

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

April 21-22, 2021



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

### **District 4 Workshop and Regular Meeting of the Idaho Transportation Board**

**April 21-22, 2021**

**April 21, 2021**

#### **Workshop**

**Idaho Department of Fish and Game  
Magic Valley Regional Office  
324 South 417 East, Suite 1  
Jerome, Idaho**

**Depart Idaho Department of Fish and Game 1:00**

- View proposed location of new District 4 Office
- View areas of potential additional Snake River Crossing

**Return to Idaho Department of Fish and Game 3:00**

- Origin-Destination Study presentation
- Informal discussions with local elected officials and Transportation Committee Members

**April 22, 2021**

#### **Business Meeting**

**Idaho Department of Fish and Game  
324 South 417 East, Suite 1  
Jerome, Idaho**

**To listen:**

1. Dial 1-415-655-0003 US Toll
  - a. Meeting number (access code): 133 499 2044
  - b. Password: 1234

**KEY:**

**ADM = Administration  
CD = Chief Deputy  
DIR = Director**

**HR = Human Resources  
OP = Operations**

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



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	<u><b>April 22, 2021</b></u>	<b>Page #</b>	<b>Time*</b>
	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Information Item</b>	<b>2. SAFETY/SECURITY SHARE:</b> District Records Inspector Vaden		
<b>Action Item</b>	<b>3. BOARD MINUTES – March 18, 2021</b> .....	<b>5</b>	<b>8:35</b>
<b>Action Item</b>	<b>4. 2021 BOARD MEETING DATES</b> .....	<b>16</b>	
	May 18-19 – District 2		
	June 23-24 – District 3		
	July _____		
<b>Action Item</b>	<b>5. CONSENT CALENDAR</b> .....	<b>17</b>	
CD	_____ Add two Community Planning Association of Southwest Idaho transit projects to the approved Idaho Transportation Investment Program.....	<b>18</b>	
OP	_____ Highway Infrastructure Federal General Funds distribution plan.....	<b>19</b>	
OP	_____ Forsgren Associates individual task agreement extension .....	<b>20</b>	
OP	_____ Consultant agreements .....	<b>21</b>	
OP	_____ Contract for award.....	<b>27</b>	
<b>Information Items</b>	<b>6. INFORMATIONAL CALENDAR</b>		
OP	_____ Contract award information and current advertisements .....	<b>32</b>	
OP	_____ Professional services agreements and term agreement work tasks report.....	<b>37</b>	
ADM	_____ State FY21 financial statements.....	<b>45</b>	
ADM	_____ Monthly report of federal formula program funding through March.....	<b>64</b>	
	<b>7. ADOPT-A-HIGHWAY PRESENTATION:</b>		
	Kippes and Bergin Attorneys at Law		<b>8:40</b>
	<b>8. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES</b>		<b>8:45</b>
	<b>9. LEGISLATIVE UPDATE:</b> Governmental Affairs Manager McCarty		<b>9:00</b>
	<b>10. AGENDA ITEMS</b>		
DIR	_____ Proposed legislative ideas – 2022 legislative session .....	<b>66</b>	<b>9:15</b>
McCarty			

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<u><b>April 22, 2021</b></u>			<b>Page #</b>	<b>Time*</b>
<b>11. AGENDA ITEMS, continued</b>				
<b>Information Items</b>				
ADM Tolman	—	GARVEE Bond Series 2021 sale update .....	69	<b>9:30</b>
CD Duran	—	Public Transportation relief funding update .....	70	<b>9:35</b>
<b>Action Item</b>				
CD Marker	—	Hoodoo Meadows management ..... <i>(Resolution on page 146)</i>	71	<b>9:40</b>
<b>12. BREAK</b>				<b>10:00</b>
<b>13. AGENDA ITEMS, continued</b>				
<b>Action Item</b>				
HR Danner	—	Administrative Policy 5560 Personnel Protective Equipment and Clothing .. <i>(Resolution on page 170)</i>	147	<b>10:15</b>
<b>Information Items</b>				
OP Tomlinson	—	Zero fatalities award: Camas County .....	171	<b>10:25</b>
OP Tomlinson	—	Engaged Driving awareness month .....	172	<b>10:35</b>
<b>Action Items</b>				
OP Luckenga	—	Board Policy 4048 Freight Advisory Committee update ..... <i>(Resolution on page 194)</i>	175	<b>10:55</b>
OP Lakey	—	Galloway Road underpass repair, District 3 ..... <i>(Resolution on page 197)</i>	195	<b>11:05</b>
OP Hiatt	—	US-20, Ashton to Targhee Pass, District 6 ..... <i>(Resolution on page 201)</i>	198	<b>11:10</b>
OP Burnside	—	SH-75 Spur relinquishment and transfer, District 4 ..... <i>(Resolution on page 207)</i>	202	<b>11:20</b>

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		<u>April 22, 2021</u>	Page #	Time*
<b>14. AGENDA ITEMS, continued</b>				
<b>Action Item</b>				
OP	_____	SH-75 Spur relinquishment and transfer funding, District 4.....	210	<b>11:30</b>
Burnside		(Resolution on page 211)		
<b>Information Item</b>				
		<b>15. DISTRICT 4 REPORT:</b> District Engineer Barrus		<b>11:35</b>
<b>Information Item</b>				
		<b>16. EXECUTIVE SESSION</b> (working lunch*)		<b>11:50</b>
		PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
		LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		
<b>17. AGENDA ITEMS, continued</b>				
<b>Action Item</b>				
OP	_____	Administrative settlement over \$200,000 .....	173	<b>1:00</b>
Pond		(Resolution on page 174)		
		<b>18. ADJOURNMENT</b> (estimated time)		<b>1:05</b>

\*ITD will provide lunch for those in travel status, and will not be claimed for reimbursement by any employee participating in the working lunch. Attendance is mandatory.

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 18, 2021

The Idaho Transportation Board convened at 9:30 AM on Thursday, March 18, 2021 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Bill Moad, Chairman

Janice B. Vassar, Vice Chair– District 2

James R. Thompson, Member – District 1

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Brian W. Ness, Director

Scott Stokes, Chief Deputy

Larry Allen, Lead Deputy Attorney General

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

Confirmation of Vice Chairman. Member Horsch noted that Idaho Code requires the members of the Board to select the vice chairman. Member Horsch made a motion to confirm Jan Vassar as vice chair, as selected by Chairman Moad last month. Member DeLorenzo seconded the motion and it passed 5-0 by individual roll call vote with Vice Chair Vassar abstaining.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on February 18, 2021 as submitted. Vice Chair Vassar seconded the motion and it passed unanimously.

Board Meeting Dates. Chairman Moad asked Vice Chair Vassar to explore the feasibility of meeting in Districts 2 and 4 in April and May. The following meeting dates were scheduled:

April 22, 2021

May 19, 2021

June 23, 2021

Consent Items. Vice Chair Vassar made a motion, seconded by Member Kempton, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB21-17 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 administrative rule language; the addition of FY21 Eastriver Milepost 10, 11, 11.2, Bonner County; the addition of FY22 District 5 Wetland Maintenance to the

Program; JUB Engineers individual task agreement extension; and a consultant agreement.

1) Administrative Rule Language. As part of the Governor's Red Tape Reduction Act and efforts to update the Idaho Administrative Procedures Act, chapter cover pages were to be created. During this process, two ITD chapters had sections unintentionally deleted. Staff requests extending the authority of this language via temporary rulemaking to ensure consistency and transparency. No language is being changed or modified. The temporary effective date will be March 18, 2021. The chapters are 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way and 39.03.43 – Rules Governing Utilities on State Highway Right-of-Way.

2) Addition of FY21 Eastriver Milepost 10, 11, 11.2, Bonner County to the Program. The Local Highway Technical Assistance Council has been working with Bonner County on obligating the Eastriver Milepost 10, 11, 11.2 emergency project, key #20346. The right-of-way plans were not ready in time to obligate the project in FY20. The Federal Highway Administration concurred with obligating it in FY21. Staff requests delaying the \$2,286,993 Eastriver Milepost 10, 11, 11.2, Bonner County project to FY21 of the approved FY21-27 Idaho Transportation Investment Program (ITIP).

3) Addition of FY22 District 5 Wetland Maintenance to the Program. The FY22 District 5 Wetland Maintenance project, key #21892, was unintentionally removed from the ITIP during the last update. Staff requests adding the \$326,400 project to FY22 of the ITIP.

4) JUB Engineers Individual Task Agreement Extension. Staff requests approval for JUB Engineers to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$550,000. JUB Engineers was selected in 2016 for Plans, Specifications and Estimate services for \$336,000 for the Garden Creek Road project, key #18933, in District 6.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #12122 – East 1300 North, Ora Road Bridge, Fremont County, District 6 for additional construction, engineering, and inspection services of approximately \$1.15 million.

Information Items. Member DeLorenzo asked for information on the SH-55, Little Goose Creek Bridge professional services agreement. District 3 Engineer (DE) Caleb Lakey said he will get information and report back. (See later minute entry.)

1) Contract Awards and Advertisements. Key #19246 – US-95, Pine Creek Bridge, District 3. Low bidder: Knife River Corporation - Mountain West - \$2,702,043.

Key #19871 – US-26, Junction SH-31 to Wyoming State Line, District 6. Low bidder: H-K Contractors Inc. - \$5,357,769.

Key #21942 SIA – FY22 District 5 Revegetation. Low bidder: Snake River Reclamation LLC - \$101,004.

Key #19603 – FY21 Power County Pavement Preservation, District 5. Low bidder: Knife River Corporation – Mountain West - \$2,143,000.

Key #22428 SIA – US-93, FY21 District 6 Rock Fall Mitigation. Low bidder: Rock Supremacy LLC - \$100,500.

Key #22426 SIA – US-20, Rigby Lighting, District 6. Low bidder: Mountain West Electric - \$1,090,453.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From January 30 through February 24, 26 new professional services agreements and work tasks were processed, totaling \$5,820,942. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$289,688.

3) State FY21 Financial Statements through January. Revenues to the State Highway Account from all state sources were ahead of projections by 12.7% as of January 31. Receipts from the Highway Distribution Account were \$17.5 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 10%, or \$184,000. Expenditures were within planned budgets. Personnel costs had savings of \$3.4 million or 4.5% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$14.9 million during the month.

The balance of the long term investments was \$111.4 million at the end of January. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$90.3 million includes reserves to mitigate the impact of COVID on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund through January were \$16 million. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$12.1 million, and expenditures were \$27.7 million year-to-date. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$3.8 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through February. Idaho received obligation authority of \$279.3 million through September 30 via an Appropriations Act signed in December. This corresponds to \$278.4 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 also passed a COVID relief package. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$315.4 million. Obligation authority is currently 88.5% of apportionments. Of the \$278.4 million allotted, \$102 million remains.

5) 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.

6) Dealer Advisory Board (DAB) Annual Report. The DAB was created via Idaho Code to provide guidance and assistance to the Department in the administration of vehicle dealer and salesmen regulations and issues related to the industry. Its members represent new and used vehicle dealers, a recreational vehicle dealer, and an off-road vehicle dealer.

Due to COVID, the DAB met twice in 2020, but engaged with staff throughout the year. During the first half of the year, its topics related to the pandemic, including whether dealerships qualified as essential businesses and concerns with the closure of county offices. Discussions during the second half of the year focused on the Division of Motor Vehicles' modernization project and future initiatives.

Monthly Report on Department Activities. Director Ness summarized some legislative actions. Member DeLorenzo and Chris Pomeroy were confirmed as members of the Idaho Transportation Board and Idaho Aeronautics Advisory Board, respectively; the FY21 supplemental request was approved and is awaiting the Governor's signature; and the FY22 appropriation request passed the House and is awaiting Senate action.

President Biden signed the COVID-19 American Rescue Plan. It provides funding for public transportation and airports; although Idaho's funding levels are unknown at this time. Director Ness reported on a successful annual meeting with the Idaho Association of General Contractors. He emphasized the importance of the two agencies working collaboratively, especially as the state continues to experience extensive growth. He also congratulated Lead Deputy Attorney General Allen and Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles on their upcoming retirement and LHTAC Deputy Administrator Laila Kral on her promotion to Administrator.

In response to Member DeLorenzo's earlier question, DE Lakey said the \$585,906 work task for the SH-55, Little Goose Creek Bridge project is to proceed with supplemental design work to replace a box culvert with a full bridge. He also reported that SH-55 was closed north of Smiths Ferry because of a rock slide. The road has been cleared; however, the highway remains closed due to safety concerns with additional slides. District 2 staff and a consultant are providing assistance with the project. That portion of road was previously only closed from 10 AM to 2 PM Monday through Thursday for blasting in the active construction project farther north.

Chairman Moad congratulated DAG Allen and LHTAC Administrator Miles on their upcoming retirement and Deputy Administrator Kral on her promotion, and thanked Director Ness and DE Lakey for their reports.

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty reported that the Senate Transportation Committee approved the Department's rules, but the rules have not been presented to the House Transportation Committee (HTC). ITD's legislative proposal related

to the federal odometer disclosure requirement passed both bodies and is awaiting the Governor's signature. The other proposal relating to surrendering driver's licenses and clean-up language was held in HTC. Staff is continuing to answer questions, provide information, and monitor legislation, including on three revenue proposals, electronic vehicle credentials, the 129,000 pound route fund for locals to analyze roads, and a driver privilege card.

Chairman Moad thanked GAM McCarty for the update and staff's efforts on legislation.

Division of Motor Vehicles (DMV) Update. Motor Vehicle Administrator (MVA) Alberto Gonzalez said the number of daily DMV transactions is back to normal after last fall's implementation of the last phase of the modernization project and issues related to the pandemic, which closed some county offices and reduced staffing levels. ITD is supporting county offices by processing the backlog of titles and documents mailed in and submitted online. It also offered to reimburse counties for overtime employees incurred while working on the backlog of transactions. Almost 800 system improvements have been implemented since GEM went live last fall. Additional system upgrades and cleanup are planned, along with other activities like establishing a dealer portal and providing more online services. The Department will also continue working closely with the counties.

MVA Gonzalez also reported that extensive outreach has been conducted on the Star Card. The more secure driver's license will be required for federal identification purposes on October 1, 2021. To date, about 465,000 Star Cards have been issued out of approximately 1,250,000 licenses.

The Board thanked MVA Gonzalez for the report and for his staff's exemplary work.

Airfield Management Acceptance Process. Jeff Marker, Aeronautics Administrator (AA), outlined the Department's authority to open, close, or accept management of a state operated airfield. Per Board Policy 4065 Acquisition and Closure of State Airports, some of the criteria to consider include cost, safety, public opinion, and alternative plans. He has been working with partners on the potential acquisition of the Hoodoo Meadows airstrip, which is in the wilderness area west of Salmon. The Forest Service facility has not been operational since the 1980s and is in need of maintenance. As part of the process, the Department is seeking public comments on the proposal. The next step is for the Aeronautics Advisory Board to consider the acquisition and make a recommendation to the Transportation Board. AA Marker said he will presumably be back next month to request Board action on the proposed acquisition.

Member Hoff said he is familiar with the Hoodoo Meadows airstrip. He believes there is a lot of support for the state to acquire and maintain it, which would open access to more recreational opportunities.

In response to Member Kempton's question on the difficulty of the airstrip, AA Marker said it has a slight incline but is not a difficult backcountry airstrip. It is about 2,200 feet long.

Vice Chair Vassar asked about the budget, noting the airstrip will presumably need extensive work. AA Marker said funding is being explored, including with a number of partners.

Chairman Moad thanked AA Marker for the presentation.

Status: FY22 Appropriation Joint Finance and Appropriations Committee (JFAC)  
Actions. Financial Manager – Financial Planning and Analysis Chris Bray reported that JFAC approved ITD’s FY22 appropriation. The net appropriation request was increased \$146 million to a total of \$882 million. It includes a 2% change in employee compensation and all of the line items totaling \$182 million. JFAC also approved a \$70 million FY21 supplemental request.

Chairman Moad thanked Financial Manager Bray for the update.

Revisions to Board Policy 4051 and Administrative Policy 5051 Use of Department Facilities and Equipment. Controller Dave Tolman said one minor change is being proposed to Board Policy 4051 Use of Department Facilities and Equipment to reference the accurate subsection of Idaho Code. The corresponding administrative policy revisions include adding language from Administrative Policy A-06-18, Sales Activities in the Workplace to authorize supervisors to allow posting of notifications of commercial sales activities on bulletin boards. It must be noted that the product or service is not endorsed by ITD. With the inclusion of this language, Controller Tolman recommends deleting A-06-18.

Vice Chair Vassar said the Board Subcommittee on Policies reviewed these proposals and supports them.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for  
 ITB21-18 the Idaho Transportation Department; and

WHEREAS, Board Policy 4051 Use of Department Facilities and Equipment was developed to provide guidance and procedures for the use of Department facilities and equipment; and

WHEREAS, Board Policy 4051 Use of Department Facilities and Equipment is in need of a minor update; and

WHEREAS, Administrative Policy 5051 Use of Department Facilities and Equipment is being modified to include a portion of Administrative Policy A-06-18, Sales Activities in the Workplace, which is being deleted.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the revisions to Board Policy 4051 Use of Department Facilities and Equipment, and concurs with the changes to Administrative Policy 5051 Use of Department Facilities and Equipment and the deletion of A-06-18, Sales Activities in the Workplace.

Revisions to Administrative Policy 5053 Employee Overtime and Other Time Considerations. Controller Tolman requested minor revisions to Administrative Policy 5053

Employee Overtime and Other Time Considerations. The main change deletes the requirement that vacation or other leave time must be taken in 30 minute increments.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB21-19 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5053 Employee Overtime and Other Time Considerations was developed to establish controls over Department employment and compensation; and

WHEREAS, Administrative Policy 5053 Employee Overtime and Other Time Considerations has minor modifications to update a title and to eliminate wording prescribing minimum amount of leave to be taken as it is covered in the payroll manual.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with the changes to Administrative Policy 5053 Employee Overtime and Other Time Considerations.

Chairman Moad thanked Controller Tolman for the work on these policies.

Revisions to Administrative Policy 5505 Operating State-Owned Vehicles and Deletion of 5535 State Owned Vehicle Usage Practices. Employee Safety Manager (ESM) Randall Danner presented Administrative Policy 5505 Operating and Usage Practices of State-Owned Vehicles. The title was changed from Operating State-Owned Vehicles because the revised policy incorporates Administrative Policy 5535 State Owned Vehicle Usage Practices, which would be deleted. In addition to the consolidation of the policies, revisions include edits to reflect modernization and compliance with current policies, and language on the use of telematics to collect data from vehicles.

Vice Chair Vassar said the Board Subcommittee on Policies did not review these policy revisions and recommended a 30-day review period.

Member Kempton asked how the policy applies to rented or leased vehicles, particularly when non-state employees are passengers. He specifically asked about guests accompanying the Board on District tours. ESM Danner believes the Release and Acknowledgement of Responsibility form would need to be signed prior to participation on the tour.

Vice Chair Vassar noted that the Division of Aeronautics occasionally charts flights for the Board and asked about that practice. ESM Danner said non-state employees are required to sign the form before flying on state planes. Those forms are retained so repeat passengers do not have to sign it every time.



Chairman Moad requested these policies be presented next month for the Board's consideration.

Board Policy 4048 Freight Advisory Committee Update. Vice Chair Vassar said the Board Subcommittee on Policies did not review the revisions to 4048 Freight Advisory Committee. Chairman Moad said the Board will take a 30-day review period for the proposed revisions to Board Policy 4048.

SH-75, Hailey to Ohio Gulch Intersection. DE 4 Jesse Barrus requested the addition of SH-75, Hailey to Ohio Gulch Intersection to the ITIP using Board Unallocated Funds. The \$1.2 million project would restripe the highway with a modified configuration to add an acceleration lane. This would help alleviate some of the concerns with entering SH-75 at Ohio Gulch because a traffic signal is not warranted. The distressed pavement from Hailey to Ohio Gulch would be patched and chip sealed. The project should be ready to construct in one or two months.

Member Kempton expressed support for this project, noting the extensive growth in the Sun Valley area. Chairman Moad also supported the project and stated that he envisioned the Board Unallocated funds to be used for projects like this. He encouraged the Board to consider additional projects with the remaining \$1 million in the account.

In response to Member DeLorenzo's question on when the Board Unallocated funds get swept, Chief Engineer (CE) Blake Rindlisbacher said in April.

Member Kempton made a motion, seconded by Vice Chair Vassar, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB21-20 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for the Department to improve and re-stripe SH-75, Hailey to Ohio Gulch Intersection; and

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

*NOW THEREFORE BE IT RESOLVED*, that the SH-75, Hailey to Ohio Gulch Intersection be added to the ITIP at a cost of approximately \$1,200,000 using FY21 Board Unallocated Funds; and

*BE IT FURTHER RESOLVED*, that the Board approves the staff to adjust the program and amend the approved FY21-27 Statewide Transportation Improvement Program accordingly.

Chairman Moad thanked DE Barrus for the presentation.

COVID-19 Relief Funds and Bridge Federal General Funds Distribution Plan. CE Rindlisbacher said the President signed a COVID Relief and Bridge Federal General funding

package in December 2020. Idaho will receive \$71 million of COVID-19 Relief funding for highway projects and \$17 million of Bridge Federal General funding for bridge projects. The Board has discretion on the distribution of the funds, which must be obligated to projects by September 2024.

