jct. I-15 Connector, Idaho Falls project.

NOW THEREFORE BE IT RESOLVED, that US-20, Jct. I-15 Connector, Idaho Falls project key #22222 be adjusted in the Early Development Program of the ITIP to add NEPA document and preliminary project development work at a cost of approximately \$3,510,000, funds being offset from key #20065, key #20486, and key #22444; and

BE IT FURTHER RESOLVED, that key #22444 be removed from the ITIP; and

BE IT FURTHER RESOLVED, that the Board approves the staff to adjust the Program and amend the approved FY 2021-2027 ITIP accordingly.

Chairman Moad thanked District 6 staff for the presentations.

Revisions to Board Policy 4011 Idaho Transportation Investment Program. Program Management Office Manager (PMOM) Randy Gill presented revisions to Board Policy 4011 Idaho Transportation Investment Program and the corresponding Administrative Policy 5011. The modifications bring the policy up to date and address current procedures and best practices.

Vice Chairman Kempton expressed concern with removing the reference to Board Policy 4028 regarding redistribution of obligation authority that increases Idaho's apportionment allotments. The consensus of the Board was to reinsert the reference to Board Policy 4028 in Board Policy 4011 and the corresponding Administrative Policy 5011.

Vice Chairman Kempton made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote to approve the following resolution with the understanding that reference to Board Policy 4028 will be reinserted into the policies:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB21-07 the Idaho Transportation Department; and

WHEREAS, Board Policy 4011 Idaho Transportation Investment Program was developed to provide guidance and procedures for developing and updating the Idaho Transportation Investment Program; and

WHEREAS, Board Policy 4011 Idaho Transportation Investment Program contains outdated information and guidance.

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to Board Policy 4011 Idaho Transportation Investment Program and concurs with revisions to Administrative Policy 5011 Idaho Transportation Investment Program, deleting outdated information that is no longer applicable and providing current guidance and best practices.

Chairman Moad thanked PMOM Gill for the policy revisions.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:55 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (c) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

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

The Board came out of executive session at 12:00 noon; however, it took a break and reconvened in the open session at 12:30 PM.

Administrative Settlement over \$200,000. Right of Way Manager Justin Pond said Board Policy 4005 Management of Department-owned Property requires Board approval for administrative settlements exceeding \$200,000. He requested an administrative settlement, which is an offer in excess of the approved just compensation used under certain circumstances to motivate amicable settlement with an owner and avoid recourse to legal proceedings, for the US20/26, Phyllis Canal Bridge to SH-16 project, key #20367 in District 3.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right of way
ITB21-08 along US-20/26 for Project No. A020(367), key #20367; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement in the amount of \$374,574.00.

Chairman Moad thanked Right of Way Manager Pond for the presentation.

Aeronautics' Annual Report. On behalf of the Aeronautics Advisory Board (AAB), Chairman Mark Sweeney and Member John Blakley reported on activities in the aviation industry. Corporate travel was down significantly in 2020 due to COVID-19. The Moscow Pullman airport is pursuing acquiring adjacent right-of-way to address Federal Aviation

Administration restrictions due to rising terrain. Eastern Idaho is seeing increased general aviation activity and more hangars are being constructed. The Twin Falls Airport is completing improvements to its facility and has a runway rehabilitation project scheduled in spring. Backcountry activity was down in the state; however, the Idaho Department of Fish and Game is increasing access to backcountry airstrips.

Aeronautics Administrator (AA) Jeff Marker summarized the Division's activities. Revenue is currently down about 30% due to COVID-19. Construction continues on the Division's new facility and staff expects to be in the new building towards the end of February. He is serving on a legislative committee on intra-state commercial air service. The intent is to reestablish air service within the state. Because it may be difficult for carriers to be profitable, incentives may be required for them to operate in Idaho.

AA Marker said another pilot was hired. The position is responsible to oversee the unmanned aircraft systems program. Flight operations were down in 2020. The King Air flew 108 hours, compared to 193 hours in 2019 and the number of passengers decreased from 896 to 364. The Kodiak transported 223 passengers during 149 hours of flight in 2020, compared to 525 passengers and 225.7 hours in 2019. Some of the safety and education outreach activities included partnerships on mountain flying safety and publication of the Rudder Fludder. Three of the 32 total accidents resulted in fatalities in 2020, similar to the 31 total accidents and 3 fatal accidents in 2019. Idaho received \$50.4 million in federal CARES Act Funding, with the Federal Aviation Administration responsible for the distribution of those funds. According to a recently completed study, Idaho's airport system has a total economic impact of 33,460 jobs, earnings of \$1.3 billion, and \$2.4 billion in gross domestic product, resulting in a total impact of \$4.9 billion. In closing, he summarized efforts to maintain and manage the state's 31 backcountry airstrips.

Chairman Moad thanked the AAB members and AA Marker for the informative reports and for their valuable service.

Human Trafficking Overview and Awareness. Executive Assistant to the Board Higgins provided background on the human trafficking presentation. The U.S. Department of Transportation is encouraging transportation leaders to take an active role in combatting human trafficking. Director Ness brought this topic to ITD and assigned it to the Strategic Safety Team. The Team determined that it should start by raising awareness about human trafficking within the Department. It also reached out to Idaho State Police, the lead agency on this topic, and will partner with it on future activities.

Shauna Miller, Public Transportation Grants/Contracts Officer, said one of her goals as part of her safety oversight responsibilities is to raise awareness about human trafficking. She defined human trafficking and emphasized that it is happening in Idaho. She provided statistics on the crime and mentioned ways to identify victims. She has coordinated several presentations to ITD teams and at Public Transportation Summits. The Department has made a concerted effort to inform employees about human trafficking; posted flyers in its facilities, including rest areas; and provided material to transit agencies.

Chairman Moad thanked Ms. Miller for the informative presentation and for her efforts to combat human trafficking.

Strategic Plan Update. Director Ness presented the updated Strategic Plan. The mission and vision are the same: Your Safety, Your Mobility, Your Economic Opportunity and to become the best transportation department in the country, respectively. The main changes from the 2011 document are the additional focus on employees and changing from what we will measure to what success looks like. He plans to request approval of the updated document next month.

Chairman Moad thanked Director Ness for the update.

Road Usage Charge (RUC) West Update. Matthew Moore, Transportation Legislation Policy Specialist (TLPS) said RUC West is comprised of 17 states that are sharing resources to investigate road usage charging as a revenue collection method. Idaho participates on committees, contributes planning and research funds to conduct research, and monitors trends. A pay-by-the-mile system could replace or offset the loss of fuel tax revenue and could be more equitable.

Washington implemented a pilot project in 2018. It invited participants from surrounding jurisdictions to understand how a system could work across borders. Eight Idahoans enrolled. The Washington legislature is addressing revenue losses, including losses due to COVID-19, and may consider a 2021 revenue package with RUC applied to a small program for electric vehicles. It received another federal research grant to assess the equity impacts of switching from a gas tax to a road usage charge. TLPS Moore also summarized some other states' RUC activities.

In response to Chairman Moad's question, TLPS Moore replied that in theory a geographic positioning system would know when a vehicle is traveling off-road, so would not apply a road usage charge for those miles. He added that the RUC rate per mile could be indexed to inflation or adjusted on a regular basis.

Chairman Moad thanked TLPS Moore for the informative presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:10 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2021
_____, Idaho

BOARD MEETING DATES

2021

March 18
April 22
May _____

June _____
July _____
August _____

2021

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

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

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

August 23-25, 2021 – Highway Safety Summit; Boise, Idaho

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 23 - 72

RES. NO. ITB21-09 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 Aeronautics' building lease agreement; the FY21 Program funding request for statewide rest area and port of entry Americans with Disabilities Act assessments; the addition of US-95, Lower Lewiston Port of Entry water supply, District 2; the addition of two projects to District 1, US-95, Sagle Road to Lake Shore Drive interim improvements; the addition of Five Mile Road Overpass, Ada County to the Program; the addition of SH-33, Canyon Creek Bridge Repairs to the Bridge Preservation Program; and a consultant agreement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

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

Presenter's Name Jeff Marker	Presenter's Title Aeronautics Adminstrator	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Aeronautics Administrator	Initials jlm	

Subject

Aeronautics Building Lease Agreement		
Key Number	District Aero	Route Number

Background Information

The Division of Aeronautics will vacate the current office and hangar location and relocate to a City of Boise constructed and owned office and hangar facility located at 1390 W. Gowen Road. Construction of the Gowen Road location is complete, and as a result the City of Boise and ITD coordinated on a final lease agreement. The final agreement is an update to the original term sheet for relocation of the Division of Aeronautics. The final lease agreement provides the following modifications:

- Includes total lot square footage of 95,850 square feet, which will be used for lease terms following the initial base rent period which ends July 1, 2025. The initial base rent is \$1.00 per year and the renewal term rate following July 1, 2025 will be \$0.227 x 95,850, or \$21,756 annually.
- Stipulates ITD is not responsible paying costs associated with the additional building square footage over the current location.
- Incorporates paragraph describing airport parking rights where the City of Boise will provide four parking passes for state employees allowing access to airport employee parking.
- Includes stormwater maintenance responsibilities for the Division of Aeronautics as leasee to be in compliance with the operations and maintenance manual and specifying annual inspections by the City of Boise on the system.

The Division of Aeronautics, Division of Administration Facilities Management and Attorney General's Office have reviewed the final rental agreement and recommend approval.

Recommendations

Transportation Board authorize ITD to sign the Division of Aeronautics building lease agreement with the City of Boise

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

**BOISE AIRPORT
BUILDING AND GROUND LEASE**

State of Idaho Department of Transportation (Division of Aeronautics)

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**BOISE AIRPORT BUILDING AND GROUND LEASE
BASIC LEASE PROVISIONS**

State of Idaho Department of Transportation (Division of Aeronautics)

Address: 390 W Gowen Road, Boise Idaho 83705

Premises: 95,850 square feet of land containing a 17,400 square foot building comprised of 12,000 square foot of hanger and 5,400 square foot of offices along with access driveway, vehicle parking, aircraft ramp and storm water retention structure.

Initial Base Rent: \$1.00 per year

Base Rent Increases: July 1, 2025 (at renewal)

Operating Expenses: Net Lease (Lessee's responsibility)

Initial Term: Approximately four (4) years (Date of Occupancy –June 30, 2025)

Options to Renew: One (1) ten-year option (Lessee's)

Effective Date of Lease: At signing

Rent Commencement: February 22, 2021

Security Deposit: n/a

Allowed Uses: Governmental purposes of State of Idaho Department of Transportation (Division of Aeronautics) for division operations, office space, division activities, maintenance and operation of aircraft hangar for storage and for other such additional purposes and uses as may be authorized by legislative action.

Notice Addresses

Lessor: Boise Airport
Attn: Property/Contract Administrator
3201 Airport Way, Suite 1000
Boise, Idaho 83705

Lessee: Idaho Transportation Department
Attn: Chief Administrative Officer
3311 West State Street
Boise, Idaho 83703

Total Due on Signing: \$ Zero

**BOISE AIRPORT BUILDING AND GROUND LEASE
BASIC LEASE PROVISIONS**

State of Idaho Department of Transportation (Division of Aeronautics)

THIS GROUND LEASE ("Lease") is entered into effective this ____ day of _____, 2021 ("Effective Date") between the City of Boise (Department of Aviation), a municipal corporation formed and existing pursuant to Title 50, Idaho Code ("Lessor") and State of Idaho Department of Transportation (Division of Aeronautics) ("Lessee"). Lessor and Lessee may be referred to herein as the "parties, or a "party" as the case may be.

This Lease supersedes in its entirety any prior written or oral agreements with respect to the Premises described in herein, including, but not limited to that certain Lease dated September 15, 1975.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein set forth, Lessor and Lessee agree and covenant as follows:

ARTICLE I – PREMISES

Subject to and on the terms, conditions, covenants, and agreements contained herein, Lessor does hereby demise and lease to Lessee and Lessee does hereby lease from Lessor the building and grounds located at 1390 W. Gowen Road, Boise Idaho which consists of approximately 95,850 square feet of real property, as further described and shown on Exhibit A-1 attached hereto.

Said real property includes certain buildings and improvements constructed and owned by Lessor and leased to Lessee during the Lease Term (collectively "Buildings and Improvements") described in the list attached as Exhibit A-2, and all such real property and Buildings and Improvements collectively referred to herein as the "Premises".

ARTICLE II - TERM

2.01 Initial Term. The initial term of this Lease shall begin the date of occupancy of Lease Premises by Lessor (February 22, 2021) until June 30, 2025, provided that both parties have fully executed this Lease ("Initial Term").

2.02 Renewal Term. Provided that Lessee is not currently in default, the Lessee may request a renewal of this Lease for one (1) additional ten (10) year period (July 1, 2025 to June 30, 2035) ("Renewal Term") by giving written notice of request to renew not less than 90 days prior to the end of the initial term. The renewal term will be on the same terms and conditions as the initial term, except as otherwise agreed to by the Parties including the Parties' agreement on rent as set forth below. Any use of "term" herein shall include the Initial Term and any approved Renewal Terms.

Further, the Renewal Term is not transferable; the Renewal Term shall be "personal" to Lessee as set forth above and that in no event will any assignee or sublessee have any rights to exercise the Renewal Term. Lessee shall have no further right to extend the term of this Lease.

2.03 Expiration. This Lease, unless terminated earlier, shall expire at the end of the Term.

2.04 Early Termination Right. n/a

2.05 Holding Over. Any continued occupancy by Lessee of the Premises after the expiration or earlier termination of this Lease, whether with or without the consent of Lessor, shall operate and be construed as a tenancy from month-to-month at a new Base Rent of one and one-half times (150%) the Base Rent in force and effect for the last month of the Term prior to termination or expiration ("Holdover Rent"). All other rents, costs and obligations under this Lease remain in place.

If Lessee holds over with written consent from Lessor, such a month-to-month lease may be terminated at the end of any such monthly period by Lessor by providing a minimum of ten (10) days written notice to Lessee.

If Lessee holds over without written permission from Lessor, Lessee shall be obligated to pay the Holdover Rent and shall pay any losses or damage to Lessor as a result of Lessee holding over whether such loss or damage may be contemplated at this time or not.

No receipt or acceptance of money by Lessor from Lessee after the expiration or termination of this Lease or after the service of any notice, after the commencement of any suit, or after final judgment for possession of the Premises, shall reinstate, continue or extend the terms of this Lease or affect any such notice, demand or suit or imply consent for any action for which Lessor's consent is required or operate as a waiver of any right of the Lessor to retake and resume possession of the Premises or to use self-help as authorized by law.

ARTICLE III - RENT

3.01 Rent Calculation. Base Rent is calculated off of total land area of Premises. All references to area (acres, square feet, or other) in this Lease, unless otherwise specified, pertain to land area. For the purpose of computing the Base Rent payments, Lessor and Lessee agree that the Premises comprises 95,850 square feet.

3.02 Rent. The annual rent for the Premises will, through the end of the initial terms be One Dollar (\$1.00) (the "Base Rent")

3.03 Rent Increases. In the event the Lessee chooses to exercise its option to renew this lease, the Base Rent described herein shall increase to a rental rate of \$0.277 per square foot per year. The square footage shall be determined by a Record of Survey to be provided by City upon completion of construction of the Building, Land and Improvements. Said Rent shall be paid to Lessor in equal monthly installments on the first day of each calendar month, in advance, commencing on July 1, 2025.

3.04 Rent Re-Alignment to Market. n/a

3.05 Rent Commencement Date. Payment of Monthly Rent by Lessee to Lessor shall commence upon completion of construction of the hangar pursuant to the Development Agreement ("Rent Commencement Date")

3.06 Payment. Monthly Rent payments shall be paid in advance on or before the first day of each and every month during the term of this Lease, without notice from Lessor. Unless Lessor otherwise notifies Lessee in writing of a different address, all rent payments shall be paid to Lessor at the following address:

Boise Airport
Attn: Accounting
3201 Airport Way, Suite 1000
Boise, Idaho 83705

3.07 Security Deposit. n/a

3.08 Additional Rent. In addition to Monthly Rent, Lessee shall pay all other costs and expenses related to the Premises, commencing on the Rent Commencement Date. As used in this Lease, "Rent" shall mean any and all amounts owed by Lessee to Lessor, including, but not limited to, Monthly Rent, and any and all other sums that Lessee assumes or agrees to pay under the provisions of this Lease, including any payments that may become due by reason of any default of Lessee or failure to comply with the agreements, terms, covenants and conditions of this Lease to be performed by Lessee, after any applicable notice and cure period. Lessor shall not be responsible for any costs or expenses in connection with the Premises and improvements during the term of this Lease and shall be entitled to a net return of the rent herein undiminished by the cost of insurance, taxes and assessments or water, electrical, gas, sewer, or other utility charges or levies of any kind or nature whatsoever, and operation, repair, upkeep of the building, improvements, land and /or appurtenances thereto, now or at any time hereafter, during the term of this Lease or any renewal or extension hereof, except where otherwise specifically provided to the contrary herein. This Lease is intended to be an absolute net lease, with all rent, charges and other sums related to the Premises to be paid by Lessee, and none by Lessor.

3.09 Modification Charge. In the event Lessee requests an amendment or modification of the Lease, Lessee shall, in its next rental payment, include a \$100 fee for administrative expenses related to the development and review of the Amendment.

3.10 Unpaid Rent, Fees and Charges. Any installment of Monthly Rent, fees, or other charges or monies accruing under any provisions of this Lease that are not received by Lessor by the 20th day of the month in which payment is due shall bear interest in accordance with Idaho Code §67-2302(7) per annum from the date when the same was due according to the terms of this Lease until paid by Lessee.

ARTICLE IV - OBLIGATIONS OF LESSOR

Lessee agrees that it has had the opportunity to inspect the Premises prior to executing this Lease and accepts the Premises from Lessor AS-IS, WHERE IS, and with all faults. Lessor has no obligations whatsoever regarding the repair, operation, and/or maintenance of the Premises. Lessor will provide all warranty information for structural, material and workmanship by contractor and any and all warranties by third party contractors to Lessor. Lessor agrees that upon Lessee's payment of rent and performance of all of the covenants, conditions, and agreements herein, Lessee shall and may peaceably and quietly have, hold, and enjoy the Premises hereby demised for the Term.

ARTICLE V - OBLIGATIONS OF LESSEE

5.01 Construction of the Project. Lessor has caused the Project to be constructed on the Premises in accordance with that Term Sheet dated February 21, 2021 previously approved by the Parties on March 11, 2019 and March 13, 2019.

5.02 Net Lease. This Lease shall be without cost to Lessor except for Lessor's obligations specifically set forth in this Lease. Lessee shall at all times:

- a. Keep, operate, maintain, repair and replace the Premises, including the building, improvements and land located thereon as described below in Section 5.04;
- b. Pay all taxes, ad valorem taxes and similar taxes assessed against Lessee's interest in the Premises and improvements, and all of Lessee's personal property located on the Premises. Lessee is exempt from taxation pursuant to Idaho Code §§63-3622O and 63-602A.;
- c. Pay all casualty and liability insurance premiums required in accordance with Article VI. Lessee is a State of Idaho agency and provides liability coverage for public liability, personal injury, death, and property damage through the Risk Management Program established under Idaho Code §67-5776, which is funded and in effect subject to limitation on liability of the Tort Claim Act, Idaho Code §6-901 et seq.; and
- d. Pay the cost of all utilities furnished to the Premises for the Lessee's use and occupation thereof.

5.03 Condition of Premises. As specified above, by taking possession of the Premises Lessee accepts the Premises AS-IS, WHERE IS and with all faults, and the Lessee shall be obligated at its sole cost and expense to perform any and all repairs, modifications or improvements to the Premises, including, but not limited to, the Buildings and Improvements and/or any land. Lessor will provide all warranty information for structural, material and workmanship by contractor and any, and all, third party warranties to Lessee.

5.04 Maintenance of Premises. Lessee agrees, at Lessee's sole cost and expense, to operate, maintain, repair and replace the exterior and interior of the buildings, improvements, and land, including, but not limited to, all structural elements, equipment, underground storage tanks, above-ground storage tanks, pipes, and systems. Lessee shall keep the Premises in a good state of repair and condition (normal wear and tear excepted), including keeping the Premises in a neat and orderly condition as determined by Lessor in its sole discretion, free from filth, overloading, danger of fire or any pest or nuisance, and in compliance with all federal, state and local laws. Landscaped areas shall be watered, trimmed, and weeded as necessary to maintain a healthy, neat appearance. Weeds in non-landscaped areas shall be kept cut close to the ground. It is expressly understood that any maintenance condition is to be addressed and resolved within thirty (30) days, without notice from Lessor, or a Maintenance Plan is to be provided to Lessor Section 5.05 below.

5.05 Notification. If any portion of the Premises or any system or equipment in the Premises that Lessee is obligated to maintain or repair cannot be fully repaired, restored or replaced, within thirty (30) days, Lessee will provide Lessor with a maintenance plan and schedule for rectifying the condition.

Lessee shall notify Lessor if they wish to install any fuel tanks or facilities. Approval will be subject to insurance and environmental considerations.

5.06 Lessee Improvements – Existing Structures. n/a

5.07 Lessee Improvements – New Structures. n/a

5.08 Liens and Approvals. Lessee shall at all times keep the Premises lien free from any tenant improvement work or otherwise. Lessee shall obtain any and all permits

required for any tenant improvements, and improvements shall be made in compliance with all Boise City building codes and regulations, and all other applicable federal, state and local laws.

5.09 Trash, Garbage, Etc. Lessee shall make suitable arrangements for the storage, collection, and removal of all trash, garbage and other refuse resulting from Lessee's activities on the Premises. Lessee shall provide appropriate, covered, commercial type receptacles for such trash, garbage, and other refuse, and will maintain these receptacles, screened from view from adjoining properties or public streets, in an attractive, safe, and sanitary manner as determined by Lessor in its sole discretion. Lessee shall not allow any trash or litter to accumulate on the Premises.

5.10 Permitted Uses. Lessee will not enter into any activities on the Premises other than those stated as follows without Lessor's prior written approval:

Governmental purposes of State of Idaho Department of Transportation (Division of Aeronautics) for division operations, office space, division activities, maintenance and operation of aircraft hangar for storage and for other such additional purposes and uses as may be authorized by legislative action and the City of Boise. Lessee's use of the Premises must be in full compliance with all statutes, ordinances, laws, rules, regulations and restrictive covenants applicable to the Premises, including but not limited to compliance with environmental laws as described in Section 5.16. Lessee shall comply with all rules and regulations of the National Fire Protection Association, the applicable Fire Rating Bureau and any similar body.

5.11 Outdoor Storage. Outdoor storage of any equipment or materials must be specifically approved by Lessor in writing which approval shall not be unreasonably withheld. Storage of such items may be required to be in a fenced enclosure; screening may also be required. Approval of outdoor storage by the Lessor shall not be construed as approval for Lessee to maintain, either in reality or appearance, a junkyard or salvage yard.

5.12 Right of Flight. Lessor reserves to itself, its successors and assigns, for the use and benefit of the public, a continuing right and easement over the Premises to take any action it deems necessary to prevent the construction, erection, alteration or growth of any structure, tree or other object in the vicinity of the runways at Boise Airport

which would constitute an obstruction to air navigation according to the criteria or standards prescribed in Subpart C of Part 77 of the Federal Aviation Regulations. Lessor reserves for itself, its successors and assigns, the right to prevent any use of the Premises which would interfere with aircraft landing on or taking off from Boise Airport and the right to prevent any other use of the Premises which would constitute an airport hazard.

5.13 Non-Utilization of Premises. In the event Lessee ceases operations at the Premises for more than one hundred twenty (120) consecutive days for any reason other than repairs, remodeling or force majeure ("Abandonment"), Lessor may elect to terminate this Lease and recover possession of the Premises by giving Lessee thirty (30) days prior written notice of such election to terminate, and upon such termination, subject to the Lessee's rights and options under Section 10.2 herein.

5.14 Prohibited Uses. The following uses shall not be permitted on the Premises at any time: anything constituting a nuisance; any residential use; trailer courts; labor camps; junkyards; mining and quarrying; dumping, disposal, incineration, or reduction of garbage, sewage, offal, dead animals, refuse; hazardous material or hazardous waste; fat rendering; stockyards or slaughtering of animals; smelting of iron, tin, zinc or other ores; or large animal raising. Additionally, the Lessee shall not maintain any item or do anything in or about the Premises which would cause the increase of Lessor's insurance rates or make such insurance unobtainable.

5.15 Performance Standards. The Premises shall not be used or occupied in any manner so as to create any dangerous, injurious, noxious, or otherwise objectionable conditions, including but not limited to:

a. Hazardous Activities: No activity shall be conducted on the Premises that may be or may become hazardous to public health and safety, that shall increase the fire insurance rating for adjoining property, or that shall be illegal.

b. Vibration or Shock: No vibration or shock perceptible to a person of normal sensibilities shall be permitted within fifty (50) feet of the property line.

c. Noise: No noise objectionable to a person of normal sensibilities shall be permitted within fifty (50) feet of the property line.

d. Air Pollution: Except for the operation of motor vehicles to, from, and on the Premises as incidental to the use thereof, the following requirements shall apply:

(1) any use producing smoke, gas, dust, odor, fumes, aerosols, particulates, products of combustion, or any other atmospheric pollutant shall be conducted within a completely enclosed building; (2) any use producing atmospheric emissions shall comply with the standards of the U. S. Environmental Protection Agency, the Ada County Air Quality Board, any local environmental regulatory body, or any successor organizations performing similar functions, as such regulations exist at the date of the Lease or which may be enacted during the term of the Lease; and/or (3) the emission of odors that are detectable at any point beyond the property line of the Premises shall not be permitted.

e. Heat or Glare: Any operation producing intense glare or heat shall be performed within an enclosed screened area in such manner that the glare or heat emitted will not be discernible from the property line.

f. Electronic or Radio Interference: No electrical, electronic, or radio emissions shall be produced that will interfere, obstruct or adversely affect the operation of air navigation aids and Airport communications.

g. Illumination: The maximum height of any lighting standards on the Premises shall be limited to thirty (30) feet above ground level. The intensity of illumination shall be limited to 10 foot candles or 0.1 lumens per square foot per open areas or surface areas visible at the property line. The design and location of exterior lighting shall comply in all respects to the requirements of the FAA or any other governmental agency having applicable jurisdiction with respect to height, type and placement of lighting standards as they may affect the safety of flight operations into, from and around the Airport.

h. Liquid or Solid Refuse and Waste: No liquid or solid refuse or waste shall be kept, stored, or allowed to accumulate on any lot. No other substance, condition, or element in such amount as to affect the surrounding area or adjoining premises shall be allowed.

5.16 Environmental Compliance. Lessee shall not permit any "hazardous material", solid waste, or otherwise toxic substance in, on, around or under the Premises in violation of Article IX, herein.

5.17 Airport Security. As used herein, "Federal Regulatory Agencies" shall mean the Federal Aviation Administration (FAA), Transportation Security Administration (TSA)

or any other Agency in existence now or as may be later created to regulate Airport operations and security.

Lessee agrees to observe all applicable security requirements of Federal Regulatory Agencies and the Airport Security Plan, applicable parts of which shall be furnished to Lessee, as approved by the Federal Regulatory Agencies and to take such steps as necessary or directed by the Lessor to ensure that contractors, subcontractors, employees, invitees, and guests observe these requirements.

If the Lessor incurs any fines and/or penalties imposed by the Federal Regulatory Agencies or any expense in enforcing the regulations of applicable Federal Regulations pertaining to Airport security as a result of the acts or omissions of Lessee, Lessee agrees to pay and/or reimburse all such costs and expense. Lessee further agrees to rectify at its own expense any security or other deficiency as may be determined as such by the Lessor or the Federal Regulatory Agencies. The Lessor reserves the right to take any action necessary at to rectify any security or other deficiency, in the event Lessee fails to remedy the security or other deficiency. Lessee is responsible for Lessor's costs and expenses should Lessor take action itself to rectify the deficiency.

5.18 Stormwater Systems – Operations and Maintenance.

a. On-site stormwater management/Best Management Practice (BMP) facilities have been constructed by Lessor in accordance with the City's Stormwater Management Plan and Operation and Maintenance Manual. Lessee shall adequately maintain the stormwater management/BMP facilities in accordance the approved Operation and Maintenance manual. This includes all pipes and channels built to convey stormwater to the facility, as well as all structures, improvements, and vegetation provided to control the quantity and quality of the stormwater. Adequate maintenance is herein defined as good working condition so that these facilities are performing their design functions as described in the approved Operation and Maintenance Manual.

b. Lessee shall inspect the stormwater management/BMP facility annually or as specified in the Operation and Maintenance Manual. The purpose of the inspection is to assure safe and proper functioning of the facilities. The inspection shall cover all drainage facilities including but not limited to swales, outlet structures, ponds, access roads, etc. Deficiencies shall be noted in the inspection report. The Annual Inspection

Report form included in the Operation and Maintenance manual is to be used to establish what good working condition is acceptable to the City.

c. Lessee hereby grants permission to Lessor, its authorized agents and employees, to enter upon the Property and to inspect the stormwater management/BMP facilities whenever Lessor deems necessary. Reasonable access shall be provided to all drainage facilities. The purpose of inspection is to follow-up on reported deficiencies, determine the general condition of stormwater facilities, and/or to respond to citizen complaints. Lessor shall provide Lessee copies of the inspection findings and a directive to commence with the repairs if necessary.

d. In the event Lessee fails to maintain the stormwater management/BMP facilities in good working condition acceptable to the Lessor, Lessor may enter upon the Premises and take whatever steps necessary to correct deficiencies identified in the inspection report and to charge the costs of such repairs to Lessee. It is expressly understood and agreed that the Lessor is under no obligation to routinely maintain or repair said facilities, and in no event shall this Agreement be construed to impose any such obligation on the Lessor.

e. In the event the Lessor, pursuant to this Agreement, performs work of any nature, or expends any funds in performance of said work for labor, use of equipment, supplies, materials, and the like, Lessee shall reimburse Lessor upon demand, within thirty (30) days of receipt thereof for all actual costs incurred by the Lessor hereunder. Costs will be charged on a time and materials basis at rates not exceeding local industry standards.

ARTICLE VI – INSURANCE AND INDEMNIFICATION

6.01 Insurance. Lessee is a State of Idaho agency and provides liability coverage for public liability, personal injury, death, and property damage through the Risk Management Program established under Idaho Code §67-5776, which is funded and in effect subject to limitation on liability of the Tort Claim Act, Idaho Code §6-901 et seq.

6.02 Policy Requirements. Lessee shall provide proof of insurance coverage to Lessor from the Lessee's Office of Risk Management Program within ten (10) days of the date this agreement is fully executed.

6.03 Waiver of Subrogation. Each party's insurer waives all right of subrogation, and all rights based upon and assignment from its insured, against the other party, its officers, directors, partners, members, managers, employees, agents, concessionaires, licensees and invitees, and in the case of Lessee, its subtenants and their officers, directors, partners, members, managers, employees, agents, concessionaires, licensees and invitees, in connection with any loss or damage thereby insured against; provided that the foregoing reference shall not be deemed a consent by Lessor to any sublease of the premises. If any policy of insurance requires the agreement of a party's insurer as a condition to the effectiveness of this mutual waiver of subrogation, such party agrees to make a commercially reasonable effort to obtain such agreement. Notwithstanding any other provision of this Lease to the contrary, neither party to this Lease or its officers, directors, partners, members, managers, employees, agents, concessionaires, licenses and invitees shall be liable to the other for loss or damage covered by insurance required to be carried under this Lease, and each party to this Lease hereby waives any rights of recovery against the other and its officers, directors, partners, members, managers, employees, agents, concessionaires, licenses and invitees for injury or loss on account of such covered risks.

6.04 Eminent Domain. If during the Lease Term the Premises or the Building and Improvements or any substantial part thereof are taken through the exercise of the power of eminent domain, this Lease shall automatically terminate as of the date of such taking.

In case of a partial taking of the Premises, if the remainder is insufficient for Lessee's uses as allowed herein, or if the time required to restore the remainder of the Premises in a proper condition for use by Lessee will exceed six (6) months, or if Lessee does not commence to restore the Premises within sixty (60) days after the receipt of condemnation proceeds for any taking, and proceed thereafter with reasonable diligence to completion, Lessor may, at Lessor's option, terminate this Lease by a written notice delivered to Lessee within thirty (30) days after the right to terminate arises.

6.05 Damages / Casualty. If during the Lease Term the Premises or the Building and Improvements or any part thereof are damaged by fire or other casualty sufficient to make the Premises unusable by Lessee, and the time required to restore the remainder of the Premises in a proper condition for use by Lessee will exceed twelve (12) months, either party may choose to terminate this Lease through written notice delivered to the other party within sixty (60) days after the casualty incident.

If both parties elect not to terminate, Lessee shall be responsible for all cost association with restoration. If Lessee does not commence restoration of the Premises within sixty (60) days after the receipt of insurance proceeds for the casualty, and proceed thereafter with reasonable diligence to completion, Lessor may, at Lessor's option, terminate this Lease by a written notice delivered to Lessee within thirty (30) days after the right to terminate arises.

Lessee shall only have the right or interest to any insurance proceeds from Lessee insurance and shall only be entitled to condemnation rewards associated with the Building and Improvements constructed and paid for by Lessee. Lessor shall receive all other payments from either insurance or condemnation proceeds on the Premises.

In the case of termination, Rent and other sums payable during the then current Term shall be due and payable through the date of such termination. In the event that Lessee chooses to restore any damage, all Rents and other sums payable will continue to be due in full throughout any restoration period. Should a partial taking of the Premises occur that does not result in termination of the lease, the size of the Premises shall be adjusted based on the taking and a new Base Rent calculated based on the new land area.

6.06 Idaho Petroleum Storage Tank Fund. n/a

6.07 Indemnification. Subject to limitations hereinafter set forth, each Party shall indemnify, defend and save harmless the other from and against any and all demands, claims or liabilities caused by or arising out of any negligent acts by the other while acting within the course and scope of their employment, which arise from this Lease. Any such indemnification hereunder is subject to the limitations of the Idaho Tort Claims Act (currently codified at chapter 9, title 6, Idaho Code). Such indemnification hereunder by shall in no event cause the liability of either party for any such negligent act to exceed the

liability limits set forth in the Idaho Tort Claims Act. Such indemnification shall in no event exceed the amount of loss, damages, expenses or attorney fees attributable to such negligent act, and shall not apply to loss, damages expenses or attorney fees attributable to the negligence to the other party. Nothing contained herein shall be deemed to constitute a waiver of the State's sovereign immunity, which immunity is hereby expressly reserved.

ARTICLE VII - DEFAULT

7.01 Events of Default. Any of the following shall constitute a default and breach of this Lease by Lessee (each event to be a "Default"):

- a. Be in arrears in the payment of the whole or any part of the Monthly Rent and any other amounts owed hereunder for a period of ten (10) days after the due date without the requirement of written notice;
- b. Failure to pay any other sum payable under this Lease within ten (10) days after written notice has been delivered to Lessee;
- c. Make any general assignment for the benefit of creditors;
- d. Abandonment of the Premises as more specifically defined in Section 5.10 above;
- e. Default in the performance of any of the covenants and conditions required herein (except rent payments which are addressed above) to be kept and performed by Lessee, and such default continues for a period of thirty (30) days after receipt of written notice from Lessor to cure such default;
- f. Be adjudged a bankrupt in involuntary bankruptcy proceedings; and/or
- g. Be made a party to any receivership proceeding in which a receiver is appointed for the property or affairs of Lessee where such receivership is not vacated within sixty (60) days after the appointment of such receiver;
- h. Holding over without permission from Lessor

In any of the aforesaid events, Lessor may, after complying with any procedures imposed by law, take immediate possession of the Premises including any and all improvements thereon and remove Lessee's effects, forcibly if necessary, without being

deemed guilty of trespassing. If Lessee breaches any covenant or condition of this Lease, Lessor may, on reasonable notice to Lessee, (except that no notice need be given in case of emergency), cure such breach at the expense of Lessee and the reasonable amount of all expenses, including reasonable attorney's fees, incurred by Lessor in doing so (whether paid by Lessor or not) shall be considered rent due on the date of the next regularly scheduled rent installment. Failure of Lessor to declare this Lease cancelled upon the default of Lessee for any of the reasons set out shall not operate to bar or destroy the right of Lessor to cancel this Lease by reason of any subsequent violation of the terms of this Lease.

No receipt or acceptance of money by Lessor from Lessee after the expiration or cancellation of this Lease or after the service of any notice, after the commencement of any suit, or after final judgment for possession of the Premises, shall reinstate, continue, or extend the terms of this Lease or affect any such notice, demand or suit or imply consent for any action for which Lessor's consent is required or operate as a waiver of any right of the Lessor to retake and resume possession of the Premises.

7.02 Lessor Remedies for Default. In the event of default by Lessee hereunder which shall remain uncured after the required notices have been given pursuant to this Lease, Lessor shall have the following remedies:

a. Lessor shall have the right to terminate this Lease, including all of the right, title, and interest of Lessee hereunder. No notice in addition to the notice required by this Article shall be required to effectuate Lessor's rights in this regard. On expiration of the time fixed in the notice, this Lease and the right, title and interest of Lessee hereunder shall terminate in the same manner and with the same force and effect, except as to Lessee's liability, as if the date fixed in the notice of cancellation and termination were the end of the Term. In case of termination, the provisions of this Lease regarding indemnification, damages, fees and costs shall survive termination of the Lease;

b. Lessor shall have the right to sue for specific performance by Lessee of Lessee's obligations hereunder, together with expenses, damages, fees and costs incurred by Lessor;

c. Lessor shall have the right to collect from Lessee all expenses, costs,

fees and damages reasonably incurred by Lessor as a result of Lessee's breach, including, but not limited to, reasonable costs of reletting and attorney's fees; and

d. Lessor shall have the right, without further notice to Lessee, to accelerate the rent due for the balance of the Term and to collect the present value of same from Lessee, less any mitigation thereof by Lessor; and/or

e. Lessor may enter into and upon the Premises or any part thereof and repossess the same, expelling therefrom Lessee and all personal property of Lessee (which property may be removed and stored at the cost of and for the account of Lessee), using such force as may be necessary and relet the Premises or any part thereof upon such terms and conditions as shall reasonably appear advisable to Lessor. If Lessor shall proceed to relet the Premises and the amounts received from reletting the Premises during any month or part thereof be less than the rent due and owing from Lessee during such month or part thereof under the terms of this Lease, Lessee shall pay such deficiency to Lessor immediately upon calculation thereof, providing Lessor has exercised good faith in the terms and conditions of reletting. Payment of any such deficiencies shall be made monthly within ten (10) days after receipt of notice of deficiency.

The aforesaid remedies, as well as any other remedies allowed by Idaho law, which are preserved in Lessor, shall be cumulative and non-exclusive, except as is otherwise prescribed by Idaho law. Any amounts due to Lessor under this Lease and not paid by Lessee when due shall bear interest at a rate in accordance with Idaho Code §67-2302(7).

7.03 Assignment and Transfer. Lessee shall not have the right to assign or transfer this Lease, or any interest in the Premises, without the prior written consent of Lessor, which approval may be withheld at the sole discretion of the Lessor. Any person or entity to which this Lease is assigned pursuant to the Bankruptcy Code, 11 U.S.C. §§101 et seq., shall be deemed without further act or deed to have assumed all the obligations arising under this Lease on or after the date of such assignment. Any such assignee shall, upon demand, execute and deliver to Lessor an instrument confirming such assumption.

7.04 Subleasing. Lessee may not sublease all or any part of the space demised hereunder without Landlord's prior written consent. Any approved sublease shall be

subject to the same conditions, obligations and terms as set forth herein and Lessee shall be responsible for the observance by its sublessees of the terms and covenants contained in this Lease, and Lessor's approval may be withheld at the sole discretion of Lessor, or Lessor may require conditions for approval, including but not limited to personal guarantees, physical modifications to the Premises, or sharing of any sublet rent to be collected. Lessee shall furnish Lessor with a copy of the sublease for review.