There is a federal requirement to allocate \$3,974,863 of the COVID-19 Relief Funds to the Transportation Management Area. CE Rindlisbacher recommends taking those funds off the top, splitting 12.6% of the remaining balance between the Local Urban and Local Rural Programs, and allocating the rest to ITD for the state highway system. Because Idaho's bridge deficiency is equally distributed between the state and local system, CE Rindlisbacher recommends splitting the \$17 million of bridge funds equally between ITD and the locals. Although the federal guidelines do not require a match, he recommends a 7.34% match.

Chairman Moad asked if this distribution plan is consistent with past practices. CE Rindlisbacher said that overall, yes, it follows previous plans and generally follows the guidance in Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies.

In response to Chairman Moad's request for comments, LHTAC Administrator Miles said he worked with ITD on the recommended distribution plan. He supports it and appreciates the recommendation, especially to split the bridge funding equally between the state and local system. Overall, it is consistent with past distribution plans with the exception of safety funds. He also expressed appreciation for the Board's and Department's support during his extensive career at ITD and LHTAC.

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

RES. NO. WHEREAS, it is the intent of the Idaho Transportation Board to effectively  
ITB21-21 utilize all available federal, state, local, and private capital investment funding;  
and

WHEREAS, the Idaho Transportation Department (ITD) will receive \$71 million in COVID-19 Relief funds; and

WHEREAS, ITD proposes to split the funds with the Transportation Management Area's (TMA's) share taken from the total amount; and

WHEREAS, the balance after the TMA's share is removed will be split following the general guidelines set in Board Policy 4028 with 12.6% of the funds being distributed to the Local Public Agencies (LPAs) that will then be divided equally between Urban and Rural LPAs; and

WHEREAS, ITD will also receive \$17 million in Bridge Federal General Funds, which is being proposed to be split 50/50 with the Local Highway Technical Assistance Council; and

WHEREAS, the typical Idaho match rate of 7.34% be provided for all projects using these funds; and

WHEREAS, ITD intends the increased anticipated funding to target critical investments.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the COVID-19 Highway Relief Funds and Bridge Federal General Funds Distribution Plan.

2021 Infrastructure for Rebuilding America (INFRA) Grant Applications. CE Rindlisbacher said staff intends to submit two applications for the federal INFRA Grant Program. District 1 will request \$39.5 million for the SH-53, Pleasant View Interchange and Huetter Port of Entry Relocation. The project would construct a new interchange on SH-53 at Pleasant View Road to consolidate three crossings and relocate the Huetter Port of Entry. The total project is estimated at \$55.5 million. ITD would provide \$11.6 million as match and the Post Falls Highway District and Burlington Northern Santa Fe Railroad would contribute \$3.7 million and \$660,000, respectively.

The other project is I-84, Centennial Interchange to Franklin Road Interchange in District 3, according to CE Rindlisbacher. The request is for \$62 million of the \$108 million project. The capacity and safety improvements include adding general purpose lanes and auxiliary lanes, reconstructing the interchange at 10<sup>th</sup> Avenue, replacing the pedestrian bridge, slip lining the Golden Gate Canal crossing, and improving the drainage system. ITD's match would be up to \$46 million and the City of Caldwell would commit \$100,000; however, other partners may be identified before the application is submitted. Staff is exploring the use of up to \$30 million in non-user fees, such as the Strategic Initiatives Program Fund or Transportation Expansion and Congestion Mitigation fund, because the contribution of non-user fees generally increases the chances of an application's success. If the application is successful, some District 3 projects may be delayed to divert funding for the match.

Chairman Moad thanked DE Rindlisbacher for his presentations.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:05 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (c). Vice Chair Vassar seconded the motion and it passed 6-0 by individual roll call vote.

The discussion on personnel matters related to the performance of an employee. The discussion on legal matters related to the acquisition of property.

The Board came out of executive session at 1:40 PM.

Office of Communication Annual Report. Senior Public Information Officer (SPIO) Aubrie Spence reported on the Department's social media activities in 2020, with goals of delivering information, engaging the public, and reaching more people. She also summarized the

virtual public engagement efforts. Overall, more comments were received via virtual meetings than traditional in-person meetings; however, she emphasized that a hybrid method will be used in the future. Traditional in-person meetings are not being eliminated.

Communication Manager (CM) Vince Trimboli stressed the importance of communicating with staff last year when employees were sent home to work due to the COVID-19 pandemic. A special page on the Department's internal site was established to provide information related to the pandemic. The portal page on the internal site was also redeveloped, making it more user friendly. Some of the current projects are to provide more talking points on specific topics, update the external website, update the "Guide to Public Involvement", implement a social media policy, and develop a communication plan for the recently updated Strategic Plan.

In response to Chairman Moad's question about conducting extensive outreach to ensure more people and groups, other than special interest groups, submit comments, CM Trimboli replied that he believes staff is doing that. For example, more than 30 stakeholder groups were contacted before construction started on District 3's SH-55 project north of Smiths Ferry. He reiterated that traditional efforts such as information in newspapers, flyers, phone calls, and face-to face meetings will continue in addition to virtual outreach efforts.

Chairman Moad thanked SPIO Spence and CM Trimboli for the informative presentation and the Office of Communication for its various activities.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:25 PM.

---

BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2021  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2021**

May 18-19 – District 2  
June 23-24 – District 3  
July \_\_\_\_\_ - District 6

August \_\_\_\_\_ - District 1  
September \_\_\_\_\_ - District 5  
October \_\_\_\_\_

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

“X” = holiday

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

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 18 - 31**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB21-21

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of two Community Planning Association of Idaho transit projects to the approved Idaho Transportation Investment Program; Highway Infrastructure Federal General Funds distribution plan; Forsgren Associates individual task agreement extension; consultant agreements; and a contract for award.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

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

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

## Subject

Add 2 **COMPASS Transit Projects** to the approved FY 2021 – 2027 ITIP

Key Number new	District 3	Route Number Transit
-------------------	---------------	-------------------------

## Background Information

The purpose of this consent item is to request approval to add 2 transit projects to FY 2022, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of the COMPASS and the sponsor Valley Regional Transit.

The **Transit-State Street Premium Corridor, Part 1** project is to implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. The cost of the project is **\$1,250,000**, the federal portion of **\$1,000,000** is from the FTA Section 5307 Large Urban Grant and the local match of **\$250,000** and will be paid by the City of Boise.

The **Transit-State Street Premium Corridor, Part 2** project is to Implement Part 2 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding. The cost of the project is **\$5,882,000** and will be paid by the City of Boise.

COMPASS has updated their Transportation Improvement Program on August 13, 2021 to add this project.

The staff requests approval to add this project as detailed above to the approved FY 2021 – 2027 ITIP.

## Recommendations

Approve the addition of 2 transit projects:

The **Transit-State Street Premium Corridor, Part 1** project at a cost of **\$1,250,000**. The **Transit-State Street Premium Corridor, Part 2** project at a cost of **\$5,882,000**.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials br	Reviewed By
Preparer's Name Randy Gill	Preparer's Title PMO Manager	Initials rg	

### Subject

Highway Infrastructure Federal General Funds Distribution Plan		
Key Number	District	Route Number

### Background Information

The purpose of this Board Item is to propose to the Board a distribution plan for the additional Highway Infrastructure Federal General Funds that were received.

ITD received an additional \$4,624,030 Highway Infrastructure Federal General Funds. Staff is proposing to split the funds with the Transportation Management Area's (TMA's) share of \$567,321 taken from the total amount. With the remaining ITD's share, it is proposed that we generally follow the guidelines set in Board Policy 4028, and distribute 12.6% of the Highway Infrastructure Funds to the Local Public Agencies (LPA's) that will then be divided equally between Urban and Rural LPA's.

Although this funding can be 100% Federal Funding, ITD proposes that the typical Idaho match rate of 7.34% be provided for all projects using these funds.

FP&A will address the spending authority in the FY23 budget request.

### Recommendations

Approve the consent item.

### Board Action

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





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

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

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

## Subject

Forsgren Associates Individual Task Agreement Extension		
Key Number 19622	District 5	Route Number Bannock Street, Malad City

## Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for Forsgren Associates on the Bannock Street Project, Key No. 19622.

In February 2018, Forsgren Associates was initially selected from the term agreement list with a Request for Information (RFI) for project alternatives analysis and materials investigation services for \$119K. In June 2019, they were selected to prepare Preliminary Design through Plans, Specifications and Estimate (PS&E) services for \$371K, bringing the total agreement amount to \$490K.

During design it was determined that an existing sewer line was located at the same elevations as the proposed storm drain. This requires additional time and analysis in order to evaluate the options available for the City of Malad. Additionally, the existing sidewalk elevation needs to be raised to avoid low spots, which will have impacts to adjacent properties. This project is at the final design stage, and Forsgren Associates is needed to complete the project by providing final PS&E package, record of survey and engineer of record services. These additional services are estimated at \$50K and will increase the combined agreement amount to \$540K. Forsgren Associates have extensive institutional knowledge of the project and would be extremely difficult to replace with another consultant at this stage of design.

Additional services by Forsgren Associates are estimated at \$50,000 for a total of \$540,000. The cost of this additional work will be covered by funds that have already been obligated within the project.

*The agreement for KN 19622 was initiated prior to Board Approval. This was due to an oversight. Training for new staff as well as checks and balances have been put into place to minimize future incidents.*

## Recommendations

Approve request for Forsgren Associates to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$540,000.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 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	

## Subject

### REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number Various	District Various	Route Number OFFSYS
-----------------------	---------------------	------------------------

## 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.

*Due to needed expediency, agreement for KN 13476 (see below), was initiated prior to Board Approval. In addition, agreements for KN 20574 and KN 12315 (see below) were initiated prior to Board Approval. This was due to an oversight. Training for new staff as well as checks and balances have been put into place to minimize future incidents.*

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 19916 – US 95, Labrosse Hill Street to Alderson Lane, Bonners Ferry (District 1) – for additional Services of approximately \$1.07M
- KN 20574 – SH 44, Star Road to SH 16, Ada County (District 3) – for Design Services of approximately \$1.3M
- KN 20788 – SH 16, I 84 to US 20/26 & SH 44, Ada & Canyon Counties (District 3) – for Design Services of approximately \$16.5M
- KN 12315 – STC 5743, Kidd Island Road, Worley Highway District (LHTAC) – for Construction, Engineering & Inspection Services of approximately \$1.1M
- KN 13476 – SH 44, SH 55 Intersection Improvement, Eagle (District 3) – for Design Services of approximately \$1.78M

## Board Action

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



**DATE:** March 31, 2021

**Program Number(s)** A019(916)

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

**Key Number(s)** 19916

**FROM:** Damon Allen, PE  
D1 Engineer

**Program ID, County, Etc.** US 95, Labrosse Hill  
Street to Alderson Lane, Bonners Ferry

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Services with HMH

The purpose of this project is to improve safety and mobility along the US 95, Labrosse Hill Street to Alderson Lane, Bonners Ferry. This project expands the two-lane roadway in the business area into three lanes to include bicycle lanes and Americans with Disabilities Act (ADA) improvements.

In May 2017, through Request for Proposal (RFP), HMH was selected to provide roadway design services in the amount of \$616K. The project required additional design and survey services in the amount of \$273K bringing the current total to \$889K.

The project consists of purchasing right-of-way (ROW) from 47 property. This request is for final record of survey for the 47 properties purchased, setting the right-of-way monuments for those 47 properties, and for providing engineer of record services for \$181K bringing the total to \$1.07M.

The project currently available obligated funds to cover this request.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of \$1.07M to complete this project.



**DATE:** April 1, 2021

**Program Number(s)** A020(574)

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

**Key Number(s)** 20574

**FROM:** Andrew Linder, PE  
Design/Construction Staff Engineer

**Program ID, County, Etc.** SH 44, Star Road to  
SH 16, Ada County

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design Services by T-O Engineers, Inc.

The purpose of this project is to improve mobility and safety on SH 44 between Star Road and SH 16. This project addresses widening the existing roadway to a total 5 lane section (2 lanes for both Eastbound and Westbound, 1 median/dual left lane), including paved shoulders, and drainage features.

In April 2018, through a Work Task Agreement, T-O Engineers, Inc was selected to provide survey services for \$168K. In July 2019, through Request for Proposal (RFP), T-O Engineers, Inc. was selected to provide Design Services. Phase 1 was for Preliminary Design services for \$402K. Phase 2 is for Intermediate Design through Plans, Specifications and Estimates (PS&E) for \$670K, bringing the total to \$1.24M.

The project currently has \$1.3M in available obligated funds.

The purpose of this board item is to request approval to increase the existing consultant services agreement amount to \$1.3 M to complete the design services through PS&E.



**DATE:** March 23, 2021

**Program Number(s)**A020(788)

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

**Key Number(s)**20788

**FROM:** Mark Campbell  
GARVEE Project Manager

**Program ID, County, Etc.**SH-16, I-84 to US-  
20/26 & SH-44, Ada & Canyon Counties

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design by Parametrix and David Evans & Associates

The purpose of this project is to increase the transportation capacity of the Idaho State Highway System within Ada and Canyon Counties, and to reduce North-South travel times between I-84 and destination north of the Boise River near the vicinity of the SH-16 and SH-44 intersection.

SH-16 North includes the design of SH-16 from Cherry Lane to US-20/26, with at-grade signalized intersections at Ustick and US-20/26. SH-16 South includes the design for SH-16 from I-84 to Cherry Lane, including the system interchange at I-84, at-grade signalized intersections at Franklin Road, and the railroad overpass. Both segments include local road improvements and new local roads to provide access to parcels whose access was interrupted by the new highway alignment.

The estimated cost to complete the final design of Phase 2 was \$14 million and is scheduled to be complete in November 2021. The corridor was divided into a North and South segment for final design. Parametrix was awarded the contract for the South segment and David Evans & Associates was awarded the North segment.

Close coordination with local agencies have identified several areas that require design changes. Instead of constructing a traditional 4-way intersection at SH-16 and US 20/26 directly under the future overpass, that building the on and off ramps for the future interchange now, will provide better traffic control and save both time and costs later. These changes require additional survey, roadway design, drainage design, and various reports in the amount of \$2.5M.

The purpose of this board item is to request approval to extend the existing professional services agreement amount for Parametrix and David Evans & Associates with an additional \$2.5 million to make the design changes described above.

The project currently has \$6M in available obligated funds.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$16.5M complete design services.



**DATE:** April 21, 2021

**Program Number(s)**A012(315)

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

**Key Number(s)**12315

**FROM:** Jeff Miles, P.E.  
LHTAC Administrator

**Program ID, County, Etc.**STC-5743, Kidd Island  
Road, Worley Highway District

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Construction, Engineering & Inspection (CE&I) Services by JUB Engineers

The purpose of this project is to improve the safety of the traveling public by replacing the roadway surface and straightening a roadway curve.

In April 2020, through the Request for Proposal (RFP), JUB Engineers was selected to provide Construction, Engineering & Inspection (CE&I) Services. JUB was also the Prime Design Consultant for the project.

The Kidd Island Road project was originally intended to be completed within one construction season, culminating in the Fall of 2020. No Winter 2020 or Spring 2021 work was anticipated.

Within the first month of construction, an unanticipated utility conflict was discovered. The conflict took more than 2 months to resolve by the utility, and resulted in two complete work shut downs for the project's Contractor. This delay pushed construction into the late Fall, and weather that did not allow permanent paving to occur. The Contractor placed temporary paving in late October, knowing it would require removal and replacement in the Spring of 2021 when temperatures allowed. The CE&I Consultant's schedule has extended accordingly.

The consultant agreement for the Design (JUB) totaled \$703,450. The original CE&I (JUB) agreement totaled \$272,263. The additional \$74,364 in work brings JUB's total to \$1.06M.

The project currently has available obligated funds to cover the additional work.

The purpose of this board item is to request approval to increase the existing consultant services agreement amount to \$1.1M to complete CE&I services.



**DATE:** March 11, 2021

**Program Number(s)** A013(476)

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

**Key Number(s)** 13476

**FROM:** Caleb Lakey, PE  
District 3 Engineer

**Program ID, County, Etc.** SH 44/SH 55, Eagle  
Road Intersection Improvement, Eagle

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for additional design services by Horrocks Engineers, Inc.

The purpose of this traffic operations improvement project is to enhance safety, reduce congestion and facilitated pedestrian use at the intersection of SH-44 and Eagle Road (mile point 17.5).

To date, Horrocks Engineer's, Inc. have performed work on this project in the amount of \$1,101,170.00.

- |   |           |        |
|---|-----------|--------|
| • Professional Agreement (Design)             | \$191,000 | closed |
| • Professional Agreement (Design)             | \$847,281 | closed |
| • Professional Agreement (Engineer of Record) | \$ 62,889 | open   |

Further design is required on this project to complete the intersection widening lanes reconfiguration to a more traditional expressway signalized improvement instead of two displaced left turns on SH-44 ("continuous flow intersection" CFI) to address driver expectations, public outreach, traffic safety, maintenance and owner operator requirements. This request is for additional design services during construction in the amount of \$670,294.

The source for the offset is from statewide balancing.

The purpose of this board item is to request approval to increase the existing consultant services agreement amounts to \$1.78M to complete additional design services.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 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

Board Approval of Contracts for Award

Key Number	District	Route Number
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## Background Information

### INFORMATION

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

Year to Date Bid Summary 10/1/20 to 04/05/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
38	11	2	2	0	0

### ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 03/02/21 to 04/05/21	
ITD	Local
0	1

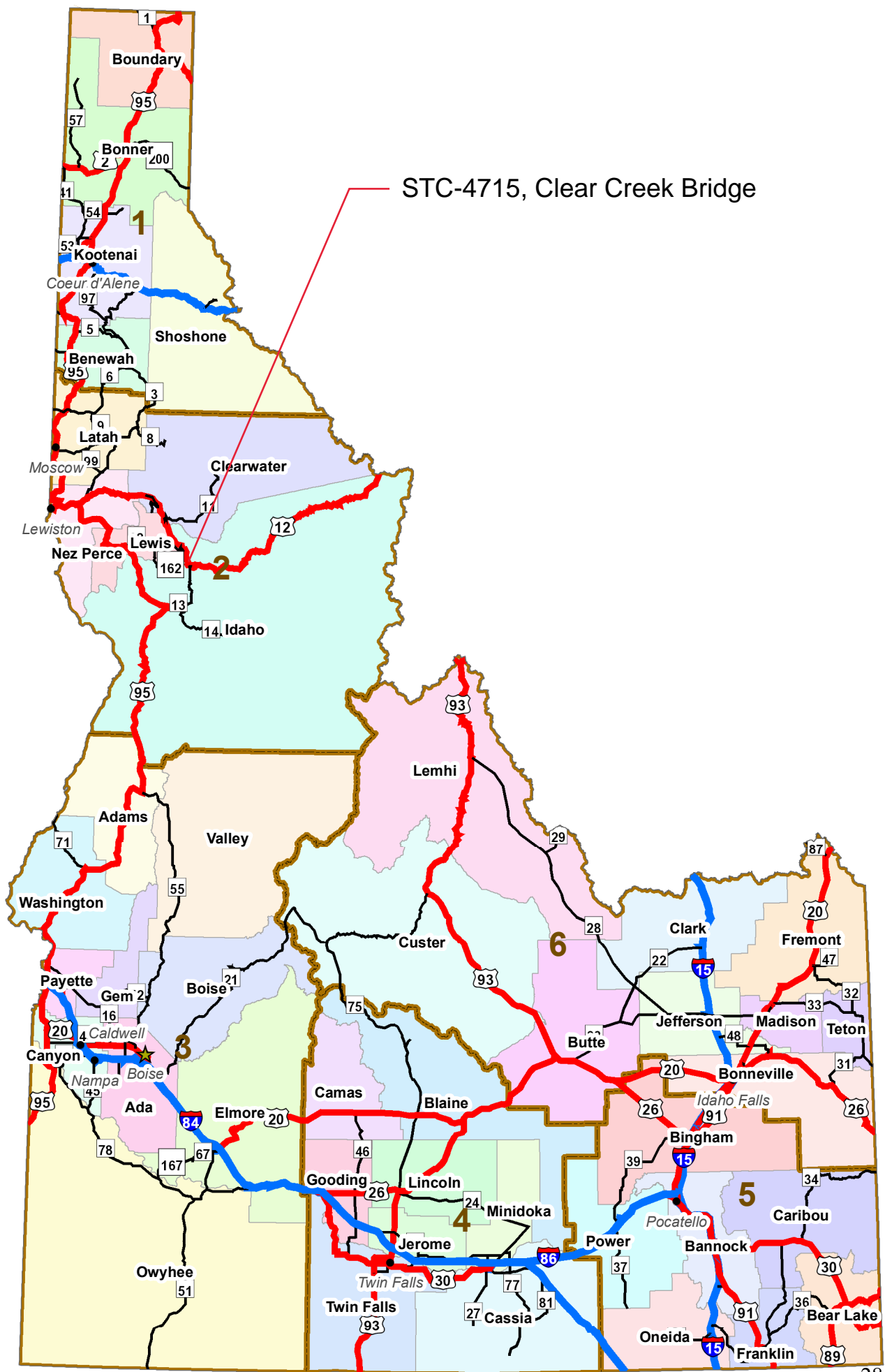
## Recommendations

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

## Board Action

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





STC-4715, Clear Creek Bridge

## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(2)	<b>13445</b>	OFF SYS	3/2/2021	5	\$1,593,919.80	\$1,875,566.40	\$281,646.60
STC-4715, Clear Creek Bridge					Federal		118%
Contractor: Cannon Builders Inc.							

# Local Highway Technical Assistance Council

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789

[www.lhtac.org](http://www.lhtac.org)



Todd Smith  
Chairman

Robert (BJ) Berlin  
Vice Chairman

Neal Gier  
Secretary/Treasurer

Jeff R. Miles, P.E.  
Administrator

**Date:** March 18, 2021  
**To:** Monica Crider, P.E.  
Contracting Services Engineer  
**From:** Jeff R. Miles, PE  
Administrator  
**Project No.:** A013(445)  
**Key No.:** 13445  
**Project Identification, County**  
Clear Creek Bridge, Idaho County  
**RE:** Justification Bid for Award

The bid was opened on March 2, 2021 for the above reference project. LHTAC and Idaho County has reviewed the bid results. The Engineer's Estimate at bid opening was \$1,593,919.80. The apparent low bidder, Cannon Builders, Inc, submitted a low bid of \$1,875,566.40 which is approximately 18% over the Engineer's Estimate. A total of five bids were received and are within an average of approximately 14% of each other.

The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Price	Bid Price	\$ Difference
502-385A	PRESTR DECK BULB TEE GIRDER	567 FT	\$ 255,150.00	\$ 419,580.00	\$ 164,430.00
Z629-05A	MOBILIZATION	1 LS	\$ 165,844.80	\$ 310,000.00	\$ 144,155.20
Total Difference from these Items:					\$ 308,585.20
% of Difference from Engineer's Estimate (\$281,646.60):					109%

## Analysis

The Engineer's Estimate was based on the ITD Bridge Cost Data at that time. LHTAC considered the rural setting, cost inflation and hauling costs for bridge items for the project. We did not fully anticipate the high level of inflation to still remain based on the current market when we considered the remote location of the project. With this information, we would have adjusted the price for each of the above items, which should have brought the Engineer's Estimate to within 110% of the low bid.

This bridge replacement project addresses a significant structural deficiency in the bridge and in order to increase safety for all roadway users, needs to be awarded in the 2021 construction season. Additional funding to cover the contract award is made available through prior bid savings. Idaho County is prepared to provide the additional

## Council Members

**Association of Idaho Cities**  
Mayor Mac Pooler  
City of Kellogg

Mayor Robert (BJ) Berlin  
City of Roberts

Mayor Bruce Hossfeld  
City of Paul

**Idaho Association of Highway Districts**  
Commissioner Neal Gier  
Buhl Highway District

Commissioner Terry Werner  
Post Falls Highway District

Commissioner Gilbert Hofmeister  
Power County Highway District

**Idaho Association of Counties**  
Commissioner Phil Lampert  
Benewah County

Commissioner Mark Rekow  
Gem County

Commissioner Todd Smith  
Madison County

**Ex-Officio Members**  
Kelley Packer, Executive Director  
Association of Idaho Cities  
Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts  
Seth Grigg, Executive Director  
Idaho Association of Counties

estimated match of \$28,257.44. LHTAC does not believe, based on current conditions related to the COVID-19 virus, that re-advertisement would result in lower estimates.

**Recommend for Award**

LHTAC and Idaho County have reviewed the bids and they appear reasonable in the current bidding climate and very rural location of the project. It is the recommendation of LHTAC and Idaho County to award the construction project to the apparent low bidder.

It is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder.

Sincerely,



Jeff R. Miles, PE Administrator

Cc: Gene Meinen, Idaho County Road and Bridge  
Loran Frazier, THD



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

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

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

## Subject

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 04/05/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
38	11	2	2	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 03/02/20 to 04/05/21	
ITD	Local
9	1

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

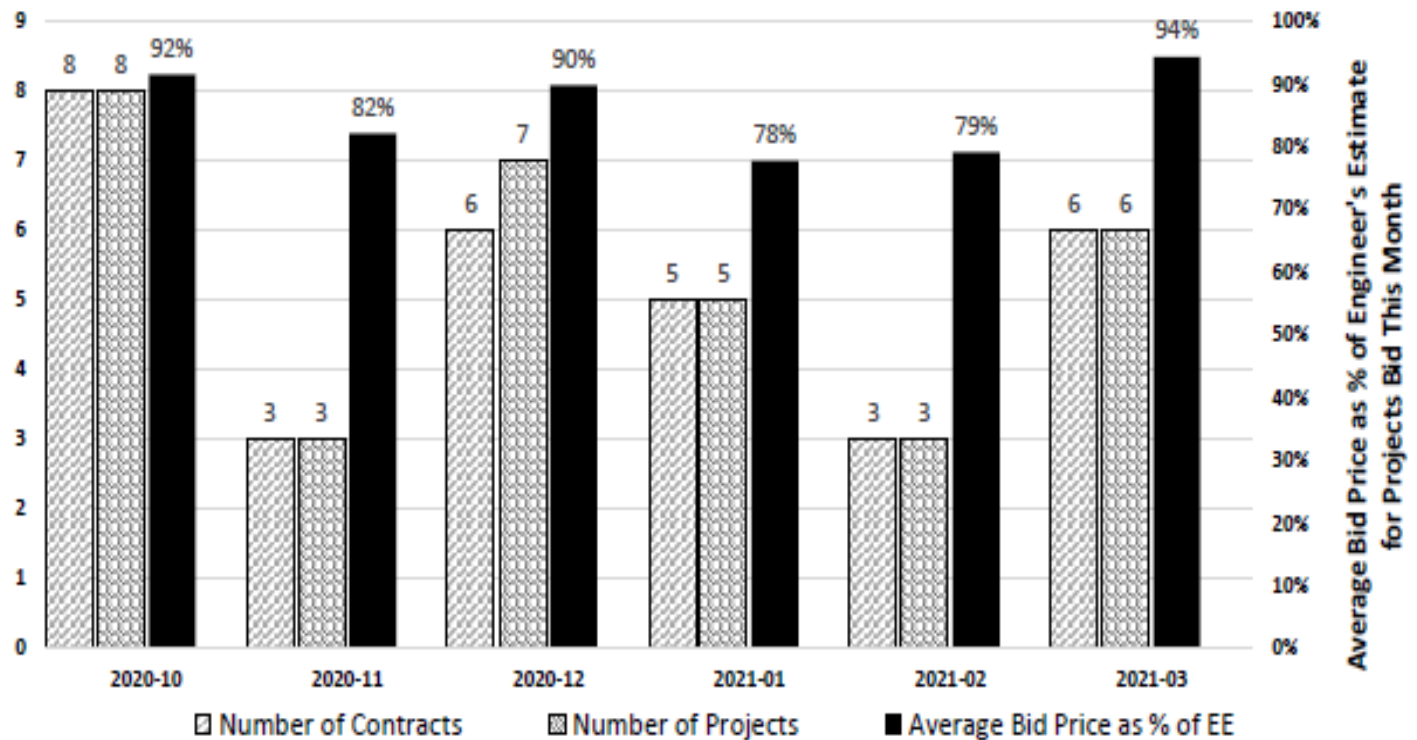
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

### 32 Projects YTD through April 5, 2021

YTD Total for all 32 projects:

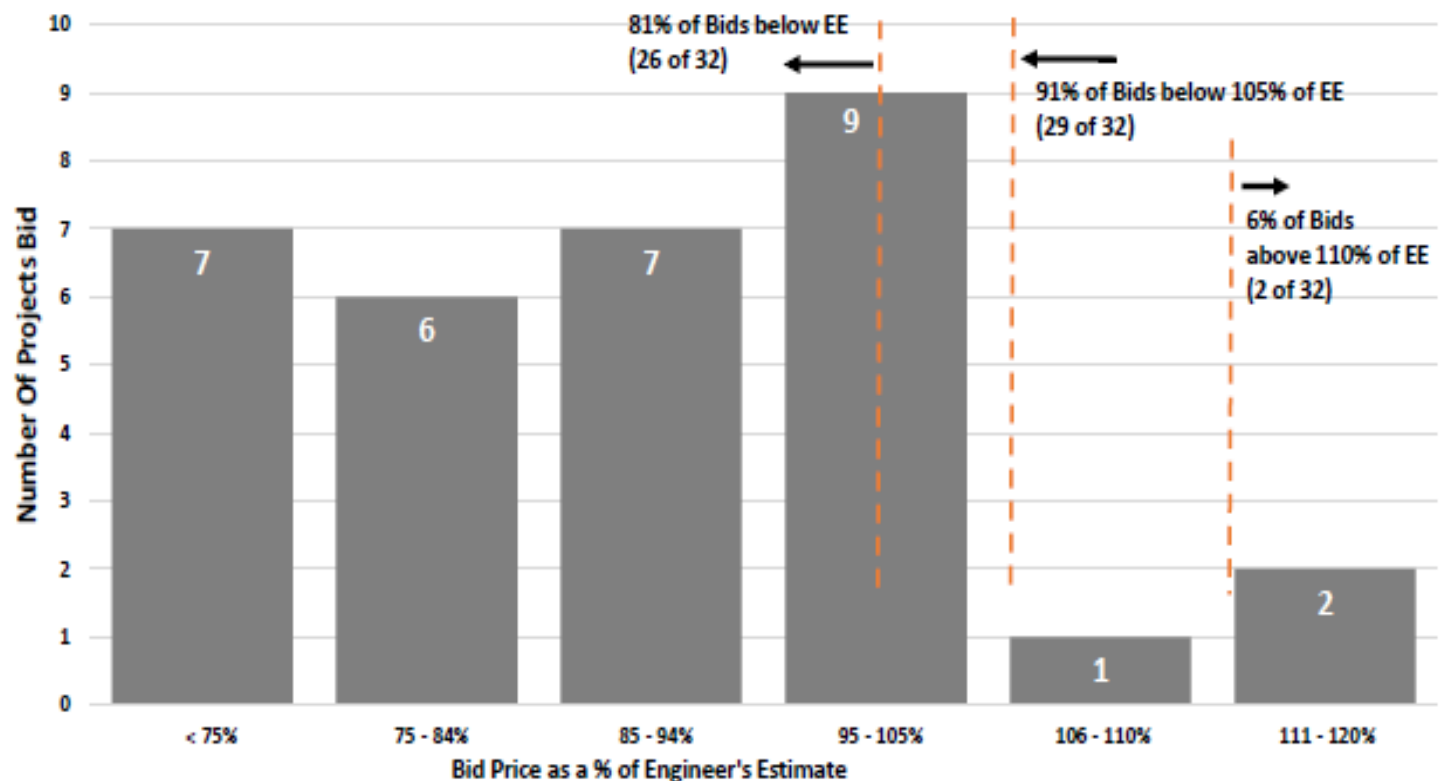
Ratio of Bid Costs / Engineer's Estimates = \$146.2 / \$164.6 M = 88.8%



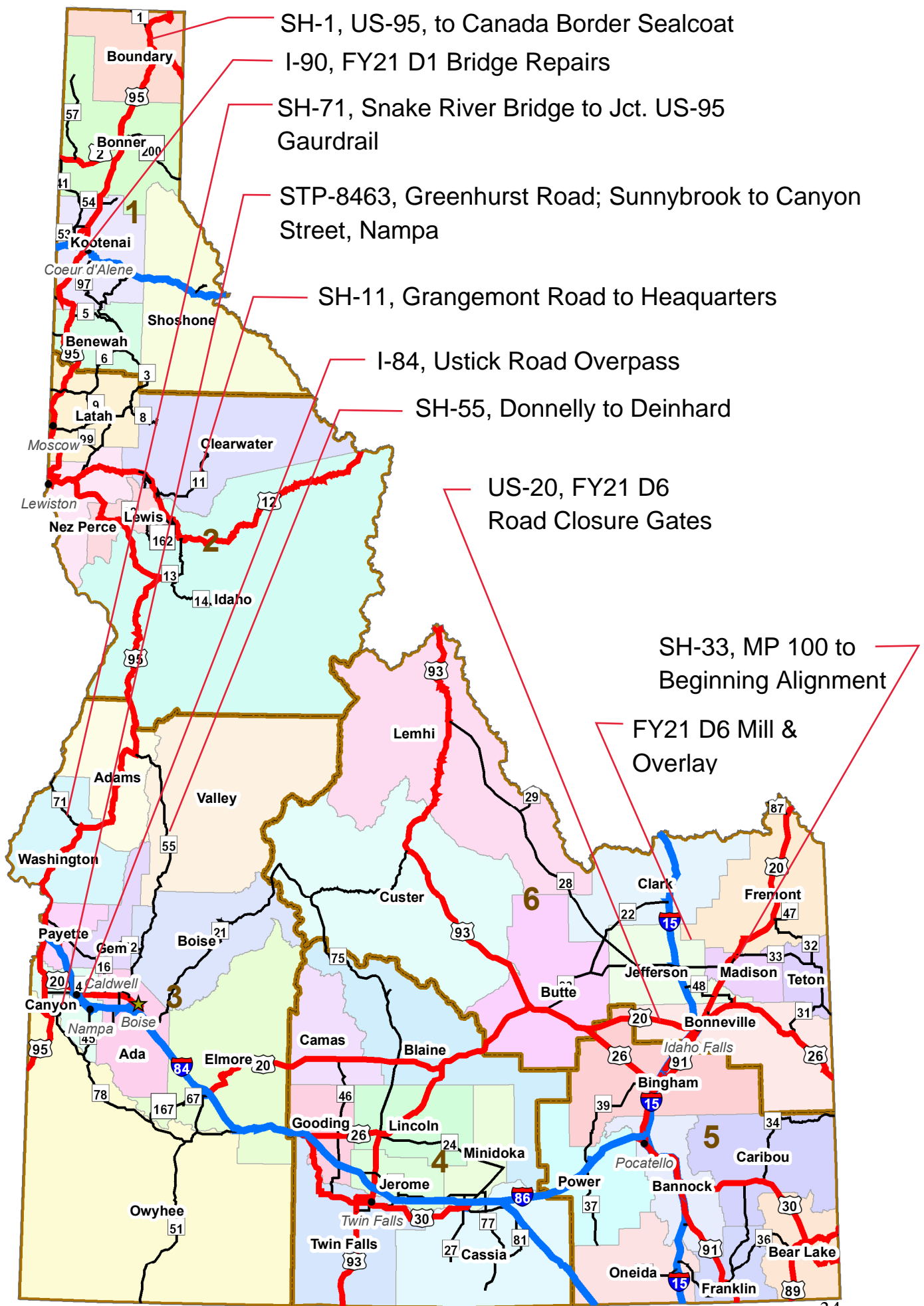
Notes: 1) Local Projects are not included 2) Contracts may have multiple Projects

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

### 32 Projects YTD through April 5, 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
1	<b>20034</b>	SH-1, US-95	3/2/2021	2	\$1,066,216.64	\$685,000.00	<b>(-\$381,216.64)</b>
SH-1, US-95 to Canada Border Sealcoat							64%
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>20218</b>	I-90	3/2/2021	3	\$4,062,573.43	\$3,209,834.13	<b>(-\$852,739.30)</b>
I-90, FY21 D1 Bridge Repairs							79%
Contractor: Razz Construction Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>20508</b>	SH-55	3/2/2021	5	\$3,622,651.00	\$3,245,347.15	<b>(-\$377,303.85)</b>
SH-55, Donnelly to Deinhard							90%
Contractor: Sunroc Corporation					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(3)	<b>21999</b>	OFF SYS	3/9/2021	2	\$784,759.00	\$818,567.45	\$33,808.45
STP-8463, Greenhurst Road; Sunnybrook to Canyon St., Nampa							104%
Contractor: Hawkeye Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>22243 SIA</b>	SH-71	3/16/2021	3	\$675,359.34	\$632,424.00	<b>(-\$42,935.34)</b>
SH-71, Snake River Bride to Jct. US-95 Guardrail							94%
Contractor: Railco LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>22424 SIA</b>	US-20	3/16/2021	2	\$175,000.00	\$137,000.00	<b>(-\$38,000.00)</b>
US-20, FY21 D6 Road Closure Gates							78%
Contractor: Mountain West Electric					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>22422 SIA</b>	I-15, US-20, SH-28, SH-33, US 20/26 & US- 20/26/93	3/23/2021	4	Fixed Cost Variable Quantity \$500,000 - 370,370 SF	258,300 SF	<b>(-112,070 SF)</b>
FY21 D6 Mill & Overlay							70%
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>22619</b>	I-84	3/30/2021	6	\$13,405,163.80	\$13,499,645.07	\$94,481.27
I-84, Ustick Road Overpass							101%
Contractor: Cannon Builders					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	<b>20689</b>	SH-11	3/30/2021	2	\$3,234,838.55	\$3,035,000.00	<b>(-\$119,838.55)</b>
SH-11, Grangemont Road to Headquarters							94%
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>22223</b>	SH-33	3/30/2021	4	\$13,506,196.93	\$12,969,888.01	<b>(-\$536,305.92)</b>
SH-33, MP 100 to Beginning Realignment							96%
Contractor: H-K Contractors Inc					State		



## Monthly Contract Advertisement As of 03-05-2021

District	Key No.	Route	Bid Opening Date
LHTAC(3)	<b>13493/22948</b>	OFF SYS	4/6/2021
STC-7169, S. Johns Avenue; E. 12th to 4th, Emmett \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	<b>22221</b>	SH-62, SH-162	4/6/2021
SH-62, Zenner Road to Nezperce \$250,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
6	<b>23107 SIA</b>	US-20	4/6/2021
US-20, Island Park Centerline Rumble Strips \$1,000,000 to \$2,500,000			State

District	Key No.	Route	Bid Opening Date
3	<b>23081</b>	I-84	4/13/2021
I-84, Franklin Road IC to Karcher IC - East \$25,000,000.00 or greater			Federal

District	Key No.	Route	Bid Opening Date
3	<b>23080</b>	I-84	4/27/2021
I-84, Franklin Road IC to Karcher IC - West \$25,000,000 or greater			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>20346</b>	OFF SYS	4/27/2021
Eastriver MP 10, 11 & 11.2, Bonner County \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
ACHD(3)	<b>18701</b>	OFF SYS	4/27/2021
FY21 Capital Maintenance Phase 1, ACHD \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
6	<b>23117</b>	SH-33	4/27/2021
SH-33, Canyon Creek Bridge Repair \$2,500,000 to \$5,000,000			Federal



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 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 thirty (30) new professional services agreements and work tasks totaling **\$9,993,677** and seven (7) supplemental agreements to existing professional services agreements totaling **\$240,162** from February 25, 2021 through March 31, 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		
<b>Resources not Available</b>									
Environmental				2	1				3
Survey	1								1
Construction		1	4	1					6
Public Involvement			1						1
Design	1		1	1		1			4
Bridge					1		1		2
Materials				2	1				3
Planning	1		1	1					3
<b>Special Expertise</b>									
<b>Local Public Agency Projects</b>	0	2	1	0	1	3	0		7
<b>Total</b>	3	3	8	7	4	4	1		30



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### **For ITD Projects:**

Twenty-three (23) new professional services agreements and work tasks were processed during this period totaling **\$8,660,168**. Three (3) supplemental agreements totaling **\$70,813** were processed.