7.05 Lien by Lessor. It is expressly agreed that in the event of default by Lessee hereunder, Lessor shall have a lien upon all goods, chattels, personal property or equipment, save and except delivery vehicles or rolling stock, or any other items specifically exempted under law, belonging to Lessee which are placed in, or become a part of, the Premises, as security for rent due and to become due for the remainder of the Term, which lien shall not be in lieu of or in any way affect any statutory lien given by law, but shall be cumulative thereof. Lessee shall seek permission of the Lessor to subordinate its lien to potential lenders of the lessee for improvements. Said permission shall not be unreasonably withheld.

ARTICLE VIII – PROJECT DEVELOPMENT AND CONSTRUCTION – N/A

ARTICLE IX – HAZARDOUS MATERIALS

9.01 Definitions.

"Hazardous Materials" will mean any material, substance or waste that is or has the characteristic of being hazardous, toxic, ignitable, reactive or corrosive, including, without limitation, petroleum, PCBs, asbestos, materials known to cause cancer or reproductive problems and those materials, substances and/or wastes, including infectious waste, medical waste, and potentially infectious biomedical waste, which are or later become regulated by any local governmental authority, the State of Idaho or the United States Government, including substances defined as "hazardous substances," "hazardous materials," "toxic substances" or "hazardous wastes" in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. § 9601, et seq.; the Hazardous Materials Transportation Act, 49 U.S.C. § 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. § 6901, et seq.; all

corresponding and related State of Idaho and local statutes, ordinances and regulations, including without limitation any dealing with underground storage tanks; and in any other environmental law, regulation or ordinance now existing or hereinafter enacted (collectively, "Hazardous Materials Laws").

9.02 Use of Premises by Lessee; Remediation of Contamination Caused by Lessee.

a. Use. Lessee hereby agrees that Lessee and Lessee's officers, directors, employees, representatives, agents, contractors, subcontractors, successors, assigns, lessees, sublessees, concessionaires, invitees and any other occupants of the Premises (for purpose of this Section 9.02, referred to collectively herein as "Lessee's Representatives") will not use, generate, manufacture, refine, produce, process, store or dispose of, on, under or about the Premises or transport to or from the Premises in the future for the purpose of generating, manufacturing, refining, producing, storing, handling, transferring, processing or transporting Hazardous Materials, except as previously approved in writing by Airport. Lessee will provide Airport with MSDS (material safety data sheet) forms for each approved hazardous material. Furthermore, Lessee will, at its own expense, procure, maintain in effect and comply with all conditions of any and all permits, licenses and other governmental and regulatory approvals required for the storage or use by Lessee or any of Lessee's Representatives of Hazardous Materials on the Premises, including without limitation, discharge of appropriately treated materials or wastes into or through any sanitary sewer serving the Premises.

b. Remediation. If at any time during the Term any contamination of the Premises by Hazardous Materials occurs where the contamination is caused by the act or omission of Lessee or Lessee's Representatives ("Lessee Contamination"), then Lessee, at its sole cost and expense, will promptly and diligently remove the Hazardous Materials from the Premises, or the groundwater underlying the Premises, to the extent reasonably possible in accordance with the requirements of the applicable Hazardous Materials Laws and industry standards then prevailing in the Hazardous Materials management and remediation industry in Idaho. However, Lessee will not take any required remedial action in response to any Lessee Contamination in, on or about the Premises or enter into any settlement agreement, consent, decree or other compromise

in respect to any claims relating to any Lessee Contamination without first notifying Lessor of Lessee's intention to do so and affording Lessor the opportunity to appear, intervene or otherwise appropriately assert and protect Lessor's interest with respect thereto. In addition to all other rights and remedies of the Lessor hereunder, if Lessee does not promptly and diligently take all steps to prepare and obtain all necessary approvals of a remediation plan for any Lessee Contamination, and thereafter commence the required remediation of any Hazardous Materials released or discharged in connection with Lessee Contamination within thirty (30) days after Lessor has reasonably approved Lessee's remediation plan and all necessary approvals and consents have been obtained and thereafter continue to prosecute said remediation to completion in accordance with the approved remediation plan, then Lessor, at its sole discretion, will have the right, but not the obligation, to cause said remediation to be accomplished, and Lessee will reimburse Lessor within fifteen (15) business days of Lessor's demand for reimbursement of all amounts reasonably paid by Lessor (together with interest from the date of expenditure on said amounts at Lessor's Interest Rate until paid), when the demand is accompanied by proof of payment by Lessor of the amounts demanded. Lessee will promptly deliver to Lessor copies of hazardous waste manifests reflecting the legal and proper disposal of all Hazardous Materials removed from the Premises as part of Lessee's remediation of any Lessee Contamination.

c. Disposition of Hazardous Materials. Except as discharged into the sanitary sewer or otherwise removed from the Premises in strict accordance and conformity with all applicable Hazardous Materials Laws, Lessee will cause any and all Hazardous Materials removed from the Premises as part of the required remediation of Lessee Contamination to be removed and transported solely by duly licensed haulers to duly licensed facilities for final disposal of the materials and wastes.

9.03 Notice of Hazardous Materials Matters. Each party (for purposes of this Section, "Notifying Party") will immediately notify the other party (the "Notice Recipient") in writing of: (a) any enforcement, clean-up, removal or other governmental or regulatory action instituted, contemplated or threatened concerning the Premises pursuant to any Hazardous Materials Laws; (b) any claim made or threatened by any person against the Notifying Party or the Premises relating to damage contribution, cost recovery,

compensation, loss or injury resulting from or claimed to result from any Hazardous Materials on or about the Premises; and (c) any reports made to any environmental agency arising out of or in connection with any Hazardous Materials in or removed from the Premises including any complaints, notices, warnings or asserted violations in connection therewith, all upon receipt by the Notifying Party of actual knowledge of any of the foregoing matters. Notifying Party will also supply to Notice Recipient as promptly as possible, and in any event within five (5) business days after Notifying Party first receives or sends the same, with copies of all claims, reports, complaints, notices, warnings or asserted violations relating in any way to the Premises or Lessee's use thereof.

9.04 Environmental Indemnification. Subject to limitations hereinafter set forth, Lessee shall indemnify, defend and save harmless Lessor from and against any and all demands, claims or liabilities caused by or arising out of any negligent acts by the other while acting within the course and scope of their employment, which arise from Hazardous Materials contamination caused by Lessee. Any such indemnification hereunder is subject to the limitations of the Idaho Tort Claims Act (currently codified at chapter 9, title 6, Idaho Code). Such indemnification hereunder by shall in no event cause the liability of Lessee for any such negligent act to exceed the liability limits set forth in the Idaho Tort Claims Act. Such indemnification shall in no event exceed the amount of loss, damages, expenses or attorney fees attributable to such negligent act, and shall not apply to loss, damages expenses or attorney fees attributable to the negligence of the Lessee. Nothing contained herein shall be deemed to constitute a waiver of the State's sovereign immunity, which immunity is hereby expressly reserved. The foregoing indemnification by Lessee will not extend to conditions not attributable to Lessee prior to the Effective Date.

ARTICLE X - GENERAL PROVISIONS

10.01 Lessor's Right of Entry. Lessor and Lessor's authorized representatives shall have the right to enter the Premises, including all Buildings and Improvements, at all reasonable times for the purposes of determining whether the Premises and Building and Improvements are in good condition, to make necessary repairs or perform any

maintenance, to serve any notice required or allowed under this Lease. Lessor shall give Lessee at least 24 hours' notice prior to entering the Premises, except in the case of an emergency involving the potential or actual imminent harm to person or property in which case no advance notice shall be required.

10.02 Improvements upon Termination or Expiration.

Title to all buildings, structures and improvements that now, or may from time to time constitute a part of the Premises that are now, or may from time to time be, used, or intended to be used in connection with the Premises shall be and remain Lessor's through the expiration or termination of this Lease.

Lessee, on expiration or termination of this Lease, shall execute and deliver any and all deeds, bills of sale, assignments and other documents which in Lessor's sole judgment may be necessary or appropriate to transfer, to evidence or to vest in Lessor clear title to any of the property described in the foregoing subsection located on the Premises at the time of such expiration or termination.

Lessee, in addition, shall deliver to Lessor on expiration or termination of this Lease originals or copies of any plans, reports, contracts or other items relating to the buildings, structures and improvements of the Premises, to the extent that Lessee has the same in its possession.

The following shall be considered the personal property of the Lessee and shall be removed by Lessee upon the termination or expiration of the Lease, at its sole cost and expense:

Office furniture, personal effects of employees, computers, copiers, office supplies, aircrafts, aircraft parts, tools, removable shelves, air compressor, etc.

Lessor may additionally require Lessee to conduct reasonable, commonly accepted testing procedures at Lessee's expense to demonstrate that the land has not been degraded during the Lessee's tenancy including, but not limited to Phase I, Phase II and/or similar environmental tests. Lessee shall remediate, remove and dispose of any tanks and/or environmental condition(s) on the Premises at its sole cost. All removals of soil and/or improvements including, but not limited to, underground and/or above ground storage tanks, shall be in compliance with all Applicable Environmental Laws. Lessee shall immediately provide to Lessor a copy of all relevant documentation received

by Lessee during the course of the remediation, removal and/or disposal. The provisions of this section shall be deemed to be a separate contract between the parties and shall survive the expiration or any default, termination or forfeiture of this Lease.

10.03 Subordination to Agreements with the United States. This Lease is subject and subordinate to the provisions of any agreement heretofore or hereafter made between the Lessor and the United States Government relative to the operation or maintenance of the Boise Airport, the execution of which has been required as a condition precedent to the transfer of federal rights or property to the Lessor for Boise Airport purposes, or the expenditure of federal funds for the improvement or the development of the Boise Airport, including the expenditure of federal funds for the development of the Boise Airport in accordance with the provisions of the Federal Aviation Act of 1958, as it has been amended from time-to-time. Lessor covenants that it has no existing agreements with the United States government in conflict with the express provisions hereof.

10.04 Time is of the Essence. Time is and shall be deemed of the essence in respect to the performance of each provision of this Lease.

10.05 Unavoidable Delay. If either party will be delayed or prevented from the performance of any act required by this Lease by reason of acts of God, strikes, lockouts, labor troubles, inability to procure materials, restrictive governmental laws, or regulations or other cause, without fault and beyond the reasonable control of the party obligated (financial inability excepted), performance of the act will be excused for the period of the delay, and the period for the performance of any act will be extended for a period equivalent to the period of the delay; provided, however, nothing in this section will excuse Lessee from the prompt payment of any rent or other charge required of Lessee except as may be expressly provided elsewhere in this Lease.

10.06 Notices. All notices provided to be given under this Lease shall be given by certified or registered mail, return receipt requested, postage fully prepaid, addressed to the proper party at the following addresses:

LESSOR: Boise Airport
Attn: Property & Contract Administrator
3201 Airport Way, Suite 1000
Boise, Idaho 83705

LESSEE: Idaho Transportation Department
Attn: Chief Administrative Officer
3311 West State Street
Boise, Idaho 83703

Any notice so given shall be deemed properly delivered, given, served, or received on the date shown for delivery or rejection on the return receipt. Any party may change the address to which notices shall thereafter be given upon five (5) days prior written notice to all other parties in the manner set forth in this paragraph.

10.07 Attorney's Fees. If either party brings any action or proceedings to enforce, protect or establish any right or remedy under the terms and conditions of this Lease, the prevailing party shall be entitled to recover reasonable attorney's fees, as determined by a court of competent jurisdiction, in addition to any other relief awarded.

10.08 Agreement Made in Idaho. The laws of the State of Idaho shall govern the validity, interpretation, performance and enforcement of this Lease. Venue shall be in the courts in Ada County, Idaho.

10.09 Cumulative Rights and Remedies. All rights and remedies of Lessor here enumerated shall be cumulative and none shall exclude any other right or remedy allowed by law. Likewise, the exercise by Lessor of any remedy provided for herein or allowed by law shall not be to the exclusion of any other remedy.

10.10 Interpretation. Words of gender used in this Lease shall be held and construed to include any other gender, and words in the singular shall be held to include the plural and vice versa unless the context otherwise requires.

10.11 Agreement Made in Writing. This Lease contains all of the agreements and conditions made between the parties hereto and may not be modified orally or in any manner other than by agreement in writing signed by the parties hereto or their respective successors in interest. This Lease may only be amended by a document signed by both parties. The recitals and exhibits are hereby incorporated herein by reference and made a part of this Lease.

10.12 Paragraph Headings. The Table of Contents of this Lease and the captions of the various articles and sections of this Lease are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, context or intent

of this Lease or any part or parts of this Lease.

10.13 Severability. If any provision of this Lease is found by a court of competent jurisdiction to be illegal, invalid, or unenforceable, the remainder of this Lease will not be affected, and in lieu of each provision which is found to be illegal, invalid, or unenforceable, there will be added as part of this Lease a provision as similar to such illegal, invalid, or unenforceable provision as may be possible and be legal, valid and enforceable.

10.14 Successors and Assigns. All of the terms, provisions, covenants and conditions of this Lease shall inure to the benefit of and be binding upon Lessor and Lessee and their successors, assigns, legal representatives, heirs, executors and administrators.

10.15 Rules and Regulations. Lessee shall observe and comply with all Laws and Rules and Regulations governing the conduct and operation of the Boise Airport whether established and promulgated by Lessor, by the Boise Airport Commission, by a political subdivision of the State of Idaho having jurisdiction, by the State of Idaho, or by the United States and its agencies thereof. All Rules and Regulations now in existence, or as herein amended, or hereinafter promulgated and adopted, are incorporated herein and made a part hereof by reference.

10.16 Taxes and Other Charges. Lessee is exempt from taxation pursuant to Idaho Code §§63-3622O and 63-602A.;

10.17 National Emergency. In the event the rights and privileges hereunder are suspended for a period of greater than twenty-one (21) days by reason of war or other national emergency requiring occupation of the Premises by the federal government, either party shall have the option of terminating this Lease. If this Lease is terminated as set forth in this paragraph, Lessor shall give Lessee thirty (30) days, or the maximum period that is reasonably practicable if such period is shorter than thirty days, to vacate the Premises.

10.18 Authorization to Enter into Lease. If Lessee signs this Lease on behalf of an entity, each of the persons executing this Lease on behalf of Lessee warrants to Lessor that Lessee is an entity duly authorized and formed pursuant to law, that Lessee is qualified to do business in the State of Idaho, that Lessee has full right and authority to

enter into this Lease, and that each and every person signing on behalf of Lessee is authorized to do so. Upon Lessor's request, Lessee will provide evidence satisfactory to Lessor confirming these representations.

10.19 Discrimination Prohibited. In accordance with Boise City Code, Lessee agrees, and it is a condition to the continuance of this Lease, that there will be no discrimination against, or segregation of, any person or group of persons on the basis of race, color, religion, sex, sexual orientation, gender identity/expression, creed, national origin, ancestry, age or disability in the leasing, subleasing, transferring, occupancy, tenure or use of the Premises or any portion thereof.

10.20 - Parking Rights Throughout the Initial Term and any extension thereof, the Lessor will provide Lessee with four (4) parking passes for use by Idaho State employees. These passes will allow access to park at an airport employee lot at the airport terminal. The lot location shall be Lessor's sole discretion and shall be in common with other airport employees.

ARTICLE XI – CIVIL RIGHTS PROVISIONS

11.01 General Civil Rights Provision. Lessee agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. If Lessee transfers its obligation to another, the transferee is obligated in the same manner as the Lessee.

This provision obligates the Lessee for the period during which the property is owned, used or possessed by the Lessee and the airport remains obligated to the Federal Aviation Administration. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

11.02 Compliance with Nondiscrimination Requirements. As used in this section 11.02, "contractor" shall mean "Lessee."

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts And Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Nondiscrimination Acts And Authorities on the grounds of race, color, or national origin.
4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts And Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.
6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

11.03 Clauses for Construction/Use/Access to Real Property Acquired Under the Activity, Facility or Program.

- A. The Lessee for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be

excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the Lessee will use the premises in compliance with all other requirements imposed by or pursuant to the List of discrimination Acts And Authorities.

B. With respect to leases, in the event of breach of any of the above nondiscrimination covenants, Lessor will have the right to terminate the lease and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said lease had never been made or issued.

11.04 Title VI List of Pertinent Nondiscrimination Acts and Authorities. . As used in this section 11.04, “contractor” shall mean “Lessee.”

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

[Signatures to Follow]

IN WITNESS WHEREOF, the parties have hereunto set their hands as of the Effective Date stated above.

LESSOR:

BOISE CITY,
a municipal corporation formed and existing pursuant
to Title 50, Idaho Code

By: _____
Lauren McLean
MAYOR

ATTEST: _____
Lynda Lowry
EX-OFFICIO CITY CLERK

LESSEE:

IDAHO TRANSPORTATION DEPARTMENT

By _____

Printed Name: _____

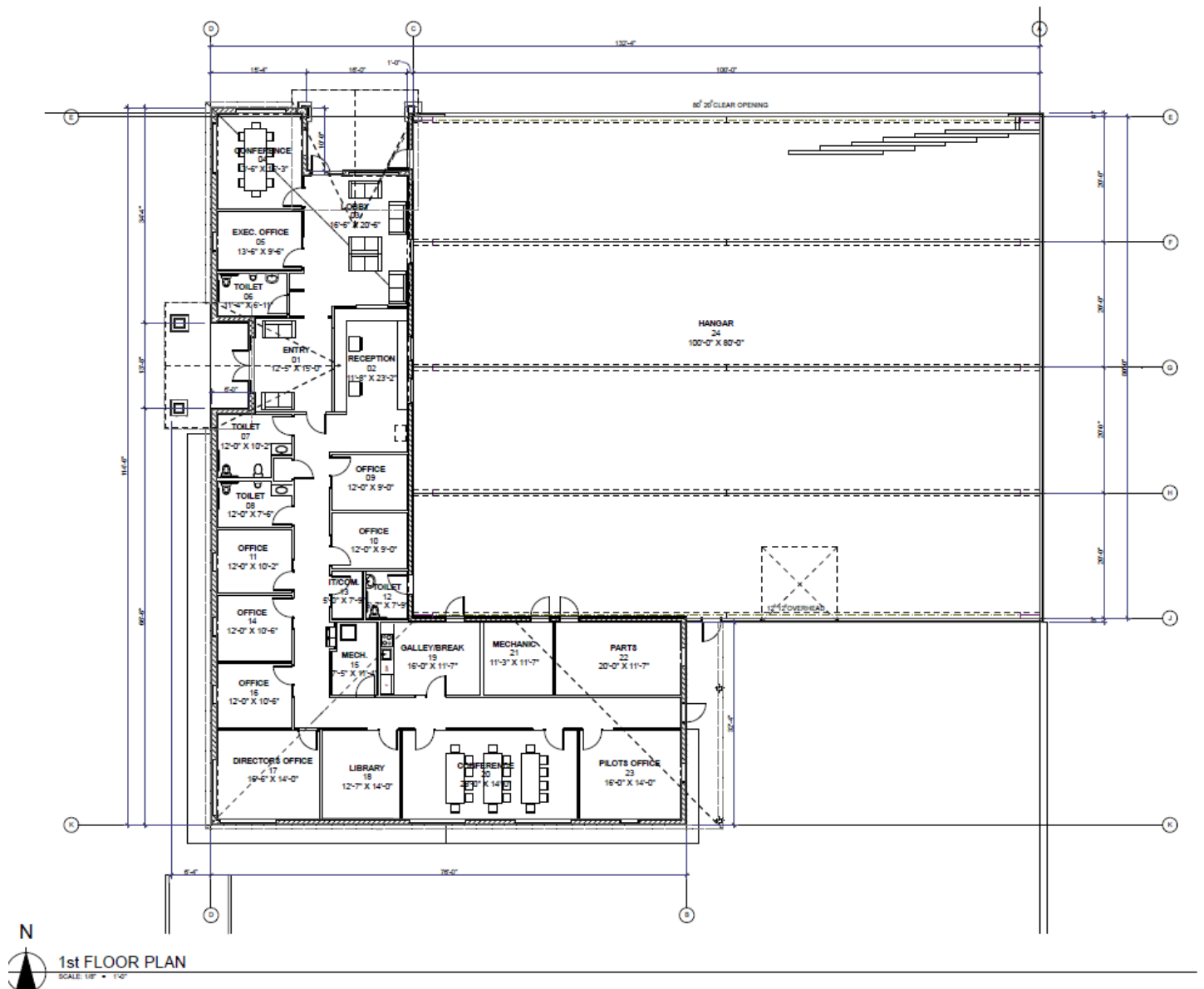
Title: _____

PREMISES DESCRIPTION
2.20 Acres
95,850 square feet of land



EXHIBIT A-2 IMPROVEMENTS

Approximately 17,400 square foot building comprised of 12,000 square foot of hanger and 5,400 square foot of offices along with access driveway, vehicle parking, aircraft ramp and storm water retention structure.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Tony Pirc	Facility Program Manager	ALP	
Preparer's Name	Preparer's Title	Initials	
Tony Pirc	Facility Program Manager	ALP	

Subject

FY21 Program Funding Request - Statewide Rest Area and Port Of Entry ADA Assessments		
Key Number	District	Route Number
New	Statewide	US-95, I84, I15, I90

Background Information

The purpose of this item is to request the addition of the Statewide Rest Area and Port Of Entry Americans with Disabilities Act regulations assessments to FY 2021 of the program, per policy 5011 Idaho Transportation Investment Program (ITIP).

There are 22 Rest Areas and Port Of Entry buildings on the highway system. These ADA Assessments will evaluate the ADA compliance issues and projects costs to upgrade accordingly to address the FHWA ADA plan for short and long-term planning.

Staff will use a Qualification Based Selection and contract with various Design Professionals throughout the state to identify code non-compliance and determine cost estimations to resolve accordingly.

Funding for these interim improvements will come from available FY21 State funds.

Recommendations

Approve adding project – Statewide Rest Area and Port of Entry ADA Assessments to the approved FY21-27 ITIP at an estimated cost of \$150,000 in available FY21 State funding (COVID mitigation set-aside, see page 125).

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

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

Presenter's Name Doral Hoff	Presenter's Title District 2 Engineer	Initials DH	Reviewed By
Preparer's Name Tony Pirc	Preparer's Title Facility Program Manager	Initials ALP	

Subject

Add Project to District 2 US-95 - Lower Lewiston Port of Entry Water Supply		
Key Number New	District 2	Route Number US-95

Background Information

The purpose of this item is to request the addition of the US-95, Lower Lewiston Port of Entry Water Supply to FY 2021 of the program, per policy 5011 Idaho Transportation Investment Program (ITIP).

The Port of Entry facility is located in District 2 in Nez Perce County in north-central Idaho along US 95, approximately 3/4 of a mile east of Lewiston city limits. Currently, the building is supplied with water from Red Rock, LLC. The water is generally considered unfit for human consumption per DEQ standards.

ITD is seeking to resolve the long term water needs of this Port of Entry by connection to City of Lewiston water. This will require a water line installed to provide water, as well as a fire hydrant (used as a flush valve) on ITD property at the site of the POE. This is the preferred, long-term solution because the City of Lewiston will maintain the line and the on-going costs are pre-set for ease of budgeting.

Staff will work with TD&H Engineers and the City of Lewiston to resolve the water supply to the Lower Lewiston Port of Entry.

The Lewis-Clark Valley MPO will add this project to their Transportation Improvement Program.

Funding for these interim improvements will come from available FY21 State funds.

Recommendations

Approve adding project US-95 – Lower Lewiston Port of Entry Water Supply to the approved FY21-27 ITIP at an estimated cost of \$750,000 in available FY21 State funding (COVID mitigation set-aside, see page 125).

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

Add two projects to District One US-95, Sagle Rd to the Lake Shore Drive Interim Improvements		
Key Number New	District 1	Route Number US 95

Background Information

US 95 Sagle to the Long Bridge project was identified in the original Sandpoint North and South Project. The purpose of the project was to improve traffic flow on US-95 within the approximate 3 mile study area and to provide a 'nonstop' controlled access facility between Sagle and Ponderay for through trucks and others not intending to stop in Sandpoint. The overall goal was to alleviate serious traffic congestion, traffic flow problems and reduce serious and fatal crashes in the Sagle to Sandpoint area.

The Sagle to the Long Bridge segment is considered to be the ultimate build-out and could be accomplished prior to the replacement of the Long Bridge. The ultimate build-out of the 3 mile segment is estimated to be approximately \$100 million due to the requirement of interchanges, additional right of way acquisition and the arduous topography for a frontage road system.

This item is to request approval to develop and construct interim solutions to reduce traffic conflicts and to provide for improved turning movements on the Sagle Road to Lake Shore Drive segment of US-95 which will address both mobility and safety.

The proposed interim solutions include a right turning Southbound acceleration lane for vehicles entering US 95 from Lakeshore Drive along with a center receiving lane for left turning Northbound traffic, a Signal Controlled Intersection at Sagle Road and consideration for both Northbound and Southbound U-Turns in the US-95 median north of Bottle Bay Road prior to the ultimate build-out. These improvements will be constructed in two phases in 2021 and 2022.

- Phase one: Northbound & Southbound turn lanes at Lakeshore Drive including widening, striping and signing will be constructed in 2021 at an estimated cost of \$1.0 million.
- Phase two: Signal at Sagle Road and U-Turn opportunities on US-95 north of Bottle Bay Road will be constructed in 2022 at an estimate cost of \$7 million (see attached exhibit).

Funding for these interim improvements will come from available FY21 State funds (COVID mitigation set-aside, see page 125).

Recommendations

Approve adding two projects, US-95, Sagle Road to Lake Shore Drive Interim Improvements, phase 1 and US-95, Sagle Rd to Lake Shore Drive Interim Improvements phase 2 to the approved FY21-27 ITIP at a combined estimated cost of \$8.0 million in available FY21 State funding.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

US 95, SAGLE RD TO LONG BRIDGE
MOBILITY IMPROVEMENTS
M.P. 468.8 TO M.P. 471.75
CONSTRUCTION 2021 - 2022

Lakeshore Dr

End Project
M.P. 471.75

Bottle Bay Rd
M.P. 471.05

US 95 to Sandpoint →

← US 95 to Coeur D'Alene



Sagle

Sagle Rd
Begin Project
M.P. 468.8

Google Earth



US 95, SAGLE RD TO LONG BRIDGE
MOBILITY IMPROVEMENTS
LAKESHORE DR.
CONSTRUCTION 2021



Northbound
Acceleration Lane

Lakeshore Dr.
M.P. 471.65

Southbound
Acceleration Lane

US 95 to Sandpoint

US 95 to Sagle



US 95, SAGLE RD TO LONG BRIDGE
MOBILITY IMPROVEMENTS
M.P. 468.8 TO M.P. 471.75

----- BOTTLE BAY RD SECTION -----
M.P. 471.05
CONSTRUCTION 2022



US 95, SAGLE RD TO LONG BRIDGE
MOBILITY IMPROVEMENTS Rev 2
M.P. 468.8 TO M.P. 471.75

----- BOTTLE BAY RD SECTION -----
M.P. 471.05
CONSTRUCTION 2022



US 95, SAGLE RD TO LONG BRIDGE
MOBILITY IMPROVEMENTS
SAGLE RD
CONSTRUCTION SUMMER 2022



Signalized
Intersection

Sagle Rd.
M.P. 468.8



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Caleb Lakey	Presenter's Title D3 DE	Initials JCL	Reviewed By
Preparer's Name Aaron Bauges	Preparer's Title D3 Scoping and Programming Mgr	Initials AB	

Subject

Add Five Mile Road O'Pass, Ada Co. to the FY21-27 Approved ITIP		
Key Number	District D3	Route Number I-84

Background Information

The Idaho Transportation Department {ITD} and the Ada County Highway District {ACHD} have identified the need to plan together for a new Five Mile Road Overpass structure that will meet the current and future transportation needs of Idaho's fastest growing region. Replacement and expansion of the Five Mile Overpass will provide for improved traffic flow, a safer network for drivers, bicyclists and pedestrians, and a more accessible transportation network that will improve access to education, employment, emergency services, freight facilities, healthcare, and other services.

ITD has been systematically improving I-84 through the Treasure Valley as funding has allowed. ITD has invested \$680.3 million into this corridor in the last ten years alone. This is one of the last pieces of I-84 thru Ada County in need of improvements. Replacing this structure will allow for additional travel lanes on I-84 and remove the only remaining height restricted structure thru this corridor.

This project will begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road Overpass over I-84. Concept includes widening the bridge from two lanes to four lanes and widening Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Only partial funding is currently available for this design and environmental project; construction (estimated at \$10.2 million for the roadway portion and \$6 million for the bridge structure) is considered "unfunded."

Total Estimated Planning Project Cost: \$300K (of which ITD will contribute \$100K)

Funding Source: Available obligated funds from KN20055

NOTE: This project has been recommended to the COMPASS board of directors for inclusion in the Transportation Investment Program (TIP). Anticipated February 22nd.

Recommendations

Direct staff to add Five Mile O'Pass, Ada Co to the FY21-27 approved ITIP.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February , 2021Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Matt Farrar	Bridge Engineer	MF	
Preparer's Name	Preparer's Title	Initials	
Bryan Young	EM Traffic/Materials	BY	

Subject

Add Project to the FY 2021 Bridge Preservation Program - SH-33, Canyon Creek Bridge Repairs		
Key Number	District	Route Number
New	6	SH-33

Background Information

District 6 is requesting a project be added to the FY2021 Bridge Preservation Program to construct the SH-33 Canyon Creek Bridge Repairs. This project will address drainage and erosion issues of Canyon Creek Bridge on SH-33 at milepost 115.51. Erosion threatens the bridge foundation supports that could jeopardize the stability of the bridge if left unaddressed. This project has been environmentally cleared as a State Funded Project and is PS&E ready. We are asking to add this project to the FY2021 Bridge Preservation Program, so the project can be constructed in the summer of 2021.

Staff Requests that the funding come from available FY 2021 State funds.

Estimated Costs: \$550,000.

Recommendations

Approve the SH-33 Canyon Creek Bridge Repairs project to be added to the FY2021 Bridge Preservation Program using available FY2021 State funds (COVID mitigation set-aside, see page 125).

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2020

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number 19883	District 1	Route Number US 95
---------------------	---------------	-----------------------

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 19883 – US 95, North Corridor Access Improvements, Kootenai County (District 1) – for additional Construction, Engineering and Inspection Services of approximately \$1.325M

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



DATE: January 26, 2021

Program Number(s) A019(883)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19883

FROM: Damon Allen, PE
D1 Engineer

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

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for Construction, Engineering & Inspection (CE&I) Services by Ruen-Yeager & Associates

The purpose of this two-year project is to improve mobility and safety along the US 95, North Corridor in Kootenai County. This project adds turn lanes to signalized side streets on US 95, removes two signals that were at ¼ mile spacing, adds two signals to maintain ½ mile spacing, adds curbed medians at eight non-signalized intersections, provides Americans with Disabilities Act (ADA) improvements, improves over 8.5 miles of shared use path, and constructs a connector road between US 95 and Government Way.

In June 2019, through Request for Proposal (RFP), Ruen-Yeager & Associates was selected to provide CE&I Services. The project was split into two seasons. Phase 1 was completed in 2019 for \$606,995. Phase 2 was completed for \$591,541 in 2020.

As a result of the curbed medians and new signals, the traffic patterns along the corridor have changed and are exceeding the capacity of the dedicated turn bays at several signalized intersection locations. The recommendations for the original FASTLANE grant were based on a study completed in 2008. The District believes a few minor adjustments will drastically improve the corridor flow. This request is for additional funds in the amount of \$125,000 for additional CE&I services for extending/widening turn lanes on US 95.

In May 2020, the Board approved the Phase 1 and 2 CE&I funding for \$1.2M. An additional \$125,000 is estimated for additional CE&I services to extend/widen the turn lanes on US 95.

The project currently has \$1.1M in available obligated funds. The source for the offset is from statewide balancing.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$1.325M to complete CE&I services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 10/01/20 to 02/01/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
23	9	2	1	0	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 01/05/20 to 02/01/21	
ITD	Local
6	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

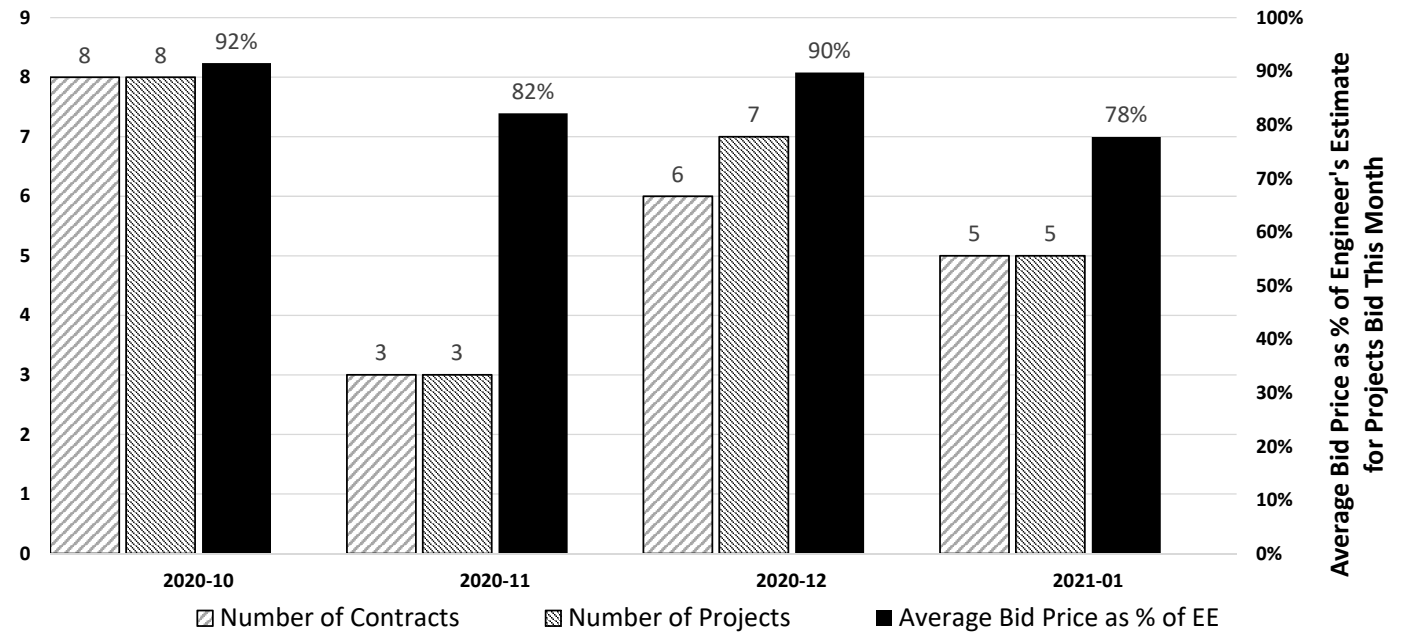
☐ Approved ☐ Deferred _____
☐ Other _____

FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

23 Projects YTD through February 1, 2021

YTD Total for all 23 projects:

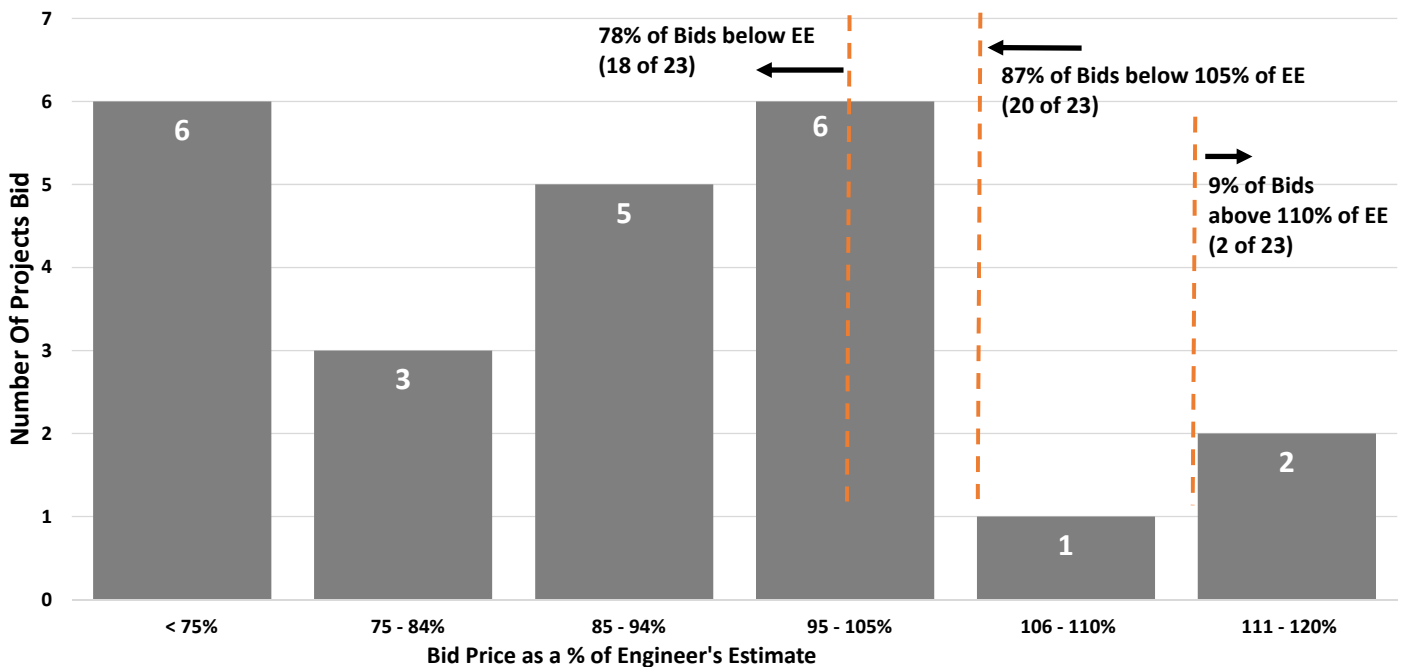
Ratio of Bid Costs / Engineer's Estimates = \$99.3 / \$112.9 M = 88.6%



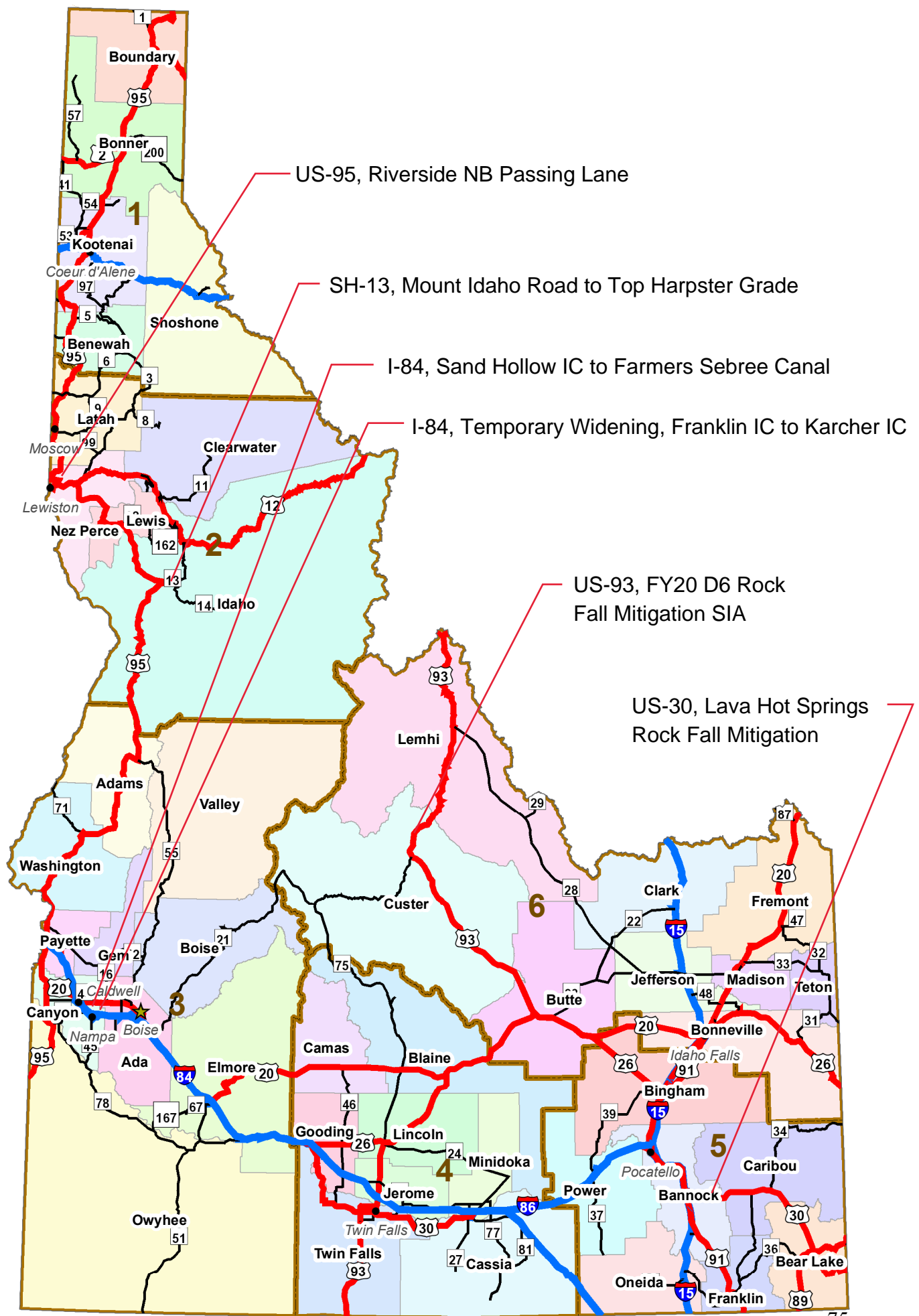
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

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

23 Projects YTD through February 1, 2021



Note: Local Projects are not included



Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20060	I-84	1/12/2021	4	\$1,571,829.15	\$1,145,251.85	(-\$426,577.30)
I-84, Sand Hollow IC to Farmers Sebree Canal							73%
Contractor: Kloepper Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	23076	US-30	1/12/2021	3	\$856,841.25	\$533,749.96	(-\$323,091.29)
US-30, Lava Hot Springs Rock Fall Mitigation							62%
Contractor: Rock Supremacy LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	22419 SIA	US-93	1/12/2021	3	\$139,000.00	\$98,300.00	(-\$40,700.00)
US-93, FY20 D6 Rock Fall Mitigation							71%
Contractor: Rock Supremacy LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	19941	US-95	1/26/2021	6	\$2,005,961.47	\$1,878,435.51	(-\$127,525.96)
US-95, Riverside NB Passing Lane							94%
Contractor: M A DeAtley Construction Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	23079	I-84	1/26/2021	3	\$8,453,182.60	\$6,796,163.00	(-\$1,657,019.60)
I-84, Temporary Widening, Franklin IC to Karcher IC							80%
Contractor: Staker & Parson Companies DBA Idaho Materials Construction					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	20436	SH-13	1/26/2021	2	\$4,743,820.58	\$3,332,220.96	(-\$1,411,599.62)
SH-13, Mount Idaho Road to Top Harpster Grade							70%
Contractor: Poe Asphalt Paving Inc					State		

Monthly Contract Advertisement As of 02-01-2021

District	Key No.	Route	Bid Opening Date
3	19246	US-95	2/2/2021
US-95, Pine Creek (Cambridge) Bridge			State
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
3	20508	SH-55	2/9/2021
SH-55, Donnelly to Deinhard			State
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	19871	US-26, SH-31	2/9/2021
US-26, Jct SH-31 to Wyoming State Line			State
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
5	21942 SIA	Various	2/9/2021
FY22 D5 Revegetation			State
\$0 to \$100,000			

District	Key No.	Route	Bid Opening Date
6	22426 SIA	US-20	2/9/2021
US-20, Rigby Lighting			State
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
1	20218	I-90	2/23/2021
I-90, FY21 D1 Bridge Repairs			Federal
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
5	19603	Various	2/23/2021
FY21 Power County Pavement Preservation			State
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
5	22697	Various	2/23/2021
FY22 D5 Power County Pavement Preservation			State
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	22428 SIA	US-93	2/23/2021
FY21 D6 Rock Fall Mitigation			State
\$100,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	13445	OFF SYS	3/2/2021
STC-4715, Clear Creek Bridge \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
1	20034	SH-1, US-95	3/2/2021
SH-1, US-95 TO CANADA BORDER SEALCOAT \$1,000,000 to \$2,500,000			State



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS		
Key Number N/A	District N/A	Route Number N/A

Background Information

For all of ITD:

Consultant Services processed Eleven (11) new professional services agreements and work tasks totaling **\$2,250,946** and two (2) supplemental agreements to existing professional services agreements totaling **\$74,624** from December 29, 2020 through January 29, 2021.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Environmental			1		1				2
Surveying									
Construction				1					1
Planning			1			1			2
Materials									
Design	1								1
Bridge									
Special Expertise									
Local Public Agency Projects	1	0	3	1	0	0	0		5
Total	2	0	5	2	1	1	0		11



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD Projects:

Six (6) new professional services agreements and work tasks were processed during this period totaling **\$1,666,171**. One (1) supplemental agreements totaling **\$45,503** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 200, McGhee to Kootenai Street, Bonner County	Resources not available: Design	Right-of-Way Services	Direct from Term Agreement	Glahe & Associates	\$68,696

District 2

None for this month.