### **District 1**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, Coeur d'Alene River Bridge Eastbound and Westbound Lanes, Kootenai County	Resources not available: Design	Roadway/Bridge Design, Geotechnical & Survey Services	Individual Project Solicitation	HDR Engineering	\$602,374
SH 3, Soldier Creek Bridge, Benewah County	Resources not available: Survey	Survey Services	RFI from Term Agreement	T-O Engineers	\$85,044
GIS Mapping & Planning	Resources not available: Planning	Traffic Count & Seasonal Factor Estimation	Direct from Term Agreement	High Street Consulting Group, LLC	\$48,065

### **District 2**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21b D2 Bridge Repair/US 95, Riverside Northbound Passing Lane/SH 3, Middle Fork Potlatch Creek Bridge, Latah County	Resources not available: Construction	Construction, Engineering & Inspection Services	Individual Project Solicitation	HMH, LLC	\$358,312



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Ustick Road Overpass, Canyon County	Resources not available: Construction	Construction, Engineering & Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$469,859
SH 44, Star Road to SH 16, Ada County	Resources not available: Design	Intermediate Design through PS&E	Individual Project Solicitation	T-O Engineers	Prev: \$570,447 <b>This: \$660,701*</b> Total: \$1,231,148  See Consent Item Requesting Board Approval for \$1.3M
SH-44/ SH-55 , Eagle Road Intersection Improvement, City of Eagle	Resources not available: Construction	Develop an Existing Alternative	Individual Project Solicitation	Horrocks Engineers	Prev: \$1,101,170 <b>This: \$670,294*</b> Total: \$1,771,464  See Consent Item Requesting Board Approval for \$1.78M
I 84, Temporary Widening, Franklin Interchange to Karcher Interchange, City of Nampa	Resources not available: Public Involvement	Public Involvement Services During Construction	Direct from Term Agreement	Rosemary Brennan Curtin	\$40,306
SH 55, Eagle Road: Meridian Town Center – Stage 3	Resources not available: Construction	Construction, Engineering & Inspection Services	RFI from Term Agreement	Civil Science	\$425,435
FY21 D3 Planning & Scoping	Resources not available: Planning	Project Development Services	RFI from Term Agreement	Six Mile Engineering, PA	\$208,859
I 84, Broadway to Eisenman, City of Boise	Resources not available: Construction	Construction, Engineering & Inspection Services	Direct from Term Agreement	Strata	\$69,481

\*Agreement Initiated in March



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 75, Main Street, City of Hailey	Resources not available: Construction	Construction, Engineering & Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$584,539
SH 27, G Canal Bridge, Cassia County	Resources not available: Planning	Planning & Traffic Signal Design	Direct from Term Agreement	J-U-B Engineers	\$64,748
US 30, Dry Creek Bridge, Twin Falls County	Resources not available: Environmental	Architectural Historian & Archaeologists	Direct from Term Agreement	Bionomics Environmental	\$49,741
US 30, Bliss to Hagerman, Gooding County/ I 84, FY21 D4 Bridge Repair/ SH 25, Mile Post 18 to Ridgeway Interchange, Jerome County	Resources not available: Materials	Laboratory & Field Testing Services	Individual Project Solicitation	Horrocks Engineers	\$234,851
SH 75, Cottonwood Creek to Timber Way/ Cobblestone Lane to Cottonwood Creek, Blaine County	Resources not available: Design	Survey, Geotechnical & Preliminary Design	RFI from Term Agreement	WHPacific	\$261,219
SH 25, Kasota to Paul, Minidoka County	Resources not available: Materials	Materials Sampling & Testing	Direct from Term Agreement	Horrocks Engineers	\$69,139
SH 75, Yankee Fork of Salmon River, Custer County	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Mitzi Rossillion, Consulting Archaeologist, LLC	\$49,977



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### **District 5**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 91, Gibson Lateral Canal, Bingham County	Resources not available: Environmental	Hydraulic Analysis	Direct from Term Agreement	J-U-B Engineers	\$67,792
SH 34, Tincup Creek Bridge Restoration Mile Post 106.8, Caribou County	Resources not available: Materials	Sampling & Testing	Direct from Term Agreement	Atlas Technical Consultants LLC	\$19,993
FY20 D5 Planning & Scoping	Resources not available: Bridge	Bridge Concept Study	Direct from Term Agreement	Parametrix	\$99,994

### **District 6**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Junction I - 15 Connector, City of Idaho Falls	Resources not available: Design	Preliminary Design & Environmental Services	Individual Project Solicitation	HDR Engineering	\$3,293,574

### **Headquarters**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	RFI from Term Agreement	Jacobs Engineering Group	\$225,871



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	I 90, FY25 Osburn to West Wallace, Shoshone County	Ruen-Yeager & Associates	10/2018, Mapping and Right-of-Way Surveying	Continued Mapping and Surveying	Prev: \$126,940 <b>This: \$40,171</b> Total: \$167,111
4	I 84, Declo Port of Entry (POE) Westbound, Cassia County	Stanley Consultants	2/2021, Engineer of Record Services	Continued Engineer of Records Services	Prev: \$962,815 <b>This: \$17,697</b> Total: \$980,512
5	US 91, Gibson Lateral Canal, Bingham County	Strata	12/2020, Geotechnical Engineering Services	Additional Geotechnical Engineering Services	Prev: \$76,818 <b>This: \$12,945</b> Total: \$89,763

### For Local Public Agency Projects:

Seven (7) new professional services agreements totaling **\$1,333,509** were processed during this period. Four (4) supplemental agreements totaling **\$169,349** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Cherrylane Bridge, Nez Perce County (Construction)	Nez Perce County	Archeological Monitoring Services	Direct from Term Agreement	Plateau Archaeological Investigations	\$25,191
Main Street Sidewalk & Americans with Disabilities Act (ADA), City of Lapwai	City of Lapwai	Roadway Design Services	Direct from Term Agreement	Keller Associates	\$30,000
Greenhurst Road; Sunnybrook to Canyon Street, City of Nampa	City of Nampa	Construction, Engineering, & Inspection Services	RFI from Term Agreement	HDR Engineering	\$147,531
East Oneida Street, City of Preston	Franklin County	Construction, Engineering & Inspection Services	Individual Project Solicitation	Keller Associates	Prev: \$440,817 <b>This: \$479,810</b> Total: \$920,627
Idaho Canal Trail, Phase 1, City of Idaho Falls	City of Idaho Falls	Engineer of Record Services	Direct from Term Agreement	J-U-B Engineers	\$7,798



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Idaho Canal Trail, Phase 1 & 2, City of Idaho Falls	City of Idaho Falls	Construction, Engineering, & Inspection Services	Direct from Term Agreement	Atlas Technical Consultants LLC	\$34,625
Moody Road Bridge, Madison County	Madison County	Project Development Services	Individual Project Solicitation	Forsgren Associates	\$608,554

### Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	Riverview Drive Guardrail Installation, Post Falls Highway District	HMH, LLC	5/2020, Construction, Engineering, & Inspection Services	Continued Construction, Engineering, & Inspection Services	Prev: \$52,935 <b>This: \$10,938</b> Total: \$63,873
1	Kidd Island Road, Kootenai County	J-U-B Engineers	5/2020, Construction, Engineering, & Inspection Services	Continued Construction, Engineering, & Inspection Services	Prev: \$1,019,846 <b>This: \$30,231*</b> Total: \$1,050,077  See Consent Item Requesting Board Approval for \$1.1M
5	Bannock Street, Malad City	Forsgren Associates	5/2019, Roadway Design, Phase II: Design though PS&E Services	Additional Sewer Line Work	Prev: \$493,170 <b>This: \$13,728*</b> Total: \$506,898  See Consent Item Requesting Board Approval to Increase Term Agreement Limit up to \$540K
6	East 1300 North Ora Bridge, Fremont County	Civil Science	9/2020, Construction, Engineering, & Inspection Services	Continued Construction, Engineering, & Inspection Services	Prev: \$274,444 <b>This: \$114,452</b> Total: \$388,896

\*Agreement Initiated in March

### **Recommendations**

For Information Only





# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

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

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

## Subject

State Fiscal Year 2021 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2020 thru February 28, 2021, Fiscal Year 2021 Financial Statements

The financial operations of the Department as of February 28, 2021 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account with expenditures following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 12.2% and essentially the same as this time for FY 2020. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$19.1M. 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 -11.4% or -\$224,000. The impacts of Covid on revenue are challenging to predict, staff continues to monitor revenue, make adjustments where necessary and continue to provide updates.
- Expenditures are within planned budgets YTD. The differences YTD are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$3.7M or 4.4% 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 February is \$22.3M.

The balance of the long term investments as of the end of February is \$111.6 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$107.3M) totals \$218.9M 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 February, were \$16.4M. There are no additional receipts other than interest earned of \$217k based on the cash balance.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$13.6M is ahead of the same time a year ago approximately \$1.5M. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects YTD were \$30.4M.

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 \$4M 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: mmcbride  
 Report ID: AD-FN-GL-010  
 Run Date: 5 Mar 2021  
 % of Time  
 Remaining: 33.33

# 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 2/28/2021  
 (all amounts in '000)

Fiscal Year: 2021

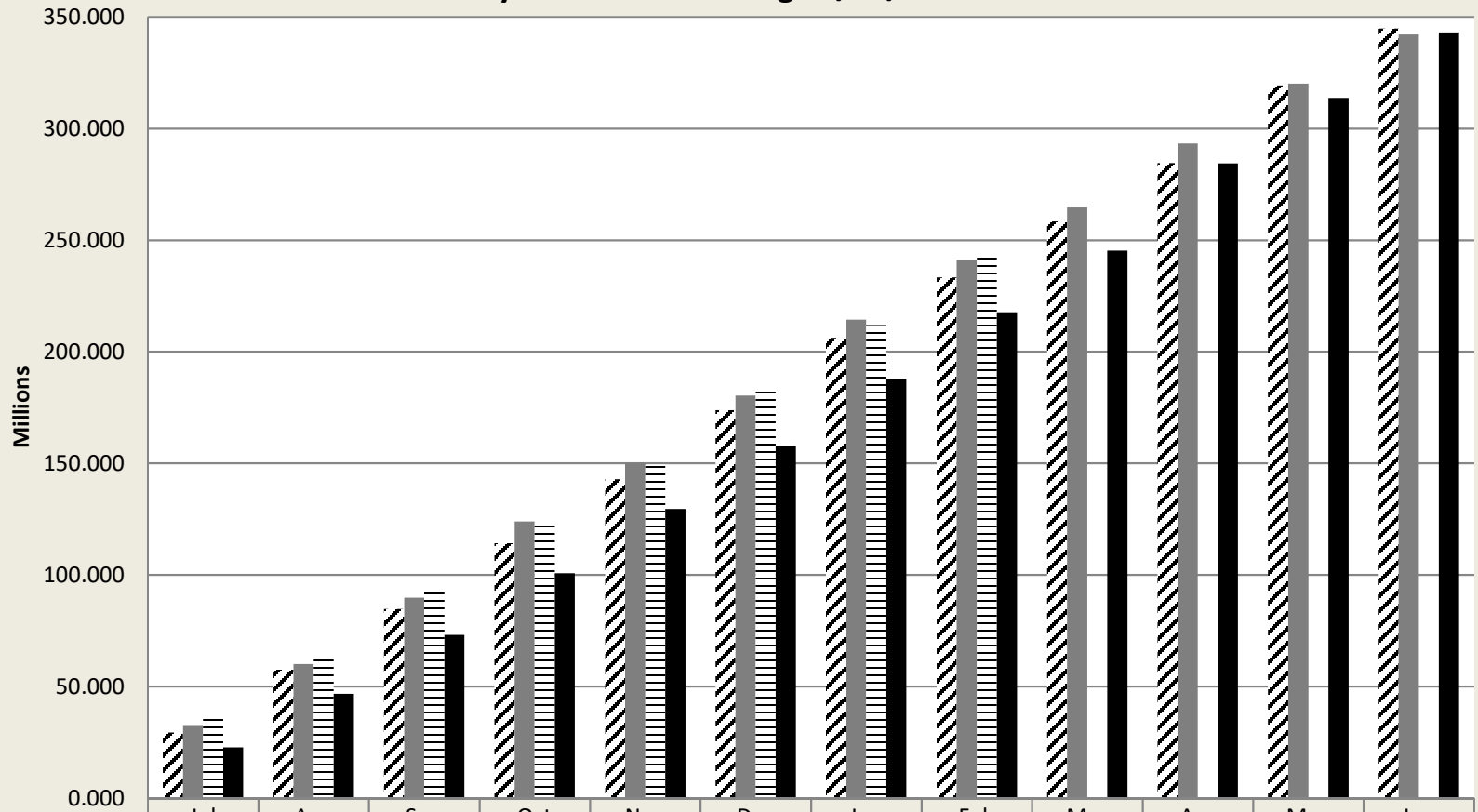
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	260,544	257,357	219,585	-1.2%	17.2%
State (Inc. H.D.A.)	240,972	244,099	217,623	1.3%	12.2%
Local	20,206	6,349	14,000	-68.6%	-54.6%
<b>Total State Highway Account:</b>	<b>521,722</b>	<b>507,806</b>	<b>451,208</b>	<b>-2.7%</b>	<b>12.5%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	235	502	230	113.9%	118.5%
State	2,486	1,732	1,956	-30.3%	-11.4%
<b>Total State Aeronautics Fund:</b>	<b>2,721</b>	<b>2,234</b>	<b>2,185</b>	<b>-17.9%</b>	<b>2.2%</b>
<b>Total Fund Received:</b>	<b>524,443</b>	<b>510,040</b>	<b>453,393</b>	<b>-2.7%</b>	<b>12.5%</b>
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	351,781	307,391	335,208	-12.6%	-8.3%
<b><u>Operations Expenses</u></b>					
Highways	126,791	129,454	145,735	2.1%	-11.2%
DMV	23,091	21,173	24,948	-8.3%	-15.1%
Administration	18,659	17,952	18,897	-3.8%	-5.0%
Facilities	3,143	4,661	3,928	48.3%	18.7%
Aeronautics	2,177	2,201	2,488	1.1%	-11.5%
<b>Total Operations Expenses:</b>	<b>173,861</b>	<b>175,442</b>	<b>195,996</b>	<b>0.9%</b>	<b>-10.5%</b>
<b><u>Transfers</u></b>					
Debt Service	12,809	12,173	12,013	-5.0%	1.3%
<b>Total Transfers:</b>	<b>12,809</b>	<b>12,173</b>	<b>12,013</b>	<b>-5.0%</b>	<b>1.3%</b>
<b>Total Disbursements:</b>	<b>538,451</b>	<b>495,006</b>	<b>543,218</b>	<b>-8.1%</b>	<b>-8.9%</b>
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	79,988	82,291	86,053	2.9%	-4.4%
Operating	64,405	60,424	69,479	-6.2%	-13.0%
Capital Outlay	18,746	22,128	25,334	18.0%	-12.7%
Sub-Grantee	10,722	10,599	15,129	-1.1%	-29.9%
<b>Totals Operations Expenses:</b>	<b>173,861</b>	<b>175,442</b>	<b>195,996</b>	<b>0.9%</b>	<b>-10.5%</b>
Contract Construction	351,781	307,391	335,208	-12.6%	-8.3%
<b>Totals (excluding Transfers):</b>	<b>525,643</b>	<b>482,833</b>	<b>531,205</b>	<b>-8.1%</b>	<b>-9.1%</b>

# State Highway Fund 0260

## Fiscal Year 2021

### State Revenue Source Forecast vs Actual

#### February - For Period Ending 02/28/2021



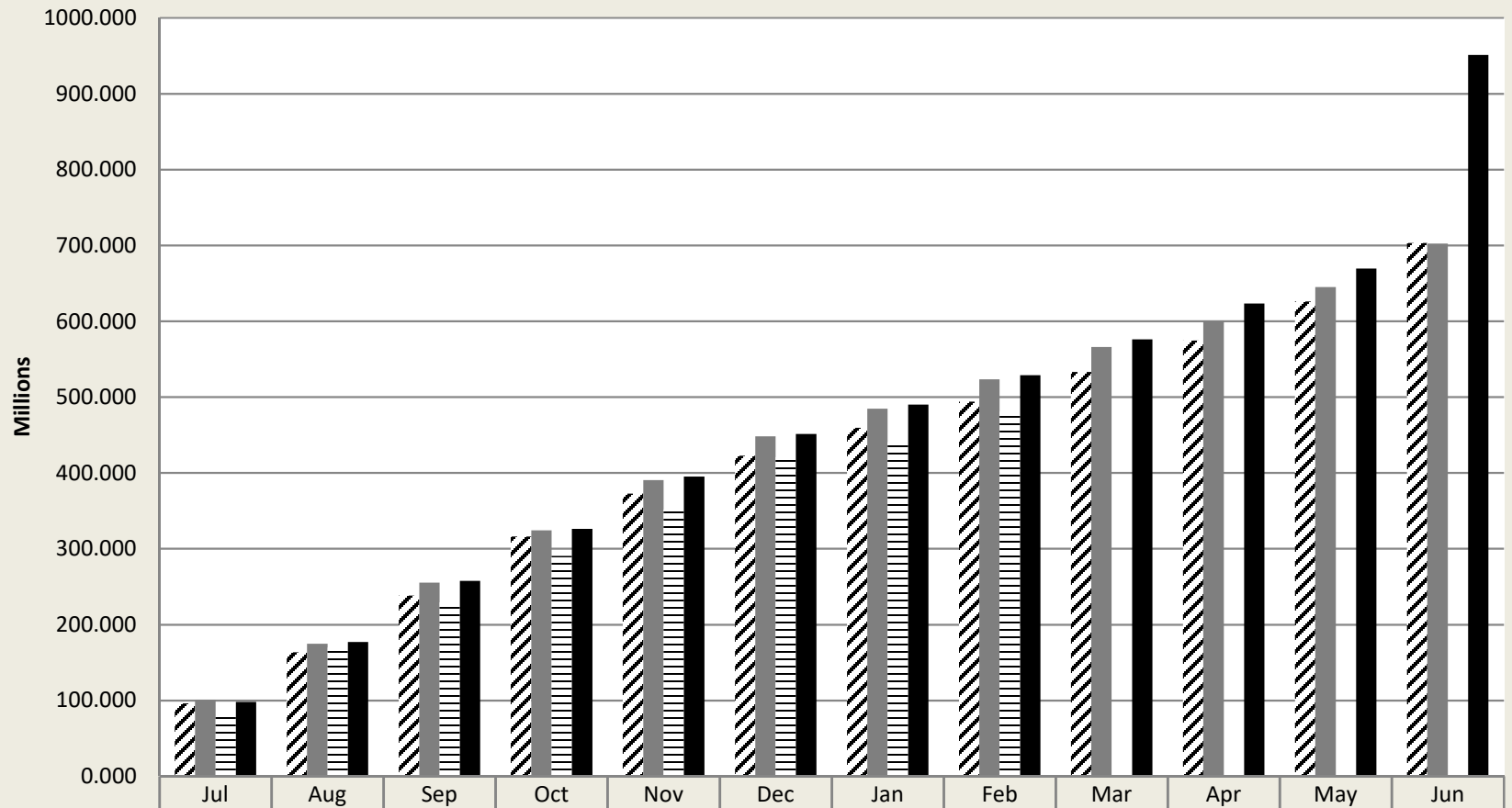
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Current	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099				
FY21 Forecast	22.639	46.708	73.139	100.685	129.569	157.723	187.974	217.623	245.270	284.384	313.700	343.053

# State Highway Fund 0260

## Fiscal Year 2021

### Expenditures

#### February - For Period Ending 02/28/2021



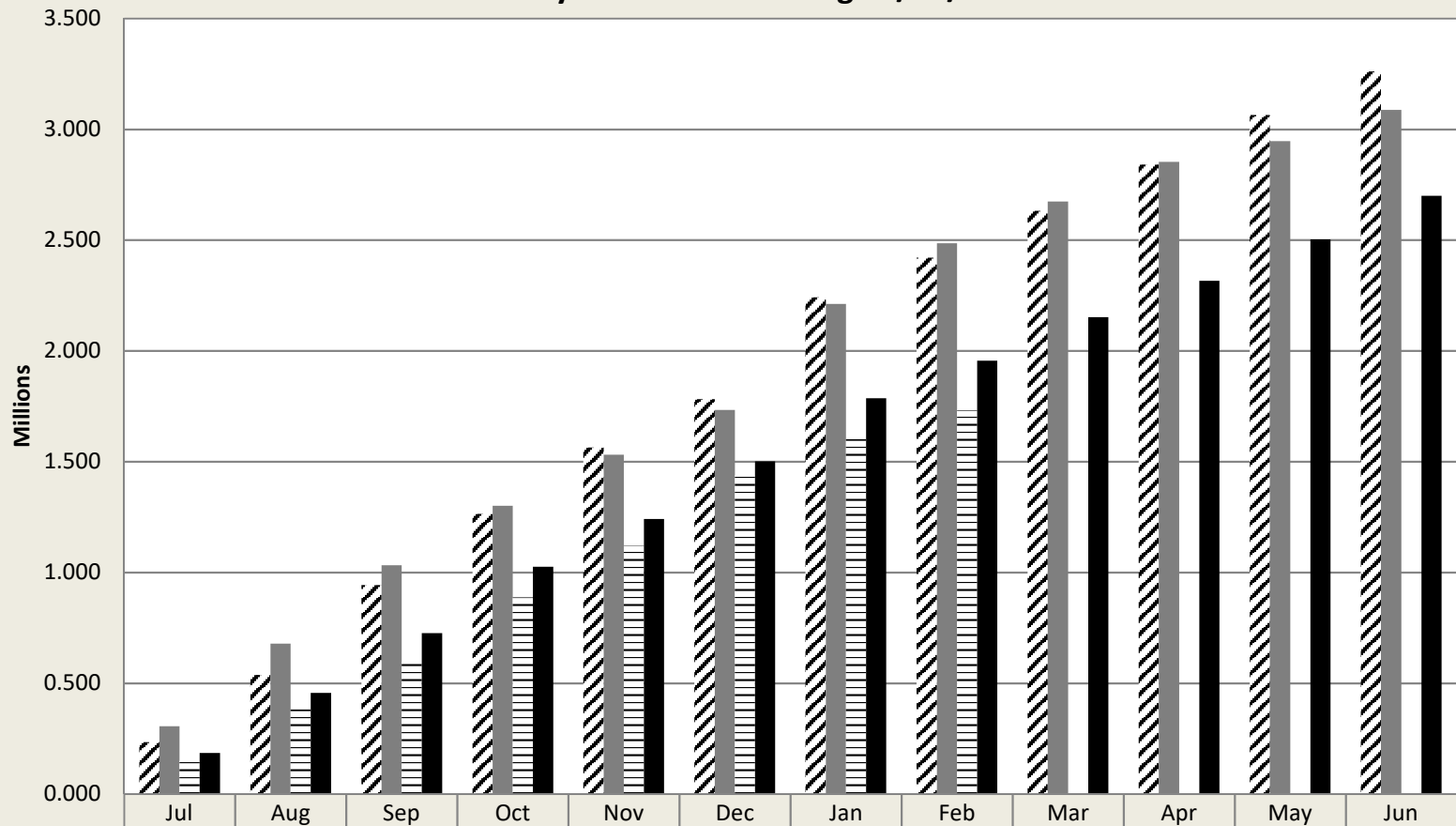
FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Current	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646				
FY21 Forecast	97.929	176.988	257.412	326.039	394.937	451.178	489.866	528.731	575.926	623.395	669.366	950.889

# Aeronautics Fund 0221

Fiscal Year 2021

## State and Interagency Revenue Sources Forecast vs Actual

February - For Period Ending 02/28/2021



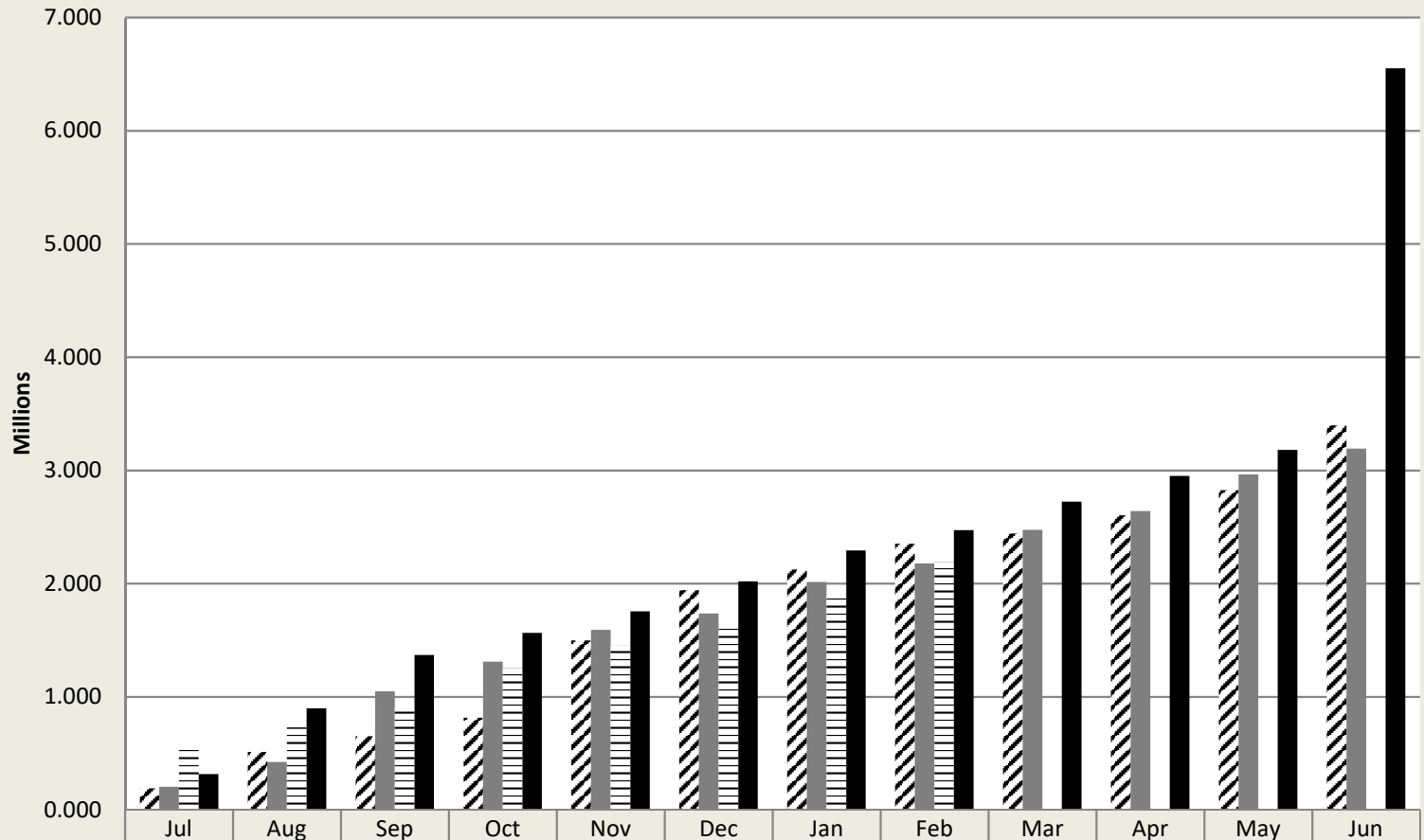
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▤ FY21 Current	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732				
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	2.700

# Aeronautics Fund 0221

## Fiscal Year 2021

### Expenditures

#### February - For Period Ending 02/28/2021



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	1.888	2.187				
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



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# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/28/2021

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Jan-21	Feb-21	Jan-21	Feb-21	Jan-21	Feb-21
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,488,529	2,481,364	90,332,345	107,285,082	26,615,993	25,412,116
Investments (Long Term: STO - Diversified Bond Fund)	869,094	870,191	111,447,573	111,589,920	0	0
Total Cash & Investments	3,357,622	3,351,555	201,785,764	218,880,847	26,615,993	25,412,116
Receivables - Other	745	0	1,181,771	1,213,531	0	0
- Due From Locals (Project Overruns)	70,852	0	1,728,723	1,023,572	0	0
- Inter Agency	6,649	11,204	0	0	0	0
Total Receivables	78,246	11,204	2,910,494	2,237,103	0	0
Inventory on Hand	0	0	21,357,197	20,650,778	0	0
<b>Total Assets:</b>	<b>3,435,869</b>	<b>3,362,759</b>	<b>226,053,455</b>	<b>241,768,728</b>	<b>26,615,993</b>	<b>25,412,116</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	1,762	502,207	0	77,952
Sales Tax Payable	0	0	9,918	5,800	0	0
Deferred Revenue (Local Projects Match)	0	0	19,573,183	22,655,550	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	218,651	218,651	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>19,819,532</b>	<b>23,398,226</b>	<b>0</b>	<b>77,952</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	238,913	235,347	34,622,728	33,136,650	0	0
Fund Balance	3,196,955	3,127,412	171,611,194	185,233,852	26,615,993	25,334,163
<b>Total Fund Balance:</b>	<b>3,435,869</b>	<b>3,362,759</b>	<b>206,233,922</b>	<b>218,370,502</b>	<b>26,615,993</b>	<b>25,334,163</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,435,869</b>	<b>3,362,759</b>	<b>226,053,455</b>	<b>241,768,728</b>	<b>26,615,993</b>	<b>25,412,116</b>

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# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/28/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jan-21	Feb-21	Jan-21	Feb-21	Jan-21	Feb-21	Jan-21	Feb-21
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	4,076,734	3,751,183	53	53	4,076,787	3,751,235	(39,060)	(192,005)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	4,076,734	3,751,183	53	53	4,076,787	3,751,235	(39,060)	(192,005)
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
<b>Total Assets:</b>	<b>4,076,734</b>	<b>3,751,183</b>	<b>53</b>	<b>53</b>	<b>4,076,787</b>	<b>3,751,235</b>	<b>(39,060)</b>	<b>(192,005)</b>
<b>LIABILITIES</b>								
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
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	4,076,734	3,751,183	53	53	4,076,787	3,751,235	0	0
<b>Total Fund Balance:</b>	<b>4,076,734</b>	<b>3,751,183</b>	<b>53</b>	<b>53</b>	<b>4,037,726</b>	<b>3,751,235</b>	<b>(39,060)</b>	<b>(192,005)</b>
<b>Total Liabilities and Fund Balance</b>	<b>4,076,734</b>	<b>3,751,183</b>	<b>53</b>	<b>53</b>	<b>4,037,726</b>	<b>3,751,235</b>	<b>(39,060)</b>	<b>(192,005)</b>

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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 2/28/2021

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)
<b>Federal Sources</b>									
FHWA - Highway	190,986,400	228,798,728	19,147,987	0	37,812,328	19.80 %	375,381,680	146,582,952	39.05 %
FHWA - Indirect Cost	17,848,200	17,506,803	1,480,502	0	(341,397)	-1.91 %	25,000,000	7,493,197	29.97 %
Federal Transit Authority	7,100,000	7,455,970	1,513,700	0	355,970	5.01 %	14,759,600	7,303,630	49.48 %
NHTSA - Highway Safety	2,850,000	2,867,168	171,160	0	17,168	0.60 %	6,142,800	3,275,632	53.32 %
Other Federal Aid	800,000	728,734	31,556	0	(71,266)	-8.91 %	11,621,300	10,892,566	93.73 %
<b>Total Federal Sources:</b>	<b>219,584,600</b>	<b>257,357,402</b>	<b>22,344,905</b>	<b>0</b>	<b>37,772,803</b>	<b>17.20 %</b>	<b>432,905,380</b>	<b>175,547,977</b>	<b>40.55 %</b>
<b>State Sources</b>									
Equipment Buy Back	860,000	2,693,568	0	0	1,833,568	213.21 %	11,414,100	8,720,532	76.40 %
Miscellaneous Revenues	20,424,411	21,447,362	2,904,493	0	1,022,951	5.01 %	30,682,991	9,235,629	30.10 %
<b>Total State Sources:</b>	<b>21,284,411</b>	<b>24,140,930</b>	<b>2,904,493</b>	<b>0</b>	<b>2,856,519</b>	<b>13.42 %</b>	<b>42,097,091</b>	<b>17,956,161</b>	<b>42.65 %</b>
<b>Local Sources</b>									
Match For Local Projects	14,000,000	6,338,286	481,861	0	(7,661,714)	-54.73 %	19,238,100	12,899,814	67.05 %
Other Local Sources	0	11,085	0	0	11,085	0.00 %	0	(11,085)	0.00 %
<b>Total Local Sources:</b>	<b>14,000,000</b>	<b>6,349,371</b>	<b>481,861</b>	<b>0</b>	<b>(7,650,629)</b>	<b>-54.65 %</b>	<b>19,238,100</b>	<b>12,888,729</b>	<b>67.00 %</b>
<b>TOTAL REVENUES:</b>	<b>254,869,011</b>	<b>287,847,703</b>	<b>25,731,259</b>	<b>0</b>	<b>32,978,693</b>	<b>12.94 %</b>	<b>494,240,571</b>	<b>206,392,867</b>	<b>41.76 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	138,364,200	157,483,406	21,497,158	0	19,119,206	13.82 %	215,599,000	58,115,594	26.96 %
Fuel/Registration Direct	46,885,298	49,238,974	6,211,863	0	2,353,676	5.02 %	67,657,200	18,418,226	27.22 %
Ethanol Fuels Tax	11,089,100	13,235,710	1,546,189	0	2,146,610	19.36 %	17,700,000	4,464,290	25.22 %
<b>TOTAL TRANSFERS-IN:</b>	<b>196,338,598</b>	<b>219,958,089</b>	<b>29,255,210</b>	<b>0</b>	<b>23,619,492</b>	<b>12.03 %</b>	<b>300,956,200</b>	<b>80,998,110</b>	<b>26.91 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>451,207,609</b>	<b>507,805,793</b>	<b>54,986,470</b>	<b>0</b>	<b>56,598,185</b>	<b>12.54 %</b>	<b>795,196,771</b>	<b>287,390,977</b>	<b>36.14 %</b>

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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 2/28/2021

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)
57,831,651	55,559,958	6,607,854	0	2,271,693	3.93 %	88,026,291	32,466,333	36.88 %
882,671	814,508	150,921	0	68,163	7.72 %	1,253,547	439,039	35.02 %
26,501,180	25,149,451	3,124,564	0	1,351,729	5.10 %	39,978,286	14,828,835	37.09 %
0	0	0	0	0	0.00 %	2,367,276	2,367,276	100.00 %
1,050,828	391,333	21,658	0	659,495	62.76 %	1,709,146	1,317,813	77.10 %
273,121	4,011	518	0	269,110	98.53 %	454,748	450,737	99.12 %
22,517,104	11,955,318	2,378,178	6,059,968	4,501,818	19.99 %	27,090,081	9,074,795	33.50 %
44,860,142	34,923,943	4,140,172	6,291,467	3,644,732	8.12 %	70,765,645	29,550,236	41.76 %
1,047,100	754,313	54,738	833,466	(540,679)	-51.64%	2,611,400	1,023,621	39.20 %
20,658,883	9,345,581	160,717	6,856,382	4,456,919	21.57 %	27,768,783	11,566,819	41.65 %
3,590,000	1,708,594	500,922	2,530,269	(648,863)	-18.07%	6,209,807	1,970,945	31.74 %
0	2,000	2,000	0	(2,000)	0.00 %	0	(2,000)	0.00 %
14,310,091	9,241,974	1,087,332	832,191	4,235,926	29.60 %	21,321,900	11,247,735	52.75 %
193,522,771	149,850,983	18,229,575	23,403,744	20,268,043	10.47 %	289,556,911	116,302,184	40.17 %
0	943	0	0	(943)	0.00 %	0	(943)	0.00 %
0	1,458,521	258,334	71,019	(1,529,540)	0.00 %	0	(1,529,540)	0.00 %
3,466,000	1,638,804	47,283	248,136	1,579,060	45.56 %	10,600,000	8,713,060	82.20 %
331,227,339	302,442,822	21,883,023	904,748	27,879,769	8.42 %	641,141,164	337,793,594	52.69 %
515,000	626,328	107,413	0	(111,328)	-21.62%	9,591,300	8,964,972	93.47 %
335,208,339	306,167,418	22,296,054	1,223,903	27,817,018	8.30 %	661,332,464	353,941,143	53.52 %
528,731,109	456,018,401	40,525,629	24,627,646	48,085,061	9.09 %	950,889,374	470,243,327	49.45 %
0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
12,013,007	12,063,783	0	0	(50,776)	-0.42%	57,646,439	45,582,656	79.07 %
12,013,007	12,172,683	0	0	(159,676)	-1.33%	57,646,439	45,473,756	78.88 %
540,744,116	468,191,084	40,525,629	24,627,646	47,925,385	8.86 %	1,008,535,813	515,717,083	51.14 %
(89,536,508)	39,614,709	14,460,841		104,523,570		(213,339,043)	(228,326,106)	55

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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 2/28/2021

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									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	319,000	236,116	16,793	23,446	59,437	18.63 %	2,500,000	2,240,437	89.62 %
Operating Expenditures	Federal	3,135,000	2,860,136	288,818	295,708	(20,845)	-0.66%	8,000,000	4,844,155	60.55 %
Operating Expenditures	Local	12,000	1,072	6	0	10,928	91.06 %	100,000	98,928	98.93 %
<b>Total Operating Expenditures</b>		<b>3,466,000</b>	<b>3,097,325</b>	<b>305,617</b>	<b>319,155</b>	<b>49,520</b>	<b>1.43 %</b>	<b>10,600,000</b>	<b>7,183,520</b>	<b>67.77 %</b>
<b>In State Travel Expense</b>										
In State Travel Expense	Dedicated	0	943	0	0	(943)	0.00 %	0	(943)	0.00 %
<b>Total In State Travel Expense</b>		<b>0</b>	<b>943</b>	<b>0</b>	<b>0</b>	<b>(943)</b>	<b>0.00 %</b>	<b>0</b>	<b>(943)</b>	<b>0.00 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	104,164,097	79,088,140	6,752,973	115,709	24,960,249	23.96 %	228,094,683	148,890,835	65.28 %
Capital Outlay	Federal	199,063,241	201,109,099	14,334,666	789,039	(2,834,897)	-1.42%	361,320,980	159,422,842	44.12 %
Capital Outlay	FICR	17,400,000	15,661,453	334,485	0	1,738,547	9.99 %	33,000,000	17,338,547	52.54 %
Capital Outlay	Local	10,600,000	6,584,130	460,898	0	4,015,870	37.89 %	18,725,500	12,141,370	64.84 %
<b>Total Capital Outlay</b>		<b>331,227,339</b>	<b>302,442,822</b>	<b>21,883,023</b>	<b>904,748</b>	<b>27,879,769</b>	<b>8.42 %</b>	<b>641,141,164</b>	<b>337,793,594</b>	<b>52.69 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	22,000	14,832	0	0	7,168	32.58 %	500,000	485,168	97.03 %
Trustee & Benefit Payments	Federal	481,000	611,496	107,413	0	(130,496)	-27.13%	8,991,300	8,379,804	93.20 %
Trustee & Benefit Payments	Local	12,000	0	0	0	12,000	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>515,000</b>	<b>626,328</b>	<b>107,413</b>	<b>0</b>	<b>(111,328)</b>	<b>-21.62%</b>	<b>9,591,300</b>	<b>8,964,972</b>	<b>93.47 %</b>
<b>Total Contract Construction:</b>		<b>335,208,339</b>	<b>306,167,418</b>	<b>22,296,054</b>	<b>1,223,903</b>	<b>27,817,018</b>	<b>8.30 %</b>	<b>661,332,464</b>	<b>353,941,143</b>	<b>53.52 %</b>

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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 2/28/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2021	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Miscellaneous Revenues	440,000	123,903	8,699	0	(316,097)	-71.84%	670,000	546,097	81.51 %
<b>TOTAL REVENUES:</b>	<b>440,000</b>	<b>123,903</b>	<b>8,699</b>	<b>0</b>	<b>(316,097)</b>	<b>-71.84%</b>	<b>670,000</b>	<b>546,097</b>	<b>81.51 %</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax	10,950,000	13,600,937	1,506,738	0	2,650,937	24.21 %	18,612,996	5,012,059	26.93 %
<b>TOTAL TRANSFERS-IN:</b>	<b>10,950,000</b>	<b>13,600,937</b>	<b>1,506,738</b>	<b>0</b>	<b>2,650,937</b>	<b>24.21 %</b>	<b>19,218,623</b>	<b>5,617,686</b>	<b>29.23 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>11,390,000</b>	<b>13,724,840</b>	<b>1,515,436</b>	<b>0</b>	<b>2,334,840</b>	<b>20.50 %</b>	<b>19,888,623</b>	<b>6,163,783</b>	<b>30.99 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	27,000,000	30,436,638	2,719,313	0	(3,436,638)	-12.73%	67,900,346	37,463,708	55.17 %
<b>TOTAL EXPENDITURES:</b>	<b>27,000,000</b>	<b>30,436,638</b>	<b>2,719,313</b>	<b>0</b>	<b>(3,436,638)</b>	<b>-12.73%</b>	<b>67,900,346</b>	<b>37,463,708</b>	<b>55.17 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>27,000,000</b>	<b>30,436,638</b>	<b>2,719,313</b>	<b>0</b>	<b>(3,436,638)</b>	<b>-12.73%</b>	<b>67,900,346</b>	<b>37,463,708</b>	<b>55.17 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(15,610,000)</b>	<b>(16,711,798)</b>	<b>(1,203,877)</b>		<b>(1,101,798)</b>		<b>(48,011,723)</b>	<b>(31,299,925)</b>	

User ID: mmcbride  
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 % of Time  
 Remaining: 33.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2021

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)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		175,974	217,800	1,531	0	41,826	23.77 %	259,000	41,200	15.91 %
<b>TOTAL REVENUES:</b>		<b>175,974</b>	<b>217,800</b>	<b>1,531</b>	<b>0</b>	<b>41,826</b>	<b>23.77 %</b>	<b>259,000</b>	<b>41,200</b>	<b>15.91 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>175,974</b>	<b>217,800</b>	<b>1,531</b>	<b>0</b>	<b>41,826</b>	<b>23.77 %</b>	<b>259,000</b>	<b>41,200</b>	<b>15.91 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		17,700,000	16,376,789	327,082	0	1,323,211	7.48 %	20,376,559	3,999,771	19.63 %
<b>TOTAL EXPENDITURES:</b>		<b>17,700,000</b>	<b>16,376,789</b>	<b>327,082</b>	<b>0</b>	<b>1,323,211</b>	<b>7.48 %</b>	<b>20,376,559</b>	<b>3,999,771</b>	<b>19.63 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>17,700,000</b>	<b>16,376,789</b>	<b>327,082</b>	<b>0</b>	<b>1,323,211</b>	<b>7.48 %</b>	<b>20,376,559</b>	<b>3,999,771</b>	<b>19.63 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(17,524,026)</b>	<b>(16,158,989)</b>	<b>(325,551)</b>		<b>1,365,037</b>		<b>(20,117,559)</b>	<b>(3,958,571)</b>	

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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 2/28/2021

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	53	0	0	53	0.00 %	0	(53)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0.00 %</b>	<b>0</b>	<b>(53)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0.00 %</b>	<b>0</b>	<b>(53)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
<b>TOTAL EXPENDITURES:</b>	<b>25,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>(23,219)</b>	<b>-89.89%</b>	<b>49,831</b>	<b>781</b>	<b>1.57 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>25,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>(23,219)</b>	<b>-89.89%</b>	<b>49,831</b>	<b>781</b>	<b>1.57 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(25,831)</b>	<b>(48,998)</b>	<b>0</b>		<b>(23,166)</b>		<b>(49,831)</b>	<b>(834)</b>	



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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 2/28/2021

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	0	5,456,599	44,772	0	5,456,599	0.00 %	0	(5,456,599)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>5,456,599</b>	<b>44,772</b>	<b>0</b>	<b>5,456,599</b>	<b>0.00 %</b>	<b>0</b>	<b>(5,456,599)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>5,456,599</b>	<b>44,772</b>	<b>0</b>	<b>5,456,599</b>	<b>0.00 %</b>	<b>0</b>	<b>(5,456,599)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	2,991,928	278,257	152	0	2,713,671	90.70 %	4,951,395	4,673,138	94.38 %
Trustee & Benefit Payments	15,701,604	3,722,304	197,565	0	11,979,300	76.29 %	20,638,404	16,916,100	81.96 %
<b>TOTAL EXPENDITURES:</b>	<b>18,693,532</b>	<b>4,000,562</b>	<b>197,717</b>	<b>0</b>	<b>14,692,971</b>	<b>78.60 %</b>	<b>25,589,799</b>	<b>21,589,238</b>	<b>84.37 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>18,693,532</b>	<b>4,000,562</b>	<b>197,717</b>	<b>0</b>	<b>14,692,971</b>	<b>78.60 %</b>	<b>25,589,799</b>	<b>21,589,238</b>	<b>84.37 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(18,693,532)</b>	<b>1,456,037</b>	<b>(152,945)</b>		<b>20,149,570</b>		<b>(25,589,799)</b>	<b>(27,045,837)</b>	

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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 2/28/2021