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Linder to Locust Grove, City of Eagle	Resources not available: Environmental	Supplemental Sound Study	Direct from Term Agreement	Axiom-Points, LLC	\$7,040
SH 44, Half Continuous-flow Intersection of Eagle Road and SH 44, City of Eagle	Resources not available: Planning	Signal Timing Plan Development	RFI from Term Agreement	PineTop Engineering, LLC	\$70,786

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Declo Point of Entry West Bound, Cassia County	Resources not available: Construction	Construction, Engineering & Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$648,295



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY22, District 5 Bridge Repair	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Terracon Consultants	\$11,735

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 26, Junction Hitt Road (25 th East), Bonneville County	Resources not available: Planning	Project Development Services	Individual Project Solicitation	Horrocks Engineers	\$859,619

Headquarters

None for this month.

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>
2	US 95, Mile Post 188 Rock Slide Mitigation, Near Riggins	HDR Engineering	8/2020, Construction Inspection Services	Tier 2 Permit & Coordination with Department of Environmental Quality	Prev: \$223,980 This: \$45,503 Total: \$269,483



Board Agenda Item

ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Five (5) new professional services agreements totaling **\$584,775** were processed during this period. One (1) supplemental agreements totaling **\$29,121** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, Sherman Ave & Lakeside Ave	City of Coeur d'Alene	Construction, Engineering & Inspection Services	RFI from Term Agreement	Keller Associates	\$89,815
South Cemetery Road; SH 44 to Willow Creek	City of Middleton	Engineer of Record Services	Direct from Term Agreement	Horrocks Engineers	\$19,666
South Cemetery Road; SH 44 to Willow Creek	City of Middleton	Construction, Engineering, & Inspection Services	RFI from Term Agreement	Stanley Consultants	\$291,864
State Street Lighting; 16 th to 23 rd	Ada County Highway District	Material Audit Services	Direct from Term Agreement	J-U-B Engineers	\$9,990
North Road Phase 3	Jerome Highway District	Construction, Engineering & Inspection Services	Individual Project Solicitation	Civil Science	\$173,440

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	Thain Road; Stewart to Cedar, City of Lewiston	TD&H Engineering	4/2020, Design Roadway Improvements	Inspection Services	Prev: \$45,569 This: \$29,121 Total: \$74,690

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received obligation authority through September 30th via an Appropriations Act signed on December 27, 2020. Obligation authority through September 30th (365/365^{ths}) is \$279.3 million which corresponds to \$278.4 million with match after a reduction for prorated indirect costs. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. This carryover of general funds is also included in the apportionments detailed below. A COVID Relief package has also been passed.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Additional apportionments were received via the Appropriations Act. Idaho has received apportionments of \$315.4 million. Currently, obligation authority is 88.5% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through January 31, 2021.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2021

Per FAST Flatlined at FY 2020 – Total Year	
Federal Aid Only	\$316,590
Including Match	\$342,741
Per Apportionments – Total Year	
Federal Aid Only	\$315,366
Including Match	\$341,416
Obligation Limits through 9/30/2021	
Federal Aid Only	\$279,287
Less prorated \$25M indirect costs w/Match	\$278,429

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the 1/25/2021 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through January 15, 2021 less FY21 Hwy Infrastructure G.F.

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

Program	Allotted Program Funding through 9/30/2021	Program Funding Remaining as of 1/31/2021
All Other SHS Program	\$148,001	\$77,546
GARVEE Formula Debt Service*	\$67,476	\$54,457
State Planning and Research*	\$6,982	\$607
Metropolitan Planning*	\$1,873	\$1,504
Railroad Crossings	\$1,934	\$1,913
Transportation Alternatives (Urban/Rural)	\$3,374	\$2,830
Recreational Trails	\$1,510	\$1,510
STBG - Local Urban+	\$7,768	\$3,761
STBG - Transportation Mgt. Area	\$10,004	\$9,690
Transportation Alternatives (TMA)	\$424	\$336
STBG – Local Rural	\$12,869	\$10,112
Local Bridge+	\$4,808	\$2,304
Off System Bridge	\$3,606	(\$68)
Local Safety	\$7,800	\$6,338
Total (excluding indirect costs)	\$278,429	\$172,840

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the 1/25/2021 Highway Funding Plan.
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through January 31st.
 5. Advanced construction conversions of \$89.0 million are outstanding for FY 2021.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed Information Only

Presenter's Name	Presenter's Title	Initials	Reviewed By
Chase Croft	Contracts Manager	CC	LSS
Preparer's Name	Preparer's Title	Initials	
Chase Croft	Contracts Manager	CC	

Subject

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

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

Background Information

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

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

Recommendations

Information only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed NA

Presenter's Name Tony Pirc	Presenter's Title Capital Facilities Manager	Initials ALP	Reviewed By LSS
Preparer's Name Tony Pirc	Preparer's Title Capital Facilities Manager	Initials ALP	

Subject

Annual Report on Status of State-Owned Dwellings		
Key Number	District	Route Number

Background Information

Per Board Policy 4049 and Administrative Policy 5049, attached is the annual report on the status of state-owned dwellings.

The attached listing shows all dwellings (houses and trailer pads) provided to department employees. The department owns 3 stick framed houses, 16 manufactured homes, 6 bunkhouses, and 1 apartment each at Johnson Creek and Cavanaugh Bay Air Strips that are used seasonally. In addition to the houses, the department owns 19 trailer pads, 11 have employee owned manufactured housing on them.

The policy allows the department to provide or rent state-owned dwellings to its employees in situations where the best interests of the department are served. The department has locations where employees reside in a state-owned dwelling as a condition of their employment. These locations are; Powell (2) (District 2), Lowman (7) and Riddle (District 3), Cavanaugh Bay and Johnson Creek Airports. Policy also allows the department to rent at a reduced amount state-owned dwellings to employees. The department withholds from the employee's earnings their monthly rent and an appropriate amount to cover taxes on the discounted rental value.

The department also owns 9 trailer pads and 3 houses at rest area locations around the state (see attached listing). Rest area maintenance contracts require the contractor to be available for daily conferences and on call for emergencies 24-7. Providing the state-owned dwellings is part of the consideration of the maintenance contract.

Recommendations

For informational purposes only.

Board Action

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

**Rest Area Dwelling Summary
February 2021**

West Bound Huetter	Trailer pad	No rent
Mineral Mountain	Trailer pad	No rent
Shep Creek	Residence	No Rent
Lenore	Trailer pad	No rent
Midvale Hill	Trailer pad	No rent
Snake River View	Residence	No rent
Blacks Creek (2ea.)	Trailer Pad	No rent
Juniper West Bound	Trailer pad	No rent
Cherry Creek	Residence	No rent
North Blackfoot (Lava)	Residence	No rent
Clark Hill (Seasonal)	Trailer pad	No rent

STATUS OF STATE OWNED DWELLINGS
JANUARY 2021

<i>District</i>	<i>Building Number</i>	<i>Location</i>	<i>Fair Rental</i>	<i>Monthly Rental Fee</i>	<i>Status</i>
1		None			
2	2642	Benson Trailer House	\$500.00	\$0.00	Vacant
2	2461	Benson House	\$700.00	\$0.00	Vacant & Condemned
2	2273	Bovill Trailer Pad	\$100.00	\$0.00	Vacant
2	2602	Fleming House	\$200.00	\$80.00	In the process of removing/ vacant & condemned
2	2606	Fleming Trailer Pad	\$50.00	\$30.00	Occupied 9/15/2016
2	2642	Powell House	\$50.00	\$0.00	Occupied 2/24/2016
2	2645	Powell House	\$50.00	\$0.00	Occupied 7/1/2015
2	2651	Powell N		\$0.00	Used as a bunkhouse
2	2652	Powell S		\$0.00	Used as a bunkhouse
2	2922	Lucile Trailer Pad	\$100.00	\$45.00	Occupied 7/1/2015
2	2923	Lucile Trailer Pad	\$100.00	\$45.00	Occupied 7/1/2015
2	2925	Lucile Trailer Pad	\$100.00	\$45.00	Occupied 7/1/2015
2	2933	Reeds Bar House		\$0.00	Used as a bunkhouse
2	2934	Reeds Bar Trailer Pad		\$0.00	Demolished
2	2935	Reeds Bar Trailer Pad		\$0.00	Converted to sand shed
2	2272	Bovill Trailer Pad	\$100.00	\$0.00	Vacant
3	3070	Bruneau Trailer Pad	\$150.00	\$0.00	Vacant
3	3071	Bruneau Trailer Pad	\$150.00	\$0.00	Vacant
3	3072	Bruneau Trailer Pad	\$150.00	\$0.00	Vacant
3	3053	Lowman Trailer Pad and House	\$200.00	\$0.00	Vacant
3	3052	Lowman House	\$200.00	\$0.00	Vacant
3	3195	Lowman House MF	\$200.00	\$0.00	Occupied 10/1/2019
3	3196	Lowman House MF	\$250.00	\$0.00	Occupied 10/1/2019
3	3197	Lowman MFG House	\$550.00	\$90.00	Occupied 10/1/2019
3	3198	Lowman MFG House	\$550.00	\$125.00	Occupied 10/1/2019
3	3199	Lowman MFG House	\$550.00	\$145.00	Occupied 10/1/2019
3	3084	Riddle House MF	\$150.00	\$0.00	Vacant
3	3158	Snake River View Res & Garage		\$0.00	Vacant
4	4822	Stanley Trailer Pad/Cover	\$400.00	\$0.00	Vacant 2/1/2021 Needs cover raised
4	4823	Stanley Trailer Pad/Cover	\$400.00	\$0.00	Occupied 2/1/2021
4	4824	Stanley Trailer Pad/Cover	\$400.00	\$0.00	Vacant 2/1/2021 Former emp house onsite
4	4828	Stanley Trailer Pad/Cover	\$400.00	\$0.00	Occupied 2/1/2021
4	4809	Hailey House	\$700.00	\$0.00	Occupied 2/1/2021
4	4810	Hailey House	\$700.00	\$0.00	Vacant 2/1/2021
4	4808	Hailey House	\$750.00	\$0.00	Vacant 2/1/2021
4	4813	Hailey House	\$700.00	\$0.00	Occupied 2/1/2021
4	4814	Hailey House	\$700.00	\$0.00	Occupied 2/1/2021
4	4843	Hailey House	\$700.00	\$0.00	Occupied 2/1/2021
4	4506	Carey House	\$500.00	\$0.00	Occupied 2/1/2021
4	4507	Carey House	\$500.00	\$0.00	Occupied 2/1/2021
4	4511	Carey House site #2	\$250.00	\$0.00	Occupied 2/1/2021 Utilities only, no concrete pad
4	4323	Sublett Trailer Pad	\$250.00	\$0.00	Occupied 2/1/2021
4	4324	Sublett Trailer Pad	\$250.00	\$0.00	Vacant 2/1/2021 Not operational
4	4325	Sublett Trailer Pad	\$250.00	\$0.00	Vacant 2/1/2021 Not operational
5		None (Soda Springs Sites Out of Use)			
6	6225	Island Park Trailer Pad	\$250.00	\$0.00	Vacant
6	6226	Island Park Bunkhouse		\$0.00	Used as Bunkhouse/No Information
6	6222	Island Park Bunkhouse		\$0.00	Used as Bunkhouse/No Information
6	6113	Gibbonsville Trailer Pad	\$230.00	\$0.00	Vacant
6	6228	Island Park Trailer Pad	\$0.00	\$0.00	Loaned to ISP
8	8020	Cavanaugh Bay Airport	\$80.00	\$0.00	Occupied 4/24/2016
8	8011	Johnson Creek Airport Apartment	\$80.00	\$0.00	Vacant/Seasonal
8	8006	Johnson Creek Airport	\$80.00	\$0.00	Occupied 5/22/2016
		TOTAL MONTHLY AMOUNT	\$13,720.00	\$605.00	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 2/18/2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 30 minutes

Presenter's Name Vince Trimboli	Presenter's Title Communication Mgr.	Initials	Reviewed By LSS
Preparer's Name Reed Hollinshead	Preparer's Title Public Info. Officer	Initials	

Subject

Excellence in Transportation Awards		
Key Number	District	Route Number

Background Information

Vince will announce this year's winners in the following categories:

Professional of the Year (non-engineer)

Engineer of the Year

Maintenance Person/Team of the Year

Safety Person/Team of the Year

Vanguard Award (recognized fast-rising star at ITD with fewer than five years of service)

Kimbol Allen Excellence in Innovation Award

Career Achievement Award (recognizes outstanding ITD employee with 20+ years of service)

Recommendations

For information.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 Minutes

Presenter's Name Brian Ness	Presenter's Title Director	Initials BN	Reviewed By LSS
Preparer's Name Scott Stokes	Preparer's Title Chief Deputy	Initials LSS	

Subject

Updated Strategic Plan for Approval		
Key Number	District	Route Number

Background Information

The board approved the current strategic plan in 2011. Staff is recommending board approval of an update to that plan which will be referred to as the Idaho Transportation Department 2021 Strategic Plan.

As presented in January, this update retains the mission statement and fundamental focus we place on serving our customers as defined in prior approved plan in 2011. This proposed revision amplifies even to a greater extent the importance of providing the safest possible employee work environment and continually improving the employee experience. These employee focused enhancements to the plan are important because only through the dedication, hard work, and innovation of our talented employees can this department provide to Idaho:

Your Mobility, Your Safety, Your Economic Opportunity

Director Ness will entertain any questions the board may have since the January presentation of the proposed document. And he will seek board adoption of the revised 2021 ITD Strategic Plan.

Recommendations

Seeking board adoption of the 2021 Strategic Plan. Resolution attached, page 93.

Board Action

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



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

Idaho Transportation Department

**Boise, Coeur d'Alene, Lewiston,
Shoshone, Pocatello, and Rigby**

itd.idaho.gov



STRATEGIC PLAN

DRAFT



Our Mission

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

Our Vision

**To become the best transportation
department in the country**

To achieve its mission and vision, the Idaho Transportation Department established a strategic plan and is committed to:

PROVIDE THE SAFEST POSSIBLE TRANSPORTATION SYSTEM AND WORK ENVIRONMENT

WHY IT MATTERS

We care about your safety because each person is a mother, father, son, or daughter and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho’s high quality of life.

WHAT DOES SUCCESS LOOK LIKE?

- A more secure transportation system that makes communities in Idaho safer with a consistent decrease in fatalities and serious injuries
- Shift in driver behavior to be more engaged, wearing seat belts and driving without impairments or distractions
- Continued partnerships that reinforce the importance of safety in our culture, education, and day to day lives
- Every employee, industry partner, and member of the public returns home safely

A MOBILITY-FOCUSED TRANSPORTATION SYSTEM THAT DRIVES ECONOMIC OPPORTUNITY

WHY IT MATTERS

A mobility-focused transportation system sets the stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

Investments in transportation allow citizens to work and build strong communities that attract new businesses. This brings more jobs and ensures Idaho’s economy remains strong.

WHAT DOES SUCCESS LOOK LIKE?

- Strategically modernize the transportation system to enhance commerce, increase mobility, improve safety, and boost reliability
- Invest transportation dollars to create the greatest benefit to system users
- Integrate emerging transportation technologies appropriately into Idaho’s transportation system
- Customers conveniently obtain needed permits, licenses, registrations, and credentials timely

CONTINUALLY IMPROVE THE EMPLOYEE EXPERIENCE

WHY IT MATTERS

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

WHAT DOES SUCCESS LOOK LIKE?

- Employees actively engage in their work, are excited to contribute, and feel valued
- Leaders value, recognize, and coach employees
- Teams are high-performing and collaborative
- Employees are accountable to deliver high quality results on time
- Customers benefit from the expertise and results the employees provide daily

CONTINUALLY INNOVATE BUSINESS PRACTICES

WHY IT MATTERS

Adapting to growth and change is essential to meeting customer expectations. Innovation provides freedom and motivation for employees to try new things and helps ITD to make the best use of our resources.

Saving time and money allows us to stretch resources further, making us a more efficient agency.

Continuous improvement keeps ITD focused on the future.

WHAT DOES SUCCESS LOOK LIKE?

- Trust and satisfaction from the public, partners, policy makers, customers, and employees
- Continued improvement in productivity, capabilities, and the ability to adapt to unexpected challenges
- Employees engage in improving performance, safety, and continue to look for better ways to do their jobs
- Other organizations look to ITD for best practices and ways to improve

WHEREAS, The Idaho Transportation Board adopted a strategic plan in 2011 with a mission statement: YOUR SAFETY, YOUR MOBILITY, YOUR ECONOMIC OPPORTUNITY; and

WHEREAS, this mission statement and the associated set of goals have been a successful defining point and directional reference for the department emphasizing the importance of transportation in the lives of all citizens of Idaho; and

WHEREAS, this mission and the associated set of goals have instilled in the leadership and staff a common basis for purpose, decisions and investment; and

WHEREAS, senior leadership of the department unitedly proposes updates to the 2011 strategic plan that are captured in the proposed 2021 plan; and

WHEREAS, the 2011 strategic plan has served the department and Idaho well; and

WHEREAS, the future safety, mobility, and economic opportunity in Idaho will be largely influenced by service of dedicated transportation department employees and partners.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts and approves the 2021 Idaho Transportation Department Strategic Plan.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 Minutes

Presenter's Name Ramón Hobdey-Sánchez	Presenter's Title GAPM	Initials RSHS	Reviewed By MM
Preparer's Name Ramón Hobdey-Sánchez	Preparer's Title GAPM	Initials RSHS	LSS

Subject

2021 ITD Omnibus Rulemaking Notice

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

Background Information

In 2019 and 2020, the Idaho Legislature did not reauthorize the Idaho Administrative Procedure Act.

As such, without efforts by the Governor's Division of Financial Management (DFM) and Idaho Transportation Board, the Department's administrative rules would have expired following each respective session. In support of the Governor, the Department and Idaho Transportation Board have worked together to protect the legal authority of IDAPA Title 39 through a series of administrative actions, Board actions and legal notices.

In an effort to be proactive and protect ITD's fee rules from expiration, the Department respectfully requests that the Board approve the attached Notice for publication, only IF, the Idaho Legislature again does not reauthorize the Idaho Administrative Procedure Act at the end of the 2021 legislative session.

This will ensure that the Department's 7 fee rules will continue to carry the full force-and-effect of the law shall any unforeseen or unique circumstances occur over the next several months.

Recommendations

Please see the accompanying resolution on page 99.

Board Action

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



State of Idaho
DIVISION OF FINANCIAL MANAGEMENT
Executive Office of the Governor

BRAD LITTLE
Governor

ALEX J. ADAMS
Administrator

February 4, 2021

MEMORANDUM

TO: Executive Branch Agency/Department Heads
Rules Review Officers

FROM: Alex J. Adams

SUBJECT: **Preparing Administrative Fee Rules for Post-Sine Die**

In order to ensure the continuity of administrative rules following the adjournment of the 2021 Legislative session, this memo outlines the process that agencies will need to complete prior to **March 4, 2021**. While each agency must take these steps now, these temporary fee rules are conditional and will only become effective at *sine die* if the pending fee rules are not otherwise approved or rejected by the Legislature and/or not extended pursuant to the Idaho Administrative Procedure Act, including sections 67-5291 and 67-5292, Idaho Code.

1. Agencies must submit a completed Notice of Adoption of Temporary Rule form to DFM by March 4th.
 - A template Notice is enclosed for fee rules only.
 - Rules should be adopted as submitted to the 2021 Legislature.
 - a. The Fee Rules expire upon Sine Die if not approved by the legislature via concurrent resolution of both the Senate and House Floor.
 - b. The Non-Fee Rules that became final rules after the 2020 legislative session, expire on June 30th, 2021, if the legislature does not extend them pursuant to the Idaho Administrative Procedure Act, section 67-5292, Idaho Code. Guidance will be forthcoming to re-adopt non-fee rule chapters if they are allowed to expire. Non-fee rules will be addressed by DFM after *sine die*.
 - No ARRF will be required.
 - Please submit completed Notices to adminrule@dfm.idaho.gov.
2. If rulemaking authority is vested in a board or commission – not agency staff – the board or commission must convene to properly authorize the Notice. This is required by law. Please work closely with your attorney to ensure the Notice is properly authorized.
 - The meeting must be scheduled in a timeframe to submit a completed Notice of Temporary Fee Rulemaking to DFM prior to the March 4 deadline.
 - The motion should be made as follows:

“Pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of this rule is appropriate to protect the public health, safety, and welfare of the citizens of Idaho and confer a benefit on its citizens.

These rules implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws.

The expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules.

The Governor has also found that the fee(s) or charge(s) being imposed or increased is/are justified and necessary to avoid immediate danger to the agency/department/board/commission's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget.

Therefore, we are adopting this/these temporary fee rule(s) to be effective upon *sine die* of the 2021 session of the Idaho Legislature. The approval is conditional and will only become effective if the rules are not otherwise approved or rejected by the Legislature and/or not extended pursuant to the Idaho Administrative Procedure Act, including sections 67-5291 and 67-5292, Idaho Code."

3. DFM will publish the fee notices of temporary rulemaking at or shortly after *sine die* with the rules having an effective date as of *sine die*.
4. For these temporary fee rules only, agencies do not have to accept written comments pursuant to 67-5222(a) as its requirement and deadline applies to "publication of the notice of *proposed* rulemaking in the bulletin" (emphasis added). Robust opportunity for public input on the fee rules occurred during 2020 rulemaking. The 2020 temporary fee rules were acted upon in open public meetings/hearings that allowed public comment throughout the rulemaking process.
5. Each agency must keep all records of this rulemaking process for at least two (2) years pursuant to Idaho Code § 67-5225. Please ensure the record is thorough and complete.

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2000F

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF TEMPORARY RULE

EFFECTIVE DATE: The effective date of the temporary rules being adopted through this omnibus rulemaking is upon the adjournment date of the first regular session of the 66th Idaho State Legislature (*sine die*).

AUTHORITY: In compliance with Sections 67-5226, Idaho Code, notice is hereby given this agency has adopted temporary rules. The action is authorized pursuant to Sections 40-312 and 49-201, Idaho Code.

DESCRIPTIVE SUMMARY: The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule:

This temporary rule adopts the following chapters under IDAPA Title 39:

- 39.02.04, Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05, Rules Governing Issuance of Certificate of Title
- 39.02.22, Rules Governing Registration and Permit Fee Administration
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60, Rules Governing License Plate Provisions
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements

TEMPORARY RULE JUSTIFICATION: Pursuant to Sections 67-5226(1) and 67-5226(2), Idaho Code, the Governor has found that temporary adoption of the rule is appropriate for the following reasons:

These temporary rules are necessary to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit on its citizens. These temporary rules implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws. The expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules. These fee rules are essential to the operation and functionality of the Department's Division of Motor Vehicles.

FEE SUMMARY: Pursuant to Section 67-5226(2), the Governor has found that the fees or charges being imposed is justified and necessary to avoid immediate danger and the fees are described herein:

The fees or charges, authorized in Title 49, Idaho Code, are part of the agency's 2021 budget that relies upon the existence of these fees or charges to meet the state's obligations and provide necessary state services. Failing to reauthorize these temporary rules would create immediate danger to the state budget, immediate danger to necessary state functions and services, and immediate danger of a violation of Idaho's constitutional requirement that it balance its budget.

The following is a specific description of the fees or charges:

39.02.04, Rules Governing Manufacturer and New Vehicle Dealer Hearing Fees: ITD is required to collect filing fees for hearings when requested by a franchised dealer over disputes with a manufacturer. The Department is required to collect the fees, appoint a hearing officer and ensure all legal expenses including a court reporter, hearing transcripts and witness fees are reimbursed to the Department. Although the Department is not a party to the dispute, Idaho Code and this rule facilitate the hearing process between franchisees and manufacturers. The deposited fee of \$2,000 is utilized to cover initial expenses incurred by the Department. Any remaining part of the deposit is refunded to the dealer and additional expenses are billed to the responsible party. (See §49-1617,

Idaho Code)

- 39.02.05, Rules Governing Issuance of Certificate of Title: The \$25 fee assessed under this rule is for an inspection of a vehicle to be performed by the Department's Motor Vehicle Investigators on vehicles with a special construction; including glider kits, replicas, street rods, replica street rods, assembled vehicles and specially constructed vehicles. This fee covers administrative costs of the Motor Vehicle Investigator for the physical inspection of the vehicle and preparation of necessary documents for the owner to obtain a title from the Department with the correct physical classification of the vehicle. (See §49-504 and §49-525, Idaho Code)
- 39.02.22, Rules Governing Registration & Permit Fee Administration: This rule provides for installment payment plans for commercial motor vehicle registrations. It covers administrative costs for services provided by the Department, which includes a \$50 fee for setting up each installment payment plan. To reinstate a payment plan that has been suspended, a \$40 fee is required. If there are insufficient funds, the rule allows the Department to collect a \$20 insufficient funds fee and provides the Department with the ability to collect a \$40 fee for reinstatement of a revoked or suspended commercial motor vehicle registration. (See §49-434, Idaho Code)
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers: This rule allows the Department to authorize and issue temporary clearance for a carrier who needs to immediately operate a commercial motor vehicle and who is in the process of obtaining and submitting requirements for full issuance of vehicle registration and license plates. This temporary permit provides for a 45-day intermediate clearance at a cost of \$18. (See §49-501, Idaho Code)
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services: This rule includes fees associated with the costs of providing records (typically bulk data) for requestors other than law enforcement and specified state agencies which receive records free of charge. Depending on the format and nature of the records requested, there is a base charge of \$75. (See §49-201, Idaho Code)
- 39.02.60, Rules Governing License Plate Provisions: This rule encompasses several license plate programs and their identifiers/formats. It provides for dealer and loaner license plates, standard license plates, restricted vehicle license plates, transporter and wrecker license plates, the personalized plate program criteria, legislatively sponsored license plates and many others. Most fees for plate programs are set in Idaho Code; however there are two that are not and they are established by rule. For vehicle dealer registration and plates, the fee is \$15 annually or the dealer may purchase single trip permits. These are only valid on boat and utility trailers for demonstration purposes. The other fee within this rule is \$12 for standard sample plates to pay for the production of the plate and administrative fees. (See §49-202, Idaho Code)
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements: This is a new rule that was part of the Department's efforts to consolidate and streamline commercial motor vehicle permit rules and was presented during the 2019 legislative session. The fees set in this rule cover a variety of commercial motor vehicle permits. These fees simply cover administrative costs for processing, issuing and enforcing special permits. This program is revenue-neutral. (See §49-1004, Idaho Code)

ASSISTANCE ON TECHNICAL QUESTIONS: For assistance on technical questions concerning the temporary rules, please contact Ramón Hobdey-Sánchez at (208) 334-8810.

DATED this February 5, 2021.

Ramón S. Hobdey-Sánchez, J.D.
Governmental Affairs Project Manager
Idaho Transportation Department

ramon.hobdey-sanchez@itd.idaho.gov
Phone: (208) 334-8810
3311 W. State St., Boise, ID 83703

Res. No. _____ WHEREAS, the Idaho Transportation Department's 7 fee rules are currently pending, awaiting approval by the 1st Regular Session of the 66th Idaho Legislature; and

WHEREAS, final legislative action to adopt the Department's pending rules has not yet occurred; and

WHEREAS, pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of these rules is appropriate to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit on its citizens; and

WHEREAS, these rules implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules; and

WHEREAS, the Governor has also found that the fees or charges being imposed are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board is adopting these temporary fee rules to be effective upon *sine die* of the 2021 session of the Idaho Legislature. This approval is conditional and will only become effective if the rules are not otherwise approved or rejected by the Legislature and/or not extended pursuant to the Idaho Administrative Procedure Act, including sections 67-5291 and 67-5292, Idaho Code.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 Min

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

Subject

State Fiscal Year 2021 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2020 thru December 31, 2020, Fiscal Year 2021 Financial Statements

The financial operations of the Department as of December 31, 2020 continues this fiscal year with revenue coming in ahead of forecast year-to-date (YTD) for the State Highway Account after six months and expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 17% and essentially the same as this time for FY 2020. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$21.3M. ITD forecasted lower revenue due to Covid and intentionally lowered expectations for the months of July and August which has receipts from fuel sales in May and June. State revenues to the State Aeronautics Fund are below forecast by -4% or -\$63,000. The impacts of Covid on revenue are challenging to predict, staff will continue to monitor revenue, make adjustments where necessary and continue to provide updates.
- Expenditures are within planned budgets YTD. The differences after six months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$3.1M or 4.7% which is due to vacancies and timing between a position becoming vacant and filled. Management continues to work diligently to keep vacancy counts low.
- Contract construction cash expenditures in the State Highway Account for December of this year continues the trend of being strong at \$35.4M.

The balance of the long term investments as of the end of December is \$111.3 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$79.3M) totals \$190.6M and includes the reserve to mitigate the impact of Covid on FY21 revenue.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of December, were \$15.2M. There are no additional receipts other than interest earned of \$214k based on the cash balance.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$10.2M is ahead of the same time a year ago approximately \$1M. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects YTD were \$26M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The activity for this grant are shown in a fund created specifically for CARES funding and had expenses of \$3.3M YTD.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 7 Jan 2021
 % of Time
 Remaining: 50

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 12/31/2020
 (all amounts in '000)

Fiscal Year: 2021

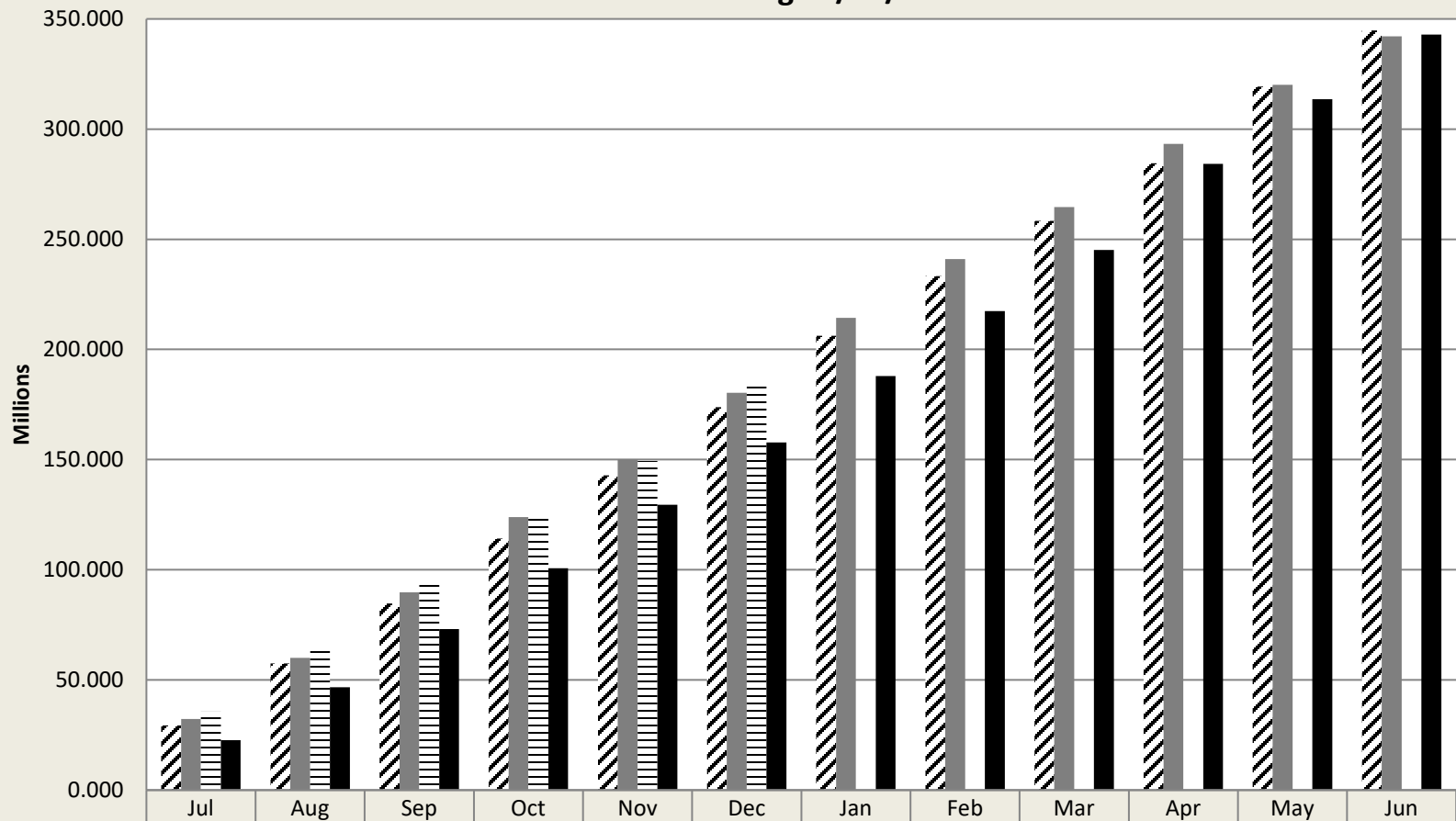
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
State Highway Account					
Federal Reimbursements	229,336	219,083	195,731	-4.5%	11.9%
State (Inc. H.D.A.)	180,320	184,635	157,723	2.4%	17.1%
Local	15,447	4,757	10,400	-69.2%	-54.3%
Total State Highway Account:	425,104	408,474	363,854	-3.9%	12.3%
State Aeronautics Fund					
Federal Reimbursements	174	333	170	91.5%	96.0%
State	1,733	1,438	1,501	-17.0%	-4.2%
Total State Aeronautics Fund:	1,907	1,771	1,671	-7.1%	6.0%
Total Fund Received:	427,011	410,245	365,525	-3.9%	12.2%
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	311,388	270,796	296,948	-13.0%	-8.8%
Operations Expenses					
Highways	98,401	100,234	116,014	1.9%	-13.6%
DMV	19,520	18,824	20,474	-3.6%	-8.1%
Administration	16,195	14,788	15,289	-8.7%	-3.3%
Facilities	2,744	3,850	2,438	40.3%	57.9%
Aeronautics	1,736	1,623	2,035	-6.5%	-20.3%
Total Operations Expenses:	138,595	139,318	156,250	0.5%	-10.8%
Transfers					
Debt Service	12,809	12,173	12,013	-5.0%	1.3%
Total Transfers:	12,809	12,173	12,013	-5.0%	1.3%
Total Disbursements:	462,792	422,288	465,212	-8.8%	-9.2%
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Expenditures by Type					
Personnel	60,736	62,299	65,366	2.6%	-4.7%
Operating	53,098	51,730	59,626	-2.6%	-13.2%
Capital Outlay	16,041	18,152	19,981	13.2%	-9.2%
Sub-Grantee	8,719	7,138	11,278	-18.1%	-36.7%
Totals Operations Expenses:	138,595	139,318	156,250	0.5%	-10.8%
Contract Construction	311,388	270,796	296,948	-13.0%	-8.8%
Totals (excluding Transfers):	449,983	410,115	453,199	-8.9%	-9.5%