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	26,212,159	3,857,872	0	26,212,159	0.00 %	0	(26,212,159)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>26,212,159</b>	<b>3,857,872</b>	<b>0</b>	<b>26,212,159</b>	<b>0.00 %</b>	<b>0</b>	<b>(26,212,159)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>26,212,159</b>	<b>3,857,872</b>	<b>0</b>	<b>26,212,159</b>	<b>0.00 %</b>	<b>0</b>	<b>(26,212,159)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	209,921	23,888	0	(209,921)	0.00 %	0	(209,921)	0.00 %
Capital Projects	0	26,774,503	3,450,487	0	(26,774,503)	0.00 %	0	(26,774,503)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>26,984,424</b>	<b>3,474,375</b>	<b>0</b>	<b>(26,984,424)</b>	<b>0.00 %</b>	<b>0</b>	<b>(26,984,424)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>26,984,424</b>	<b>3,474,375</b>	<b>0</b>	<b>(26,984,424)</b>	<b>0.00 %</b>	<b>0</b>	<b>(26,984,424)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(772,265)</b>	<b>383,497</b>		<b>(772,265)</b>		<b>0</b>	<b>772,265</b>	

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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 2/28/2021

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	26,203	2,050	0	26,203	0.00 %	0	(26,203)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>26,203</b>	<b>2,050</b>	<b>0</b>	<b>26,203</b>	<b>0.00 %</b>	<b>0</b>	<b>(26,203)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	16,763,783	0	0	16,763,783	0.00 %	0	(16,763,783)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>16,763,783</b>	<b>0</b>	<b>0</b>	<b>16,763,783</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,763,783)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>16,789,986</b>	<b>2,050</b>	<b>0</b>	<b>16,789,986</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,789,986)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	59,969,178	403,073	0	(59,969,178)	0.00 %	0	(59,969,178)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>59,969,178</b>	<b>403,073</b>	<b>0</b>	<b>(59,969,178)</b>	<b>0.00 %</b>	<b>0</b>	<b>(59,969,178)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>59,969,178</b>	<b>403,073</b>	<b>0</b>	<b>(59,969,178)</b>	<b>0.00 %</b>	<b>0</b>	<b>(59,969,178)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(43,179,192)</b>	<b>(401,024)</b>		<b>(43,179,192)</b>		<b>0</b>	<b>43,179,192</b>	

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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 2/28/2021

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)
<b>REVENUES</b>										
Federal Sources - FAA		229,800	502,118	98,517	0	272,318	118.50 %	668,500	166,382	24.89 %
State Sources - Miscellaneous		284,989	315,164	19,551	0	30,175	10.59 %	347,000	31,836	9.17 %
Interagency Sources -		190,000	176,289	22,212	0	(13,711)	-7.22%	252,500	76,211	30.18 %
<b>TOTAL REVENUES:</b>		<b>704,789</b>	<b>993,570</b>	<b>140,280</b>	<b>0</b>	<b>288,782</b>	<b>40.97 %</b>	<b>1,268,000</b>	<b>274,429</b>	<b>21.64 %</b>
<b>TRANSFERS-IN</b>										
Operating		1,480,693	1,240,795	88,836	0	(239,898)	-16.20%	2,100,000	859,205	40.91 %
<b>TOTAL TRANSFERS-IN:</b>		<b>1,480,693</b>	<b>1,240,795</b>	<b>88,836</b>	<b>0</b>	<b>(239,898)</b>	<b>-16.20%</b>	<b>2,100,000</b>	<b>859,205</b>	<b>40.91 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>2,185,482</b>	<b>2,234,365</b>	<b>229,116</b>	<b>0</b>	<b>48,884</b>	<b>2.24 %</b>	<b>3,368,000</b>	<b>1,133,634</b>	<b>33.66 %</b>
<b>EXPENDITURES</b>										
Permanent Staff Salaries		554,318	502,403	61,503	0	51,915	9.37 %	847,578	345,175	40.72 %
Board, Hourly, OT, Shift Diff		42,000	44,899	250	0	(2,899)	-6.90%	64,100	19,201	29.95 %
Fringe Benefits		241,637	219,615	26,232	0	22,022	9.11 %	366,538	146,923	40.08 %
Internal Holdback-Personnel		0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense		30,863	29,254	806	0	1,609	5.21 %	60,905	31,651	51.97 %
Out of State Travel Expense		11,489	6,988	1,439	0	4,501	39.18 %	12,034	5,046	41.93 %
Technology Operating Expense		34,896	25,168	3,324	6,089	3,639	10.43 %	48,235	16,978	35.20 %
Operating Expense		701,005	555,255	73,555	175,378	(29,629)	-4.23%	1,196,326	465,692	38.93 %
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	52,512	(52,435)	-2759.74%	57,400	3,065	5.34 %
Capital Facilities Expense		30,000	37,686	0	0	(7,686)	-25.62%	92,324	54,638	59.18 %
Trustee & Benefit Payments		819,300	524,867	133,491	0	294,433	35.94 %	2,033,948	1,509,081	74.19 %
Internal Holdback-Trustee/Benefits		0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
<b>TOTAL EXPENDITURES:</b>		<b>2,473,408</b>	<b>1,953,128</b>	<b>300,601</b>	<b>233,979</b>	<b>286,300</b>	<b>11.58 %</b>	<b>6,551,472</b>	<b>4,364,364</b>	<b>66.62 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>2,473,408</b>	<b>1,953,128</b>	<b>300,601</b>	<b>233,979</b>	<b>286,300</b>	<b>11.58 %</b>	<b>6,551,472</b>	<b>4,364,364</b>	<b>66.62 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(287,926)</b>	<b>281,237</b>	<b>(71,485)</b>		<b>335,184</b>		<b>(3,183,472)</b>	<b>(3,230,730)</b>	<b>63</b>



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 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 March

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

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriations Act signed on December 27, 2020. Obligation authority through September 30<sup>th</sup> (365/365<sup>ths</sup>) is \$367.3 million which corresponds to \$364.2 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, \$71.0 million COVID Relief, and \$17.1 million of FY21 *Highway Infrastructure General Funds* for bridges as approved by the Board to date. The COVID Relief and general funds are also included in the apportionments detailed below.

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 \$403.4 million. Currently, obligation authority is 91.1% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through March 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

<b>Per FAST Flatlined at FY 2020 – Total Year</b>	
Federal Aid Only	\$316,590
Including Match	\$342,741
<b>Per Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$403,365
Including Match	\$436,684
<b>Obligation Limits through 9/30/2021</b>	
Federal Aid Only	\$367,252
Less prorated \$25M indirect costs w/Match	\$364,201

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the 3/24/2021 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 01/15/2021 less non-bridge FY21 Hwy Infrastructure G.F.

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

<b>Program</b>	<b>Allotted Program Funding through 9/30/2021</b>	<b>Program Funding Remaining as of 3/31/2021</b>
All Other SHS Program	\$211,109	\$74,175
GARVEE Formula Debt Service*	\$67,476	\$54,457
State Planning and Research*	\$7,138	\$176
Metropolitan Planning*	\$1,873	\$0
Railroad Crossings	\$1,908	\$908
Transportation Alternatives (Urban/Rural)	\$3,373	\$683
Recreational Trails	\$1,510	\$1,493
STBG - Local Urban+	\$12,321	\$5,289
STBG - Transportation Mgt. Area	\$14,294	\$8,758
Transportation Alternatives (TMA)	\$424	\$79
STBG – Local Rural	\$17,279	\$14,272
Local Bridge+	\$14,006	\$9,672
Off System Bridge	\$3,606	(\$87)
Local Safety	\$7,883	\$4,230
<b>Total (excluding indirect costs)</b>	<b>\$364,201</b>	<b>\$174,106</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the 3/24/2021 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 March 31<sup>st</sup>.
  5. Advanced construction conversions of \$31.2 million are outstanding for FY 2021.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.  
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21-22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Mollie McCarty	Presenter's Title Governmental Affairs Manager	Initials MM	Reviewed By LSS
Preparer's Name Matt Moore	Preparer's Title TLPS	Initials MEM	

### Subject

Proposed Legislative Ideas - 2022 Legislative Session		
Key Number	District	Route Number

### Background Information

The attached Legislative Ideas summary provides a brief description and any fiscal impact for the 2022 staff proposal, which include:

- Red Tape Reduction – Driver License Surrender Requirement - C-22-002
- Red Tape Reduction - Interagency Working Group membership changes - C-22-003
- One Year Commercial Learner's Permit - C-22-004

These Legislative Ideas are being presented to the Idaho Transportation Board (Board) at this time as information only. This will allow time for staff to act on any Board input or to make any recommended revisions.

*If the Board has any proposals they would like to have staff pursue, this is a timely opportunity to do so to allow them to be incorporated into the process.*

Legislative ideas must be previewed with the Governor's Office and ITD's Division of Financial Management (DFM) Analyst before the middle of June, 2021.

Legislative Ideas must be submitted to DFM by the second week of July, 2021, for their review and approval.

DFM approval of Legislative Ideas authorizes ITD staff to proceed with the development of draft legislation. Draft legislation proposals will be presented to the Board for their review and approval in July, and must be submitted to DFM in early August, 2021, before the August Board meeting.

### Recommendations

For information only.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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



## **Idaho Transportation Department - Proposed Legislative Ideas - 2022 Legislative Session**

### **Red Tape Reduction – Driver License Surrender Requirement – C-22-002**

This proposal seeks to eliminate the outdated practice of requiring drivers to surrender their driver's license to the Department or law enforcement when their driving privileges are temporarily withdrawn due to suspension, revocation or cancellation as described in Idaho Code [49-327](#), [49-331](#) and [49-1222](#).

A driver's record with the Department clearly indicates the real-time status of an individual's driving privileges to law enforcement. Many driving privilege withdrawals are short in duration, making the practice of seizing the physical driver's license unnecessary. Additionally, a driver's license is the primary source of identification for many uses such as banking, traveling and public services.

#### **Fiscal**

There is no expected fiscal impact to the general fund or the Department's dedicated fund. In practice, a driver's license is rarely surrendered to the Department in this manner. Therefore, fees collected through subsequent duplicate license applications are negligible. Individuals who are occasionally subject to this process will no longer have to pay for a duplicate license after it is temporarily withdrawn.

Contact: Brian Goeke, DMV

### **Red Tape Reduction - Interagency Working Group membership change - C-22-003**

Idaho Code [40-514](#) authorizes the Interagency Working Group (IWG), a compilation of thirteen state agencies that advise the Idaho Transportation Department on public transportation needs and efficient use of Federal Transit Administration grants. One of the thirteen members specifically listed in statute is the Head Start Association of Idaho, which does not receive these grants. This proposal revises language in this statute that is outdated and obsolete by eliminating Head Start as a required participant of the IWG.

#### **Fiscal**

This proposal causes no fiscal impact to the general fund, the department or any entities because it simply eliminates obsolete language for membership of a statutorily authorized working group.

Contact: Ron Duran, PT

### **Red Tape Reduction - One Year Commercial Learner's Permit - C-22-004**

Like most states, Idaho is experiencing a significant shortfall of interested commercial drivers. This proposal will ease one of the burdens future CDL holders must complete, by modifying Idaho Code [49-305](#) to extend the Commercial Learners Permit from 180 days to one year. This will give interested commercial drivers additional time to prepare for their skills test, without the need to return to the DMV.

#### **Fiscal**

This change would cause a minimal \$10,000 impact to the department's dedicated funds, because individuals would not need to return to the DMV and renew their Commercial Learners Permit. The small amount of revenue lost would be a cost savings to the customers.

Contact: Brian Goeke, DMV



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 min

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

## Subject

GARVEE Bond Series 2021 Sale Update		
Key Number	District	Route Number

## Background Information

The GARVEE bond sale for the Series 2021 occurred on April 15. A brief update on the outcome of the sale to include rates for both the refinanced amount and the new money for projects will be provided.

## 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 April 22<sup>nd</sup> 2021

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 5 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ron Duran	PT Manager	RD	LSS
Preparer's Name	Preparer's Title	Initials	
Ron Duran	PT Manager	RD	

## Subject

Public Transportation Relief Funding Update		
Key Number	District	Route Number

## Background Information

This agenda item is intended to update the Idaho Transportation Board on the Federal Relief funds that have been awarded to ITD for Public Transportation, through the Coronavirus Response and Relief Supplemental Appropriations Act (signed into law on December 27, 2020) and the American Rescue Plan (signed into law on March 11, 2021).

Coronavirus Response and Relief Supplemental Appropriations Act:

5310 Enhanced Mobility of the Elderly and Disabled (Small Urban) - \$141,967  
5310 Enhanced Mobility of the Elderly and Disabled (Rural) - \$81,468

American Rescue Plan:

5311 Formula Grant for Rural Areas - \$558,985  
5311(b)(3) Rural Transit Assistance Program - \$91,091  
5311(f) Intercity - \$1,286,271  
5310 Enhanced Mobility of the Elderly and Disabled (Small Urban) - \$141,970  
5310 Enhanced Mobility of the Elderly and Disabled (Rural) - \$81,470

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

## Recommendations

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

## Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20

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

### Subject

Hoodoo Meadows Management		
Key Number	District	Route Number
	Aero	

### Background Information

This is a decision presentation. The Idaho Aeronautics Advisory Board and Division of Aeronautics request Transportation Board approval for the Division of Aeronautics to accept management responsibilities for Hoodoo Meadows Airstrip.

Title 21-106 provides guidance for the establishment, operation and maintenance of state-owned airports. Further, Board Policy 4065 gives specific criteria for the Aeronautics Division Administrator and the Idaho Aeronautics Advisory Board to present to the Transportation Board for decision on acquiring or closing state operated airports.

The Office of Communications collected public comment from March 15 through March 29, 2021 with 184 comments supporting and five opposing. In addition, the Wilderness Watch non-profit organization, through a web-based system, generated over 1,000 email opposing reestablishing the airfield to maintain the wilderness environment.

The Aeronautics Advisory Board, at an April 1, 2021 meeting unanimously voted to recommend approval, and in coordination with the Division of Aeronautics Administrator provide the required written letter with the evaluation and recommendation.

### Recommendations

Approve the Division of Aeronautics to accept management responsibility for Hoodoo Meadows Airstrip and perform necessary maintenance actions to restore the airstrip to a functional status. Resolution on page 146.

### Board Action

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



# Hoodoo Meadows

Salmon

33 miles

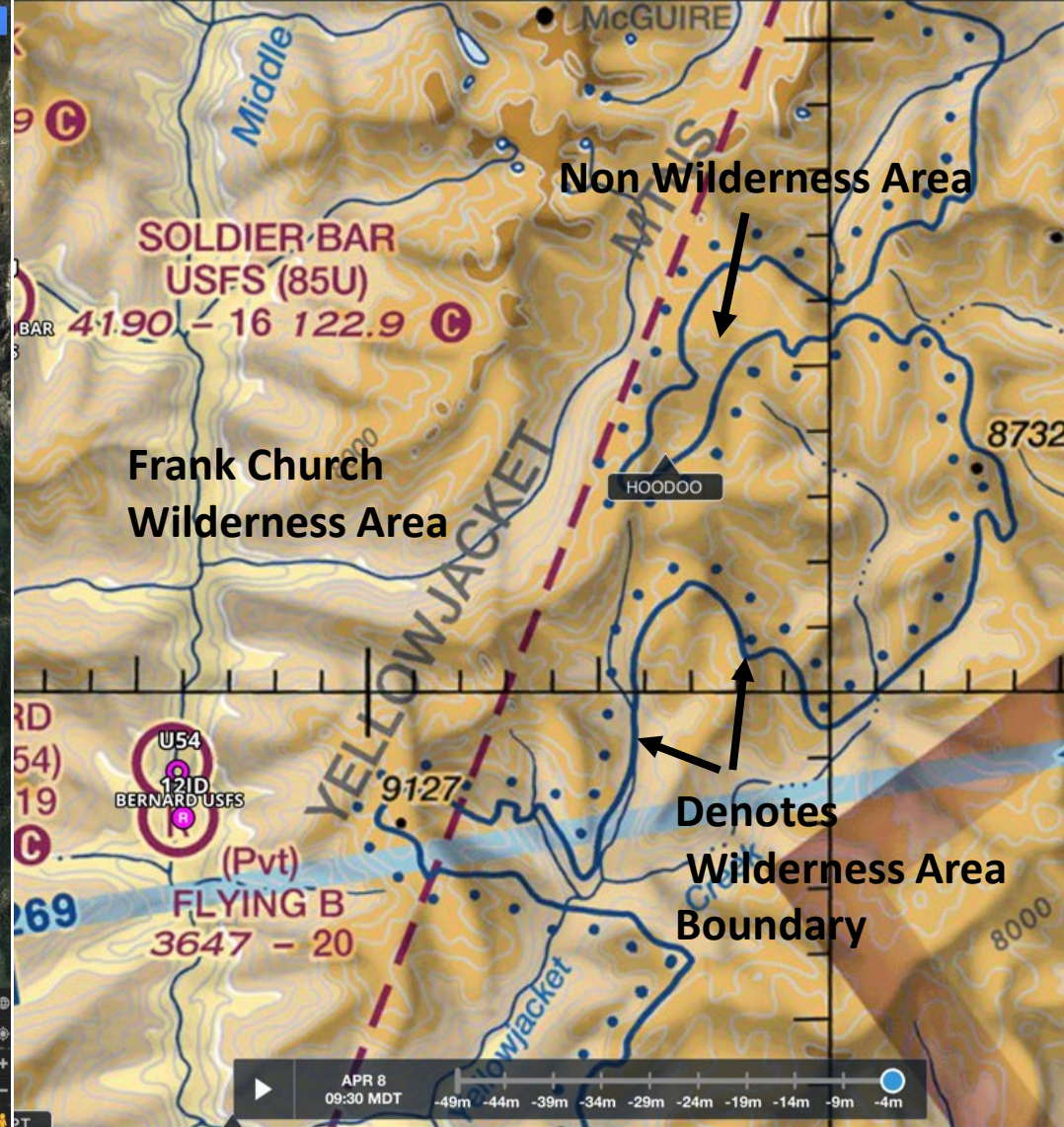
Hoodoo Meadows Airstrip



Sign in

72









## Division of Aeronautics and Aeronautics Advisory Board

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April 1, 2021

Mr. Bill Moad  
Chairman, Idaho Transportation Board

Chairman Moad and Members of the Idaho Transportation Board:

The Idaho Aeronautics Advisory Board, in coordination with the Aeronautics Division Administrator, recommends the Idaho Transportation Board approve the Division of Aeronautics to accept management of the Hoodoo Meadows Airstrip in Lemhi County, Idaho and to reestablish functional aircraft operational conditions. Title 21-106 of Idaho code allows the Idaho Transportation Department, with Idaho Transportation Board approval, to establish, operate and maintain state-owned airstrips. To implement that process, the Idaho Transportation Board Policy 4065 and Administrative Policy 5065 require the Aeronautics Advisory Board and Aeronautics Division Administrator to provide a written recommendation for acquiring an airstrip and to provide specific information for your consideration for approval or disapproval. This letter is intended to fill that purpose.

Hoodoo Meadows Airstrip is on United States Forest Service (USFS) property sitting south of Yellow Jacket Lake on the Salmon-Cobalt Ranger District of the Salmon-Challis National Forest 33 miles west-southwest of Salmon. The Forest Service managed the airstrip until the mid-1980s, at which time they reduced funding and allowed the runway to become overgrown with vegetation and trees. While the airfield is overgrown, it was never officially closed. Once overgrown, it was no longer suitable for aircraft operations. In evaluating the airstrip and considering whether or not to recommend the Division of Aeronautics accept management responsibilities at Hoodoo Meadows, we considered cost, safety, emergency preparedness, public opinion, benefit versus detriment, alternative plan and proximity to other airstrips. Below is our analysis in each of those areas.

### **Cost:**

We reviewed cost for reestablishing operations at Hoodoo Meadows from both short-term and long-term viewpoints. The short-term focus is on creating a safe flying environment that includes clearing trees and shrubbery that has overgrown the airfield, installing a windsock, building runway end identifiers and smoothing the runway surface. The plan would be to restore the runway to its original dimensions of 2,200 feet long and 150 feet wide. The Division of Aeronautics costs are detailed below.

Function	Material Cost
Windsock and Standard	\$1,000
Runway End Identifiers	\$500
Travel Expenses	\$1,000

The Division of Aeronautics can cover these expenses with current operations funding. In addition, the Idaho Aviation Association (IAA), the Recreation Aviation Foundation (RAF) and the Idaho Fish and Game pledged both funding and manpower for the initial clearing process.

Longer term, the IAA will use volunteers to maintain the airfield, which is a common practice at many state-managed airfields. The Division of Aeronautics estimates a requirement for Division personnel to visit the airfield approximately once every three years to evaluate approach and departure corridor tree heights and to drag, or smooth, the runway. The Division can accomplish this within the normal airfield maintenance processes.

#### **Safety:**

Safety is always the primary consideration. The runway and surrounding terrain allow for landings and departures in either direction with little to no terrain interference. Like most backcountry airfields, trees will require trimming to appropriate heights or removal, which the Division of Aeronautics will do in coordination with the USFS.

The most significant safety challenge is the airfield elevation. At 8,200', Hoodoo Meadows would be the highest elevation airfield under Division of Aeronautics management. The elevation, combined with summer heat, creates a density altitude challenge for pilots as aircraft performance declines with higher density altitudes. Density altitude is a topic addressed in all backcountry pilot training as well as Division of Aeronautics Safety programs. While this is a challenge, it applies to all backcountry, summer flight operations.