State Highway Fund 0260

Fiscal Year 2021

State Revenue Source Forecast vs Actual

December - For Period Ending 12/31/2020



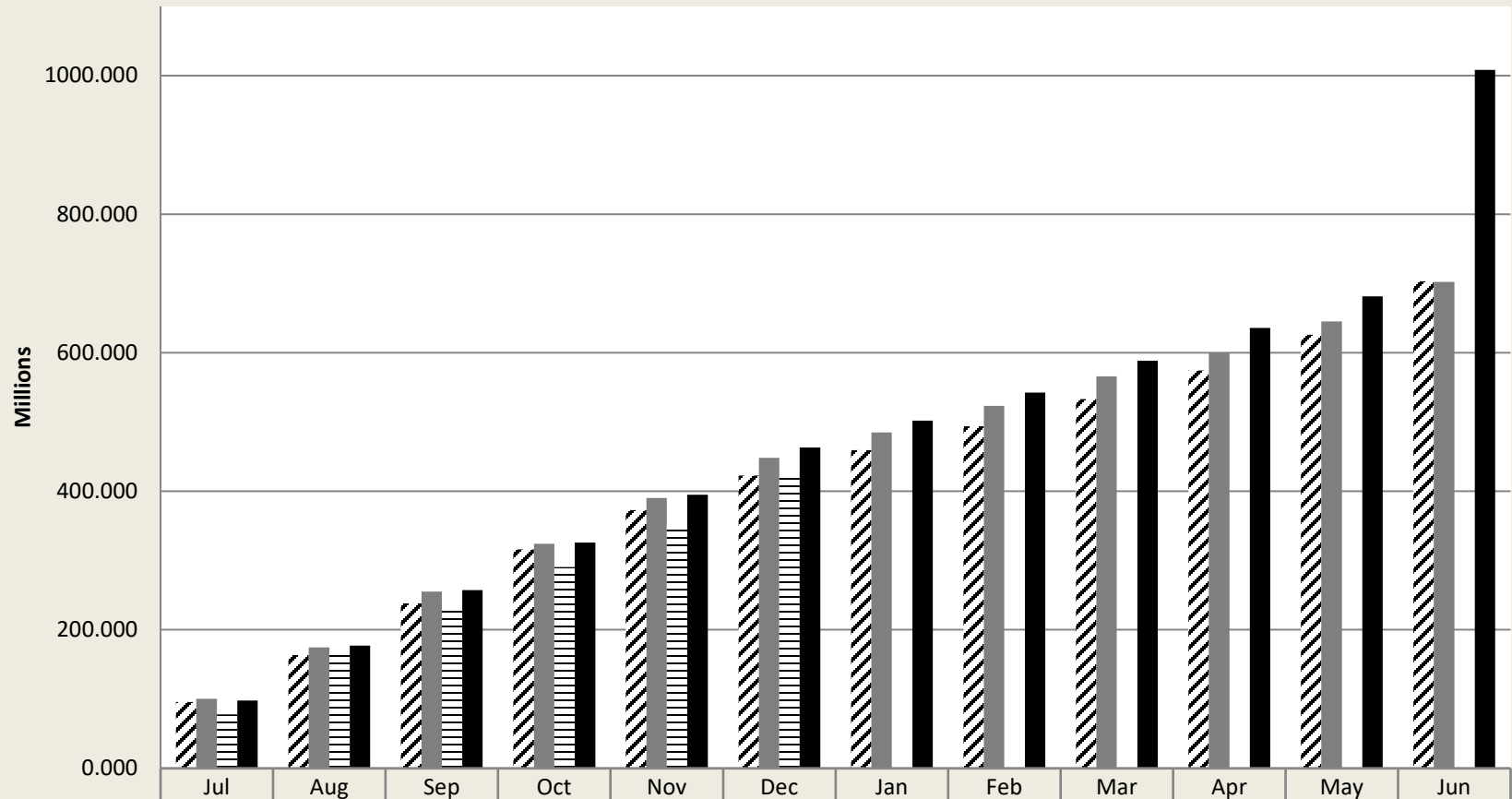
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Current	35.679	64.171	94.151	123.596	149.350	184.635						
FY21 Forecast	22.639	46.708	73.139	100.685	129.569	157.723	187.874	217.433	245.081	284.194	313.510	342.863

State Highway Fund 0260

Fiscal Year 2021

Expenditures

December - For Period Ending 12/31/2020



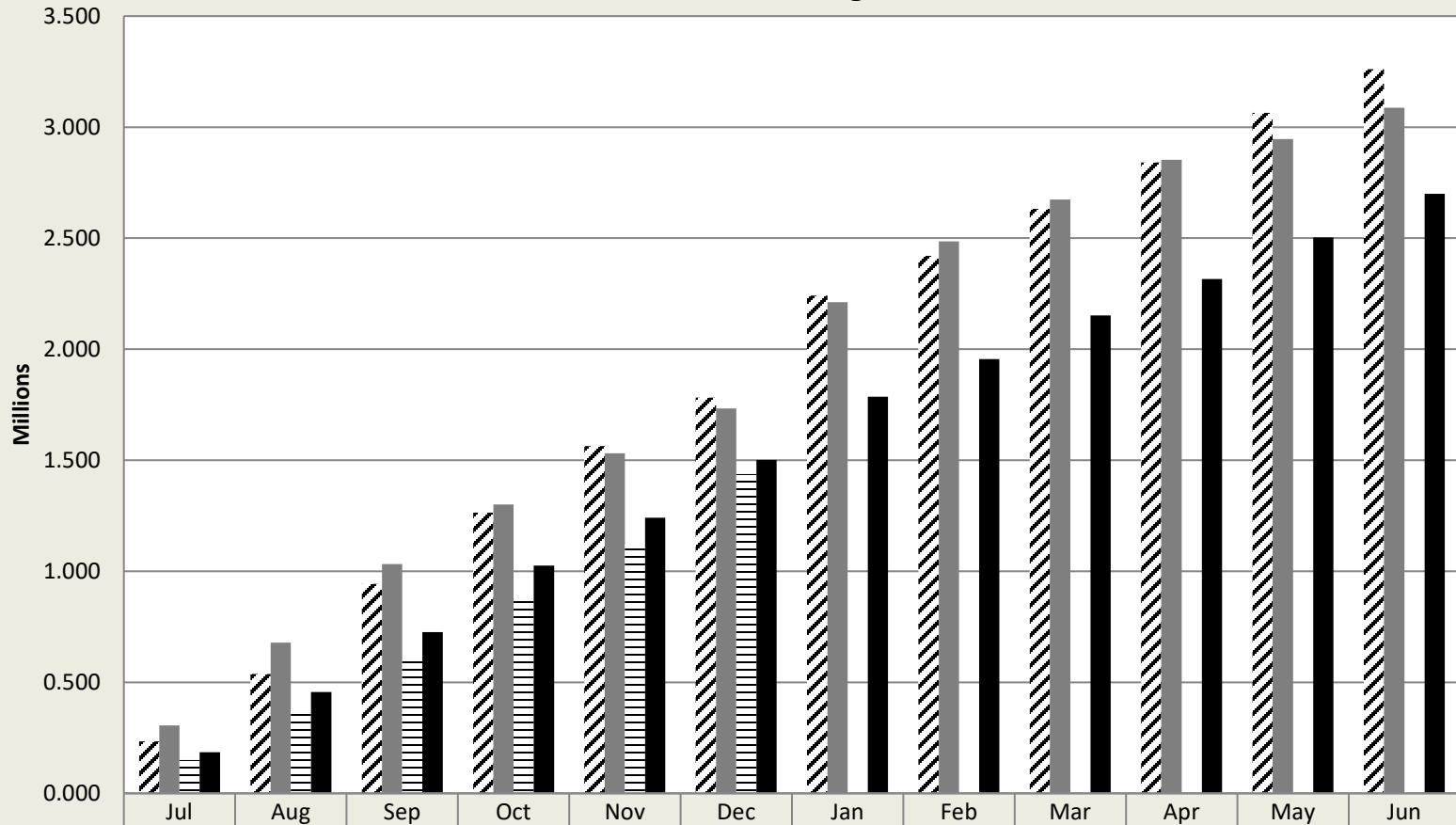
✓ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
= FY21 Current	78.041	169.582	229.279	290.676	351.690	420.679						
■ FY21 Forecast	97.929	176.988	257.412	326.039	394.937	463.191	501.778	542.266	588.528	635.582	681.461	1,008.346

Aeronautics Fund 0221

Fiscal Year 2021

State and Interagency Revenue Sources Forecast vs Actual

December - For Period Ending 12/31/2020



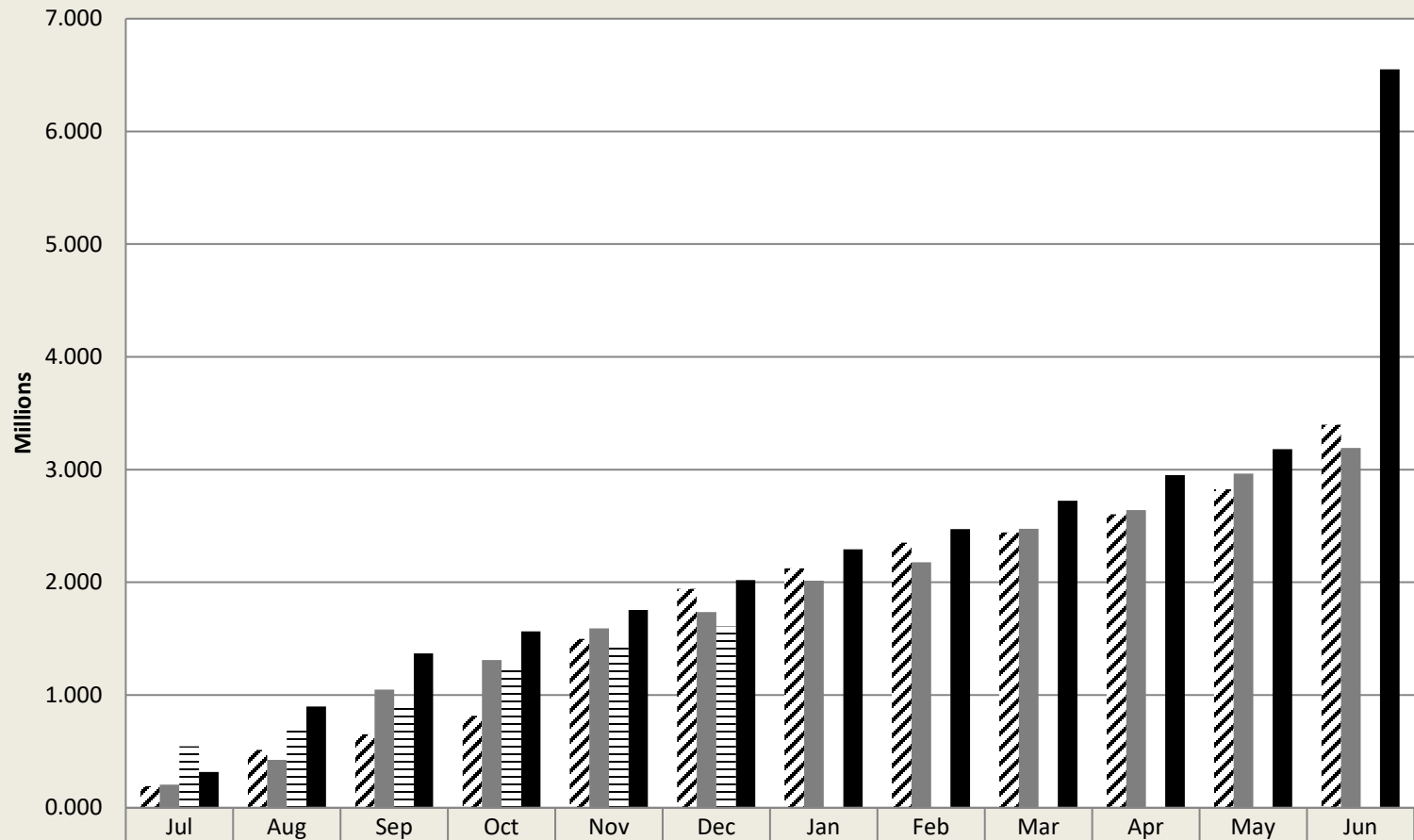
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▬ FY21 Current	0.149	0.382	0.596	0.888	1.121	1.438						
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	2.700

Aeronautics Fund 0221

Fiscal Year 2021

Expenditures

December - For Period Ending 12/31/2020



▨ FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
■ FY20 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
▬ FY21 Current	0.546	0.729	0.906	1.253	1.455	1.609						
■ FY21 Forecast	0.319	0.899	1.369	1.565	1.756	2.021	2.294	2.473	2.722	2.952	3.181	6.551

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 07 Jan 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2020

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Nov-20	Dec-20	Nov-20	Dec-20	Nov-20	Dec-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,348,352	2,498,137	69,765,747	79,350,097	26,564,393	26,353,329
Investments (Long Term: STO - Diversified Bond Fund)	866,793	867,902	111,148,963	111,292,951	0	0
Total Cash & Investments	3,215,145	3,366,040	180,920,555	190,648,893	26,564,393	26,353,329
Receivables - Other	745	745	1,174,426	1,189,699	0	0
- Due From Locals (Project Overruns)	21,541	0	1,296,109	1,251,862	0	0
- Inter Agency	52,823	13,190	3,585	11,635	0	0
Total Receivables	75,109	13,935	2,474,120	2,453,196	0	0
Inventory on Hand	0	0	20,890,302	20,278,413	0	0
Total Assets:	3,290,254	3,379,975	204,284,977	213,380,502	26,564,393	26,353,329
LIABILITIES						
Vouchers Payable	0	0	1,762	2,837	0	0
Sales Tax Payable	0	0	11,855	22,132	0	0
Deferred Revenue (Local Projects Match)	0	0	21,306,333	19,662,098	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	272,159	280,474	0	0
Total Liabilities:	0	0	21,608,127	19,983,559	0	0
FUND BALANCE						
Reserve for Encumbrance	211,373	137,631	34,442,904	35,324,104	0	0
Fund Balance	3,078,881	3,242,344	148,233,945	158,072,839	26,564,393	26,353,329
Total Fund Balance:	3,290,254	3,379,975	182,676,850	193,396,943	26,564,393	26,353,329
Total Liabilities and Fund Balance	3,290,254	3,379,975	204,284,977	213,380,502	26,564,393	26,353,329

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Nov-20	Dec-20	Nov-20	Dec-20	Nov-20	Dec-20	Nov-20	Dec-20
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	5,844,812	4,882,606	52	52	5,844,865	4,882,659	(526,343)	(27,893)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	5,844,812	4,882,606	52	52	5,844,865	4,882,659	(526,343)	(27,893)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	5,844,812	4,882,606	52	52	5,844,865	4,882,659	(526,343)	(27,893)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	-120,120	120,120
Fund Balance	5,844,812	4,882,606	52	52	5,844,865	4,882,659	0	0
Total Fund Balance:	5,844,812	4,882,606	52	52	5,318,522	4,882,659	(526,343)	(27,893)
Total Liabilities and Fund Balance	5,844,812	4,882,606	52	52	5,318,522	4,882,659	(526,343)	108(27,893)

User ID: kbentley
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	171,488,100	195,459,968	38,073,133	0	23,971,868	13.98 %	375,381,680	179,921,712	47.93 %
FHWA - Indirect Cost	15,993,100	15,093,679	2,429,900	0	(899,421)	-5.62%	25,000,000	9,906,321	39.63 %
Federal Transit Authority	5,100,000	5,495,077	576,344	0	395,077	7.75 %	14,759,600	9,264,523	62.77 %
NHTSA - Highway Safety	2,550,000	2,503,781	1,225,131	0	(46,219)	-1.81%	6,142,800	3,639,019	59.24 %
Other Federal Aid	600,000	530,297	2,000	0	(69,703)	-11.62%	11,621,300	11,091,003	95.44 %
Total Federal Sources:	195,731,200	219,082,802	42,306,508	0	23,351,602	11.93 %	432,905,380	213,822,578	49.39 %
State Sources									
Equipment Buy Back	860,000	2,471,290	0	0	1,611,290	187.36 %	11,414,100	8,942,810	78.35 %
Miscellaneous Revenues	15,537,667	15,537,576	2,000,226	0	(91)	0.00%	30,493,171	14,955,595	49.05 %
Total State Sources:	16,397,667	18,008,866	2,000,226	0	1,611,199	9.83 %	41,907,271	23,898,405	57.03 %
Local Sources									
Match For Local Projects	10,400,000	4,745,535	1,564,719	0	(5,654,465)	-54.37%	19,238,100	14,492,565	75.33 %
Other Local Sources	0	11,085	0	0	11,085	0.00 %	0	(11,085)	0.00 %
Total Local Sources:	10,400,000	4,756,620	1,564,719	0	(5,643,380)	-54.26%	19,238,100	14,481,480	75.28 %
TOTAL REVENUES:	222,528,867	241,848,289	45,871,452	0	19,319,421	8.68 %	494,050,751	252,202,463	51.05 %
TRANSFERS-IN									
Highway Distribution Account	97,185,700	118,482,920	24,393,319	0	21,297,220	21.91 %	215,599,000	97,116,080	45.04 %
Fuel/Registration Direct	36,198,993	37,714,148	6,925,037	0	1,515,155	4.19 %	67,657,200	29,943,052	44.26 %
Ethanol Fuels Tax	7,940,200	10,428,992	1,966,401	0	2,488,792	31.34 %	17,700,000	7,271,008	41.08 %
TOTAL TRANSFERS-IN:	141,324,893	166,626,060	33,284,757	0	25,301,167	17.90 %	300,956,200	134,330,140	44.63 %
TOTAL REV AND TRANSFERS-IN:	363,853,760	408,474,349	79,156,210	0	44,620,588	12.26 %	795,006,951	386,532,603	48.62 %

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 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)
Operations Expense									
Permanent Staff Salaries	44,206,099	42,318,326	6,555,959	0	1,887,773	4.27 %	88,026,291	45,707,965	51.93 %
Board, Hourly, OT, Shift Diff	441,883	489,888	110,292	0	(48,005)	-10.86%	1,253,547	763,659	60.92 %
Fringe Benefits	20,072,923	18,899,659	3,077,795	0	1,173,264	5.85 %	39,978,286	21,078,627	52.73 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,367,276	2,367,276	100.00 %
In State Travel Expense	842,774	340,621	46,593	0	502,153	59.58 %	1,765,446	1,424,825	80.71 %
Out of State Travel Expense	244,787	2,165	0	0	242,622	99.12 %	465,298	463,133	99.53 %
Technology Operating Expense	19,615,046	8,630,366	1,760,167	8,170,706	2,813,974	14.35 %	27,020,181	10,219,109	37.82 %
Operating Expense	38,304,659	27,008,198	4,464,079	6,972,160	4,324,301	11.29 %	70,589,959	36,609,601	51.86 %
Technology Equipment Expense	1,009,000	579,623	183,581	148,678	280,699	27.82 %	2,611,400	1,883,099	72.11 %
Capital Equipment Expense	16,783,800	9,138,359	897,173	4,812,297	2,833,144	16.88 %	27,757,700	13,807,044	49.74 %
Capital Facilities Expense	2,150,000	837,242	246,062	2,590,836	(1,278,078)	-59.45%	6,209,807	2,781,729	44.80 %
Trustee & Benefit Payments	10,558,403	6,770,700	718,215	0	3,787,703	35.87 %	21,321,900	14,551,200	68.25 %
Total Operations Expense:	154,229,374	115,015,146	18,059,916	22,694,676	16,519,550	10.71 %	289,367,091	151,657,267	52.41 %
Contract Construction									
Technology Operating Expense	0	869,570	339,385	404,541	(1,274,111)	0.00 %	0	(1,274,111)	0.00 %
Operating Expense	2,819,000	1,474,268	443,896	343,997	1,000,736	35.50 %	10,600,000	8,781,736	82.85 %
Capital Projects	293,727,339	266,338,561	34,579,384	954,405	26,434,373	9.00 %	641,141,164	373,848,198	58.31 %
Trustee & Benefit Payments	402,000	411,106	57,457	0	(9,106)	-2.27%	9,591,300	9,180,194	95.71 %
Total Contract Construction:	296,948,339	269,093,504	35,420,122	1,702,943	26,151,892	8.81 %	661,332,464	390,536,017	59.05 %
TOTAL EXPENDITURES:	451,177,712	384,108,649	53,480,038	24,397,619	42,671,442	9.46 %	950,699,555	542,193,284	57.03 %
TRANSFERS OUT									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	12,013,007	12,063,783	12,063,783	0	(50,776)	-0.42%	57,646,439	45,582,656	79.07 %
TOTAL TRANSFERS OUT:	12,013,007	12,172,683	12,063,783	0	(159,676)	-1.33%	57,646,439	45,473,756	78.88 %
TOTAL EXPD AND TRANSFERS OUT:	463,190,719	396,281,332	65,543,820	24,397,619	42,511,766	9.18 %	1,008,345,994	587,667,040	58.28 %
Net for Fiscal Year 2021:	(99,336,960)	12,193,017	13,612,389		87,132,354		(213,339,043)	(201,134,437)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021										
Budget Fiscal Year: 2021										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	229,000	182,582	41,244	54,963	(8,545)	-3.73%	2,500,000	2,262,455	90.50 %
Operating Expenditures	Federal	2,580,000	2,160,261	741,274	693,574	(273,835)	-10.61%	8,000,000	5,146,165	64.33 %
Operating Expenditures	Local	10,000	994	762	0	9,006	90.06 %	100,000	99,006	99.01 %
Total Operating Expenditures		2,819,000	2,343,837	783,281	748,538	(273,375)	-9.70%	10,600,000	7,507,625	70.83 %
Capital Outlay										
Capital Outlay	Dedicated	94,164,097	72,552,671	9,734,873	123,157	21,488,269	22.82 %	228,094,683	155,418,855	68.14 %
Capital Outlay	Federal	175,063,241	173,344,049	22,533,624	831,248	887,944	0.51 %	361,320,980	187,145,683	51.79 %
Capital Outlay	FICR	15,400,000	14,786,372	1,226,374	0	613,628	3.98 %	33,000,000	18,213,628	55.19 %
Capital Outlay	Local	9,100,000	5,655,468	1,084,514	0	3,444,532	37.85 %	18,725,500	13,070,032	69.80 %
Total Capital Outlay		293,727,339	266,338,560	34,579,384	954,405	26,434,373	9.00 %	641,141,164	373,848,198	58.31 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	6,000	14,766	11,088	0	(8,766)	-146.10%	500,000	485,234	97.05 %
Trustee & Benefit Payments	Federal	386,000	396,340	46,369	0	(10,340)	-2.68%	8,991,300	8,594,960	95.59 %
Trustee & Benefit Payments	Local	10,000	0	0	0	10,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		402,000	411,106	57,457	0	(9,106)	-2.27%	9,591,300	9,180,194	95.71 %
Total Contract Construction:		296,948,339	269,093,504	35,420,122	1,702,943	26,151,893	8.81 %	661,332,464	390,536,018	59.05 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
Miscellaneous Revenues	330,000	106,272	10,710	0	(223,728)	-67.80%	670,000	563,728	84.14 %
TOTAL REVENUES:	330,000	106,272	10,710	0	(223,728)	-67.80%	670,000	563,728	84.14 %
TRANSFERS-IN									
Cigarette Tax	0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax	8,350,000	10,162,629	1,554,428	0	1,812,629	21.71 %	18,612,996	8,450,367	45.40 %
TOTAL TRANSFERS-IN:	8,350,000	10,162,629	1,554,428	0	1,812,629	21.71 %	19,218,623	9,055,994	47.12 %
TOTAL REV AND TRANSFERS-IN:	8,680,000	10,268,901	1,565,137	0	1,588,901	18.31 %	19,888,623	9,619,722	48.37 %
EXPENDITURES									
Contract Construction - Capital Projects	24,000,000	26,039,486	1,776,201	0	(2,039,486)	-8.50%	67,900,346	41,860,860	61.65 %
TOTAL EXPENDITURES:	24,000,000	26,039,486	1,776,201	0	(2,039,486)	-8.50%	67,900,346	41,860,860	61.65 %
TOTAL EXPD AND TRANSFERS OUT:	24,000,000	26,039,486	1,776,201	0	(2,039,486)	-8.50%	67,900,346	41,860,860	61.65 %
Net for Fiscal Year 2021:	(15,320,000)	(15,770,585)	(211,064)		(450,585)		(48,011,723)	(32,241,138)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

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

Fiscal Year:	2021	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		133,029	214,376	2,439	0	81,347	61.15 %	259,000	44,624	17.23 %
TOTAL REVENUES:		133,029	214,376	2,439	0	81,347	61.15 %	259,000	44,624	17.23 %
TOTAL REV AND TRANSFERS-IN:		133,029	214,376	2,439	0	81,347	61.15 %	259,000	44,624	17.23 %
EXPENDITURES										
Contract Construction - Capital Projects		17,400,000	15,241,941	964,645	0	2,158,059	12.40 %	20,376,559	5,134,619	25.20 %
TOTAL EXPENDITURES:		17,400,000	15,241,941	964,645	0	2,158,059	12.40 %	20,376,559	5,134,619	25.20 %
TOTAL EXPD AND TRANSFERS OUT:		17,400,000	15,241,941	964,645	0	2,158,059	12.40 %	20,376,559	5,134,619	25.20 %
Net for Fiscal Year 2021:		(17,266,971)	(15,027,565)	(962,206)		2,239,406		(20,117,559)	(5,089,995)	

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 Run Date: 07 Jan 2021
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	52	0	0	52	0.00 %	0	(52)	0.00 %
TOTAL REVENUES:	0	52	0	0	52	0.00 %	0	(52)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	52	0	0	52	0.00 %	0	(52)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPENDITURES:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
Net for Fiscal Year 2021:	(25,831)	(48,998)	0		(23,167)		(49,831)	(833)	

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 Run Date: 07 Jan 2021
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
Federal Sources - Federal Transit Authority	0	4,911,918	555,796	0	4,911,918	0.00 %	0	(4,911,918)	0.00 %
TOTAL REVENUES:	0	4,911,918	555,796	0	4,911,918	0.00 %	0	(4,911,918)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	4,911,918	555,796	0	4,911,918	0.00 %	0	(4,911,918)	0.00 %
EXPENDITURES									
Operating Expenditures	2,243,946	157,986	0	120,120	1,965,840	87.61 %	4,951,395	4,673,289	94.38 %
Trustee & Benefit Payments	14,057,507	3,133,783	57,346	0	10,923,724	77.71 %	20,638,404	17,504,621	84.82 %
TOTAL EXPENDITURES:	16,301,453	3,291,769	57,346	120,120	12,889,564	79.07 %	25,589,799	22,177,910	86.67 %
TOTAL EXPD AND TRANSFERS OUT:	16,301,453	3,291,769	57,346	120,120	12,889,564	79.07 %	25,589,799	22,177,910	86.67 %
Net for Fiscal Year 2021:	(16,301,453)	1,620,149	498,450		17,801,482		(25,589,799)	(27,089,828)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	20,084,224	6,254,742	0	20,084,224	0.00 %	0	(20,084,224)	0.00 %
TOTAL REVENUES:	0	20,084,224	6,254,742	0	20,084,224	0.00 %	0	(20,084,224)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	20,084,224	6,254,742	0	20,084,224	0.00 %	0	(20,084,224)	0.00 %
EXPENDITURES									
Operating Expenditures	0	123,228	23,061	0	(123,228)	0.00 %	0	(123,228)	0.00 %
Capital Projects	0	21,117,516	5,383,391	0	(21,117,516)	0.00 %	0	(21,117,516)	0.00 %
TOTAL EXPENDITURES:	0	21,240,745	5,406,452	0	(21,240,744)	0.00 %	0	(21,240,744)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	21,240,745	5,406,452	0	(21,240,744)	0.00 %	0	(21,240,744)	0.00 %
Net for Fiscal Year 2021:	0	(1,156,520)	848,290		(1,156,520)		0	1,156,520	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2021
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	21,210	1,749	0	21,210	0.00 %	0	(21,210)	0.00 %
TOTAL REVENUES:	0	21,210	1,749	0	21,210	0.00 %	0	(21,210)	0.00 %
TRANSFERS-IN									
Operating	0	16,763,783	12,063,783	0	16,763,783	0.00 %	0	(16,763,783)	0.00 %
TOTAL TRANSFERS-IN:	0	16,763,783	12,063,783	0	16,763,783	0.00 %	0	(16,763,783)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	16,784,992	12,065,531	0	16,784,993	0.00 %	0	(16,784,993)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	47,151,274	401,824	0	(47,151,274)	0.00 %	0	(47,151,274)	0.00 %
TOTAL EXPENDITURES:	0	47,151,274	401,824	0	(47,151,274)	0.00 %	0	(47,151,274)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	47,151,274	401,824	0	(47,151,274)	0.00 %	0	(47,151,274)	0.00 %
Net for Fiscal Year 2021:	0	(30,366,282)	11,663,708		(30,366,281)		0	30,366,281	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2021
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2021	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	169,800	332,749	0	0	162,949	95.97 %	668,500	335,751	50.22 %
State Sources - Miscellaneous	130,567	263,816	172,390	0	133,249	102.05 %	347,000	83,184	23.97 %
Interagency Sources -	148,000	156,982	4,030	0	8,982	6.07 %	252,500	95,518	37.83 %
TOTAL REVENUES:	448,367	753,547	176,420	0	305,180	68.06 %	1,268,000	514,453	40.57 %
TRANSFERS-IN									
Operating	1,222,495	1,017,284	140,931	0	(205,211)	-16.79%	2,100,000	1,082,716	51.56 %
TOTAL TRANSFERS-IN:	1,222,495	1,017,284	140,931	0	(205,211)	-16.79%	2,100,000	1,082,716	51.56 %
TOTAL REV AND TRANSFERS-IN:	1,670,862	1,770,831	317,351	0	99,969	5.98 %	3,368,000	1,597,169	47.42 %
EXPENDITURES									
Permanent Staff Salaries	423,890	380,069	60,790	0	43,821	10.34 %	847,578	467,509	55.16 %
Board, Hourly, OT, Shift Diff	37,000	44,140	0	0	(7,140)	-19.30%	64,100	19,960	31.14 %
Fringe Benefits	184,019	166,831	25,875	0	17,188	9.34 %	366,538	199,707	54.48 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	27,783	28,353	0	0	(570)	-2.05%	60,905	32,552	53.45 %
Out of State Travel Expense	8,604	2,865	242	0	5,739	66.70 %	12,034	9,169	76.19 %
Technology Operating Expense	23,882	18,857	2,623	6,089	(1,064)	-4.46%	48,235	23,289	48.28 %
Operating Expense	558,476	432,860	111,092	116,476	9,140	1.64 %	1,196,326	646,990	54.08 %
Technology Equipment Expense	6,000	5,170	0	0	830	13.83 %	6,000	830	13.83 %
Capital Equipment Expense	1,900	1,823	0	0	77	4.05 %	57,400	55,577	96.82 %
Capital Facilities Expense	30,000	37,686	0	0	(7,686)	-25.62%	92,324	54,638	59.18 %
Trustee & Benefit Payments	719,300	367,422	11,722	0	351,878	48.92 %	2,033,948	1,666,526	81.94 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
TOTAL EXPENDITURES:	2,020,854	1,486,076	212,345	122,564	412,213	20.40 %	6,551,472	4,942,831	75.45 %
TOTAL EXPD AND TRANSFERS OUT:	2,020,854	1,486,076	212,345	122,564	412,213	20.40 %	6,551,472	4,942,831	75.45 %
Net for Fiscal Year 2021:	(349,992)	284,755	105,006		512,182		(3,183,472)	(3,345,662)	118

ITD Board Mid-Year Financial Report

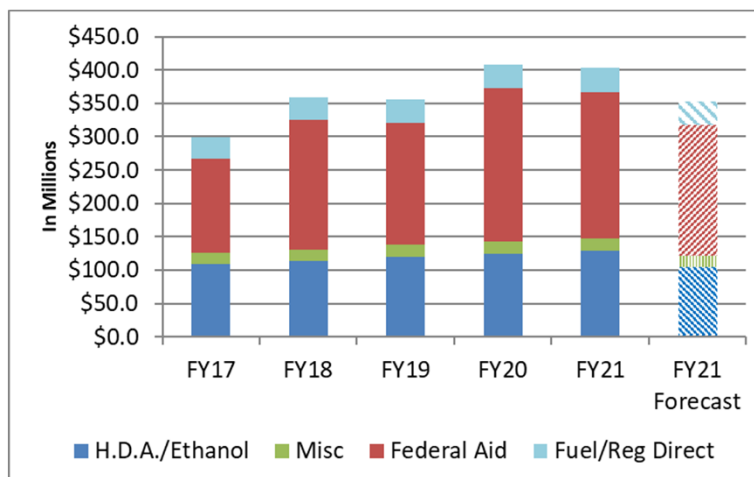
July 2020 – December 2020
Fiscal Year 2021



Your Safety. Your Mobility. Your Economic Opportunity.

1

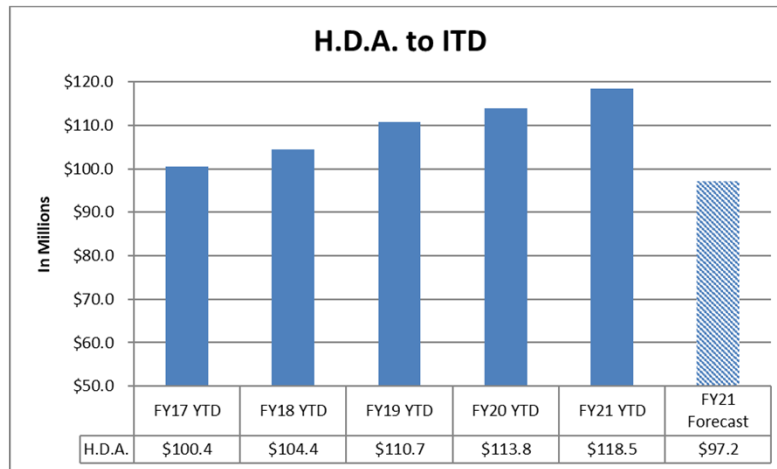
FY21 YTD Revenue Trends Actual vs. Forecast State Highway Fund



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2

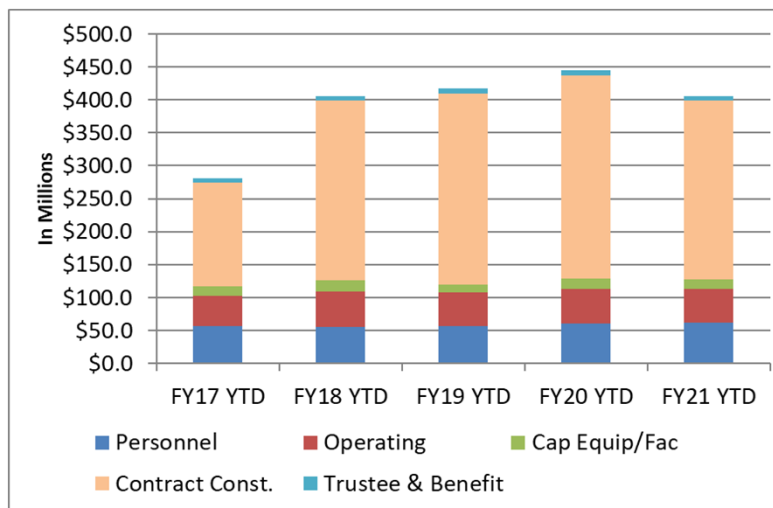
FY21 YTD HDA to State Highway Fund Trend



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3

FY21 YTD Expenditure Trend State Highway Fund



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4

Strategic Initiatives Program Fund

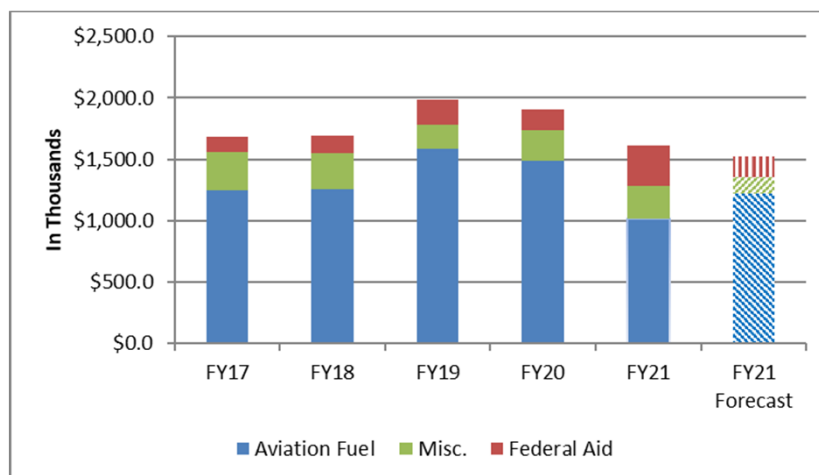
• June 30, 2020 Balance =	\$19,910,100
• Transfer In =	\$ 0
• Interest Revenue =	\$ 214,400
• Expenditures in FY21 =	<u>-\$ 15,241,900</u>
• Dec. 31, 2020 Balance =	\$ 4,882,600



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5

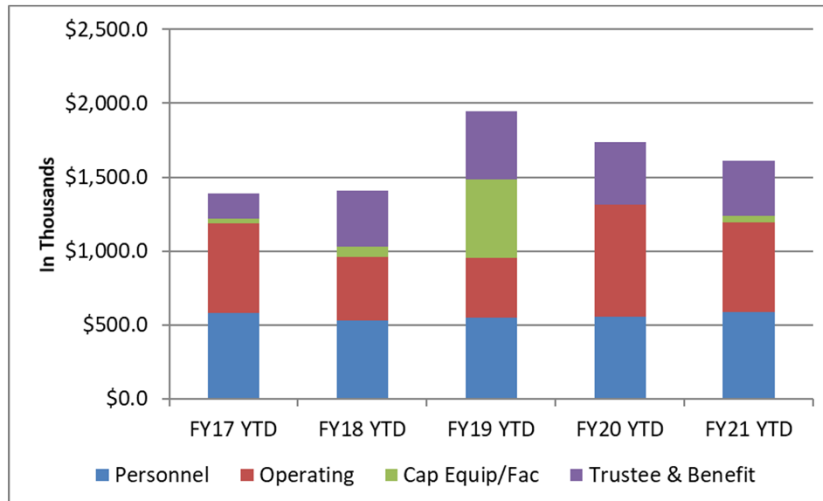
FY21 YTD Revenue Trends Actual vs. Forecast State Aeronautics Fund



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6

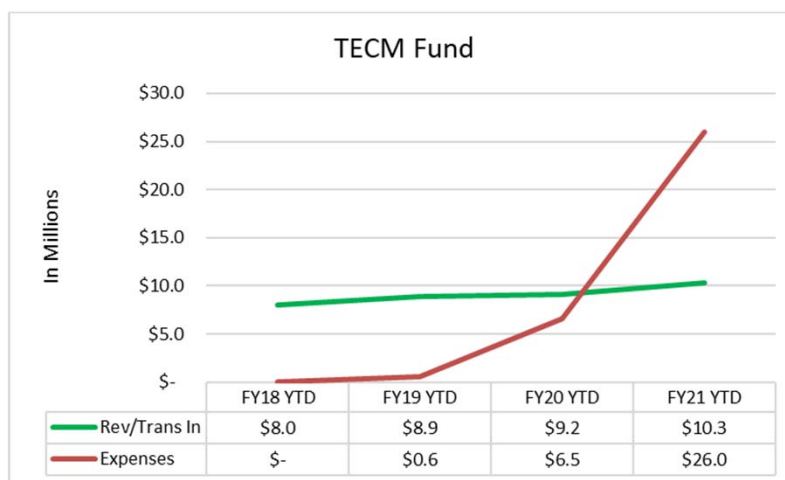
FY21 YTD Expenditure Trend State Aeronautics Fund



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7

Transportation Expansion and Congestion Mitigation Fund



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8

GARVEE

- FY21 YTD Expenses = \$21.2M
- Projects funded on US-95, SH-16, I-84



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9

CARES Act Funding

- Idaho received \$27.3M in CARES Act Funding for Public Transit.
- FY21 YTD Expenses = \$3.3M



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10

FY20 Audit Update

- NO Audit Findings
- All previous findings are closed
- The Single Audit (Federal Compliance) is on-going



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11

Covid Revenue Mitigation Plan Update

- ITD developed a plan to mitigate the potential impact that Covid-19 could have on revenue and operations

Amounts in Millions		
	Aug 2019	Aug 2020
FY21 Forecast State Revenue	\$ 354.0	\$ 341.1
Potential Loss of Revenue@20%	\$ (70.8)	
Difference to Aug 2019 Forecast		\$ (12.9)
Resources	Amount	
Un-Committed Resources June 30	\$48.4	
FY21 Possible Resources	\$26.6	
Total Possible Resources	\$75.0	



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12

Covid Revenue Mitigation Plan Update

Sources/Uses	Amount
FY21 Covid Mitigation set-aside as of June 30, 2020	\$75.04
State Highway Account Revenue over/(under) Forecast	\$25.30
TECM Fund Revenue over/(under) Forecast	\$1.81
Total Resouces (in Millions)	\$102.15
Use of Available Resources	
Forecast Reduction in SHA from Aug 2019 to Aug 2020	(\$12.57)
Forecast Reduction in TECM from Aug 2019 to Aug 2020	(\$5.61)
Release for Projects - August	(\$5.00)
D2 - Lower Lewiston POE Well (Pending)	(\$0.75)
Statewide - ADA Assessments (Pending)	(\$0.15)
D6 - SH33 Canyon Creek Bridge (Pending)	(\$0.55)
D1 - US95 Lakeshore Drive (Pending)	(\$8.00)
Total Proposed Uses YTD	(\$32.63)
Available balance for possible release	\$69.52



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13

Questions??