Despite the challenges, there is also a positive aspect. Hoodoo Meadows would provide an emergency landing site that currently does not exist. Many flights to the backcountry originate and terminate from Salmon with outfitters routinely transporting sportsman to various locations in the Wilderness Area and beyond. There are very few suitable locations for emergency landing purposes in that area, and as such, Hoodoo Meadows would provide additional safety for those operations.

#### **Emergency Preparedness:**

Emergency preparedness specifically addresses the airfields relation to the State Civil Disaster Plan. Hoodoo Meadows would have no role in that plan. It may however, provide a limited option for firefighting operations.

#### **Public Opinion:**

The ITD Office of Communications administered the public comment process from March 15 through March 29, 2021 through a webpage specifically designed for inputs on Hoodoo Meadows. Comment options included email, phone or written mail for input. Overall, the department received a large number of comments both supporting and opposing the airfield restoration. More specifically, ITD received 184 comments in support, to include the Idaho Fish and Game highlighting the recreational advantage and further committing to aid in the required maintenance. The most prevalent comments include support of increased access to the Idaho backcountry, the Frank Church Wilderness Area in particular, and as an emergency landing airfield. Of the supporting comments, 112 are Idaho residents, 26 are from out of state and 49 are unknown.

Opposition came in various forms. There were five emails opposing and no phone or verbal comments with all five inputs coming from Idaho residents. Comments focused on preserving the wilderness and stating there are already enough existing backcountry airstrips. In addition, some further challenged the "access" argument by stating many pilots fly in the backcountry for "thrill seeking" and not to access Idaho's backcountry, which is counter to the rationale for airstrip existence and intent.

Finally, Wilderness Watch, a national nonprofit wilderness conservation organization, provided a letter to the USFS and ITD opposing the action and challenging the categorical exclusion stating the action may impact water, Cutthroat activity and other wildlife. Wilderness Watch also established a method for members to provide more generic inputs with over 1,000 emails opposing the action in order to maintain the wilderness aspects of the region and recommending permanent closure of the airstrip. Of the 1,000 email, 22 submissions were from Idahoans.



**Benefit versus Detriment:**

The greatest benefit to opening Hoodoo Meadows is access to the Wilderness Area as well as areas around Sugar Loaf Rock and Yellow Jacket Lake. A primary point of interest for the Idaho Fish and Game is hunter dispersion. Hunting is a common use for backcountry airfields with it being common for one airfield to have more than 20 hunters at any given time. With limited access in the region, Hoodoo Meadows Airfield would allow hunters additional access and provide better hunter dispersion in the region. In addition, as the USFS describes, in their Hoodoo Meadows Airstrip Maintenance Project Categorical Exclusion, (page 2, Purpose and Need) Hoodoo Meadows would "meet public demand for access to traditional recreational opportunities in the area, which has historically been a popular destination for big game hunting, alpine lake fishing, and wildlife viewing activities."

While we believe it will be minimal, there are potential detrimental impacts. Landing and departing aircraft will create additional noise, however, the Idaho Fish and Game, as documented by the USFS in their categorical exclusion (Table 7, page 21) estimates 50-70 takeoffs and landings annually and stating "effects to solitude could be roughly 18 hours a year in 15-minute increments. The categorical exclusion provides more details on potential detriments, but ultimately met criteria for environmental categorical exclusion requirements.

**Alternative Plans:**

As various agencies engaged on evaluating reestablishing operations at Hoodoo Meadows, they discussed several options for airfield management. Those options included management by the USFS, Idaho Fish and Game and the Division of Aeronautics. While the USFS does maintain backcountry airstrips in Idaho, limited funding led to the lack of maintenance over the last 25-30 years at Hoodoo Meadows. Likewise, the Idaho Fish and Game maintains several backcountry airfields, but has limited airfield maintenance capabilities. The Division of Aeronautics is in the best position to accept management responsibilities having the necessary expertise and resources, when aided by the IAA, RAF and Fish and Game.

**Proximity to Other Airstrips:**

Hoodoo Meadows Airstrip would have no impact to other airfields or aircraft operations. The airstrip sits approximately 33 miles west-southwest of Salmon, ten miles from Bernard Airstrip and the Flying B Ranch, and 12 miles from Soldier Bar Airstrip. While Hoodoo Meadows will not impact other airstrips, it does provide an emergency landing option for aircraft operating from Salmon to locations such as Bernard, Soldier Bar and many other airstrips.

**Recommendation**

The Division of Aeronautics and numerous other agencies, both public and private, have evaluated reestablishing airfield operations at Hoodoo Meadows, and we believe developed a valid, unified management plan for the future. This airfield will provide recreationists additional access to Idaho's backcountry and Wilderness Area as well as disperse hunters throughout the area. As a result, we recommend the Idaho Transportation Board approve the Division of Aeronautics to accept management responsibility for Hoodoo Meadows Airstrip and allow the Division, in coordination with the IAA, RAF and Fish and Game to reestablish a functional airfield for all to enjoy.



Mark H. Sweeney  
Chairman  
Idaho Aeronautics Advisory Board



Jeffrey L. Marker  
Administrator  
Division of Aeronautics

## Hoodoo Meadows Public Opinion Summary

Prior to Aero presenting the Hoodoo Meadows Airstrip restoration and management plan to the Idaho Transportation Board, public opinion on the project is needed.

For two weeks, March 15 – 29, 2021, the Office of Communication gathered public comment through email, phone voicemail recordings, and written mail. Detailed information about the history of the airstrip, the proposed plan, and the two week comment period was first published on Aero's website, [itd.idaho.gov/aero](http://itd.idaho.gov/aero), then linked and shared through other communication channels such as Facebook, Twitter, the News & Info page of ITD's website, the home page of ITD's website, the Transporter, and emailed to media and Aero's existing email list of interested pilots.

This project received a large amount of public interest from Idaho pilots, as well as one wilderness conservation group based in Montana. The majority of comments in agreement with the project spoke on the benefits of increased recreational access, the addition of another location to emergency land, and the eagerness of nonprofit aviation groups to volunteer maintenance. Comments against the plan frequently mentioned the close proximity to the Frank Church – River of No Return Wilderness, and efforts to keep the wilderness wild.

Wilderness Watch is the group that spearheaded an email blast and Twitter blast aimed at ITD and the Salmon-Challis National Forest. This group created a form letter that their followers could easily submit as public comment via email. Out of more than 1,000 followers who emailed, 22 of them are located in Idaho.

Other notable public comment in favor of the project came from the Mayor of Salmon and the Idaho Department of Fish and Game's Salmon Regional Supervisor.



**IDAHO DEPARTMENT OF FISH AND GAME**  
SALMON REGION  
99 Highway 93 N.  
Salmon, Idaho 83467

Brad Little / Governor  
Ed Schriever / Director

March 23, 2021

Jillian Garrigues  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707

RE: IDFG Support for ITD Management and Maintenance Actions for Serviceability of the Hoodoo Meadows Backcountry Airstrip

Dear Ms. Garrigues:

The Idaho Department of Fish and Game (IDFG) supports actions to return Hoodoo Backcountry Airstrip to a serviceable condition as part of providing traditional access for hunting, fishing, and other outdoor recreation to this area. Regaining airstrip serviceability will also support agency administrative use for management activities, search and rescue, etc. IDFG has previously stated its willingness to be a partner in the Idaho Transportation Department's (ITD) proposal. IDFG is committed to the described maintenance actions (removal of encroaching trees, returning drainage ditch to a functional condition, etc.) and safety improvements (windsock, placement of painted rocks for runway markers, etc.).

Hoodoo Airstrip was registered as a public airstrip for nearly 40 years with no known aircraft accidents. Records indicate it used to support alpine lake fishing, big game hunting, including black bear and bighorn sheep, and other backcountry recreation. However, the U.S. Forest Service has not adequately maintained the airstrip, and it is not presently in a serviceable condition, in large part due to conifer encroachment. Because of the Division of Aeronautics experience and track record in managing backcountry airstrips, IDFG supports ITD's assumption of management responsibilities for the airstrip to avoid a recurrence of the current state of disrepair.

Returning the airstrip to serviceability and continuing maintenance would benefit the public and agencies. Without serviceability of the Hoodoo Meadows Airstrip, developed access to the area

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is limited to a single Salmon – Challis National Forest road (#114) and its associated trails. In years with average or above average snowpack, snow-free road access to the Hoodoo Meadows area may not be available until mid-July, and fall snow events may close this access as early as September.

IDFG is very supportive of providing traditional hunting, fishing, and other recreation access to Bighorn Crags and other areas in the vicinity of Hoodoo Meadows. Returning the Hoodoo Meadows Airstrip to serviceability will provide an important alternative to single road access for both the public and agencies, and it will distribute some of the use in the area. An ITD-led partnership for airstrip maintenance and management, including participation from IDFG and interested recreation organizations, would provide aeronautics expertise and commitment to preventing recurrence of the present circumstances of disrepair.

Please let me know if there is other information you want from IDFG at this time.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Curet', with a stylized flourish at the end.

Tom Curet

Regional Supervisor

Cc: Ed Schriever, Director, IDFG



March 17, 2021

Ms. Jillian Garrigues  
Idaho Department of Transportation  
P.O. Box 7129  
Boise, ID 83707

Dear Ms. Garrigues:

These comments are from the Idaho Recreation Council (IRC). The IRC is an organization composed of Idahoans from all parts of the state with a wide spectrum of recreation interests and a desire to preserve recreation opportunities for future generations. Our members include 4X4ers, ATVers, UTVers, Motorcyclists, RVers, Motorized and Non-Motorized Boaters, Backcountry Aviators, Small Dredge Suction Miners, Rockhounds, and Snowmobilers.

We applaud and support the efforts of the Idaho Department of Fish and Game to restore and manage the Hoodoo Airstrip in the Salmon Challis National Forest. The project outlined is needed and will be used and appreciated by Idahoans and our visitors for many years. It is time that this strip, which was never officially closed, be made available for the public to use.

We urge the Division of Aeronautics to move quickly and allow the public to use this historic airstrip once again.

Sincerely,

Sandra F Mitchell  
Executive Director

ATTN: Jillian Garrigues  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707

Dr. Christopher D Thomas  
549 El Medio Avenue  
Pacific Palisades, CA 90272

March 16, 2021

Re: Rehabilitating Hoodoo Meadows Airstrip

Dear Ms Garrigues

I support rehabilitating Hoodoo Meadows Airstrip located in Idaho's Salmon-Challis National Forest.

1. As a member of Recreational Aviation Foundation, an avid hiker, camper, flyer and environmentalist I support the access to this tremendous area and that which it provides the public.
2. It is without doubt a need to retain airstrips for a variety of reasons including fire prevention and control, weed and invasive species control, search and rescue, as well as recreational activities.
3. Airstrips such as these bring valuable additional revenues to remote places that in turn support the ability for a wider number of people to access and enjoy areas rather than just the elite and those with more money.
4. As a supporter of RAF and other groups we take on the burden of many of these opportunities as we believe in the wider access that supports people and communities appreciate the great outdoors and many of the values this nation was built on.

I have reviewed the materials surrounding the project including the CE and hope that it goes ahead as planned.

Regards

A handwritten signature in black ink, appearing to read "C. Duncan Thomas". The signature is stylized with a large, looped "C" and a cursive "Thomas".

C. Duncan Thomas



Ms. Garrigues,

I am writing to express my support for the rehabilitation of the Hoodoo Meadows airstrip.

It is sad to see an airstrip with such great access, to such an excellent area, be allowed to fall into such disrepair.

There are many airstrips available to access the lower regions of the Salmon River area, however this strip provides access to the higher country.

It is my understanding that this airstrip was never properly closed and by public law 96-312 the Central Idaho Wilderness Act of 1980, it is to be kept open and operational.

I have flown over this airstrip on more than one occasion, and wished it was possible to access this marvelous country.

I am a Colorado based pilot and I along with a group of other pilots make an annual trip to enjoy the wonders of your state. We have done this for many years and on some occasions make multiple trips.

The lure of the backcountry brings many others pilots to your state annually.

I am a member, and supporter of the Idaho Aviation Association (IAA), the Recreational Aircraft Foundation (RAF) and many other state aviation organizations.

I am a member and supporter of these organizations, not just to support and promote general aviation but to preserve our backcountry aviation infrastructure.

Our public lands were intended for multiple use, not to the loudest self-interests.

Thank you for the opportunity to comment on this issue.

Respectfully,

Gregg D. Johnson

Ignacio CO

greggj9@yahoo.com

### Email Comments Supporting Hoodoo Meadows

Name	Email	Location, if provided	Comment
Rob Gillespie	<a href="mailto:robgillespie46@icloud.com">robgillespie46@icloud.com</a>	-	I think it would be great to fix the strip up. I'm glad to see that somebody is thinking about fixing rather than closing.
Kermit Bunde	<a href="mailto:kermitnuc@cableone.net">kermitnuc@cableone.net</a>	-	As an Idaho pilot and aircraft owner, I fully endorse the plan to return Hoodoo Meadows airstrip to public use. Further, I would be happy to assist in any way that I can with this project (let me know when; I will come up and help clear the airstrip).
Brian Case	<a href="mailto:brianfcase@msn.com">brianfcase@msn.com</a>	-	I have reviewed the plan for Hoodoo Meadows and find that it appears to be an excellent opportunity to provide additional backcountry address at very little cost or impact. The benefits are well documented in the plan. As an 30 year Idaho pilot and flight instructor, I actually rarely use these strips but train many pilots that do. Even just having an additional strip available in the event of an emergency is a good reason to reopen the strip.
Zane Brown	<a href="mailto:zanbro@gmail.com">zanbro@gmail.com</a>	-	I as a recreational aviator would love to see Hoodoo Meadows airstrip restored to a usable condition. I feel that the minimal cost that it would require would benefit the public greatly. Idaho is the greatest state for aviating in the Continental U.S. and reopening Hoodoo would help preserve that. The aviation community is at risk for losing so many historical strips across the country, I whole heartedly support the decision to reopen Hoodoo Meadows as a Idaho Resident and tax payer. Thank you, for supporting the great state of Idaho and our aviators.
Gary Hamilton	<a href="mailto:ghpilot@speedyquick.net">ghpilot@speedyquick.net</a>	Givens Hot Springs, ID 83641	This is a great idea. Every back country airstrip that AERO can keep open and maintained is a win for the state of Idaho. I support this proposal.
Brandon Wheeler	<a href="mailto:brandonwheeler@hotmail.com">brandonwheeler@hotmail.com</a>	PO Box 2379, Pampa, TX 79066	I am writing to express my support for the restoration of the Hoodoo Meadows airstrip. Additional access to surrounding areas by way of air is a benefit to many outdoor adventurers. I would personally use this airstrip and look forward to having an additional airstrip available in the Salmon-Challis National Forest this summer.
Jim Paulekas	<a href="mailto:jpininstall@gmail.com">jpininstall@gmail.com</a>	Salmon, ID	I am in favor of the reopening of Hoodoo Meadows. I visited the air strip last fall and was encouraged by the potential this area has to offer.



## Email Comments Supporting Hoodoo Meadows

Brent Rowser	<a href="mailto:brentrowser@gmail.com">brentrowser@gmail.com</a>		I'm writing in reference to the Hoodoo Meadows Airstrip restoration. As an avid user of the backcountry and a pilot, I would love to see this airstrip restored and reopened for public use. I frequently visit the airstrips in the Idaho backcountry and use the airstrips as "trailheads" to the backcountry and access for camping, fishing, hiking and other recreation. I also endeavor to do my part to reduce my impact and maintain the wilderness aspect of these airstrips and areas. Aircraft don't require miles of road to maintain and don't go "off-road", damaging the fragile landscape. I also value the historical significance of each of these airstrips, having a place in Idaho's history.
DuWaine Emmons	<a href="mailto:8gcbc.scoutdriver@gmail.com">8gcbc.scoutdriver@gmail.com</a>	Kuna, ID	I have reviewed the information on restoring Hoodoo Meadows and I'm 100% in favor of it. As a longtime Idaho pilot, backcountry pilot and member of the IAA, it's important to reopen this historic backcountry airstrip. Idaho needs more neglected backcountry airstrips open and it will bring economic growth to our state and the surrounding area. By that, fuel purchases, meals, lodging and visits to area communities. Thank you for reaching out to me on this important decision for Idaho and the flying community.
Chris Parker	<a href="mailto:cparker4133@gmail.com">cparker4133@gmail.com</a>	Twin Falls, ID	My name is Chris Parker, I'm a resident of Idaho, a pilot, and member of both the IAA and RAF. I fully support the reopening of Hoodoo Meadows, it's in a key location that will improve access to recreational areas that are currently very difficult to access. I frequent the Yellow Jacket and Bighorn Crag areas and I know that improved access will allow more users to enjoy the unique and wonderful area, and I'm sure outfitters will enjoy the added utility of having a strip nearby. Because density altitude will be of concern, a wind sock and adequate tree clearing will be very important to continued safety.
Paddy Doyle	<a href="mailto:pnsdoyle@msn.com">pnsdoyle@msn.com</a>	-	I do support the Hoodoo Meadows airstrip cleanup to give one more safe landing area. While flight into the wilderness area is beautiful, there will always be a critical need for alternative landing sites when our planned flight changes.

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John DeThomas	<a href="mailto:jvdethomas@gmail.com">jvdethomas@gmail.com</a>	-	I am most strongly in favor of the proposal to repair and maintain the Hoodoo Airstrip in Idaho. Idaho is famous for its back country and recreational airstrips. These facilities also provide emergency services to much of the State. Flying visitors bring money to the State to purchase fuel and supplies. Local Idaho pilots can have additional recreational access to forest areas. An additional airstrip will also reduce some air traffic to more popular strips such as Johnson Creek, Big Creek, etc. The Division of Aeronautics, with volunteer help from local aviation groups, has demonstrated exceptionally good stewardship of many Idaho airstrips at low cost. The back country airstrips have a very low environmental impact; much less than roads and trails. Some short periods of noise are not detrimental to wildlife who will have already become passive to airplane noise because of many existing flights transiting the area. Bring Hoodoo back!
Steven Kahn	<a href="mailto:spkski@gmail.com">spkski@gmail.com</a>	-	I generally favor the addition of back country air strips. However, I am not familiar with this strip and do not know its length or how many aircraft would be able to actually use it, although I do see your estimated usage. Can you provide information on airstrip dimensions. Would there be water or other amenities available? It appears that maintenance would be provided by the IAA under terms of a written agreement between IDT and IAA. is IAA able to commit to this type of long-term undertaking?
Bob Apa	<a href="mailto:robertsue.apa@gmail.com">robertsue.apa@gmail.com</a>	-	I would support reconditioning Hoodoo Meadows Airstrip – I currently do back country flying and enjoy the solitude and clean air in the back country airstrips. I do not have a back country pickup – but if the timing is good I would do some physical work up there if I can get a lift in.
Larry Scarborough	<a href="mailto:south.lieutenant@valleycountysar.org">south.lieutenant@valleycountysar.org</a>	-	I have reviewed the Proposal to renovate the Hoodoo Meadows airstrip. I support this project not only for recreational use but it could also help with the evacuation of injured people in the area and getting Search & Rescue crews in faster.

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Craig Poulsen	<a href="mailto:craigpoulsen@cox.net">craigpoulsen@cox.net</a>	-	Thank you for giving us the opportunity to comment on the Proposed Hoodoo meadows airstrip improvement program. As a pilot and a frequent visitor to the Frank Church and the Salmon River Country I am in full support of this project. It will be in good hands and it will be cared for. It will provide another great access point for this great treasure.
Eric Holmstrom	<a href="mailto:eh_737@hotmail.com">eh_737@hotmail.com</a>	-	I'm writing to let you know that I'm excited to hear about the re-opening of Hoodoo Meadows Airstrip. I think it's great that this strip will be restored as it has historical significance, and would be a nice addition to the already excellent network of back country airstrips in Idaho. I was in Idaho with my aircraft in 2018, and thoroughly enjoyed my visit, with plans to return soon. Thank you for considering the restoration of this airstrip, and I hope to visit it in the near future.
Rod Blackstead	<a href="mailto:rodblackstead@blackstead.com">rodblackstead@blackstead.com</a>	-	I very much appreciate the States work on Hoodoo Meadows. I would really like to see it reopen. This location would add a lot to the public access. It is very limited in that area. On another note I fly a MD 500 Helicopter. If the State needs any help I would donate my services. I did provide Fish and Game some Helicopter work with Marble Creek.
Gary Bowling	<a href="mailto:gb16737@yahoo.com">gb16737@yahoo.com</a>	-	Open it back up! No valid reason not to. Provides emergency landing strip and maintenance of the facility is accomplished by volunteers.
Gerard Cattin	<a href="mailto:gcattin@hotmail.com">gcattin@hotmail.com</a>	Star, ID 83669	The preparation work presented gives sufficient support (ownership, maintenance, usage) to warrant the continuation and restoration of the Hoodoo Meadows Airstrip. Idaho is known for its backcountry gems, and re-opening this airstrip would re-offer one more. Please, do what you can to complete this project and re-open the airstrip to Idaho residents and out-of-state visitors.
Mike Rowles	<a href="mailto:outlook_93A692EE79A1B4FE@outlook.com">outlook_93A692EE79A1B4FE@outlook.com</a>	<a href="#">Meridian, ID</a>	I wholeheartedly support the Hoodoo Meadows Airstrip project. As designed, it would offer excellent outdoor recreation opportunities, an additional landing strip for aircraft emergencies, and possibly serve as a forest fire management resource. I applaud the joint agency and volunteer efforts to prepare the airstrip for summer activity.