Your Safety. Your Mobility. Your Economic Opportunity.

14



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 Minutes

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

Subject

Public Transportation 2021-2023 One-Time CARES Technology Application Funding Recommendations		
Key Number N/A	District Statewide	Route Number N/A

Background Information

ITD-Public Transportation Office issued a One-Time competitive application process for the 5311 Formula Grant for Rural Areas-CARES funding grant.

Using FTA scope eligibility and priorities, ITD-PT staff made funding recommendations for the applications.

On February 9th, the ITD-PT staff presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by ITD-PT staff.

ITD-PT seeks approval from the Idaho Transportation Board on the two year awards for the applications, which will become available upon approval from the Federal Transit Administration. All funding agreements will begin April 1, 2021.

Per Board Policy 4038, the Public Transportation Officer hereby brings forth the aforementioned funding recommendations and requests the Idaho Transportation Board's approval of proposed recommendations.

Recommendations

Approval of public transportation funding recommendations for the 2021-2022 CARES One-Time Technology awards. Resolution on page 130.

Board Action

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

Idaho Transportation Department Public Transportation CARES One-Time Technology Funding Applications

FUNDING SOURCE	Funding
5311 CARES Program	\$2,000,000
Total Two Year Funding	\$2,000,000

Available by District:

DISTRICT	5311 CARES Program
District 1	\$280,000
District 2	\$200,000
District 3	\$440,000
District 4	\$520,000
District 5	\$240,000
District 6	\$320,000
Total	\$2,000,000

District Explanation: (see district map on page 3)

- The transportation department has broken the state into six (6) different regions or better known as “districts” for transportation projects, planning, and information. The Idaho Transportation Department’s Public Transportation (ITD-PT) Office breaks the Federal Transit Administration (FTA) funding down by district and population in order to get each district allocation (as shown above).

Purpose of Funding:

This program provides, operating, planning, and capital assistance to states and federally recognized Indians tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

Eligible Projects:

New or upgraded Intelligent Transportation Systems (ITS) technology solutions for public transportation, not to exceed a 2 year duration. All customer-facing software must be ADA compliant.

Examples of capabilities include, but are not limited to: dispatch and scheduling, preventative maintenance, asset management, automated passenger counters, safety, security, data collection, integrated payment systems, mobile apps, automated annunciators, business intelligence, and real-time passenger information.

Who is Eligible:

Existing subrecipients that are State or local government authorities, nonprofit organizations, operators of public transportation that receive grant funds indirectly through a recipient.

Opening Date for Applications: October 1, 2020

Due Date for Applications: November 30, 2020 at 5 pm (MST)

Where to find Applications: Located on the Idaho Transportation Department Public Transportation page, select the “Applications” tab, applications and details can be found under the “Congressional Appropriation Applications” drop down. Website Location: <https://itd.idaho.gov/pt/?target=Application>

How to Submit:

- Email application and all supplemental information to PTCapital@itd.idaho.gov
 - Questions can be sent to application lead: Ada.Finlayson@itd.idaho.gov
- Or; Mail to 3311 W. State Street, Boise, ID 83713 ATTN: Ada Finlayson, Public Transportation

Funding Award Timeline:

- Award to begin/start April 1, 2021 through September 30, 2022

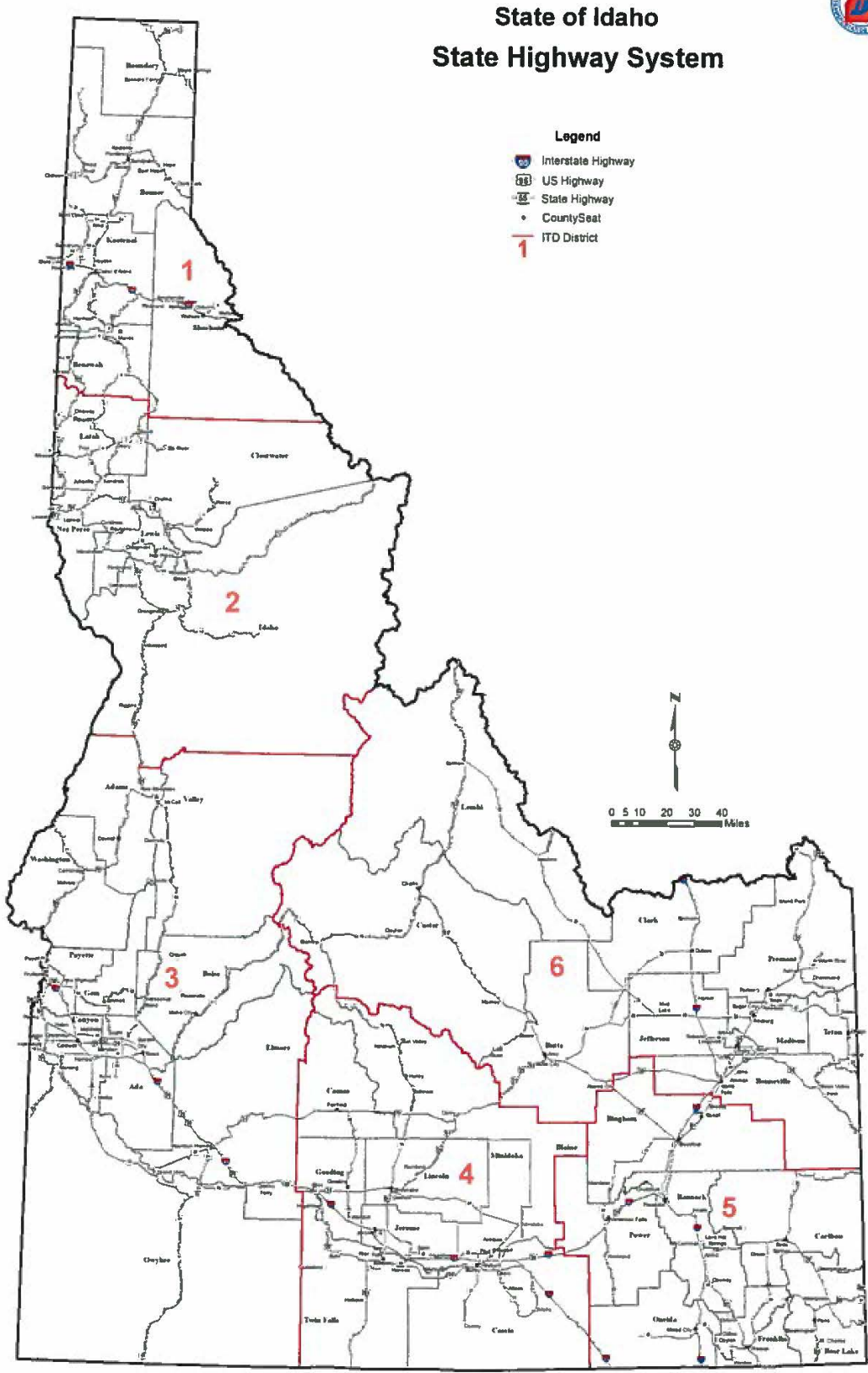


State of Idaho

State Highway System

Legend

- Interstate Highway
- US Highway
- State Highway
- County Seat
- ITD District



WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding source is FTA 5311 Rural Formula Program – CARES grant; and

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

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed, which is made a part hereof with like effect, and approves the rural funding amount of \$1,860,703, for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY21-27 Statewide Transportation Investment Program and programmed in FY21.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 Minutes

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

Subject

Public Transportation 2022-2024 One-Time Application Funding Recommendations		
Key Number N/A	District Statewide	Route Number N/A

Background Information

ITD-Public Transportation Office issued a One-Time competitive application process for the following programs:

5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities, and the Vehicle Investment Program (VIP).

Using FTA scope eligibility and priorities, ITD-PT staff made funding recommendations for the applications.

On February 9th, the ITD-PT staff presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by ITD-PT staff.

ITD-PT seeks approval from the Idaho Transportation Board on the two year awards for the applications, which will become available upon approval from the Federal Transit Administration. All funding agreements will begin October 1, 2021.

Per Board Policy 4038, the Public Transportation Officer hereby brings forth the aforementioned funding recommendations and requests the Idaho Transportation Board's approval of proposed recommendations.

Recommendations

Approval of public transportation funding recommendations for the 2022-2023 rural awards.
Resolution on page 135.

Board Action

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

Idaho Transportation Department Public Transportation One-Time Funding Applications

FUNDING SOURCE	October 1, 2021 –September 30, 2022 Funding
5310 Rural Elderly and Disabled Program	\$ 379,000
5311 Rural Formula Grant Program	\$ 500,000
5339 Rural Bus and Bus Facility Program	\$ 3,700,000
Vehicle Investment Program (VIP)	\$ 262,000
Total Two Year Funding	\$4,841,000

Available by District:

DISTRICT	5310 Rural Elderly and Disabled Program	5311 Rural Formula Grant Program	5339 Rural Bus and Bus Facility Program	Vehicle Investment Program (VIP)
District 1	\$62,118	\$70,000	\$518,000	\$36,680
District 2	\$40,250	\$50,000	\$370,000	\$26,200
District 3	\$86,147	\$110,000	\$814,000	\$57,640
District 4	\$96,493	\$130,000	\$962,000	\$68,120
District 5	\$42,903	\$60,000	\$444,000	\$31,440
District 6	\$51,089	\$80,000	\$592,000	\$41,920
Total	\$379,800	\$500,000	\$3,700,000	\$262,000

District Explanation: (see district map on page 3)

- The transportation department has broken the state into six (6) different regions or better known as “districts” for transportation projects, planning, and information. The Idaho Transportation Department’s Public Transportation (ITD-PT) Office breaks the Federal Transit Administration (FTA) funding down by district and population in order to get each district allocation (as shown above).

Purpose of Funding:

- To provide federal funding for operations, administration, preventative maintenance, and capital assistance to support public transportation in rural areas with populations less than 50,000

Who is Eligible:

- 5310 and 5311
 - State or local government authorities
 - Nonprofit organizations
 - Operators of public transportation or intercity bus service that receive funds indirectly through a recipient
- 5339 and VIP
 - Public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Opening Date for Applications: October 1, 2020

Due Date for Applications: November 30, 2020 at 5 pm (MST)

Where to find Applications: Located on the Idaho Transportation Department Public Transportation page, select the “Applications” tab, applications and details can be found under the “Congressional Appropriation Applications” drop down. Website Location: <https://itd.idaho.gov/pt/?target=Application>

How to Submit:

- Email application and all supplemental information to PTCapital@itd.idaho.gov
 - Questions can be sent to application lead: Shauna.Miller@itd.idaho.gov
- Or; Mail to 3311 W. State Street, Boise, ID 83713 ATTN: Shauna Miller, Public Transportation

Funding Award Timeline:

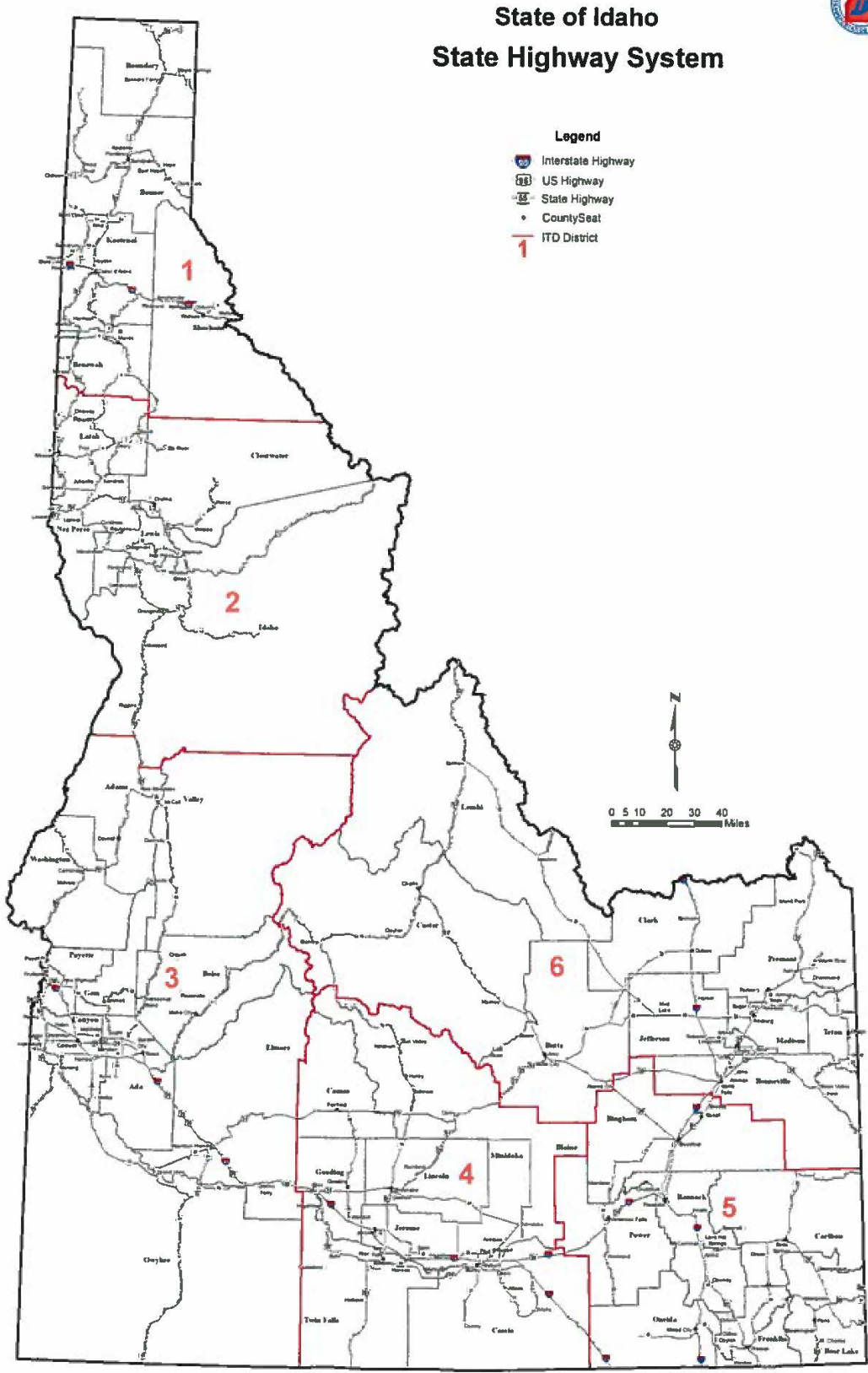
- Award to begin/start October 1, 2021 through September 30, 2022



State of Idaho State Highway System

Legend

- Interstate Highway
- US Highway
- State Highway
- County Seat
- ITD District



WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

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

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

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed, which is made a part hereof with like effect, and approves the rural funding amount of \$2,854,824, for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY21-27 Statewide Transportation Investment Program and programmed in FY22.



City of Oakley - Main Street Culvert

2020 LRHIP

LOCAL RURAL HIGHWAY INVESTMENT PROGRAM

Laila Kral, P.E.

LHTAC Deputy Administrator



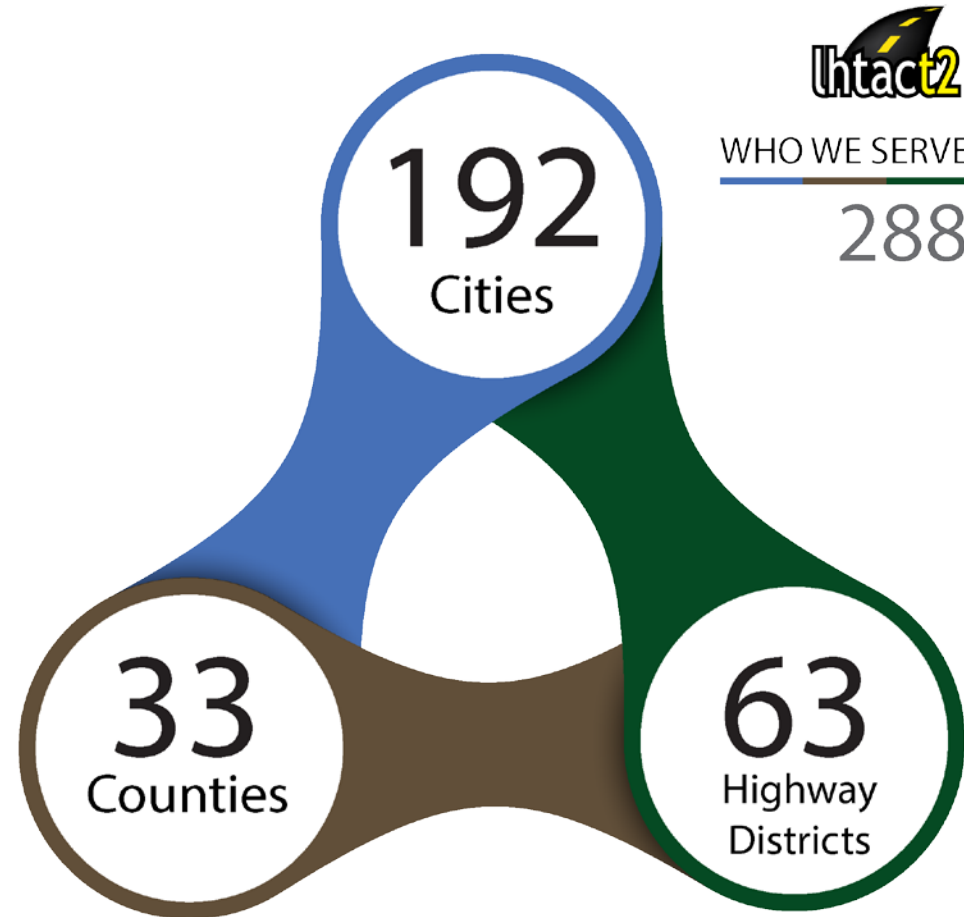
WHAT WE DO

- Technical Assistance
- Training – T2 Center
- Equipment Loan
- Annual Workshops
- Funding programs
 - Federal-aid – Rural, Urban, Bridge, Safety
 - FLAP, TAP, Freight
 - LRHIP – State Funded Grant





WHO WE SERVE



WHO WE SERVE

288

192
Cities

33
Counties

63
Highway
Districts

Advocate. Support. Train.

GENERAL BACKGROUND

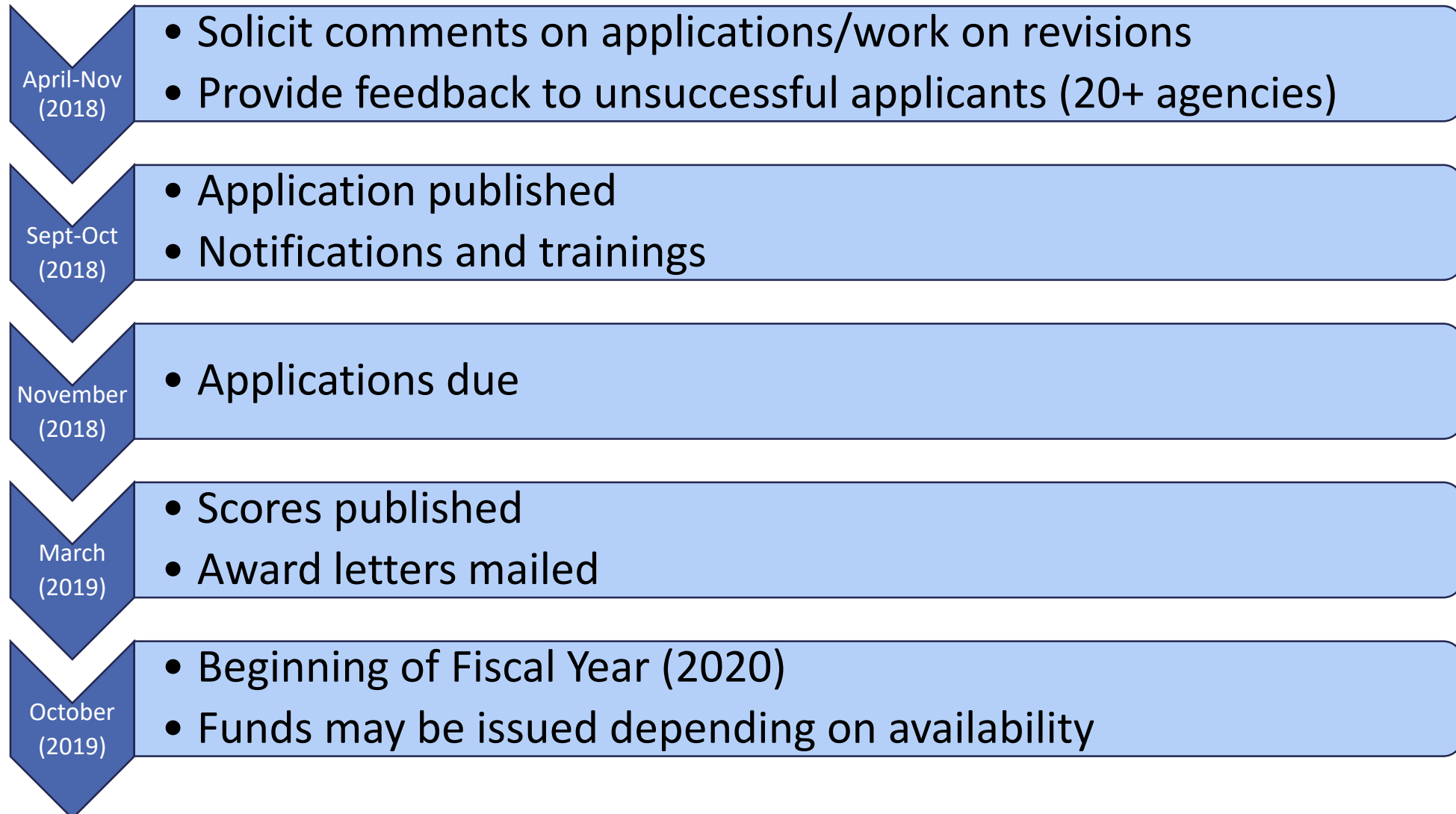
- Created by IT Board Policy in 2004, B-11-06
- Continued with Board Policy 4030 and Administrative Policy 5030
- STP-Rural Funds Exchanged for State Highway Funds
 - \$0.6167/\$1.00 Fed
 - Maximum of \$2.8M Annually in State Funds (\$4.54M in STP-Rural)
 - Since 2012 LHTAC has Requested and Used the Maximum \$2.8M in State Funds
- August 2019 IT Board meeting
 - Increased Exchange Rate (\$0.80 State/\$1.00 Fed) and Max (\$5M in STP-Rural)
 - Effective FY21

LRHIP

- Grant Program – Rules
 - *Local must collect local taxes or have alternate funding*
 - *Cannot be used for wages/equipment reimbursement*
 - *Cannot pay consultants (Except for Transportation Plans)*
 - *Follow State procurement rules*
- Available to Rural LHJs
 - *Cities outside of urban areas under 5,000 in population*
 - *County Road & Bridge Departments*
 - *Highway Districts*

Unfact2

FY20 PROGRAM TIMELINE



APPLICATION

- Notification mailed in September 2018
- Posted on Website
- Ten Training Workshops
 - (reaching 250+ individuals in Oct 2018)
- Presentations at Conventions & Regional Meetings
- Due November 20, 2018



LHTAC

WORKSHOP

SCHEDULE
October 2018

Topics Covered

Funding Programs, Eligibility, Applications Federal-aid: Urban, Rural, Bridge Local Highway Safety Improvement Program Local Rural Highway Investment Program Local Strategic Initiatives Program Children Pedestrian Safety Program Federal Lands Access Program	T2 Training Program Classes Offered Road Scholar & Master Program New Leadership Program	Equipment Available Retroreflectivity Kits Automated Traffic Recorders Construction Bidding Guidelines - Federal Vs. State
--	--	--

An RSVP is appreciated, and helps us plan for refreshments and seating, but not required to attend.
Visit our website at www.LHTAC.org for links to RSVP.

Tuesday, October 9 2 to 5 p.m. Cottonwood Community Center 506 King St. *Cottonwood, ID	Tuesday, October 16 11 to 2 p.m. (Lunch Provided) Donnelly Community Center 169 Halferty St. *Donnelly, ID	Wednesday, October 24 2 to 5 p.m. City Hall Chambers 420 N. Bridge St. *St. Anthony, ID
Wednesday, October 10 7:30 to 10:30 a.m. Moscow City Hall 206 E. 3rd St. *Moscow, ID	Thursday, October 18 9 a.m. to noon ITD D3 Office 8150 Chinden Blvd. Boise, ID	Thursday, October 25 11 a.m. to 2 p.m. (Lunch Provided) ITD D5 Office 515 S. 5th Ave. *Pocatello, ID
Wednesday, October 10 2 to 5 p.m. City of Sandpoint 1123 Lake Street Sandpoint, ID	Tuesday, October 23 1 to 4 p.m. First Federal Conf. Rm 383 Shoshone St. N. Twin Falls, ID	
Thursday, October 11 10 a.m. to 1 p.m. (Lunch Provided) Wallace Inn 100 Front St. *Wallace, ID	Wednesday, October 24 8:30 to 11:30 a.m. Arco Butte Business Incubation Cntr. 159 N. Idaho St. Arco, ID	

LRHIP

Local Rural Highway Investment Program: LRHIP FY20 Application

Idaho Local Highway Jurisdictions

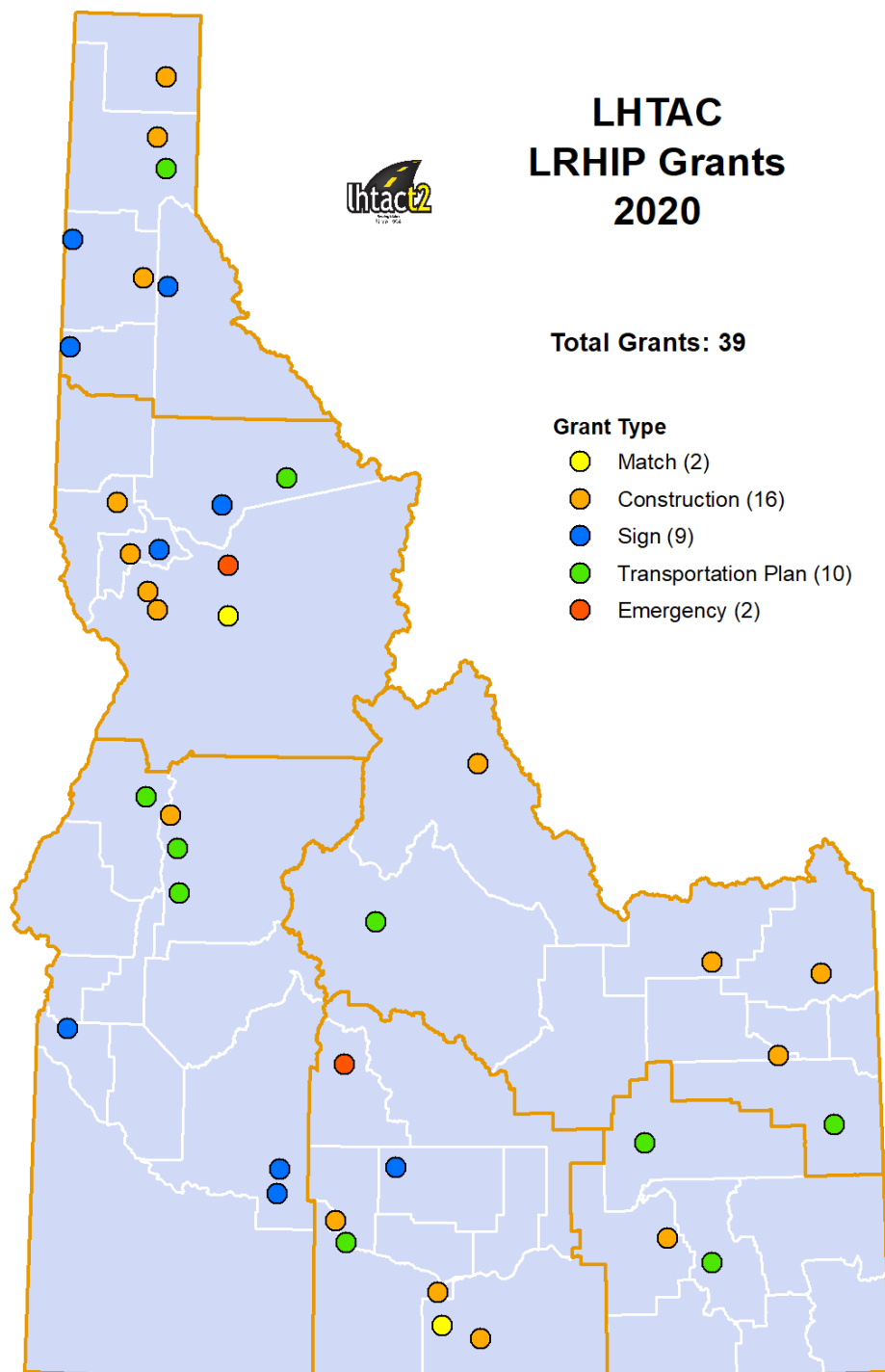
Submittal Deadline (Postmark date via FedEx, UPS or USPS): November 19, 2018
Submittal Deadline (Hand Delivered): November 20, 2018 4:30 p.m. MST



2020 APPLICATION

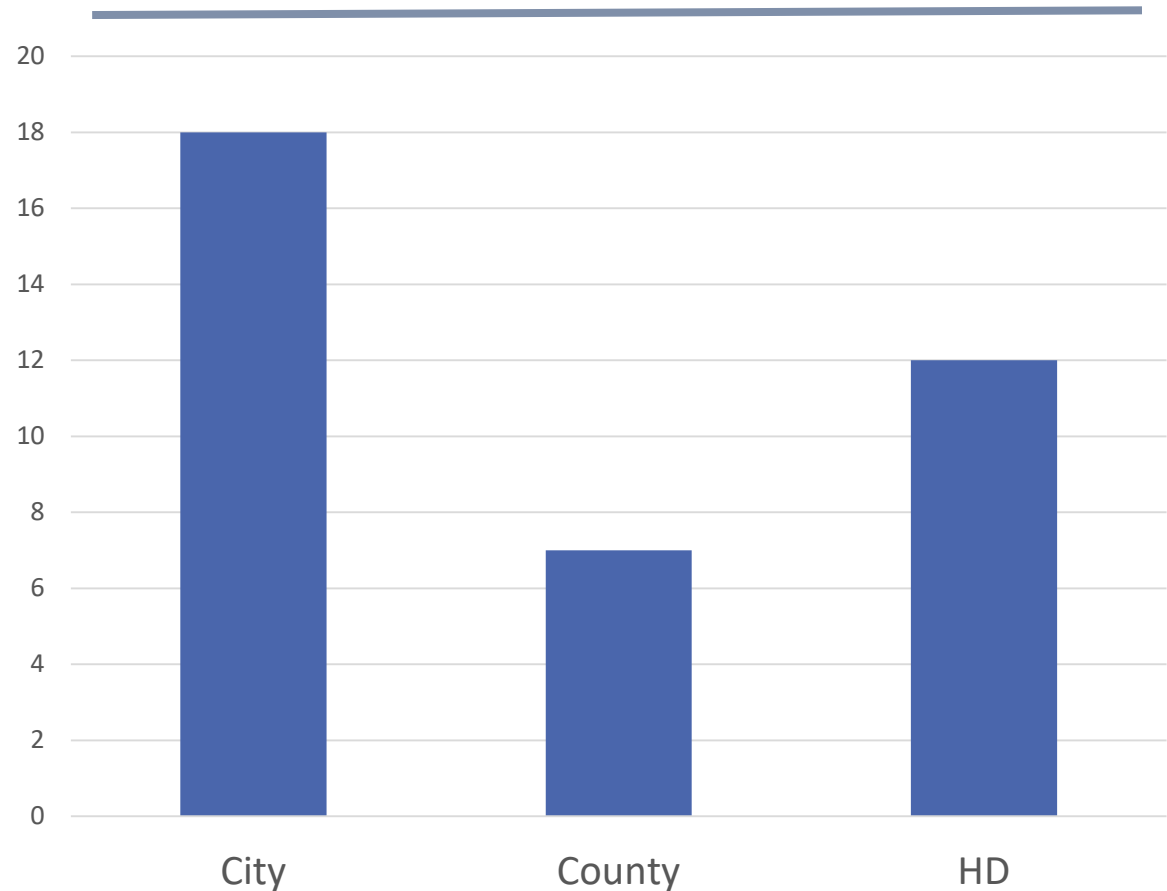
- 51 Construction Applications
 - Funded 16 Projects, \$1.58M
- 2 Federal-aid Match Applications
 - Funded 2 Projects, \$173.4K
- 13 Sign Applications
 - Funded 9 Projects, \$233K
- 25 Trans. Plan Applications
 - Funded 10 Projects, \$345K

91 Applications Requesting \$6.4M

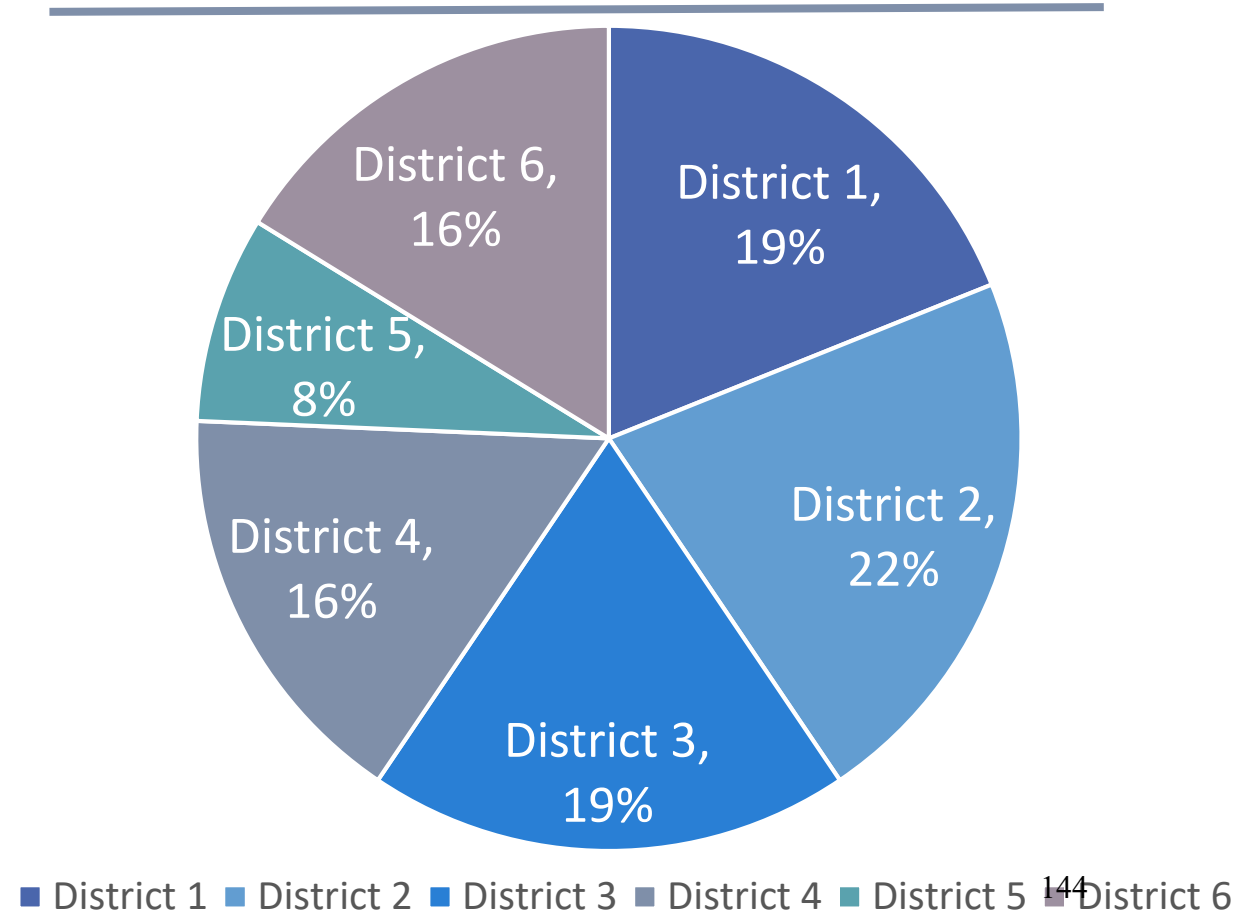


2020 SUMMARY BY DISTRICT

Grant Distribution by Agency Type



Grant Distribution by District




EMERGENCY PROJECTS

- \$400k Reserved Annually
- Local Emergencies
- Accept Applications Year Round
 - Approved at Full or Executive Mtg.
- \$200k Funded in FY20
 - Camas County – Soldier Road Bridge
 - Kidder Harris HD – Selway River Rd
- Unused funds roll forward to future years



PROJECT CLOSEOUT/ACCEPTANCE

- Project Document Summary
 - Financial Statement
 - Before/After Photos
- Due by the end of FY, September 30th
- Can request project extension
- Modifications to project timeline approved by Council in Sept. 2020
 - 3 yrs to complete


Local Rural Highway Investment Program (LRHIP) Project Documentation Summary (Submit this form upon completion of project)	
Sponsor Name:	
Project Name & Type: (Construction, Federal-aid Match, Signs, Transportation Plan, Emergency Relief)	Fiscal Year:
Date project funded:	
Date project completed:	
Project Description:	
LRHIP Funds Awarded:	\$
Total Project Cost:	\$
Was any single contract over \$50,000?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, were state procurement requirements followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Were all LRHIP funds expended?*	<input type="checkbox"/> Yes <input type="checkbox"/> No
*Any project may be audited for accuracy in expenditures related to the project.	
If no, have excess funds been returned to LHTAC?	
Signature (City Mayor or Chairman of the Board for County or Highway District)	Date
Please attach to this form 'before and after' photos of your project. If possible, we prefer digital photos, which can be emailed to: lkral@lhtac.org . If your project is a Transportation Plan, mail one (1) copy of the plan to Laila Kral along with this form.	
	Local Highway Technical Assistance Council (LHTAC) 3330 Grace Street Boise, ID 83703

THANK YOU



WWW.LHTAC.ORG

 Laila Kral, P.E.

 (208) 344-0565

 lkral@lhtac.org



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 Minutes

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

Subject

129,000 Pound Route Case 202006SH6		
Key Number	District 2	Route Number District 2: SH6, SH8 and SH9

Background Information

Staff is presenting one (1) 129,000 Pound Route applications for Board consideration.

District 2: Application submitted by Bennett Lumber Co, Princeton, ID for SH6, SH8 and SH9

- Case 202006SH6

On January 21, 2021, the 129,000 Pound Route Subcommittee unanimously voted to support this application and move it forward to the full Board for consideration.

Recommendations

Staff is requesting Board approval of the 129,000 Pound Route; Case 202006SH6. Resolution on page 184.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

January 21, 2021

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

3:15 PM

To call in:

Dial 1-415-655-0003 US Toll

Meeting number (access code) 177 154 5351

Meeting password 1234

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch - December 2, 2020 Subcommittee meeting minutes	1	3:15
2. Case #202006: SH-6 – Milepost 0.00 to 9.858, District 2 SH-8 – Milepost 2.331 to 25.549, District 2 SH-9 – Milepost 0.00 to 13.522, District 2 Chief Engineer's (CE) Evaluation and Recommendation – Freight Program Manager Scott Luekenga Public Comments – Public Information Officer Megan Sausser Discussion and Recommendation - Chair Horsch	4 7 16	3:20
3. Revisions to 129,000 Pound Truck Route Manual – FPM Luekenga	35	3:45
4. Adjourn (estimated time)		4:00

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

January 21, 2021

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

There was a brief discussion on starting the meeting early due to the regular Idaho Transportation Board meeting adjourning approximately 45 minutes ahead of schedule. Executive Assistant to the Board Sue Higgins said she asked Lead Deputy Attorney General Larry Allen about starting the Subcommittee meeting early and he concurred. She added that she sent an email message to the 129,000 Pound Truck Routes Subcommittee mailing list stating that the meeting will start early. This list includes citizens that have requested to be informed of Subcommittee meetings.

Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Truck Routes Chairman Dwight Horsch called the meeting to order at 2:30 PM on Thursday, January 21, 2021. ITB Members Jim Thompson and Jan Vassar participated.

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

Minutes: December 2, 2020. Member Thompson made a motion to approve the minutes of the December 2, 2020 meeting.

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

The motion passed unopposed.

Case #202006: SH-6, Milepost (MP) 0.000 to 9.858; SH-8, MP 2.331 to 25.549; and SH-9, MP 0.000 to 13.522, District 2. FPM Luekenga presented the Chief Engineer's evaluation of the three referenced routes. The Division of Motor Vehicles reported that the highways are classified as blue routes, allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the 13 bridges on the routes will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement conditions range from good to poor. These highways have no non-interstate high accident intersection locations; however, SH-9 has four high accident location clusters. Between 2014 and 2019 there were a total of 214 crashes on these routes. Three of those crashes involved a commercial motor vehicle; however, no fatalities resulted. The Chief Engineer's evaluation recommends approving the application.

Aubrie Spence Senior Public Information Officer said close to 40 comments were received during the 30-day public comment period. A number of comments were in support of the route designation. The main opposition was due to concerns with safety and congestion, specifically the lack of passing lanes.

Member Vassar noted that it would be closer for the applicant, Bennett Lumber Products Inc., to transport its products from its facility on SH-6 west to US-95 versus east on SH-6 and SH-9 and SH-8 to US-95. FPM Luekenga replied that Bennett Lumber is requesting this route as an alternate in case SH-6 west to US-95 is closed or inaccessible.

Member Vassar said that the public comments opposing the route designation appear to be due to misperceptions about these commercial motor vehicles.

Member Vassar moved to send case #202006, SH-6, milepost (MP) 0.000 to 9.858; SH-8, MP 2.331 to 25.549; and SH-9, MP 0.000 to 13.522, to the Transportation Board with a recommendation for approval.

The motion passed unopposed.

Revisions to 129,000 Pound Truck Route Manual. FPM Luekenga presented additional revisions to the Manual based on the discussions at the last meeting. The main changes include the addition of the Idaho Trucking Association as a Subcommittee coordinating agency and additional timelines for the process to designate 129,000 pound truck routes if a request is returned to staff or denied.

In response to ITB Chairman Moad's question, FPM Luekenga said he presented the timelines to the Idaho Trucking Advisory chairman, who had no objections.

Member Thompson made a motion to present the 129,000 Pound Truck Route Manual revisions to the Transportation Board. The motion passed unanimously.

The meeting adjourned at 2:50 PM.

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



Request For Designated Routes Up To 129,000 Pounds

ITD 4886 (Rev. 03-14)

itd.idaho.gov

CASE #202006ID6

Idaho Transportation Department

Received 16 September 2020

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 Bennett Lumber Products Inc.		Contact Person's Name Brett Bennett or Jim Riley	
Contact Phone Number 208-875-1121 or 208-661-1478	Fax Number	E-Mail Address Brett@blpi or jim.riley@rileystegner.com	
Company Address 3759 SH-6		City Princeton	State ID
		Zip Code 83857	

State Highway Route(s) Requested

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

Highway Number	Beginning Milepost	Ending Milepost
SH-6	0.000	9.858
SH-9	0.000 10.127	13.522 26.317

Highway Number	Beginning Milepost	Ending Milepost
SH-8	2.331	25.549

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

Bennett Lumber Products lumber mill in Princeton, Idaho has previously been served by short line rail service provided by Washington Idaho Montana line. That rail service has been discontinued, so all wood products leaving the plant must be shipped by truck to ultimate destinations across the west or lumber destinations or reloads on rail in Clarkston, Washington, Lewiston, ID, Boise, ID or other locations. Today 100% of the product is manufactured at the Princeton plant are transported to customers or rail reloads by truck. Recent investments in road improvements on the state highways requested now allow the heavier loads to be safely accommodated. These routes will connect Bennett Lumber's Princeton mill to US-95 which has been approved for 129,000 lb loads throughout Idaho. Increased highway loads limits will allow necessary efficiency and fewer total truck loads than current requirements.

2. Associated Economic Benefits

Bennett Lumber Products employees approximately 250 employees, most of them associated with the Princeton sawmill. These are family wage jobs with benefit programs meeting industry standards. The annual payroll for the Princeton mill exceeds \$ 4.5 million. Additionally Bennett Lumber provides more than \$ 800,00 annually in contracts for local logging and forestry services in the area.

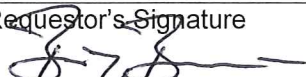
3. Approximate Number of Trips Annually

Forecasting about 1000 annually but will take several months (perhaps more than a year) to ramp up to this level

4. Commodities Being Transported

Lumber and possibly wood chips in the future.

5. Anticipated Start Date to Use Requested Routes Within Six Months of approval

Requestor's Printed Name Brett Bennett	Requestor's Signature 	Date 9/14/2020
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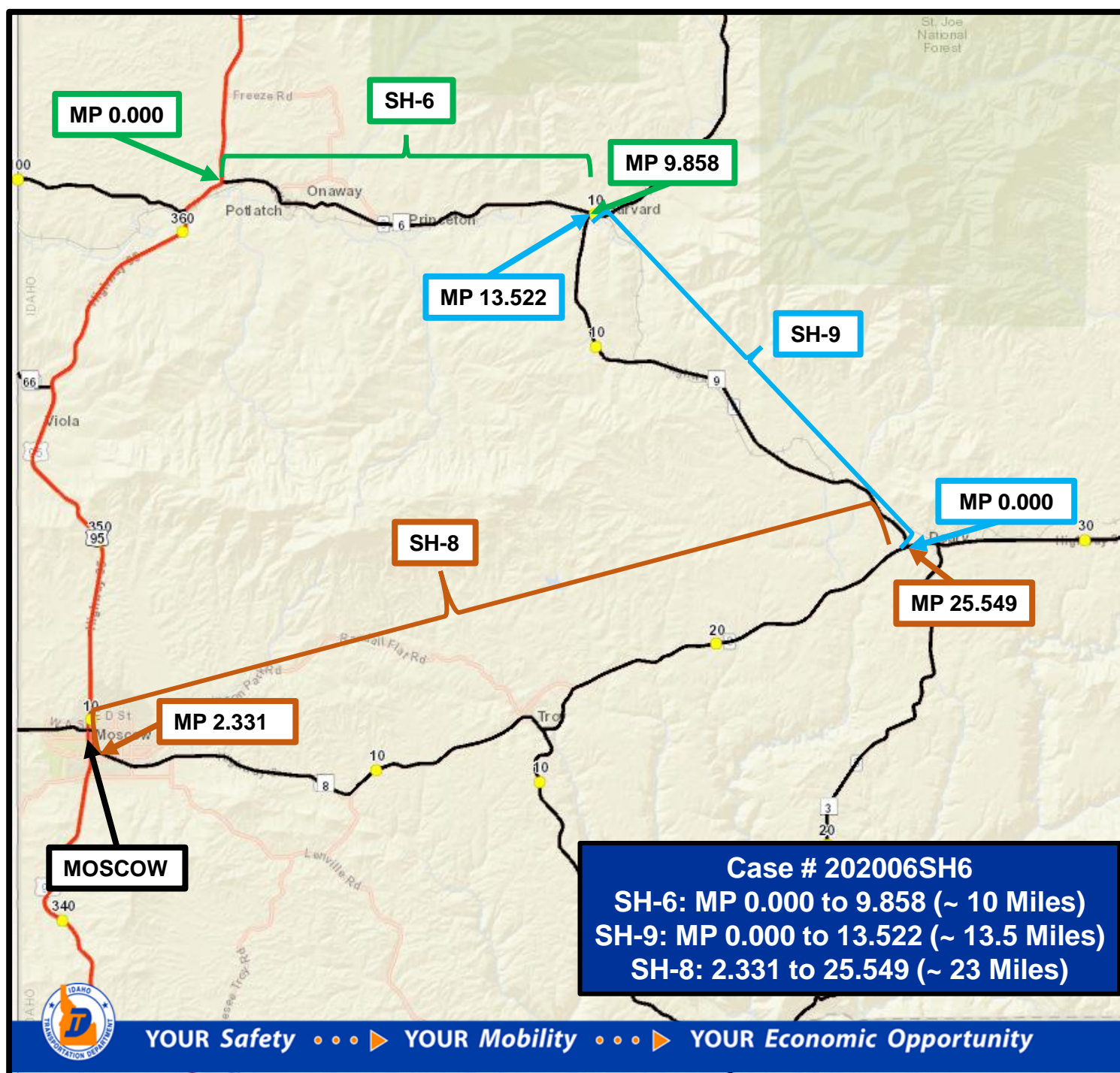
Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

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

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

Cc: Local Highway Technical Assistance Council (LHTAC)





129,000 Pound Evaluation of
SH-6: MP 0.000 to MP 9.858
SH-8: MP 2.331 to MP 25.549
SH-9: MP 0.000 to MP 13.522
(Case #202006SH6)

Executive Summary

Bennett Lumber Products Inc., is requesting sections of State Highways 6 (SH-6), State Highway 8 (SH-8) and all of State Highway 9 (SH-9) be designated as 129,000 Pound route(s) (Attached Map) for the transportation of lumber and wood chips from mills in Princeton, ID to a number of destination in Idaho and Washington. Bennett Lumber is projecting up to 1000 loads annually.

These highways are predominantly two lane rural arterial routes passing through agricultural, U.S. Forest Service lands and small rural communities. The highways pass through a mix of flat and rolling terrain with no dedicated passing or climbing lanes. The routes are currently coded as "Blue Routes" and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria.

ITD Bridge Asset Management has reviewed the thirteen (13) bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load. Pavement conditions range from good to poor. The Commercial Average Annual Daily Traffic (CAADT) constitutes 4.72% to 12.35% of the Average Annual Daily Traffic (AADT). These highways have no Non-Interstate High Accident Intersection Locations (HAL), SH-9 has four HAL Clusters. There are a total of 214 accidents on these routes of which three involved truck/trailers resulting in three injuries.

Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 2 all recommend proceeding with this request. District 2 is recommending SH-6, SH-8 and SH-9 be designated from a Blue Route to a Gold Route in accordance with the Extra Length/Excess Weight up to 129,000 Pounds map.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. DMV confirms that the requested 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-6 from milepost 0.00 to milepost 9.858 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria. The requested section of SH-9 from milepost 0.00 to milepost 13.522 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria. And the requested section of SH-8 from milepost 2.331 to milepost 25.549 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria.

Bridge Review

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

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

ITD Bridge Asset Management has reviewed the thirteen (13) 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.

Table 1. SH-6, Bridge Data

ROUTE	FROM:	US-95/SH-6 Jct
	MILE POST:	0.000
	TO:	SH-6/SH-9 Jct
	MILE POST:	9.858

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
SH-6	3.45	18821	244,000

Table 1. SH-8, Bridge Data

ROUTE	FROM:	SH-8/US-95
	MILE POST:	2.331
	TO:	SH-8/SH-9 Jct
	MILE POST:	25.549

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
SH-8	23.78	10245	228,000
SH-8	16.99	10243	3,118,000
SH-8	15.01	10240	1,080,000
SH-8	14.06	10235	348,000
SH-8	10.59	10226	938,000
SH-8	4.98	10221	280,000
SH-8	2.81	10215	258,000

Table 1. SH-9, Bridge Data

ROUTE	FROM:	SH-9/SH-8 Jct
	MILE POST:	0.000

	TO:	SH-6/SH-9 Jct
	MILE POST:	13.522

HIGHWAY NUMBER	MILE POST	BRRIDE KEY	RATING (lbs)
SH-9	13.19	10295	160,000
SH-9	8.84	10290	252,000
SH-9	5.91	10280	198,000
SH-9	2.92	10275	240,000
SH-9	2.03	10270	214,000

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

ITD District 2 Evaluation

District 2 is recommending SH-6, SH-8 and SH-9 be designated from a Blue Route to a Gold Route.

District 2 recommends the following road sections be designated as routes that are legal for a single trailer not exceeding 48 feet and a doubles configuration not exceeding 61 feet and 75 feet overall (doubles configurations can exceed one or the other and still be legal). Permit required if exceeding these dimensions and must not exceed 5.50 feet of off-track and 95 feet overall length including load overhang. Total gross weight not to exceed 129,000 pounds.

State Highway 6 (SH-6)

Roadway Characteristics

SH-6 is a two lane rural arterial route passing through agricultural, U.S. Forest Service lands and small, rural communities. The route is predominantly flat with no dedicated passing or climbing lanes. SH-6 traverses the cities of Potlatch and Princeton.

Roadway Geometry

Table 1. SH-6 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
0.00 TO 0.03	1 – 1 each direction	Yes	Paved	No
	12'			
0.03 TO 9.858	1 – 1 each direction	No	Paved	No
	12'			

Pavement Condition

SH-6 is asphalt paved and is rated in good condition.

Table 2. SH-6 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
0.00 – 2.400	Flexible	No	Good
2.400 – 5.000	Flexible	No	Good
5.000 – 8.000	Flexible	No	Good
8.000 – 9.858	Flexible	No	Good

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 3. SH-6 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
0.000 – 1.515	4,300	290	4.72
1.515 – 2.247	3,500	300	6.00
2.247 – 5.200	2,500	280	7.84
5.200 – 9.858	1,700	300	12.35

State Highway 8 (SH-8)**Roadway Characteristics**

SH-8 is a two lane rural arterial route passing through agricultural and wooded properties and small rural communities. The route is predominantly rolling terrain with no dedicated passing or climbing lanes. SH-8 traverses the cities of Moscow, Troy and Deary.

Table 4. SH-8 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
2.331 TO 3.293 (MOSCOW)	1 each direction	1	Curbed	No
	12'	Center		
3.293 TO 14.20	1 each direction	Yes	Yes	No
	12'	Turnbays at major intersections	Paved	No
14.20 TO 14.57 (TROY)	4 – 2 each direction	No	No	Yes
	12'			10
14.57 TO 25.549	2 – 1 each direction	No	Paved	No
	11'			
25.549	3 – 1 each direction	Yes	Paved	No
	12'	Left Turnbay to SH-9		

Pavement Condition

SH-8 is asphalt paved with a short section of concrete on SH-8 in Moscow. SH-8 is mostly good with some fair to poor areas.

Table 5. SH-8 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
2.331 – 2.700	Flexible	No	Good
2.700 – 3.293	Rigid	No	Good
3.293 – 5.050	Flexible	No	Fair
5.050 – 8.000	Flexible	Yes	Poor
8.000 – 10.630	Flexible	Yes	Poor
10.630 – 13.000	Flexible	No	Fair
13.000 – 14.255	Flexible	No	Fair
14.255 – 14.572	Flexible	No	Good
14.572 – 17.520	Flexible	No	Good
17.520 – 20.000	Flexible	No	Good
20.000 – 21.845	Flexible	No	Good
21.845 -24.000	Flexible	No	Good
24.000 -27.000	Flexible	No	Good

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 6. SH-8 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
2.331 – 2.626	15,500	860	3.88
2.626 – 2.842	14,000	660	3.30
2.842 – 3.069	12,000	550	3.21
3.069 – 3.383	9,800	450	3.21
3.383 – 4.138	5,500	290	3.69
4.138 – 4.415	5,700	280	3.44
4.415 – 4.925	4,500	280	4.36
4.925 – 5.145	4,900	280	4.00
5.145 – 5.800	4,900	280	4.00
5.800 – 7.942	4,500	190	2.96
7.942 – 8.800	3,600	190	3.69
8.800 – 9.312	3,300	190	4.03
9.312 – 11.409	3,300	180	3.82
11.409 – 11.587	3,000	180	4.20
11.587 – 14.488	3,000	180	4.20
14.488 - 14.572	2,200	180	5.73
14.572 – 15.271	1,800	180	7.00
15.271 – 16.120	1,600	150	6.56
16.120 – 16.980	1,600	150	6.56
16.980 – 18.498	1,500	150	7.00
18.498 – 19.158	1,400	150	7.50
19.158 – 21.173	1,400	150	7.50
21.173 – 22.146	1,400	150	7.50

22.146 – 23.848	1,200	150	8.75
23.848 – 25.549	1,500	150	7.00

State Highway 9 (SH-9)

Roadway Characteristics

SH-9 is a two lane, rural arterial route passing through agricultural and wooded properties and is predominantly rolling terrain with no dedicated passing or climbing lanes. There is a railroad underpass at MP 8.85 with a height clearance of 17' 0". There is a signed, at-grade railroad crossing at MP 13.50. There are no cities on this section of SH-9. The speed limit is limited to 55MPH.

Table 7. SH-9 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
0.00 TO 13.522	2 – 1 each direction	No	Paved	No
	12'		3'	

Pavement Condition

SH-9 is asphalt paved and is rated in good condition.

Table 8. SH-9 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
0.00 – 2.000	Flexible	No	Good
2.000 – 3.360	Flexible	No	Good
3.360 – 6.000	Flexible	No	Good
6.000 – 7.260	Flexible	No	Good
7.260 – 9.500	Flexible	No	Good
9.500 – 11.500	Flexible	No	Good
11.500 – 13.522	Flexible	No	Good

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 9. SH-9 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
0.00 – 2.316	1100	170	10.82
2.316 – 5.751	1000	150	10.50
5.751 – 11.139	1000	110	7.70
11.139 – 13.522	1100	110	7.00

Truck Ramps

No runaway truck ramps exist along these routes.

Port of Entry (POE)

There are two P.O.E. rover sites on SH-6 at MP 2.8 and MP 9.75. There are no P.O.E rover sites on SH-8 or SH-9 within the requested route change.

Safety Review

Accident Data

State Highway 6

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 53 accidents involving 65 units (0 fatalities and 18 injuries) on SH-6 between US-95 and SH-9 (MP 0.0 – 9.858) of which only 1 of the accidents involved a tractor-trailer combination. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. SH-6, HAL Cluster

ROUTE	STATEWSHE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

State Highway 8

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and four HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 134 accidents involving 187 units (1 fatality and 62 injuries) on SH 8 between US-95 and SH-9 (MP 2.331 – 25.549) of which two of the accidents involved a tractor-trailer combination resulting in two injuries. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. SH-8, HAL Cluster

ROUTE	STATEWSHE RANK	MILE POST	LENGTH (MILES)	COUNTY
SH-8	153.5	8.442-8.80	0.358	Latah
SH-8	361	4.925-5.80	.875	Latah
SH-8	412	5.80-7.30	1.5	Latah
SH-8	421	19.158-19.658	0.5	Latah

State Highway 9

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 27 accidents involving 29 units (1 fatality and 9 injuries) on SH-9 between SH-6 and SH-8 (MP 0.0 – 13.522) of which none of the accidents involved a tractor-trailer combination. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. SH-9, HAL Cluster

ROUTE	STATEWSHE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

Climate Data

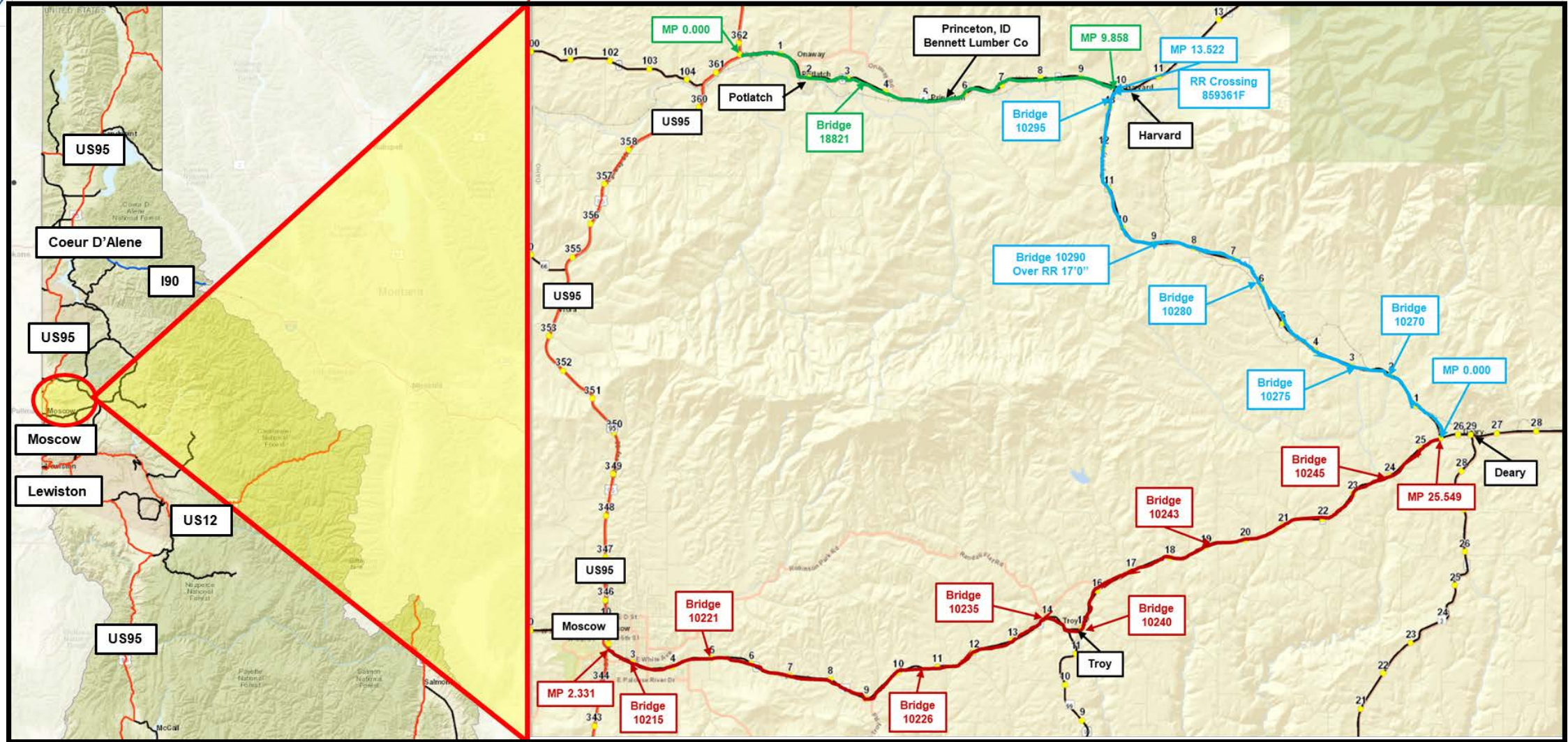
PRECIPITATION	ANNUAL AVERAGE
Rainfall	27.04"
Snowfall	49.0"
Days w/ Precipitation	110
Days w/ Sun	255

END EVALUATION



129,000 Pound Route Application 202006SH6

State Highway 6, State Highway 9 and State Highway 8



****Note:** Map color codes have no relationship to
DMV's Extra Length/Excess Weight up to 129,000 Pounds Map
or Route Capacity Map

— State Highway 6 MP 0.000 to MP 9.858
— State Highway 9 MP 0.000 to MP 13.522
— State Highway 8 MP 2.331 to MP 25.549



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

**129,000 Pound Route
Public Comments
Case# 202006ID6**

E-MAILS

Name: Marvin Alderman
Phone Number: None Provided
E-mail: oyimmy@gmail.com
Specific Route: ID-6, ID-8 & ID-9
Date: 12/7/2020

i for one am against any reclassification of any and all highways in north Idaho. i drive a truck for a living and actually see for myself as well as feel it to. Highway 6 is just too narrow and beat up and should be completely ripped up and widened and made to haul these extreme loads first. Highway 9 this summer got a makeover, what a flipping joke. \$1.8 million dollar rip-off!! Again it should be ripped up 100%, widened 6 feet each side, and made to handle extreme loads with passing lanes. Highway 8 is in the same boat. Highway 9 makeover is now, you hit the high bumps and drop down between them, where before you dropped down in bottoms to shoot out the tops. They sawed out cracks, filled them in higher and called it good. They all and i mean EVERYBODY involved should be fired! You ride in a 18 wheeler {and i invite you to ride with me} you wouldn't even doubt what i am saying. Then throw a big snow storm like we had 3 weeks ago and the state will not plow it till late afternoon when most heavy rig traffic has it beat down a gone home. Again these roads are not made for extreme loads in any fashion of the word. Until these engineers get a clue it will be a death wish. Highway 8 to highway 3 is in the same boat. Narrow needs complete redone. These highways are very much so high capacity money loads for the state of Idaho. Lots of chips, logs, and lumber amongst other trucks. Let Bennett take them thru potlatch and down highway 95 as it is closer to where his destination is anyway. Again i cannot say it loud enough. I OPPOSE BENNETTS RECLASSIFICATION OF HIGHWAYS.

Thank you, Marvin Alderman

Marvin Alderman

Name: Chuck Brosious
Phone Number: None Provided
E-mail: edinst@tds.net
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I-9 Harvard to Deary Highway 6

<https://itdprojects.org/projects/id9dearytoharvard/>

RE: Proposal to reclassify I-9 Harvard to Deary Highway 6 highway to allow >120,000 pound loads.

Comments submitted to; officeofthechiefengineer@itd.idaho.gov

The Environmental Defense Institute objects to allowing Bennett Lumber to haul <120,000 pound loads on I-9 Harvard to Deary Highway 6 unless the following conditions are met:

1. When the road was rebuilt, was it constructed for <120,000 pound loads? If not, then Bennett Lumber must pay for the new upgrade that can handle the increased loads.
2. Qualified engineers (paid for by Bennett Lumber) must certify the roads qualifications to handle the increased loads and publish their findings.
3. Weight limit checks must be implemented to ensure compliance.

Regards

Chuck Brosious

edinst@tds.net

President Environmental Defense Institute Box 220 Troy, ID 83871

208-835-5407

Name: Allen Hodges
Phone Number: 208-342-3521
E-mail: allenh@idtrucking.org
Specific Route: ID-9 & ID-6
Date: 12/7/2020

To whom it may concern,

The application for 129k on Highway 6,9, and 8 requested by Bennett Lumber Products should be granted. 129k involves less trips on our roads which also reduces the carbon footprint from trucks.

It also allows the weight to be less of an impact to the road surface on each axle because of spreading the weight out more via more axles required on 129k, the impact to the road is less per axle than the axle weight on a 80,000lbs truck. Also more axles equals more brakes and that increases the safety also for the public and the truck.

Thanks for your consideration.

Allen Hodges
President/CEO
Idaho Trucking Association
3405 East Overland Road/Suite 175
Meridian, ID 83642
P 208.342.3521

Name: Garry Queener
Phone Number: 208-835-5881
E-mail: gqueue@tds.net
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I am writing to request that highways 8 and 9 NOT be allowed to carry the loads of up to 129,000 pounds.

I traveled from Troy to Deary for 25 years and from Troy to Princeton (via highway 9) for 3 years. We currently travel from Troy to Moscow over highway 8 several times a week. It seems that the TRENCHES formed in the asphalt from heavy loads is getting worse enough to cause serious puddling. At the very least this causes a lot of water/slush to be thrown up on passing vehicles and often times can even cause hydroplaning when one is force to drive in these tracks.

With the possible exception of highway 8 between Troy and Deary (the newest, now 40+ year old roadbed), these highways were not designed for loads this high. If I remember correctly, load limits prior to the 1980s were about 80,000 pounds. I know that most heavy loads have additional axles, but there still seems to be damage done, especially during the spring months when soils are saturated.

We are STILL waiting for some improvements in the section of highway 8 between Troy and Moscow. How many years now without any upgrades?

Our roads have much more truck traffic than they were ever designed to experience. It seems that profits for one may take precedence over the rest of us. I hope that you will strongly consider NOT approving this request.

Most Sincerely,

Gerry Queener
1900 Little Bear Ridge Rd
Troy, ID 83871
208-835-5881

Name: Kirk Todish
Phone Number: 208-875-1321
E-mail: kirk@blpi.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I am in favor of raising the weight limit

Kirk Todish

Name: Jim Vandegrift
Phone Number: 208-874-2104
E-mail: jim@blpi.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

Good morning and thank you for allowing my comments

I firmly believe that State Highways 6, 8 and 9 should be reclassified to include 129K pound loads to be hauled.

The recent improvements, especially to Highway 6, were done to allow for this traffic and I believe it should, finally, be allowed. The road structure can handle the increased load capacity and it will allow for a more consistent, and fair, transportation system between North Idaho and South Idaho.

Please reclassify Highway's 6, 8 and 9 to include the 129K pound allowance.

Thank You for your consideration

Jim Vandegrift
1838 Conestoga St.
Moscow, Idaho 83843
208-874-2104

Name: Larry & Carol Grupp
Phone Number: (208) 882-0446
E-mail: lgrupp@turbonet.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

Good Afternoon:

We certainly support reclassification of Idaho Highway 6 from US-95 Junction to Harvard, Idaho Highway 9 from Harvard to Deary and Idaho Highway 8 from Deary to the US-95 Junction in order to classify them as legal for commercial loads weighing up to 129,000 pounds.

Also would be nice if you finally got the last Lewiston-to-Moscow four-lane on U.S. 95 put in place.

Thanks for the opportunity to comment.

Larry & Carol Grupp
1115 Paradise Ridge Rd
Moscow, ID 83843

(208) 882-0446

Name: Jackie Meckel
Phone Number:
E-mail: bkmeckel@frontier.com
Specific Route: ID-9 & ID-6
Date: 12/8/2020

Please move forward with the request.

Jackie Meckel
1101 Meckel lane
Potlatch, ID
83855

Name: Richard Kopel
Phone Number: 208-310-2308
E-mail: barrister33556@yahoo.com
Specific Route: ID-9 & ID-6
Date: 12/8/2020

My wife and I reside in the City of Moscow, approximately 1/2 mile uphill from and with a direct view of Hwy 8. We constructed our home on Hampton Court in 2019 in accord with and even exceeding the relevant building codes. Obviously, we had not spent time on our lot in the late evening/early morning hours prior to the completion of our home when we obtained a certificate of occupancy. After moving into our home in March, 2019, we were shocked at the loud road noises in the late evening/early morning hours, which we can hear in our home emanating from truckers using their brakes on Hwy 8. After reading the proposal, we are fearful that if this request is granted, the noise problem will worsen. Since the hearing is virtual and no live questions and answers are possible, we wanted to be sure our noise concerns are taken into consideration. We would like a response from an expert, letting us know what noise impact is likely should the request be granted. Thank you for your consideration.

Richard and Kathryn Kopel
barrister33556@yahoo.com
(208)310-2308

Response to Mr. Kopel E-mail sent 12/14/2020

Mr. Kopel,

The Idaho Transportation Department has not conducted any studies on 129k trucking and how it impacts noise. However, since 129k trucking typically results in a reduction in overall truck traffic, it is possible that residents along the highway could expect to hear less noise from truck traffic as a result of increasing the weight limits. Concerns about noise should be directed to local governments since ITD does not have the authority to regulate noise produced by commercial trucking. Usually cities and counties do this by passing ordinances that prohibit the use of engine (jake) brakes and having law enforcement organizations enforce them.

Mr. Kopel response 12/14/2020

Mr. Luekenga,

After reading your response to our concerns with the likely noise increase from the requested truck weight limit change, I was very disappointed although not surprised. During my long career as an attorney, I worked for several government agencies in both Florida and Montana. A lot of my time was devoted to working with government regulators in an effort to modify laws and regulations to better serve the public good. It is obvious that the current IDT authority regarding the impact of trucking on our state highways is missing an important element in determining whether an increase in weight limit should be allowed. It is unreasonable that IDT should not examine whether a requested change will cause increased noise which affects residents in the community.

Please pass my emails on to your Department head so that my concerns can be considered when IDT is requested to suggest changes to current state laws and regulations which it administers. Hopefully, your agency's decision in this case will not result in increased road noise that negatively impacts our enjoyment of life in Moscow. By the way, I had left a voice mail requesting a return call at the phone number on the notice and never received a call back (I know that was not your number so I am not faulting you personally). Since there will be no in-person hearing, at least your agency should return calls to allow the public to ask questions.

Richard and Kathryn Kopel
(208)310-2308

Name: Leonard and Lois Rasmussen
Phone Number:
E-mail: lenny.rasmussen@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/8/2020

First my qualifications for these comments, I have over 40 years of over the road flatbed driving experience. I live in the Potlatch area and have driven all roads under consideration with doubles (40-20 and B train) as well as Bennett's Chip trucks. My wife is also a qualified driver and grew up in the area.

We question the need for the heavier longer tractor trailer combinations. The lumber trucks currently loading out of the Princeton mill need to be legal for over the road to other areas. These are out of area units so the impact on the local Potlatch-Princeton economy is marginal. The only lumber trucks for the haul from Princeton to Lewiston that would be hauling the oversize loads would be Bennett's own. Will these units be in addition to the ones they already have on the road? Will they remove current units or keep them and just increase their capacity? Thus there would actually be no decrease in truck traffic. How many jobs will be removed if they go to the heavier longer loads? Would they need more trucks and drivers if the request is not approved? Will the number of chip trucks be decreased or will they keep what they have and add? What will be the impact for total jobs?

The roads under consideration are two lane roads, with limited areas for passenger vehicles to pass the current trucks that travel these roads. We have experienced being passed on the current double yellow no passing zones on each of these roads. It is dicey at best for a passenger vehicle passing with a "regular" 18-wheeler. With the added length and weight of the proposed vehicles there will be more opportunity for tragic passing results.

The "rolling hills" noted in the reports in a passenger vehicle are not noticeable. In a fully loaded 18-wheeler, whether it is a set of doubles or one trailer they are pulled down in speed. The proposed heavier longer units have the potential of backing up traffic. Will there be passing lanes constructed? This should be a requirement to allow these longer heavier vehicles.

The bridges may be judged safe at this point in time. However, with increased weight will the bridge over Deep Creek on highway 95 be sufficient? What about the bridge over the Palouse River? It has sustained flood damage in the past.

On each of the proposed routes they will be traveling through the middle of the towns. The Potlatch route is down a significant grade, right past the elementary school, the main intersection between the shopping mall and bank with a nearly 45 degree curve at the bottom. This is a safety hazard even with the newly widened curve. There are many passenger vehicles entering the road from the busy businesses and these heavier longer loads will be less able to stop when someone pulls out in front of them.

The Potlatch Y junction needs a circle intersection to slow the traffic both ways on 95. The larger heavier longer loads take way more time to get going from a full stop thus potentially blocking the highway both ways.

Are the heavier longer trucks really needed for Bennett Lumber to continue doing business?

Thank you for the opportunity to comment.

Leonard and Lois Rasmussen
Potlatch

Name: Willi Boni
Phone Number:
E-mail: willi.boni@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

The Bennett lumber application to reclassify the highways looks like a good a idea to reduce truck traffic in those areas!

Name: James Foster
Phone Number:
E-mail: jamesfoster@mac.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

As a resident of Potlatch, I oppose this change. Logging trucks are already very loud. Larger trucks will be even worse. Also, by using larger trucks, Bennett will need fewer drivers. This would harm the workforce and local economy.

James A. Foster
410 Cedar St
Potlatch, ID

Name: Lynne Haagensen
Phone Number:
E-mail: lynneh@uidaho.edu
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

I will start by discussing the 23 mile stretch of Highway 8 from Deary to the intersection with 95 in Moscow. Allowing heavier trucks on this stretch of road is a horrible, dangerous idea. This stretch of road is heavily used, especially by morning and evening commuter traffic to and from Moscow. The road IS NOT like the picture on the postcard!! It has numerous bends, few places to pass even another car, much less a truck. Many residential driveways open onto the road. There are also well used secondary roads intersecting this stretch, like the entry to Spring Valley Reservoir, that result in people stopping on 8 in order to make left turns. The road passes through the small charming town of Troy that has no stoplight, but rather a number of crosswalks used by children, townspeople crossing the road to their favorite deli, and even a particularly social wild duck. Any increase in the time it takes to stop, or any hurrying by a trucker trying to meet a deadline would put lives at risk in the town. I live near Troy and do not want to see Main Street become dangerous.

Highway 9 from Harvard to Deary is straighter, but as it is unsafe for large load trucks to continue from Deary to Moscow, it does not make sense to change the rules for 6. Better to keep it as it, a lovely road for country driving. Also, commuter traffic on 6 is increasing, and there are ever more driveways. Trucks could reach 95 via Kendrick and Jullietta, but these small towns have challenges similar to those of Troy. I do not know if the roadbed is strong enough for such heavy trucks.

Changing the classification of Highway 6 from 95 to Harvard is also a bad idea. The distance involved is shorter. BUT, putting more heavy truck traffic onto 95 would make the commute from Potlatch to Moscow even more dangerous than it is now. No change should be made until 95 is a true four lane highway all the way from Lewiston to Coeur d'Alene.

Thank you for your attention.

Lynne Haagensen
1060 Lamb Road
Troy, ID. 83871

Name: Brian and Pam Robertson
Phone Number:
E-mail: avonontheroad@outlook.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

Thank you for the opportunity to comment on the proposed 129k limits on Highways 6, 9 and 8.

Our county road (Old Avon Rd) intersects Highway 9 and a truck coming from the south by our road is on a downhill with an approximate .8 mile straightaway ahead. Trucks now come over that hill at 55 mph and greater and visual distance is not that great. Pulling out onto the highway is sometimes a white-knuckle event. There are numerous county roads and driveways (we've noticed you've been relocating driveways

for better visual distance the past couple of years) that intersect the highway with short visual distance. Our concern is that a 129k truck will have an increased stopping distance even though it has more braking "power" with extra axles. Does the FMSCA set stopping distance standards for heavy trucks and do they have the data showing those distances? We would like to see the data if available.

Brian and Pam Robertson
1060 Old Avon Rd
Deary, ID 83823

Name: Ed Haagen
Phone Number:
E-mail: ehaagen@me.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

I have seen what happens when they increased the weight limits to roads in Pennsylvania to allow coal trucks to transport heavier loads. They went from BAD to almost impossible to drive on. I could see allowing an increase load limit from the mill to HWY 95 but not the other areas. We should not be responsible for providing Bennett with an increase in profits by allowing them to destroy our roads. How much of an increase are they paying in highway taxes??

Think this through very carefully.

Ed Haagen

Name: Raymond and Kitty Geidl
Phone Number:
E-mail: geidl619@frontier.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

Because of the 2020 Labor Day wildfires on the west side of Clearwater County, there is need to salvage burned Ponderosa Pine. The Bennett mill at Princeton, Idaho, is the closest mill that efficiently handles this damaged timber. As landowners of 100+ acres of damaged PPine due to the Clover fire, allowing trucks to haul an additional 23,500 pounds per load will increase the ability to utilize a perfectly good lumber product that might otherwise go to waste.

We urge the ITD chief engineer to allow the load weight limits in Latah and other counties to be set at a rate recommended by science engineers who know what they are talking about so that useable lumber can be produced at a competitive price with other counties in the state. Therefore, we agree with increasing truck load limits by 23,500 or more pounds if engineers say that the roads are built for it.

Thank you for your consideration.

Raymond and Kitty Geidl
294 Bashaw Road
Orofino, Idaho

Name: Myron and Verlynn Emmerson
Phone Number: 208-875-0079
E-mail: myver.emerson@gmail.com.

Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

ITD Freight Program Manager

As a resident of Latah County for over 70 years and taxpayer, I would like to submit my approval for the reclassification of portions of Highway 6, 8 and 9 to 129,000 pounds. Your analysis is acceptable and sounds reasonable. Please accept my approval of this change. I see NO disadvantages to this request. If you have any questions or concerns, please do not hesitate to contact me.

Best Regards,

Myron Emerson
1030 Boller Road
Potlatch, Idaho 83855
Ph. 208 875 0079
myver.emerson@gmail.com

Name: Abigail Fuller
Phone Number:
E-mail: abbyfuller@idaho.net
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

The following comments are for the virtual public hearing on Bennett Lumber's application to use heavier load trucks on Highways 6, 9, and 8, case # 202006SH6.

I have reviewed the engineer's statement and the FAQs available online and I have several comments on the request to change the weight rating on Highways 6, 9, and 8. The first two comments are for all three sections and the rest are specific to Hwy 8, which my husband and I live along at mile 23.

Bridges – The engineers believe the bridges can handle the weight on ONE heavy truck. What happens when TWO trucks happen to be on the bridge at the same time? (example – one heading East and one heading West) It need not be two lumber trucks, because once you change the rating on the roads ANY heavier truck can drive on these sections. It could be a lumber truck and a gravel truck. We get a fair number of the latter on this stretch of Highway 8 due to the gravel pit just down the road from us, which now has an entrance directly to Highway 8.

Winter snow – You've listed an average, but we get a lot of snow out here. One recent year we had 88 inches. Some stretches of road are known to be icy, due to lack of sunlight in the winter months from the trees.

Troy – The report says Troy has two lanes on either side, but fails to mention that in the winter they pile snow down the center, reducing the lanes to no more than 1 1/2 on either side. Given the steep hills down into Troy, this should be a concern for heavier trucks.

Highway 8 accidents – I noted that the Report admits there have been more accidents on Highway 8 than the other two sections. This may be because some of the road is steep and curvy – the worst section is down into Troy going West. With guardrails there is little shoulder on this stretch and it gets little sun in the winter, so can be icy. It could also be because Highway 8 gets more traffic, both commuter traffic and trucks, and it also gets a fair amount of farm equipment moving back and forth, often as over-sized loads. As a driver on this road, I don't feel it is wide enough for bigger trucks.

Noise – The trucks that go by our house often use their compression brakes going down the hill, as one did at 6:30 this morning. How much more noise will the bigger trucks with more brakes make? The ones we get now are noisy enough, we don't need more.

Truck traffic – Bennett says there will be up to 20% fewer truck-trips per day with bigger trucks. How long will that last? Won't they end up shipping more product once they have bigger trucks? And once you allow bigger trucks, what's to stop other big trucks from using the same stretches? I'm particularly thinking of the gravel trucks and logging trucks, although the latter are probably limited by smaller roads further on. I think believing there will be fewer truck trips overall is wishful thinking.

In conclusion, I have concerns about this plan. I suggest you give further consideration to bridge safety, and I specifically request that you disapprove the stretch of Highway 8 included in this proposal, because it is unsuitable for larger loads and because I don't want them driving past my house or have to meet them on the road. Bennet has not even explained why they even need Highway 8, when Highway 6 to 95 is a shorter route.

Thank you for considering my comments.

Abigail Fuller
4750 Hwy 8 (PO Box 85)
Deary, ID 83823

Name: Thomas Heward
Phone Number:
E-mail: thomas_heward@outlook.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

Okay to 95 through Potlatch.

The Deary and Troy routes are both filled with hills and traffic that would best be suited to have passing lanes on that don't exist. Those routes would not only take the beating of the extra heavy traffic. But would also slow down existing traffic in a hazardous area. Those routes are problematic.

Name: Bonnie Wilcoxson
Phone Number:
E-mail: bjwil@potlatch.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

I am a Princeton resident and have received the notice regarding Bennett's weight reclassification for Hwy 6, at least I'm assuming I understood your online evaluation to reflect that this is a weight increase request and, furthermore, they want the state to pay for any modifications. However, I am not an engineer and I don't completely understand the ramifications of Bennet's request. Can you help me with that?

What, exactly, to they want?

And what, exactly, are you recommending?

Thank you,
Bonnie Wilcoxson
Bear Creek Road

Princeton, ID

Name: Arthur Smith
Phone Number:
E-mail: arthursmith@earthlink.net
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

Talk about putting lipstick on a pig.

According to ITD, approving Bennett's application for larger and heavier loads on highways 6, 8, and 9 will reduce traffic, promote local industry, result in greater public safety and convenience, as well as save the environment.

I don't buy it.

These highways, which serve rapidly increasing rural populations, are two lane roads with limited passing opportunities. They already accommodate a substantial volume of trucks which, by any common measure, are large. Permitting loads designed for multi-lane interstate highways will only invite greater volumes of even larger trucks. Bennett and others may save on shipping costs but those benefits will come at the expense of the convenience and safety of local residents and the general traveling public.

Whatever the merit of raising loads and weights on straight and open roads in the south, the existing length and weight limits on highways 6,8, and 9 are appropriate and should not be changed.

Arthur Smith
Hwy 9, Deary

Name: Kevin Carson
Phone Number:
E-mail: kevincarsonauthor@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/20/2020

I am concerned about the reclassification of the three highways for commercial loads. These large logging trucks run through our towns at high speed with heavy loads. You are asking for fatalities. Unless the state can provide State Police to regulate and enforce speed and safety requirements we will be in danger in all of these communities. I am against your cozy arrangement with Bennet.

Kevin Carson Troy, Idaho

Name: Malika McKenzie
Phone Number:
E-mail: malikas1email@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/20/2020

Hello-

I wanted to commit that I do not approve of those heavy loads utilizing the local highways.

Thank you,

Malika McKenzie

Name: Sarah Stanton
Phone Number:
E-mail: stantonfarmdeary@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/21/2020

Dear Sirs,

I am writing to you to offer my comments regarding the proposed reclassification request by Bennet Lumber Company for Highway 6 from the US-95 junction to Harvard, Idaho Highway 9 from Harvard to Deary, and Idaho Highway 8 from Deary to the US-95 junction.

I live at 1371 Mica Mountain Road, Deary Idaho since 1992, and commute almost on a daily basis to Moscow and Potlatch on the roads involved in this reclassification.

I read the feature article in the Lewiston Tribune regarding this issue, and it is my opinion the ITD has overlooked several important factors regarding these roads and their fitness to be reclassified to take weights up to 129,000 pounds.

First of all, the State has not kept up with the maintenance of these roads in regards to the heavy traffic they currently serve. Case in point; Highway 9 was to be resurfaced this summer, but when the company contracted with the job, Knife River Corporation, were not able to complete the work, because the road base was so degraded that it was interfering with the work. What is needed is a complete reconstruction of the road. Instead the road was chip-sealed. As the road has worn from the summer, the bumps, cracks, and grooves are returning.

Highway 8 is grossly under engineered for the amount of traffic that it serves. It is common to be in a line of cars heading West going to Moscow any day of the work week that is 75 to 100 cars long. And, the same when returning Eastward. There are no safe passing lanes, and the grooves in the pavement attest to the amount of traffic. In wet weather drivers drive on the meridian or on the shoulder to keep their cars from hydroplaning in the grooves. "Riding the ridges" gives some semblance of control, but hardly safe when heavy on-coming traffic is encountered.

I am a big supporter of Bennett Lumber, and I am grateful for their business and support to our community. I think they deserve to have better roads, and I understand their need for a road upgrade. Unfortunately, the roads are in a deplorable condition, and the state has shown complete lack of responsibility in maintaining these specific highways. I would like to see the ITD put these roads at the top of their priority list and upgrade them with added passing lanes or an increase to 4 lanes in some sections where feasible, and a reconstruction of the road base that can withstand the heavy traffic these roads endure. If these issues are met, then a reclassification would be feasible.

Respectfully submitted,
Sarah Stanton

Name: Donald & Betty Nagle
Phone Number: (208) 875-1393
E-mail: bnagle35@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/21/2020

We support the Bennett Lumber Products request to reclassify the above highways in order to increase their load limits.

Donald & Betty Nagle
1625 Deep Creek Road
Potlatch, ID 83855

Name: Kendra Guernsey
Phone Number:
E-mail: manykitties12@hotmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 1/4/2021

Dear Sir,

I would object to allowing larger trucks on Rt. 8. The noise of their passing is already excessive, and their braking is very loud. I am over a quarter mile off Highway 8 – long driveway – because I thought distance from the road would be quiet. The trucks are so loud that they sometimes wake me up at night. I can hear them braking for the stop sign at the end of the road which is at least a mile from my house. It is not just business and farmers which must be considered, other people live here too and many came for a rural life and quiet and solitude.

Bennett Lumber already has those log trucks which must be quite heavy and I also see some with extra trailers attached. What can they possibly want to transport that they need larger trucks? And then what will creep in to be transported that no one would want there?

So, please consider NOT adding to the already excessive noise from trucks in this area.

Sincerely,
Kendra Guernsey

Phone

Name: Sean Powell
Phone Number: 208-8758929
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Hi, this is Paula Bartlett, also calling for Chad Bartlett at 4020 Deary Street, Harvard, ID. I do not think that this should be passed through because we already hear so many jake brakes and truckers going through Harvard, uh, even though it's going to be a little west of Harvard. I am not for it. Thank you. Bye bye.

Name: Carolyn Rose
Phone Number: 208-875-8929
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Hi, this is Carolyn Rose at 4597, Highway 6, Harvard, ID. (208) 875-8929. I live a quarter-mile up off the road with trees that buffer, and I am hearing a lot of jake brakes for the last couple of weeks um off of Highway 6 so I am concerned about reclassifying this road. Um, that is my main road that I get up on to. I don't know who the company is, but it's one logging truck after another and they use their jake brakes a lot. Uh it starts at like 2 in the morning and it lasts until about 8. Anyways, any questions give me a call. Thank you. Bye bye.

Name: Craig Roberts
Phone Number: 208-875-1269
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Craig Roberts. Princeton, Idaho. (208) 875-1269. Uh I used to be a truck driver, had a Mullan truck, and uh, I think it you're it should go back down to 80000 pounds. We would put more people to work, and we wouldn't tear up the road so bad cause the taxpayers have to pay for the roads, and uh the fuel does pay for some of it, but not all of it. And uh just like south Idaho they have that 129,000 down there because of Simplot. Simplot owns the government, and down there they can do about what they want. But up here we have frost and and then heat and stuff.

Just like coming into Lewiston they had to do all of that with concrete so that the heat wouldn't take that up. And you can tell the ruts right where the single-tire trucks go at 105,500 you know. And that's just like coming down the Lewiston grade it's 55 mph for trucks, now they're going 65 mph down there because they have a retarder and a jake. Why don't they pick them up? I don't understand what's going on.

Uh, that's my opinion. I just wish they would go back to 80,000 pounds and that would put more truck to work, more people to work and and the company's lumber...my dad worked for Bennett Lumber all his life, and they still make money doing it without hauling 126,500 in there, 129,500 I meant. So uh so anyway that's my opinion. I hope it makes a difference. I hope you have a different train of thought there. So thank you very much. Bye.

Name: Patrick Grady
Phone Number:
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Yes, this is Patrick Grady. My num my address is 1143 Bear Creek Road, Princeton, Idaho 83857. Um I want to share my concerns with having heavier loads on the highway. I have no problem with Bennett Lumber trucks or any local commercial trucks because I know they are well taken care of. My issue is uh with the trucks that come in and travel on these same roads I have to use every day to work and my wife and my kids because many of them relative, relatively speaking, do not follow the speed limits in Princeton, out of Princeton, on the corners out of Princeton going toward the Bennett Lumber Mill and beyond Harvard. The there's many farmers and one in particular I know personally that never carries insurance on his semi-trucks that he hauls hay with and uh yeah the road's the road is very windy in these in these areas and the Deary shortcut is uh speed speed demons on that road logging trucks, chip trucks, grain trucks, you name it, freight trucks, never follow even remotely close to speed limit. And unless I had absolute proof that you're going to shore up the the the the police force that's going to come and the highway patrol to ensure that people are not going to be excessively speeding in these trucks on these roads and that they are being weighed out of Potlatch and making sure that people are not going over limit for what the trucks are rated for then I would not be supportive of it. I actually think the railway should be opened up and get trucks off the highway, not more weight and more danger on the highway. But that's too bad because I know Bennett's and many of the other local companies take very good care of their trucks and have dash cams and they they watch their trucks very closely they got GPS on them, but unfortunately that's not the case for everybody. It's the others that I don't like um I'm I'm not going to be supportive of. And that's it. Thank you.

Name: Christine Ford
Phone Number: (208) 997-8361
Email Address:
Specific Route: 202006ID6
Date: 12/14/2020

Hello, my name is Christine Ford. I live at 1021 Angus Lane. This is just off of Highway 9. I'm representing myself and my husband. Excuse me. I went to the website and reviewed the information you had on weighing up to 129,000 pounds um commercial loads. My husband and I discussed it, and we foresee that there are going to be higher accidents with it double tractor trailers so we are against reclassifying the highways. We want to keep the classification as they are now and have single-tractor trailer loads. If you have any questions give call me back. (208) 997-8361. Thank you. Bye.

Name: Kevin Johnson
Phone Number: (208) 301-2550
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Hello, my name is Kevin Johnson. I'm a trucker. I own eight large trucks, and I'm absolutely against raising that that that weight, that 129,000 pounds on the highways. I am against it. Bennett Lumber has

their thumbs on everybody. They are controlling many, many things they should not be controlling, and absolutely not.

Name: Rich Slognia
Phone Number: (208) 892-8686
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Uh I am Rich Slognia at uh 529 Northeast in Moscow and my comments are this, uh, are more of a question I think. Uh the commercial loads weighing up to 129,000 obviously are more than uh than uh than what's allocated, or permitted, right now uh I don't know what the limits are right now, but uh the question I have are these roads going to be able to take that kind of load? And uh or have they been rebuilt to take them? To take the loads? Cause otherwise they're just going to tear up the roads, and the taxpayer is going to wind up paying for new roads, new construction. And uh that's a concern of mine. Uh my mailing address is PO Box 8507, Moscow, 83843. So I thank you.

Name: Margo Welch
Phone Number: (208) 877-1031
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Yes this Margo Welch at 1429 Forks Road Deary, Idaho. My comments on your proposal are as follows. First of all I would not recommend I am against your reclassification and these are the reasons. I've lived here now in Latah County for since 1993, and the big trucks are pretty much already a pretty big issue for commuters going back and forth to Moscow. And the main reasons are there are no passing lanes. There's no middle passing lane.

There's an insufficient amount of of shoulder on most of the highways you are talking about to allow for any kind of emergency, to get off of the highway. Going up and down the hills there's no runaway truck ramps on Spring Valley, or coming down to the junction of Highway 6 coming from Potlatch, going towards Emida where the cutoff the Highway 9 comes down that road. And that one is a serious one. There's no passing lane; there's no emergency truck runaway lane.

Also, who's going to be paying for these double loads? Basically if you take that weight that you want to go to and you subtract the common weight of a truck, about 30,000 pounds, you're talking about double loaded truck. You're talking about twice as much weight as a truck is carrying right now. And already, again, the trucks that are run now, they have only a certain number of years of months during the year the log trucks and they are already running as hard as they can just to barely be able to get buy and afford a truck.

There's fleets of trucks. It's the same thing. You got the big Buell chip trucks going to the St. Maries. And you've got traffic going to the Cedar Mill at Troy. You got the Bennett Mill, etc. Plus you got a lot of loggers all through the whole area that have their equipment low-boyed. Right now that's probably our biggest loads that we see going up and down on the roads you are talking about.

So my question is you are talking about doubling the weight? That's going to have a huge impact on the condition of our highways, especially in the winter time when the road wants to buckle, specifically Highway 9, the cutoff. That road was a dirt road—just what in the 70s?—and you can tell. It goes bump-de-bump-de-bump no matter how many times you go in there and redo it and chipcoat thing, it still obviously does not have much of a surfacing base underneath or you wouldn't have such a rough ride no matter what.

So you got you got buckling already occurring due to the amount of truck traffic, and as a CDL holder, I can tell you that I appreciate how hard that our truck drivers work. I have made comments before to ITD on things that I have experienced recently this summer that were completely unacceptable as far as the chip coat job that occurred and the way that I got set in traffic. You just don't have you don't have any indication in proposal. Are you going to expect the taxpayer to pay for Bennett Lumber to run these trucks up and down? And have the extra weight going up and down?

Or are they just going to pay an increased registration fee, and then that's goes into the big coffer down in Boise? I mean you got people commuting from out where I live in Helmer, and some of them even further into Bovill, all the way into Moscow or into Pullman. And these are the folks that are going to be road-warrioring out there with these double-loaded trucks, and are you going to expect them to turn around and pay for all that so that Bennett Lumber can run these?

So these questions I do not see an answer to them, because there really isn't one. Of course we are going to be the ones paying for it. So not only are we paying for them to make more money with these double trucks, but then you got commuters going all times of the year up against these these great big trucks already. It's already pretty hard.

So again my main three points, just to conclude, you got not—yes, after the tone, yes—you got no passing lanes, no runaway truck ramps for any kind of loads that big, and you have not indicated if Bennett is going to be the one paying for this. It's going to be the locals paying for this, or it's going to be

Name: Michael Monn
Phone Number: (208) 352-2684
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Hello, my name is Michael Monn. I live at 1870 Wallen Road in Troy. I am representing no one but myself. I am calling to oppose the reclassification of the highway to allow the heavier loads. I am very concerned about safety. These heavier trucks will no doubt cause more damage and injury to people who are unfortunately in collisions with them. Additionally I commute on this road and the trucks often are not going the appropriate speed for conditions. The road is very curvy, not very wide, and it's very dangerous especially when there's snowy conditions so it's a safety issue. The highway is very dangerous as it is, and we don't need heavier trucks which could cause further injury.

Additionally these trucks use their jake brakes. It's very loud. They go by at two, three in the morning, and they indiscriminately apply these things. But heavier trucks are going to be more reliant on those, and that's really damaging for the quality of life around here, so I oppose the reclassification. Thank you.

Name: Johanna Brown
Phone Number: (208) 301-2440
Email Address:
Specific Route: 202006ID6

Date: 12/21/2020

Hello, my name is Johanna Brown, and I live at 1870 Wallen Road which is right off Highway 8 in Troy. And I did review the analysis and application just to make sure I kinda knew what was going on, but I do have some strong concerns about allowing these larger truckloads, specifically on Highway 8 just due to the nature of commuting. So I commute to work in Pullman and many people from Deary and Troy communities commute into Moscow. And those commutes also come with a timeline. People have to be at work at a certain time. And just knowing how that road can get in the winter with absolutely zero passing lanes, being behind large trucks with extremely variable speed is just going to cause extremely dangerous conditions out there that I would just really would like to not see because people are so dependent on commuting to those bigger cities for their livelihood. So that's kind of the main thing I'm thinking about with no passing lanes, with how the road gets in the winter. I worry about people's safety.

So thank you for collecting comment. And I hope that you will not allow this to go through. Thank you.



**Latah County
BOARD OF COUNTY COMMISSIONERS**

P.O. Box 8068 ♦ 522 South Adams ♦ Moscow, Idaho 83843
(208) 883-7208 ♦ fax (208) 883-2280 ♦ e-mail bocc@latah.id.us
Thomas C. Lamar ♦ David McGraw ♦ Kathie LaFortune

December 21, 2020

Idaho Transportation Department
Attn: Scott Luekenga, ITD Freight Program Manager
PO Box 7129
Boise ID 83707
officeofthechiefengineer@itd.idaho.gov

Dr. Mr. Luekenga,

The Latah County Commissioners would like to express our support for raising commercial load limits on Idaho Highways 6, 9, and 8 from 105,000 pounds to 129,000 pounds. This would help to keep our vitally important timber industry competitive in the world wide arena.

Sincerely,

Thomas C. Lamar
Chair

David McGraw
Commissioner

Kathie LaFortune
Commissioner

**129,000 Pound Route Application
Case #202006SH6**

Resolution

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for 129,000 pound routes in District 2: State Highway 6, Milepost (M.P.) 0.000 to M.P. 9.858 and State Highway 8, M.P. 2.331 to M.P. 25.549 and State Highway 9 M.P. 0.000 to M.P. 13.522; and

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

WHEREAS, upon completion of the engineering and safety analyses, a 15-day public comment period was held, including an opportunity for verbal testimony with thirty-six (36) comments received, nine (9) in support, twenty-two (22) adversarial and five (5) neither for or against the specific routes; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Routes at its meeting on January 21, 2021, with a recommendation to approve the routes; and

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

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to to the full Board at the regularly scheduled Board meeting of February 18, 2021.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on State Highway 6, Milepost (M.P.) 0.000 to M.P. 9.858 and State Highway 8, M.P. 2.331 to M.P. 25.549 and State Highway 9 M.P. 0.000 to M.P. 13.522; and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced routes request in District 2.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective March 3, 2021.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 Minutes

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

Subject

129,000 Pound Route Manual Update		
Key Number	District	Route Number

Background Information

Staff is presenting an update to the 129,000 Pound Route Manual for Board consideration. Notable changes are:

1. Page 3: Clarifies which Floating Board Member sits on the Subcommittee in order to ensure the application's District Board Member attends the Subcommittee meeting.
2. Page 3: Designates the Freight Program Manager (FPM) as the Chief Engineer's lead coordinator for 129,000 Pound Program.
3. Page 3: Updates Staff, Coordinating Agencies and Advisors membership list.
4. Page 4: Adds a "kick off" meeting to the staffing process in order to synchronize ITD Staff, DMV and District representative's collective efforts.
5. Page 4: Removes DMV's Operations Office as DMV lead.
6. Page 5: Address the process for applications that are not found favorable to the Chief Engineer or Subcommittee; adds the process for re-evaluation.
7. Page 5: Clarifies the public hearing process, adds District Public Information Officer as public outreach coordinator for the respective District.
8. Page 9-11: Adds three timeline diagrams to the manual: 1) complete approval process, 2) application returned to ITD staff by Chief Engineer or Subcommittee and 3) application denied.

Recommendations

Idaho Transportation Board adopts the update February 2021 129,000 Pound Route Program manual. Resolution on page 208.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

1 **IDAHO TRANSPORTATION BOARD**
2 **129,000 POUND TRUCK ROUTE**
3 **SUBCOMMITTEE**
4



5
6
7 **CHARTER**
8 **MEMBERSHIP**
9 **PROCESS**
10

129,000 Pound ~~Truck~~ Route Subcommittee

February 2021 ~~June 2019~~ Update

Charter

This Charter is developed from guidance provided in the combination of 2013 Senate Bills 1064, and 1117, House Bill 322 and the Governor's transmittal of Senate Bill 1117 to the Secretary of State on April 1, 2013. Membership of the 129,000 Pound ~~Truck~~ Route Subcommittee shall include Idaho Transportation Board (ITB) members, Idaho Transportation Department (ITD) Headquarters (HQs) staff, applicable Districts and advisors as determined by the Chairman of the Board.

The Idaho Transportation Board, in collaboration with Idaho State Police (ISP), must draft rules both for criteria that will be used in assessing the suitability of any nominated stretch of ~~road~~ interstate or state highway and for the public participation process in considering any proposed designation. (The Governor "...must be satisfied with the process before any rules are approved".)

Safety must be the highest priority, addressing necessary and prudent restrictions on use of designated routes, enforcement processes from jurisdiction to jurisdiction, mechanical requirements for trucks and trailers, driver certification requirements, pavement and roadbed conditions, bridge conditions and load carrying capacities, route geographic conditions, weather conditions, possible restrictions caused by horizontal and vertical alignment, and other factors unique to each area in question. The process of considering nominated routes also must include timely, well-noticed public hearings and notification of adjacent property owners. (This does not mean that adjacent property owners will receive individual notification. Notification will be provided via news releases and information posted on the 129,000 Pound ~~Truck~~ Route website.)

Rules developed by the Idaho Transportation Department and approved by the Idaho legislature for the 129,000 Pound Pilot Project referenced in Senate Bill 1064 shall be incorporated as baseline for implementing the thirty-five (35) routes made permanent by SB1064. Rules for assessing the suitability of any additional routes that are nominated by the state or any local highway jurisdiction having authority over a nominated highway or highway segment will be developed for consideration and approval by the Idaho legislature as part of the formal rules review process.

The 129,000 Pound ~~Truck~~ Route Subcommittee will meet on an as-needed basis. Subcommittee meetings shall be open to the public and minutes will be taken.

Membership

Chairman

Dwight Horsch - Member, District 5, Idaho Transportation Board

Board Members

Jim Thompson - Member, District 1

Julie DeLorenzo – Floating Member*, District 3

*The floating member will serve on the Subcommittee unless a route in a non-Subcommittee member's District is on the agenda. In that case, the member from that respective District will serve to ensure the District is represented by its Board member.

~~Additionally, a rotating Board member serves on the Subcommittee, determined on a meeting-by-meeting basis. The Board member in whose District a route is being considered will be the third member unless the route is in a current Subcommittee member's District, then the chair will ask a random member to serve on the Subcommittee for that meeting.~~

Staff and Coordinating Agencies

~~Blake Rindlisbacher~~ – Chief Engineer (CE), Idaho Transportation Department (ITD)

~~John Tomlinson~~ – Highway Safety Manager, ITD

~~Dan Gorley~~ – Bridge Asset Management Engineer, ITD

~~Alberto Gonzalez~~ – Motor Vehicles Administrator, ITD

ITD District Engineer from requested route's district

~~Lisa McClellan Bonnie Fogdall~~ – Division of Motor Vehicles, Office of Compliance Operations Manager, ITD, or designee

~~Scott Hanson~~ – Lieutenant, Idaho State Police

~~Sue Higgins~~ – Executive Assistant to the Board

~~Representative from the Department of Commerce~~

~~Chairman, Trucking Advisory Council (TAC)~~

Idaho Trucking Association (ITA)

~~Scott Luekenga Jeff Marker~~ – Freight Program Manager** Coordinator,

Advisors

~~Larry Allen~~ - Deputy Attorney General

~~Vincent Trimboli~~ – Office of Communication Manager, ITD

~~Mollie McCarty~~ – Governmental Affairs Manager, ITD

~~Adam Rush~~ – Public Involvement Coordinator, ITD

Representative from the Local Highway Technical Assistance Council

Others as required

** The Chief Engineer has designated ITD's Freight Program Manager as the 129,000 Pound Route Program manager and as such is responsible for coordinating the 129,000 Pound Program.

Process

1. ~~Request Form~~ Application Submission: ~~Request~~ The application is submitted using ITD Form 4886 ~~will be completed and submitted~~ to the Idaho Transportation Department Office of the Chief Engineer by the requestor (applicant). The applicant will forward to the adjacent (contiguous) local jurisdictions and the Local Highway Technical Assistance Council (LHTAC) in accordance with guidance on ITD Form 4886.
2. Review/Analysis: Following submission of ITD Form 4886, the request will be reviewed for completeness by the Freight Program Manager (FPM). If the application is incomplete, it will be returned to the applicant with an explanation for returning the form. If the form application is complete, the department's analysis for engineering and safety criteria will commence. Analysis 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. (Appendix 1)
 - The FPM creates a case file and coordinates a "Kick Off" meeting to synchronize the processing of the application. The goal of the kick off meeting is to establish the application processing timeline using the Idaho Transportation Board meeting as the starting point and backwards plan the application timeline. The goal is to establish an executable timeline that takes no more than three (3) months to complete the application process.
 - Participants in the kick off meeting are:
 - Division of Motor Vehicles Representative
 - Applicable District Engineer Representative
 - Applicable District Public Information Officer
 - Office of Highway Safety Representative
 - Bridge Asset Management Representative
 - Executive Assistant to the Board
 - Government Affairs Representative
 - Office of Communications Representative
 - ~~The FPM will automated tracking system~~ provide the completed ITD Form 4886 to the Office of the Chief Engineer, Office of Highway Safety, ITD Bridge Asset Management Bridge Section, the applicable ITD District and the Division of Motor Vehicles to conduct their respective evaluation of the applicable route(s). Operations Office (DOO) of the submission of Form 4886.
 - ~~The DOO reviews the form. If it is complete, the DOO returns it to the Office of the Chief Engineer to create a case file, assign a case number, and post it in the case file tracking folder, which notifies the Bridge Section and appropriate district to start the review process. If the form is incomplete, the DOO notifies the Office of the Chief Engineer and that Office will notify the requestor.~~
 - ~~The Office of the Chief Engineer~~ FPM sends the ~~forms~~ application to the Executive Assistant to the Board, who in turn, sends the application to the Board member whose district the application is being requested.

- ~~The Public Involvement Coordinator, who is responsible for the ITD 129,000 Pound Truck Route website, The FPM will forward the application to ITD's Office of Communications for posting to the 129,000 Pound Route website.~~
- ~~The applicable District Engineer(s), Office of Highway Safety, Bridge Asset Management Engineer and DMV or their respective designees, will complete a review/analysis of the requested route(s), or route(s) segment(s), and return the request form review/analysis to the FPM Chief Engineer with documented recommendation to approve, or reject the request, or to recommend the applicant provide additional information. District Engineers shall also contact the local jurisdictions that the route(s) travels through to ensure they are aware of the route request.~~
- ~~Where an applicant's proposal may include local road sections, District Engineers will engage with appropriate (affected) local government officials. ITD will provide assistance in local bridge analyses where required.~~
- ~~Once the staff analysis is complete, the FPM will finalize an evaluation on the application and forward the evaluation to the CE for review.~~
- ~~If the evaluation is favorable toward the application, a public hearing is scheduled to gather public testimony.~~
- ~~If the evaluation is not favorable toward the application, the FPM will present the findings to the 129,000 Pound Route Subcommittee for its consideration. If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee can elect to:~~
 - ~~Return the evaluation to the FPM who will coordinate a re-evaluation with the applicant, HQs staff, DMV and applicable district. Should the re-evaluation be favorable to the request, the FPM will present the updated evaluation to the Subcommittee. If the Subcommittee concurs with the revised evaluation, the FPM will coordinate with the applicable District PIO for a public hearing (Appendix 2); or~~
 - ~~Recommend the Transportation Board deny the application (Appendix 3)~~

~~3. Public Hearing: Once the analysis is complete, the FPM will finalize a report an evaluation on the application. If the report evaluation is favorable toward the application, a hearing will be scheduled to gather public testimony. A summary of the Chief Engineer's report evaluation will be provided to the Subcommittee member who will conduct the hearing. The summary report evaluation will also be posted on the ITD 129,000 Pound Truck Route website. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district. If the report evaluation is not favorable toward the application, the Chief Engineer will present his findings to the 129,000 Pound Truck Route Subcommittee for its consideration.~~

~~3. Public Hearing: If the Chief Engineer's report evaluation is favorable toward the application, the Executive Assistant to the Board will work with the appropriate (affected) Board member(s), the District Public Involvement Coordinator Information Officer (PIO) and respective District Engineer(s) to schedule a hearing. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district.~~

- The District PIO will post information on the ITD 129,000 Pound Route website announcing the hearing and date of closure for public comment; date and time for closure of public comment to be at least 15 days after posting notification of the hearing.
 - The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the hearing.
 - The ~~Office of the Chief Engineer~~ FPM will inform the applicant of the hearing date and time.
 - The ~~Public Involvement Coordinator~~ District PIO will provide a script for the hearing officer (Board member) to the Executive Assistant to the Board.
 - The ~~Public Involvement Coordinator~~ District PIO will post forward all public communications (oral, letters, e-mails etc...) received to the FPM who will consolidate the public's comments and coordinate for the posting of the comments to the ITD 129,000 Pound ~~Truck~~ Route website and forward a copy to the Executive Assistant to the Board.
 - The Executive Assistant to the Board will provide information packets, including public comments received, to the affected Board member prior to the hearing meeting.
 - Hearings will be open to the public.
 - The affected Board member will take testimony. The ~~Public Involvement Coordinator~~ District PIO is responsible to transcribe the testimony and post forward the transcript to the FPM and EAB. The FPM will then post it on the ITD 129,000 Pound Truck Route website.
4. Chief Engineer's Recommendation to the 129,000 Pound ~~Truck~~ Route Subcommittee:
The ~~Office of the Chief Engineer~~ FPM will present findings and relevant information to the 129,000 Pound ~~Truck~~ Route Subcommittee along with a recommendation to approve or reject the application based on the evaluation of the application. On a completed review of engineering and safety criteria.
5. Subcommittee Meeting:
- The Executive Assistant to the Board will work with the Subcommittee Chair on scheduling meetings. Subcommittee meetings will be held at ITD Headquarters with audio/visual connections to affected district offices, or at a location determined by the Subcommittee Chair.
 - The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the Subcommittee meeting.
 - The Executive Assistant to the Board and the ~~Public Involvement Coordinator~~ Office of Communications will issue a news release regarding the Subcommittee meeting date, time and place. The ~~Public Involvement Coordinator~~ Office of Communications will post the meeting agenda on the ITD 129,000 Pound ~~Truck~~ Route website.
 - The ~~Office of the Chief Engineer~~ FPM will inform the applicant(s) of the meeting.

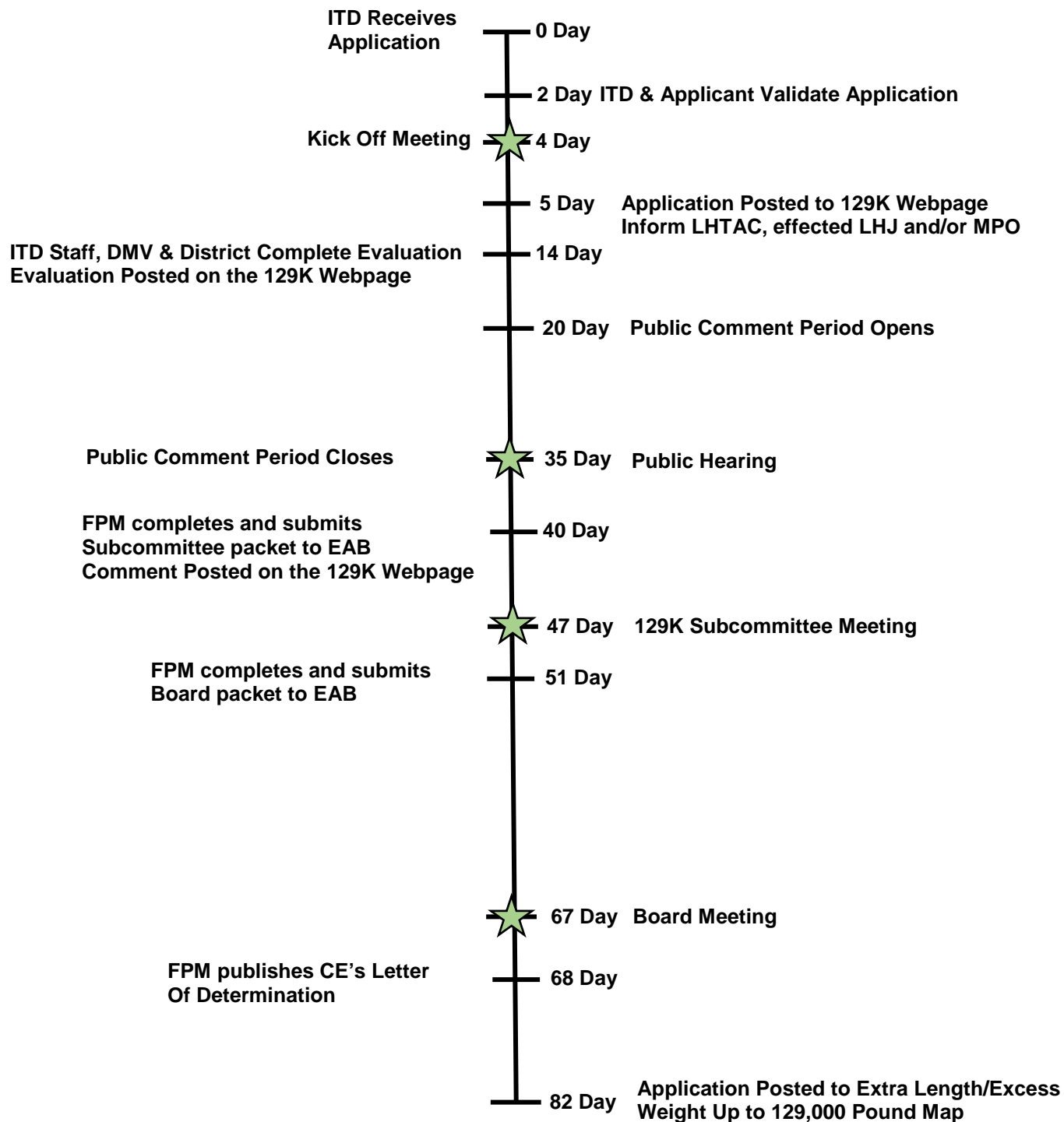
- The Executive Assistant to the Board will provide information packets, including public comments or reference to public comments, posted on the ITD 129,000 Pound ~~Truck~~ Route website prior to the Subcommittee meeting.
 - Subcommittee meetings will be open meetings without additional public testimony; however, comments received up until the published closing date will be considered and specifically addressed by an advisory member of the Subcommittee or ITD staff as required.
 - The ~~Chief Engineer~~ FPM will present the analysis of the route(s) and a recommendation for Subcommittee action.
 - If the recommendation is favorable, the Subcommittee will discuss, and the voting Subcommittee members as identified in bold face on page 3 shall vote on a motion to hold the request for additional information or recommend the full Board reject or approve the application.
 - The result of the decision on the motion or the direction taken on the unfavorable report will be provided to the Idaho Transportation Board at the first available meeting scheduled by the Chairman of the Board.
 - The Executive Assistant to the Board will take minutes. The minutes will be posted on the ITD 129,000 Pound ~~Truck~~ Route website by the ~~Public Involvement Coordinator~~ FPM.
6. Idaho Transportation Board Meeting: The 129,000 Pound ~~Truck~~ Route Subcommittee will make a recommendation (options include, but are not limited to, hold the request for additional information or recommend the full Board reject or approve the application) to the Idaho Transportation Board based upon the department's analysis.
- The ~~Chief Engineer~~ FPM will present the analysis of the route(s).
 - A summary of relevant comments received on the request will be provided. If appropriate, a responsible party (i.e. ITD staff, the Department of Commerce, or State Police) will address comments.
 - The Subcommittee Chair will present the Subcommittee's recommendation.
7. If the Idaho Transportation Board rejects or approves the Subcommittee's recommendation to either approve or deny the request, the ~~Office of the Chief Engineer~~ FPM will prepare a CE Letter of Determination for CE endorsement. ~~Will prepare a Letter of Determination.~~ The Letter of Determination will be sent to the requester and posted on the ITD 129,000 Pound ~~Truck~~ Route website. An applicant has 14 days to file an appeal with the ITD Director. The Director then appoints a hearing officer to review the appeal in accordance with the Idaho Administrative Appeals Act. If no action is taken, the decision becomes final 14 days after the Letter of Determination is posted.
- The ~~Office of the Chief Engineer~~ FPM will send a copy of the CE's Letter of Determination to the ~~DOO~~ DMV. If the decision is to approve the route, the ~~DOO~~ DMV will update the "route for up to 129,000 pound vehicle combinations map".

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- The ~~Office of the Chief Engineer~~ FPM will ~~send a copy of the Letter of Determination to the~~
~~Public Involvement Coordinator to post the CE's Letter of Determination on the ITD 129,000~~
~~Pound Route website with the date of the posting.~~
 - The original CE's Letter of Determination will be maintained by the FPM. Filed in the Office of
~~the Chief Engineer.~~

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Appendix 1

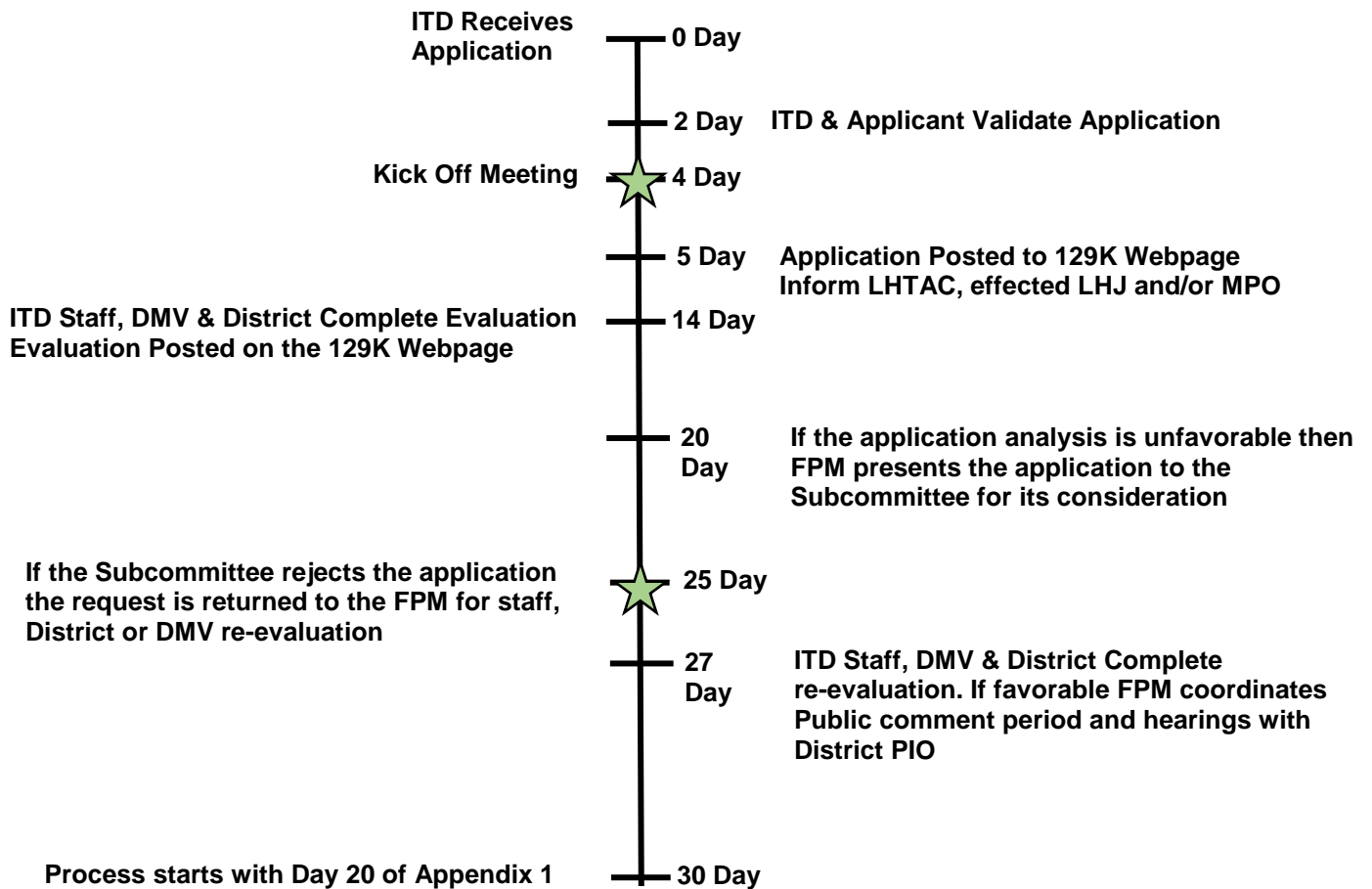
129,000 Pound Time Line



- 15 Day - Open Comment Period
- 7 Days - [Meeting packet submitted to Subcommittee](#)
- 17 Days - Board agenda submission to Board Meeting
- 14 Days - Open appeal dates from published Letter of Determination to when approved route is published on the “Designated Routes up to 129K” Map.

Appendix 2

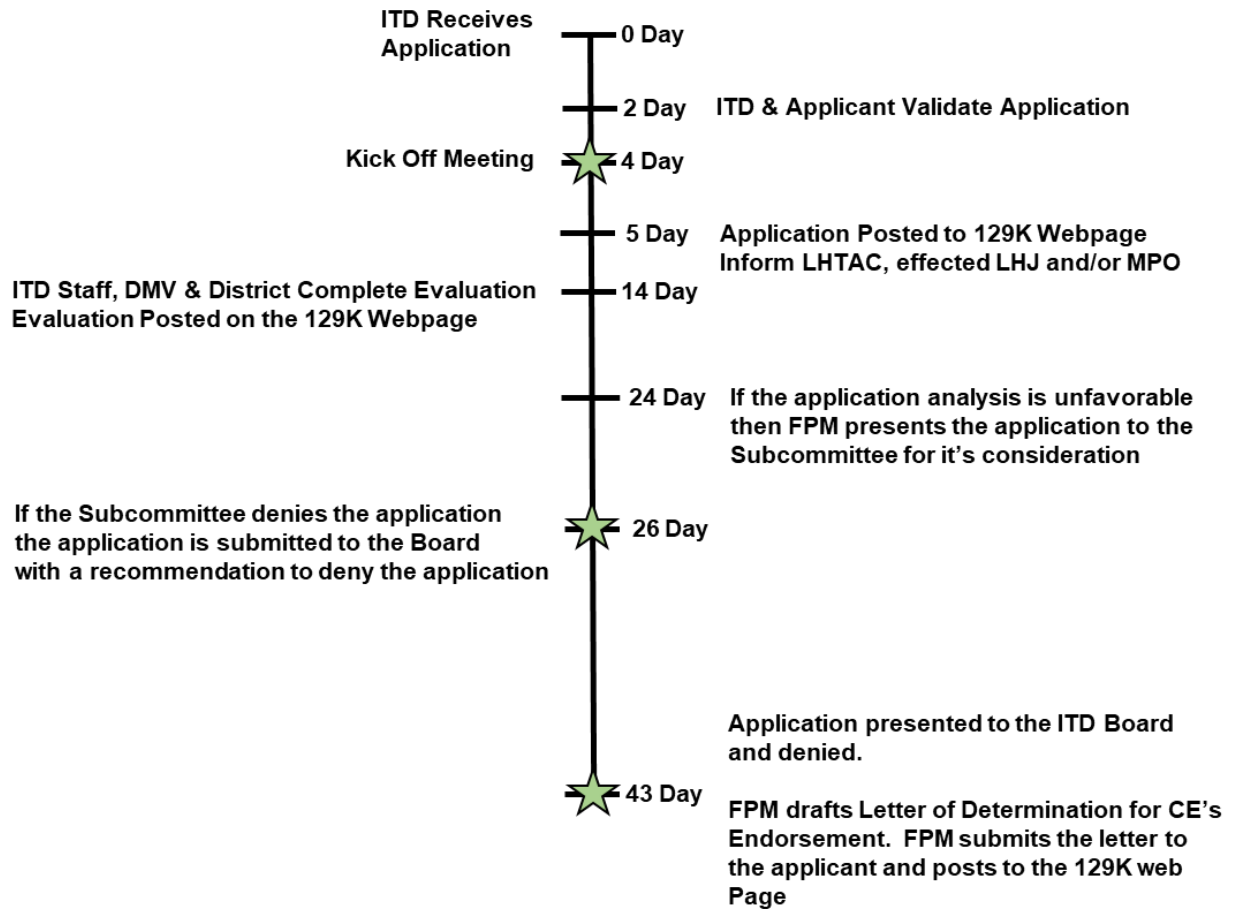
129,000 Pound Time Line “Request Returned to ITD Staff”



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309
310
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Appendix 3

129,000 Pound Time Line “Request Denied”



312
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IDAHO TRANSPORTATION BOARD

129,000 POUND ROUTE

SUBCOMMITTEE



CHARTER
MEMBERSHIP
PROCESS

129,000 Pound Route Subcommittee

February 2021 Update

Charter

This Charter is developed from guidance provided in the combination of 2013 Senate Bills 1064, and 1117, House Bill 322 and the Governor's transmittal of Senate Bill 1117 to the Secretary of State on April 1, 2013. Membership of the 129,000 Pound Route Subcommittee shall include Idaho Transportation Board (ITB) members, Idaho Transportation Department (ITD) Headquarters (HQs) staff, applicable Districts and advisors as determined by the Chairman of the Board.

The Idaho Transportation Board, in collaboration with Idaho State Police (ISP), must draft rules both for criteria that will be used in assessing the suitability of any nominated stretch of interstate or state highway and for the public participation process in considering any proposed designation. (The Governor "...must be satisfied with the process before any rules are approved".)

Safety must be the highest priority, addressing necessary and prudent restrictions on use of designated routes, enforcement processes from jurisdiction to jurisdiction, mechanical requirements for trucks and trailers, driver certification requirements, pavement and roadbed conditions, bridge conditions and load carrying capacities, route geographic conditions, weather conditions, possible restrictions caused by horizontal and vertical alignment, and other factors unique to each area in question. The process of considering nominated routes also must include timely, well-noticed public hearings and notification of adjacent property owners. (This does not mean that adjacent property owners will receive individual notification. Notification will be provided via news releases and information posted on the 129,000 Pound Route website.)

Rules developed by the Idaho Transportation Department and approved by the Idaho legislature for the 129,000 Pound Pilot Project referenced in Senate Bill 1064 shall be incorporated as baseline for implementing the thirty-five (35) routes made permanent by SB1064. Rules for assessing the suitability of any additional routes that are nominated by the state or any local highway jurisdiction having authority over a nominated highway or highway segment will be developed for consideration and approval by the Idaho legislature as part of the formal rules review process.

The 129,000 Pound Route Subcommittee will meet on an as-needed basis. Subcommittee meetings shall be open to the public and minutes will be taken.

Membership

Chairman

Dwight Horsch - Member, District 5, Idaho Transportation Board

Board Members

Jim Thompson - Member, District 1

Julie DeLorenzo – Floating Member*, District 3

*The floating member will serve on the Subcommittee unless a route in a non-Subcommittee member's District is on the agenda. In that case, the member from that respective District will serve to ensure the District is represented by its Board member.

Staff and Coordinating Agencies

Chief Engineer (CE), Idaho Transportation Department (ITD)

Highway Safety Manager, ITD

Bridge Asset Management Engineer, ITD

Motor Vehicles Administrator, ITD

ITD District Engineer from requested route's district

Division of Motor Vehicles, Office of Compliance, ITD

Idaho State Police

Executive Assistant to the Board

Department of Commerce

Trucking Advisory Council (TAC)

Idaho Trucking Association (ITA)

Freight Program Manager**

Advisors

Deputy Attorney General

Office of Communication Manager, ITD

Governmental Affairs Manager, ITD

Representative from the Local Highway Technical Assistance Council

Others as required

** The Chief Engineer has designated ITD's Freight Program Manager as the 129,000 Pound Route Program manager and as such is responsible for coordinating the 129,000 Pound Program.

Process

1. **Application Submission:** The application is submitted using ITD Form 4886 to the Idaho Transportation Department Office of the Chief Engineer by the requestor (applicant). The applicant will forward to the adjacent (contiguous) local jurisdictions and the Local Highway Technical Assistance Council (LHTAC) in accordance with guidance on ITD Form 4886.
2. **Review/Analysis:** Following submission of ITD Form 4886, the request will be reviewed for completeness by the Freight Program Manager (FPM). If the application is incomplete, it will be returned to the applicant with an explanation for returning the form. If the application is complete, the department's analysis for engineering and safety criteria will commence. Analysis 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. (Appendix 1)
 - The FPM creates a case file and coordinates a "Kick Off" meeting to synchronize the processing of the application. The goal of the kick off meeting is to establish the application processing timeline using the Idaho Transportation Board meeting as the starting point and backwards plan the application timeline. The goal is to establish an executable timeline that takes no more than three (3) months to complete the application process.
 - Participants in the kick off meeting are:
 - Division of Motor Vehicles Representative
 - Applicable District Engineer Representative
 - Applicable District Public Information Officer
 - Office of Highway Safety Representative
 - Bridge Asset Management Representative
 - Executive Assistant to the Board
 - Government Affairs Representative
 - Office of Communications Representative
 - The FPM will provide the completed ITD Form 4886 to, Office of Highway Safety, Bridge Asset Management, the applicable ITD District and the Division of Motor Vehicles to conduct their respective evaluation of the applicable route(s).
 - The FPM sends the application to the Executive Assistant to the Board, who in turn, sends the application to the Board member whose district the application is being requested.
 - The FPM will forward the application to ITD's Office of Communications for posting to the 129,000 Pound Route website.
 - The applicable District, Office of Highway Safety, Bridge Asset Management and DMV will complete a review/analysis of the requested route(s) and return the review/analysis to the FPM with documented recommendation to approve, or reject, or to recommend the applicant provide additional information. District Engineers shall also contact the local jurisdictions that the route(s) travels through to ensure they are aware of the route request.

- Where an applicant's proposal may include local road sections, District Engineers will engage with appropriate (*affected*) local government officials. ITD will provide assistance in local bridge analyses where required.
- Once the staff analysis is complete, the FPM will finalize an evaluation on the application and forward the evaluation to the CE for review.
- If the evaluation is favorable toward the application, a public hearing is scheduled to gather public testimony.
- If the evaluation is not favorable toward the application, the FPM will present the findings to the 129,000 Pound Route Subcommittee for its consideration. If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee can elect to;
 - Return the evaluation to the FPM who will coordinate a re-evaluation with the applicant, HQs staff, DMV and applicable district. Should the re-evaluation be favorable to the request, the FPM will present the updated evaluation to the Subcommittee. If the Subcommittee concurs with the revised evaluation, the FPM will coordinate with the applicable District PIO for a public hearing (Appendix 2); or
 - Recommend the Transportation Board deny the application (Appendix 3)

3. Public Hearing: If the evaluation is favorable toward the application, the Executive Assistant to the Board will work with the appropriate (*affected*) Board member(s), the District Public Information Officer (PIO) and respective District Engineer(s) to schedule a hearing. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district.

- The District PIO will post information on the ITD 129,000 Pound Route website announcing the hearing and date of closure for public comment; date and time for closure of public comment to be at least 15 days after posting notification of the hearing.
- The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the hearing.
- The FPM will inform the applicant of the hearing date and time.
- The District PIO will provide a script for the hearing officer (Board member) to the Executive Assistant to the Board.
- The District PIO will forward all public communications (oral, letters, e-mails etc...) received to the FPM who will consolidate the public's comments and coordinate for the posting of the comments to the ITD 129,000 Pound Route website and forward a copy to the Executive Assistant to the Board.
- The Executive Assistant to the Board will provide information packets, including public comments received, to the affected Board member prior to the hearing.
- Hearings will be open to the public.

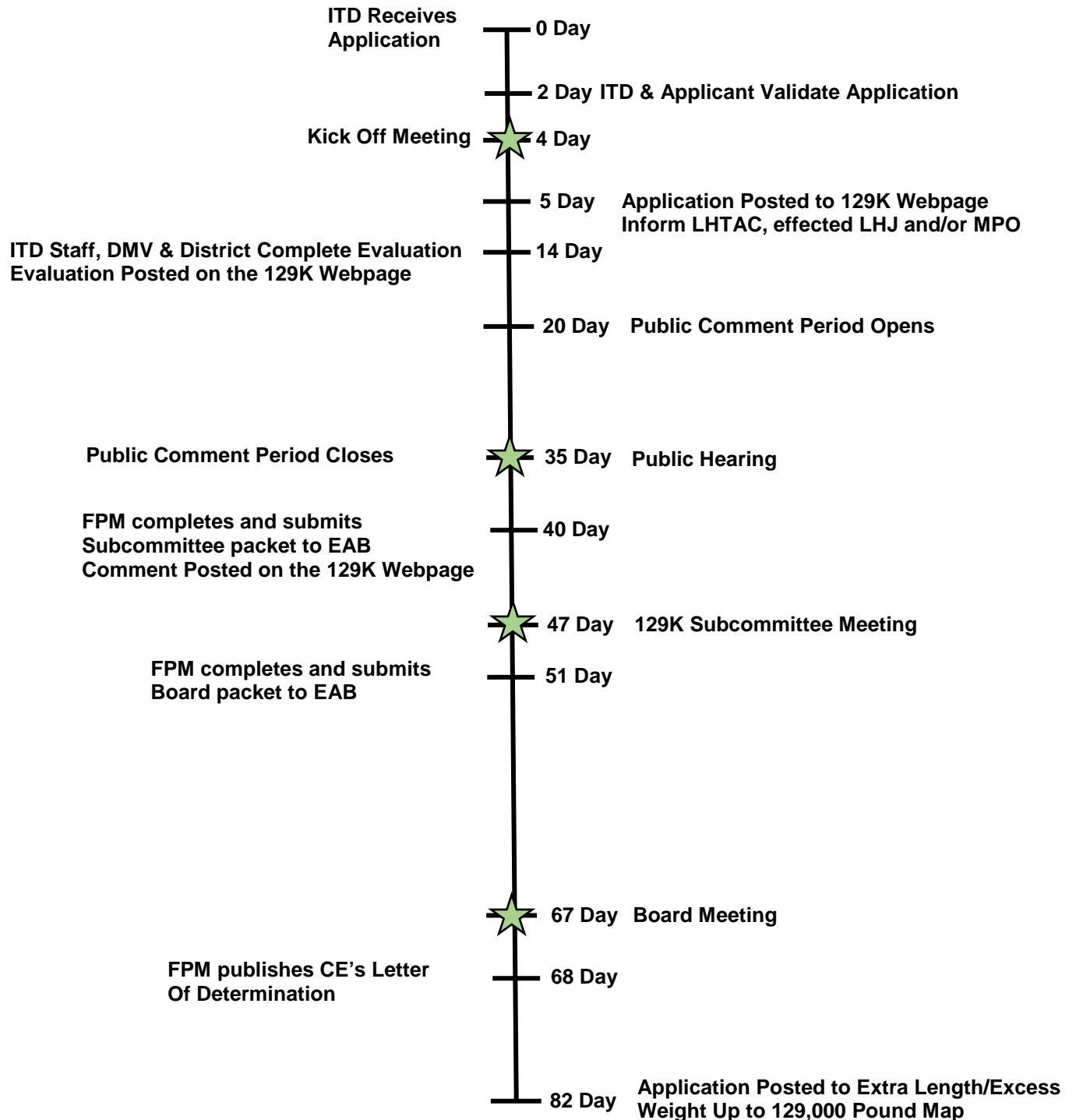
- The affected Board member will take testimony. The District PIO is responsible to transcribe the testimony and forward the transcript to the FPM. The FPM will then post it on the ITD 129,000 Pound Route website.
- 4. Chief Engineer's Recommendation to the 129,000 Pound Route Subcommittee:
The FPM will present findings and relevant information to the 129,000 Pound Route Subcommittee along with a recommendation to approve or reject the application based on the evaluation of the application.
- 5. Subcommittee Meeting:
 - The Executive Assistant to the Board will work with the Subcommittee Chair on scheduling meetings. Subcommittee meetings will be held at ITD Headquarters with audio/visual connections to affected district offices, or at a location determined by the Subcommittee Chair.
 - The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the Subcommittee meeting.
 - The Executive Assistant to the Board and the Office of Communications will issue a news release regarding the Subcommittee meeting date, time and place. The Office of Communications will post the meeting agenda on the ITD 129,000 Pound Route website.
 - The FPM will inform the applicant(s) of the meeting.
 - The Executive Assistant to the Board will provide information packets, including public comments or reference to public comments, posted on the ITD 129,000 Pound Route website prior to the Subcommittee meeting.
 - Subcommittee meetings will be open meetings without additional public testimony; however, comments received up until the published closing date will be considered and specifically addressed by an advisory member of the Subcommittee or ITD staff as required.
 - The FPM will present the analysis of the route(s) and a recommendation for Subcommittee action.
 - If the recommendation is favorable, the Subcommittee will discuss, and the voting Subcommittee members as identified in bold face on page 3 shall vote on a motion to hold the request for additional information or recommend the full Board reject or approve the application.
 - The result of the decision on the motion or the direction taken on the unfavorable report will be provided to the Idaho Transportation Board at the first available meeting scheduled by the Chairman of the Board.
 - The Executive Assistant to the Board will take minutes. The minutes will be posted on the ITD 129,000 Pound Route website by the FPM.
- 6. Idaho Transportation Board Meeting: The 129,000 Pound Route Subcommittee will make a recommendation (options include, but are not limited to, hold the request for additional

information or recommend the full Board reject or approve the application) to the Idaho Transportation Board based upon the department's analysis.

- The FPM will present the analysis of the route(s).
 - A summary of relevant comments received on the request will be provided. If appropriate, a responsible party (i.e. ITD staff, the Department of Commerce, or State Police) will address comments.
 - The Subcommittee Chair will present the Subcommittee's recommendation.
7. If the Idaho Transportation Board rejects or approves the Subcommittee's recommendation to either approve or deny the request, the FPM will prepare a CE Letter of Determination for CE endorsement. The Letter of Determination will be sent to the requester and posted on the ITD 129,000 Pound Route website. An applicant has 14 days to file an appeal with the ITD Director. The Director then appoints a hearing officer to review the appeal in accordance with the Idaho Administrative Appeals Act. If no action is taken, the decision becomes final 14 days after the Letter of Determination is posted.
- The FPM will send a copy of the CE's Letter of Determination to the DMV. If the decision is to approve the route, the DMV will update the "route for up to 129,000 pound vehicle combinations map".
 - The FPM will post the CE's Letter of Determination on the ITD 129,000 Pound Route website with the date of the posting.
 - The original CE's Letter of Determination will be maintained by the FPM.

Appendix 1

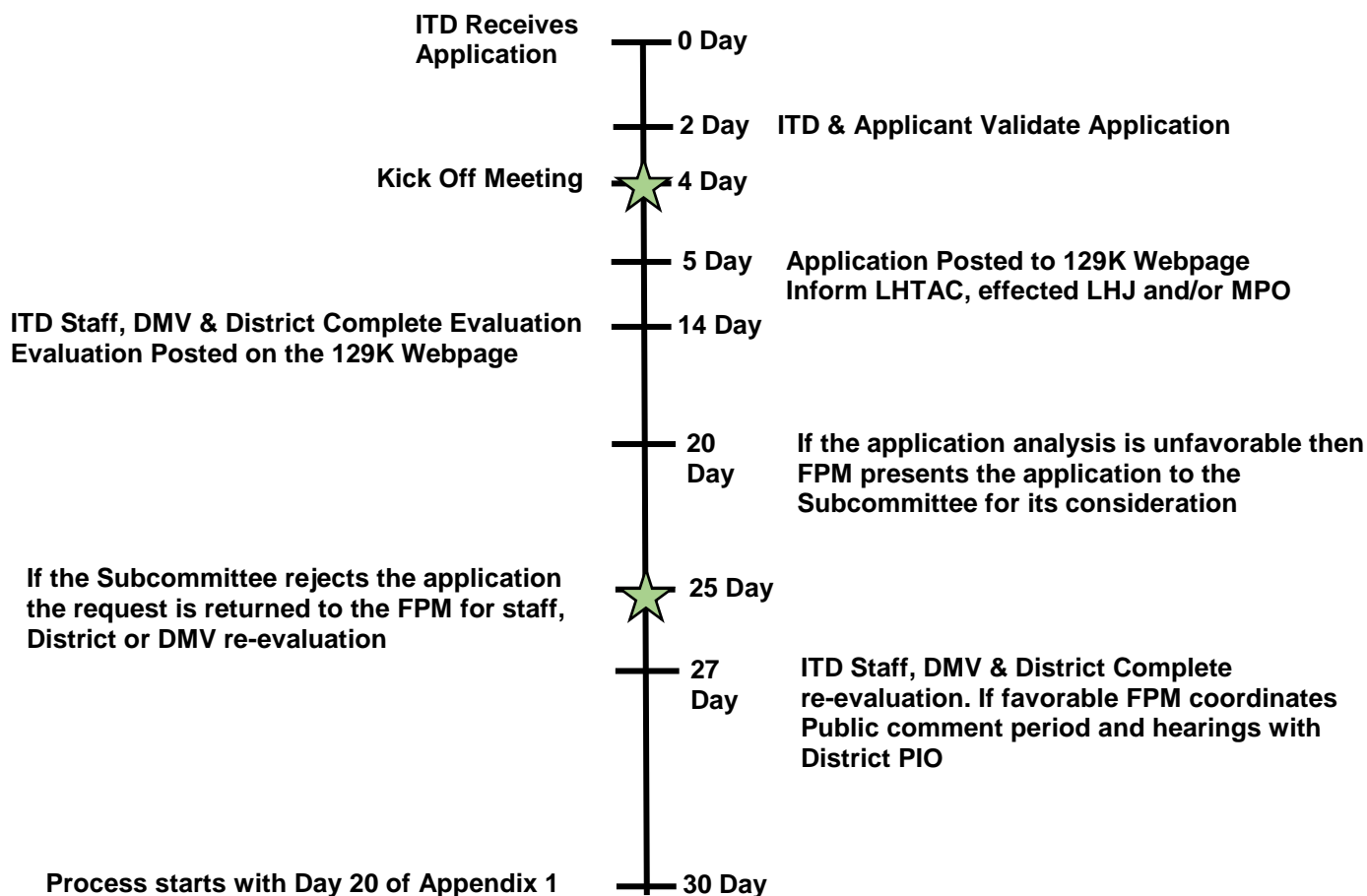
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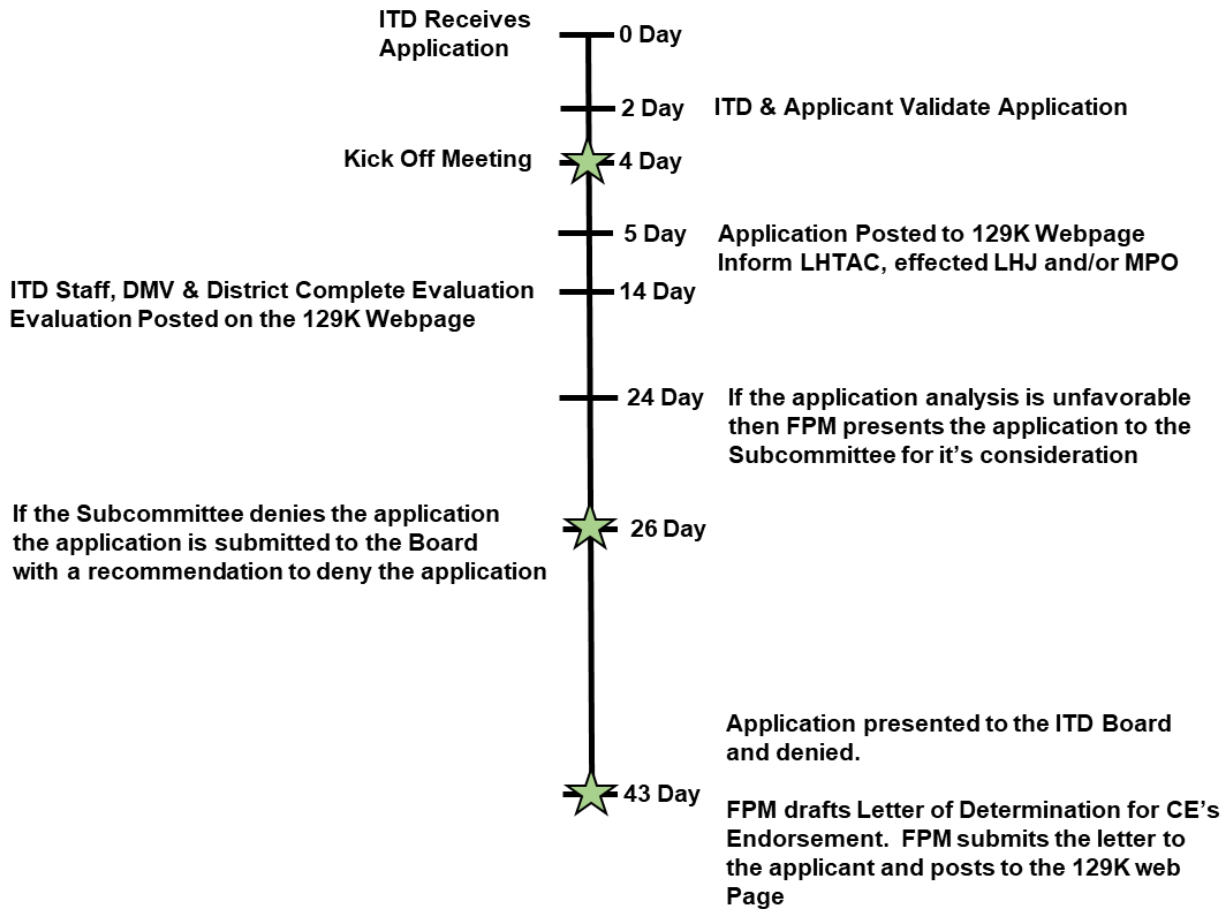
Appendix 2

129,000 Pound Time Line “Request Returned to ITD Staff”



Appendix 3

129,000 Pound Time Line “Request Denied”



129,000 Pound Route Subcommittee Manual Update Resolution

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, Idaho Transportation Department staff began the process of updating 129,000 Pound Route Subcommittee Manual in October of 2020; and

WHEREAS, at the January 21, 2021 Board Subcommittee on 129,000 Pound Routes meeting, the Subcommittee discussed and accepted the updates to the manual as proposed in the Board packet; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the procedural changes to the 129,000 Route Program Manual.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Randy Gill	PMO Manager	rg	LSS
Preparer's Name	Preparer's Title	Initials	
Randy Gill	PMO Manager	rg	

Subject

Deletion of Board Policy B-19-07 - Highway Safety Funds		
Key Number	District	Route Number

Background Information

The purpose of this Board Item is to delete Board Policy B-19-07 Highway Safety Funds. The information contained in this policy is covered in other policies. The corresponding Administrative Policy A-19-07 Highway Safety Funds will also be deleted.

The information and guidance in this policy has been incorporated in Board Policy 4011 and Administrative Policy 5011 – Idaho Transportation Investment Program and in Board Policy 4085 and Administrative Policy 5085 - Rail-Highway Crossing Program.

Recommendations

Approve the resolution on page # 214.

Board Action

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

~~HIGHWAY SAFETY FUNDS~~

(Content of this policy is incorporated into 4011 and 4085)

Federal-Aid

The Idaho Transportation Department Director is authorized to apportion and monitor Federal aid funds allocated to the State for highway projects in the following categories:

- ~~Bridge Replacement and Rehabilitation~~
- ~~Highway Safety Improvement Program~~
- ~~Rail Highway Crossing Program~~

Project selection shall be data driven. ~~Appropriate criteria for prioritizing projects in each category, as specified in Administrative Policy A-19-07, shall be used as guides in selecting projects to be funded.~~

State-Funded

In addition, the Department Director is authorized to approve projects for expenditure of State Railroad Grade Crossing Protection Funds. Grants not to exceed a total of \$25,000.00 may be awarded to rail-highway safety education organizations. A priority listing shall be developed and shall be used as a guide in selecting projects to be funded.

A status report shall be submitted to the Board in July of each year.

Approved by the Board on:

Signed _____ Date August 19, 2010
Darrell V Manning
Board Chairman

This policy based on:

- ~~Section 40-310, 312, 314, and 62-201, 305, 306 and 307, Idaho Code~~
- ~~Title 23, USC~~
- ~~Decision by the Idaho Transportation Board~~

Implemented by Administrative policy:

- ~~A-19-07, HIGHWAY SAFETY FUNDS~~

Former date of B-19-07:

~~2/8/79, 8/18/88 (combined with rescinded policy B-19-06), 6/23/89, and 11/22/02~~

Cross reference to related Board policies:

- ~~B-11-01, TRANSPORTATION PROGRAM DEVELOPMENT~~
- ~~B-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAY IN CITIES~~
- ~~B-19-05, LOCAL FEDERAL AID FUNDS~~
- ~~B-19-08, LOCAL BRIDGE INSPECTION FUNDS~~

• ~~B-19-09, LOCAL FEDERAL AID SECONDARY EXCHANGE PROGRAM~~

**HIGHWAY SAFETY FUNDS**

(Content of this policy is incorporated into 5011 and 5085)

Federal Aid

Each year, Federal Highway Safety Funds are distributed to the State of Idaho Transportation Department. The Chief Engineer is authorized to approve the dispersal of these funds to various projects and programs throughout the department, per certain criteria and restrictions. Highway Safety Funds allotted to the State of Idaho shall be allocated to projects based on prioritized needs determined by the following criteria:

PROGRAMS	JURISDICTION	SYSTEMS	PRIORITY CRITERIA
Bridge * Replacement and Rehabilitation	State or Local	All Public Roads or Streets	Projects are selected statewide based on FHWA Sufficiency Ratings. Bridges with Sufficiency Ratings of 50 or below are eligible for replacement. Those with Sufficiency Ratings of less than 80 are eligible for rehabilitation.
Hazard Elimination	State or Local	All Public Roads or Streets	Projects are selected statewide based on potential for accident reduction measured by: 1. Number of Accidents 2. Safety Benefit/Cost Ratio 3. Accident Rates 4. Site Studies to Verify Need
Rail Highway Crossings **	State or Local	All Public Roads or Streets	Projects are selected statewide based on Priority Index Formula (FHWA approved).

*—— 35% of the Bridge funds allocated to Idaho shall be available for local projects; a minimum of 15% must be expended off system. Over the Highway Development Program period, the goal will be to expend 15% to 20% on local on system projects.

**—— Surface improvements shall be funded only as part of another improvement, e.g., road or rail construction, or major profile change in grade crossing.

District Engineers shall recommend state bridge replacement project priorities and shall coordinate with local officials in recommending local bridge replacement priorities.

Hazard Elimination and Rail Highway Crossing project priorities shall be developed by District Engineers in coordination with local officials and, when appropriate, with the Traffic Supervisor and the Highway Program Manager.

~~Use of local government forces for construction of highway safety improvement projects may be found to be in the public interest. The decision to allow use of local forces will be made on a project by project basis.~~

State-funded

~~Each year, State Railroad Grade Crossing Protection Funds are distributed to the Idaho Transportation Department in the amount of \$250,000. The Chief Engineer is authorized to approve dispersal of these funds for various projects based on certain criteria. These include but are not limited to: warning projects; including advanced railroad signing, cross bucks, signals, and railroad inventories. This also includes education grants to rail highway safety education organizations not to exceed \$25,000 annually and other related safety improvements.~~

~~A priority listing, based on the following criteria, will be developed and used as a guide in selection of projects to be funded: **Existing Protection, Average Daily Traffic, Number of Trains per Day, Number of Tracks per Crossing, Through Night Trains, Sight Restrictions, Number of Accidents.**~~

~~Dwight M. Bower~~ _____ Date 10/21/02 _____

DWIGHT M. BOWER

Director

This policy based on:

- ~~Section 40-310, 312, 314, 317, 320 and 62-301, 303, 305, 306 and 307, Idaho Code~~
- ~~Title 23, Sections 130, 144 and 152, USC, amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987~~
- ~~Board Policy B-19-07, HIGHWAY SAFETY FUNDS~~
- ~~Decision by the Department Director~~

Department wide supervision and coordination assigned to:

- ~~Chief Engineer, and Assistant Chief Engineer (Operations) Assistant Chief Engineer (Design)~~

Direction for activity and results assigned to:

- ~~Traffic Supervisor, District Engineers and the Highway Program Manager~~

Department procedures contained in:

- ~~FHWA Program Manuals 6-8-2-1, 8-2-1, 6-6-2-3, 6-7-4-1 and 8-2-3-7~~
- ~~Idaho Highway Safety Improvement Program (HSIP)~~
- ~~Traffic Manual, Chapter 12-105.01 and .02~~

Former dates of A-19-07:

~~7/16/85, 10/27/88, 3/31/89 (combined with rescinded A-19-06), 5/11/89, and 3/12/90~~

Cross reference to related Administrative Policies:

- ~~A-04-06, USE OF STATE FORCES ON BETTERMENT PROJECTS~~
- ~~A-06-28, AUTHORITY FOR PROJECT EXPENDITURES~~
- ~~A-11-01, HIGHWAY PROGRAM DEVELOPMENT~~
- ~~A-12-16, TRAFFIC CONTROL DEVICES~~
- ~~A-14-01, DAMAGED OR OBSOLETE RAILROAD CROSSING SIGNALS AND GATES~~
- ~~A-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES~~
- ~~A-19-05, LOCAL FEDERAL AID FUNDS~~
- ~~A-19-08, LOCAL BRIDGE INSPECTION FUNDS~~

RES. NO.

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

WHEREAS, Board Policy B-19-07- Highway Safety Funds was developed to provide guidance and procedures for the use of highway safety funds; and

WHEREAS, Board Policy B-19-07- Highway Safety Funds contains information and guidance which has been incorporated into Board Policy 4011 and Administrative Policy 5011 - Idaho Transportation Investment Program and in Board Policy 4085 and Administrative Policy 5085 - Rail-Highway Crossing Program.

WHEREAS, Administrative Policy A-19-07- Highway Safety Funds contains information and guidance which has been incorporated into Board Policy 4011 and Administrative Policy 5011 - Idaho Transportation Investment Program and in Board Policy 4085 and Administrative Policy 5085 - Rail-Highway Crossing Program.

NOW THEREFORE BE IT RESOLVED, that the Board approves deletion of Board Policy B-19-07 – Highway Safety Funds and concurs with deletion of A-19-07 – Highway Safety Funds, since this information is now included in other policies.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 1 hour

Presenter's Name Dan McElhinney, P.E.	Presenter's Title Chief Operations Officer	Initials DM	Reviewed By
Preparer's Name Blake Rindlisbacher, P.E.	Preparer's Title Chief Engineer	Initials BR	

Subject

State Highway System unfunded Safety and Capacity workshop		
Key Number	District	Route Number

Background Information

Idaho continues to be the fastest growing state in the nation. As this growth continues, it is imperative the department puts itself in a position to advance planning and engineering on major transportation corridors to address current and future safety and capacity demands.

The current Board approved Idaho Transportation Investment Program (ITIP) FY2021 - 2027 identifies funding for planning, engineering and construction for projects on the State Highway System; however, there are significant transportation needs that exceed the funding levels currently available. In an effort to ensure that projects are available if/when additional funding becomes available, staff has developed a list of unfunded Safety and Capacity needs that would expand, modernize and accommodate future growth on the State Highway System.

District staff have developed an initial scope, cost estimate and next steps for each corridor and project. The GARVEE Program Manager and the ITIP Program Manager have met with each District to discuss needs and provide a quality control level review of each of the unfunded Safety and Capacity projects.

While District Engineers have discussed corridors and individual project needs with their respective Board Members, the purpose of this workshop is to provide the Board a statewide overview of identified safety and capacity needs and to present mitigation strategies for each corridor or project. As construction funding for these projects has not been identified, no action is anticipated as a result of this workshop. Staff would welcome Board comment and critique on the needs identified, proposed mitigation strategies and would invite the Board's perspective on next steps.

Recommendations

Board Action No action. Discussion only.

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