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Chris R. Stephens	<a href="mailto:cstephens@5BI.com">cstephens@5BI.com</a>	-	I have been a backcountry backpacker for 55 years, a pilot and aircraft owner for over 40 years and just retired as Stanley, Idaho's paramedic after 30 years. Obviously the area around Hoodoo is a gem and is a nice gateway to Big Horn Crag. Access to this area is very difficult for many potential users and emergency personnel. I think the early success of Marble Canyon is a great example of how these small airstrips actually help distribute the entry points to our wilderness. The support of RAF is an important consideration. Their leadership has engaged a very thoughtful and considerate membership. Once renovated, it is easy to envision their team monitoring the condition and relaying useful information to a significant portion of the backcountry flying community. The RAF always advocates for light touch use and limited practice landings. I wish I visited Hoodoo by air 35-40 years ago. I am excited to think I get another shot of camping under my wing there.
Trent Ledeboer	<a href="mailto:tledboer@bluemountaintrade.com">tledboer@bluemountaintrade.com</a>	-	Thank you for taking public thoughts on this proposal. I would encourage the groups involved to get this airstrip up and running. I'm currently a pilot in training and the main reason I'm interested in becoming a pilot is to visit the beautiful backcountry airstrips Idaho has to offer. Airstrips provide great access to the public. The more our citizens realize the amazing resources we have the more they will want to support what parks systems have intended since the beginning. We need wild areas and we need to be able to access them. Seeing them in films and pictures isn't enough. People need access. It changes you when you've spent time out in the rugged areas.
Steve and Tawni Swann	<a href="mailto:swannsteve54@gmail.com">swannsteve54@gmail.com</a>	<a href="#">Meridian, ID</a>	Thank goodness we are getting some of these treasured airstrips opened back up! So many more pilots are using our airstrips in recent years that this addition will incrementally disperse aircraft. This isn't a flood we can stop, and the impacts are economically huge and the environmental impact is wonderfully small. Plus, as pilots and passengers, almost ALL of us walk/hike so our impact is pretty darn small, even when we stay. We would sure like this trend to continue. Perhaps Falconberry and Elk Meadows next? They are needed.

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Douglas McFall	<a href="mailto:djmcfall@yahoo.com">djmcfall@yahoo.com</a>	Filer, ID 83328-5089	<p>I am a 63 year old born and raised Idahoan. I began my flight training at the young age of 14, in 1972 at the Jerome Airport. I have been a Commercial Flight Instructor for the last 35 years. It was encouraging to hear that it was being considered to re-open Hoo Doo. The benefits are numerous, and I will outline just a few. 1. Provide a gateway into the wilderness area, for both pilots and the non-aviation community.2. Provide a State of Idaho emergency strip for pilots who experience a loss of power or other emergency.3. Provide another landing location for Emergency Medical Helicopters for emergency evacuation.4. Provide an emergency or operations strip for fire fighting operations, for both fixed wing and rotor wing aircraft.5. Provide a base and emergency strip for Search and Rescue. ITD and the local Sheriff.6. Provide a fly in location for public recreation. I ask my local, State and Federal governments to strongly consider to provide influence to support the re-opening of the Hoo Doo airstrip.</p>
Jeff Theis	<a href="mailto:gotithovered@protonmail.com">gotithovered@protonmail.com</a>	-	<p>I am in strong support of maintaining Hoodoo Meadows airstrip. I am willing to donate flight time and will volunteer for maintenance efforts at the strip.</p>
Chuck Jarecki	<a href="mailto:skywagon49@outlook.com">skywagon49@outlook.com</a>	Polson, MT	<p>I am a long-time pilot in Montana who, over the years, has made many flights to the Idaho back country for camping, hiking and simply enjoying the remoteness. I urge you to make it possible to re-habilitate Hoodoo Meadows airstrip.</p> <p>Back country airstrips make it possible to recreate in remote areas with little impact on the landscape, compared to access with horses and motorized vehicles. I consider airstrips like Hoodoo Meadows to be internal trailheads.</p>
J. Chris Droege	<a href="mailto:jcdroege@aol.com">jcdroege@aol.com</a>	Nampa, ID	<p>my comments include the Hoodoo Meadows airstrip....but really pertains to all backcountry aviation access..!! * I SUPPORT aviation access to all wilderness area ! * Airstrips that are not PROPERLY CLOSED, are to remain open, as intended by law ! * The value of airports and airstrips, is seen in many areas of economic impact on local businesses, and the state in general ! * I am a user of backcountry airstrips, and i SUPPORT all endeavors of non-profit groups like the IAA....i am a member, and a voter !</p>

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Steve Hatch	<a href="mailto:steve@hatchriverexpeditions.com">steve@hatchriverexpeditions.com</a>	Flagstaff, AZ	As a resident from Arizona I fly to Idaho annually during the summer months in my old Cessna to enjoy camping in remote areas of your great state of Idaho. Each year I explore new airstrips and scenic areas in my plane. I do not have a lot of spare time to enjoy the state any other way as my work life is all consuming. Having these remote backcountry airstrips available for me and my family to visit allows me to escape the city life I am required to work in. Without these airstrips my chances of making it to Idaho are slim. When my family visits these areas we are greatly adding to the economy by purchasing fuel and supplies as well as motels and meals at restaurants in the area. These strips, although indirectly, greatly contribute to the economy of the state. It is a great hope that you will keep the Hoo Doo strip and all backcountry strips open and accessible to those who have the skills to fly into them. There are many ways to accomplish the goal of keeping strips open. Here in Arizona we have many volunteer groups that work together with Federal and state agencies to achieve the goals that are necessary to keep these strips thriving and viable. Thank you for your time and effort as stewards of our lands
Lew Peterson	<a href="mailto:lew1italy@icloud.com">lew1italy@icloud.com</a>	-	I am in support of reopening Hoodoo Meadows Airstrip! Teacher, Outdoorsman, Hunter, Pilot, and Grandfather. Reopening for the next generation, please. Member of Idaho Pilot's Association. Willing to donate my time to help restore!
Rola and Candace Cook	<a href="mailto:rolcan@icloud.com">rolcan@icloud.com</a>	Molalla, OR 97038	Thank you so much for including me in your email for input regarding Hoodoo Meadows Airstrip. I am absolutely in favor of going through with the project to reopen the airstrip as soon as possible. Please keep me in mind, I would like to make a monetary contribution as a pilot for this incredibly wonderful idea!
Vance Hawley	<a href="mailto:wa7fdr@hotmail.com">wa7fdr@hotmail.com</a>	-	Yes, rehabilitate Hoodoo Meadows. We don't want to lose any of our back country strips.
	<a href="mailto:rustytac3@gmail.com">rustytac3@gmail.com</a>	-	I support all work being done by iaa to rehabilitate hoodoo
Joe Dory	<a href="mailto:joedoryaviation@gmail.com">joedoryaviation@gmail.com</a>	-	Would really like to see this airstrip reopened, not only for public access but to serve as another option for services such as life flight, search and rescue operations, smoke jumper camps. Appreciate your consideration.



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Fred Williams	<a href="mailto:fred.v.williams@gmail.com">fred.v.williams@gmail.com</a>	Cascade, ID / Reno, NV	I am an avid outdoors enthusiast who regularly uses my small airplane to access hiking trails and camping sites throughout the central Idaho mountains. I wholeheartedly endorse the efforts to reopen Hoodoo Meadows to provide me and other responsible users with access to upper Wilson Creek and the many fine lakes in this area. I regularly volunteer my labor to help improve and maintain airstrips such as Hoodoo and am a proud member of various organizations such as the IAA, the RAF and others whose mission it is to protect and help preserve these valuable assets. I want to thank the ITD and all others involved in working to reopen Hoodoo. Count me in when it comes time to volunteer my labor to make it happen.
Richard Mayes	<a href="mailto:windknot54@gmail.com">windknot54@gmail.com</a>	Bend, OR	I want to express my support for the rehabilitation of the Hoodoo Meadows Airstrip. This historic airstrip has provided my family with many memorable opportunities to visit and explore the Idaho wilderness. I think it would be a great loss to the community if the degradation this airstrip has suffered over the past several decades were to continue unchecked. I support the efforts of the RAF and IAA, in cooperation with USFS, IDFG and IDA, to preserve and maintain backcountry airstrips throughout Idaho. My experience has been that visitors travel from around America, and often from overseas, to experience the wonderful world of backcountry flying in Idaho. These visitors make important contributions to the economic viability of the small communities that serve as gateways to the wilderness. Please agree to rehabilitate the Hoodoo Meadows Airstrip to it's former glory.
Scott Boling	<a href="mailto:Scott.Boling@albertsons.com">Scott.Boling@albertsons.com</a>	Idaho Falls, ID	First and foremost, I support access to all wilderness areas in the backcountry of Idaho. I spend a great deal of time throughout Idaho and enjoy her beauty. I believe that all airstrips not properly closed are to remain open as intended ... Hoo Doo Meadows being one of them. I firmly believe the airstrip will help with the over crowding that Cabin Creek endures every Fall with avid hunters that visit the area. The 20 miles or so, gives enough distance to separate many of the hunters that visit. I believe this is will also be much safer for everyone. I would like to visit Hoo Doo when it reopens and show my children. I'm a frequent

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			backcountry airstrip user and I support the endeavors of non-profit groups like the IAA.
Brad Mabe	<a href="mailto:horses-r-us@msn.com">horses-r-us@msn.com</a>	-	I wanted to pass on my support for continuing access to wilderness areas in areas such as Hoodoo Meadows. As an avid backcountry pilot I can attest to the value of these strips for enabling access for the public and for providing an additional level of safety to pilot who utilize the backcountry. These small strips make Idaho a destination of choice which creates as significant windfall for the businesses in the local area as well as broader businesses in the state. We are luck to have the IAA as partner in the state working with state and federal officials like yourself to continue to make Idaho amazing state that it is..
Chris Binford	<a href="mailto:chrisnancyb@msn.com">chrisnancyb@msn.com</a>	-	I am in favor of repairing and maintaining the Hoodoo Meadows Airstrip for public recreational use.
Mark Peterson	<a href="mailto:markp83705@gmail.com">markp83705@gmail.com</a>	-	I am very grateful for the last two years of work by the IAA, Idaho Division of Aeronautics, USFS, IDFG and RAF to help make possible the reopening of the Hoodoo Meadows Airstrip. I am strongly in favor of the rehab needed to have the Hoodoo Meadows Airstrip return to its former glory as the highest airstrip in Idaho with access to some of the most inaccessible areas of Idaho. In summary, 1) I support access to wilderness areas 2) Airstrips not properly closed should remain open as intended 3) The value of airstrips is seen in many areas of economic impact for local businesses and the state 4) I am a committed supporter of the endeavors of non-profit groups like the IAA
Paul Saviez	<a href="mailto:saviezvineyards@gmail.com">saviezvineyards@gmail.com</a>	-	I am an Idaho pilot and plane owner. I am in support of the Rehabilitation of Hoodoo meadows strip. We are so lucky here in Idaho to have so many wilderness strips to access our fantastic wilderness areas. And lucky to have government departments that are also in support of our aviation ventures, and associations like Idaho aviation association, of which I am also a member.



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Jody Hawkins	<a href="mailto:jhawkins@csi.edu">jhawkins@csi.edu</a>	Twin Falls, ID 83301	I am writing to express that I support access to wilderness areas and often use my private aircraft for access. I think it important to note that airstrips that are not properly closed are to remain open as intended. These backcountry airstrips provide immense value of in many areas of economic impact for local businesses throughout the state. Please note that you I support the endeavors of non-profit groups like the IAA and that I support access and use of wilderness areas and specifically support repairs maintenance and use of Hoodoo Meadows Airstrip.
Dale Friday	<a href="mailto:Dale@FridayRealty.com">Dale@FridayRealty.com</a>	Santa Cruz, CA 95062	My name is Dale Friday. I was born in Idaho and now live out of state. I would love for Hoodoo Meadows airstrip to be reopened as it would be great to fly to the airport and then go camping. Please accept my email as a loud yes for reopening the airstrip.
Crista Worthy	<a href="mailto:cristaworthy@hotmail.com">cristaworthy@hotmail.com</a>	Hidden Springs, ID 83714	Hello, and thank you for the opportunity to comment. I have been an ardent environmentalist since I was about 9 years old. And I support wilderness. I also support Idaho's access to wilderness by aircraft. Idaho's backcountry airstrips serve as excellent trailheads for hikers, campers, hunters, and fishermen. Hoodoo Meadows airstrip has never been closed, but it is currently unsafe for use. Idaho Fish & Game supports rehabilitation of this airstrip to allow access to this area, which will relieve pressure on other parts of Idaho. People travel to Idaho from across the country and literally around the world. I once sat in a 747 cockpit and listened as the captain told me how his favorite thing to do was fly to Boise, rent a Cessna, and fly in to the backcountry. <a href="https://www.aopa.org/news-and-media/all-news/2018/july/02/idahos-premier-backcountry-base">https://www.aopa.org/news-and-media/all-news/2018/july/02/idahos-premier-backcountry-base</a> The IAA and other non-profits stand ready and willing to help the USFS, Aeronautics, and Idaho F&G maintain these airstrips. I am currently working on a book about Idaho's aviation history, to show all the ways aviation makes life better for people. Ag planes, wildlife management, mail delivery, freight, airlines, fly-in ranches, military aviation, and of course, backcountry and recreational aviation! Hoodoo Meadows is an important part of Idaho's aviation heritage.

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Douglas Kinkle	<a href="mailto:dkinkle@sbcglobal.net">dkinkle@sbcglobal.net</a>	-	<p>Hello, regarding the rehabilitation of the Hoodoo Meadows runway I would like to point out it would lessen impact on the runways in the wilderness from a camping and training flight perspective, be added safety in the event of an emergency landing/forced weather landing, and would be great access for the public on public lands, especially the disabled, medically limited population. As you are aware the Frank Church and its adjacent areas has millions of acres of solitude, and only a handful of access points, the access points are there to get to the solitude, not interfere with it. Idaho has lost over 50% of its historic access due to closed runways, and unmaintained trails and bridges, and there is more demand for remote places then ever, everyone is limited to the few access points and cant get along, we need more access to disperse the public, not less.</p>
Patrick Canler	<a href="mailto:patcanler16@gmail.com">patcanler16@gmail.com</a>	-	<p>I am writing today because I would really like to support the revitalization project of Hoodoo Meadows field. As a pilot it is very important to keep our air strips maintained, especially in the back country. This project would ensure the longevity of this wilderness and allow use of the landscape in a safe and non-environmentally harming manner.</p>
Mike Creek	<a href="mailto:mike.creek77@gmail.com">mike.creek77@gmail.com</a>	Elko, NV	<p>This email is to voice support for the rehabilitation of Hoodoo Meadows Airstrip. My family and I spend summer vacations in Idaho and fully support access to wilderness areas so they can be enjoyed. Airstirps provide needed access portals to wilderness areas and Hoodoo Meadows location makes it ideal for this purpose. Airstrips were created to provide access and safe transportation to these areas and should remain open for use. Aviation brings a lot of economic benefit to the state and pilots from all around the country come to Idaho to experience the unique flying opportunities. They also transport others to areas that would otherwise be inaccessible. Sharing these experiences multiplies the economic benefit and enjoyment for others. I'm a frequent visitor to Idaho backcountry airstrips and see the benefits aviation and aviation non-profit support organizations such as the IAA make available to the public at large.</p>

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Jonathan Miller	<a href="mailto:jonmiller0@gmail.com">jonmiller0@gmail.com</a>	Boise, ID	I wanted to contact you and your team at ITD to say that I completely support reviving Hoodoo Meadow Airstrip. Restoring access points for hunters, anglers, and anyone else who enjoys the slice of heaven that makes up the center of our state is a must. While horse trains can get you places and sometimes even a terribly old road, the convenience and ubiquitous nature of Idaho's bush pilots taking outdoorsmen to their hunting grounds should be preserved, protected, and nourished here in our great state. Thanks for considering and supporting the USFS proposal.
Bill Murrell	<a href="mailto:billmurrell@cox.net">billmurrell@cox.net</a>	-	I pilot a Turbo 206 out of Salmon and have for the last 30 years. I have flown over Hoodoo Meadows Airstrip many times and feel it's renovation would provide an extremely valuable opportunity for sportsmen and women to explore that beautiful country. I am willing to assist in whatever way possible to make that happen. I would enjoy an opportunity to meet with you and others to discuss what would need to be done and how that might happen.
Ryan Doyle	<a href="mailto:electnjw@noblecorp.com">electnjw@noblecorp.com</a>	Caldwell Idaho 83607	I think Hoodoo Meadows offers another great opportunity for the Idaho aviation community. Myself as well as other family members would be more than willing to volunteer to rehab the runway. As the population grows in the state so does the aviation community and we need to take advantage of all possible opportunities.
David Hedditch	<a href="mailto:drh29@bitterroot.com">drh29@bitterroot.com</a>	Victor, MT 59875	This is wonderful news to see cooperation between all parties to see this project through. I truly support this action. The environmental impact, in my opinion, is more perceived than actual. In my experience the animals just don't care about aircraft or aircraft noise. Some people do care about aircraft noise but don't think about the benefits of airpower whether it is a Piper Cub, airliner or F-35. A true story: I was flying fighters in Korea and had an occasion of doing range officer duty with a South Korean major. We were walking somewhere when an F-4 flew overhead. The major asked me if I knew what that was. I was troubled by his question since we both knew that it was a F-4 and he knew I was an F-4 pilot. He paused then said, "That is the sound of freedom". I have never forgotten that. When ever I hear an aircraft of any kind, it is the sound of freedom. Whenever I fly or

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			see an aircraft of any kind, it represents freedom. I live in Montana but this project and many like them is the reason I am a member of the IAA and officer of the MPA and donate each year to the RAF. A hearty thank you to the forest service for their cooperation.
Steve Burak	<a href="mailto:stevenburak@mac.com">stevenburak@mac.com</a>	-	I'm glad you are getting it reopened
Russell Westerberg	<a href="mailto:russ@westerbergassoc.com">russ@westerbergassoc.com</a>	-	For the recreational pursuits of me and my family I use and rely upon having access by my personal airplane to areas in Idaho's wilderness areas. I am a member of IAA and support keeping all airstrips open encourage the rehabilitation of the Hoodoo Meadows strip.
Don Goodman	<a href="mailto:donaldjg56@gmail.com">donaldjg56@gmail.com</a>	Bellingham, WA 98229	My name is Don Goodman. I am a private pilot based in Washington State. For the past several years my wife and I have made twice yearly multi-week sojourns to the Idaho backcountry in our small aircraft. I am writing in support of the rehabilitation of the Hoodoo Meadows Airstrip. Refurbishing the Hoodoo Meadows airstrip will be great addition to the Idaho backcountry airport network and another great reason to Fly Idaho! We enjoy supporting the Idaho economy! As a member of both IAA and RAF I support the efforts of these organizations to collaborate with the Idaho Transportation Department in this effort. Thank you for the opportunity to comment.
Mark Urness	<a href="mailto:mark.urness54@gmail.com">mark.urness54@gmail.com</a>	-	I fully support; Rehabilitation of Hoodoo airstrip. Access to wilderness areas. Airstrips not properly closed remaining open, as intended. All airstrips and the many areas of economic impact for local businesses and the state that they provide. As a user and member, I support the endeavors of the IAA and other similar non-profit groups. Thank you for your consideration.
Albert Snipes	<a href="mailto:posnipes@yahoo.com">posnipes@yahoo.com</a>	-	While I'm not in Idaho and unable to fly to the Idaho back country on a regular basis, my son and I will make the trip to fly in the pristine Idaho wilderness and having the opportunity to fly to as many airstrips would be great. Having Hoodoo Meadows Airstrip available would afford many that opportunity mentioned. Plus it affords the back country aviator another option to land in the event of an emergency, rapidly changing weather, a rescue effort, etc.

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Tom Stelmak	<a href="mailto:tstelmak@latmt.com">tstelmak@latmt.com</a>	Belgrade, MT	I would like to extend my support for the restoration of the Hoodoo Meadow airstrip. Idaho is known nationally for having and maintaining the best back country airstrips, that alone is a draw to pilots wanting to see these areas. Important at this time also is the ability to get out in wilderness areas to rehabilitate our personal appreciation of those out-of-the-way places. The work to accomplish a restoration will be cost free to the state as a volunteer force is standing by to do the job. Pilots coming to Idaho to recreate do have an economic contribution as most will stop in surrounding towns to acquire supplies for camping, fishing and hunting, or sightseeing. Thank you and keep up the good work of making Idaho a great place to visit.
Lawrence Martin	<a href="mailto:mooneydrvr@gmail.com">mooneydrvr@gmail.com</a>	-	As a member of IAA I strongly support the rehab of Hoodoo Airstrip. This iconic Idaho back country strip should remain accessible to pilots who enjoy the incredible amenities of Idaho.
Jack Horn	<a href="mailto:jackehorn@aol.com">jackehorn@aol.com</a>	-	I would like to voice my opinion regarding the iconic Hoodoo Meadows Airstrip. Hoodoo Meadows is truly a wonderful airstrip that would allow access to very remote areas that would not be available to someone like me-retired with limited walking ability. Wilderness areas are becoming more and more precious as time goes on; especially for seniors that have seen better days. I got started with backcountry flying so I could access these amazing sites just a few years back after flying for 37 yrs and just love the accessibility. Keeping the strip viable would definitely help with the local economies by providing access to people that couldn't otherwise get there. I also joined the IAA when I started backcountry flying as they truly are looking out for ID backcountry and ask that you work with them on this truly wonderful airstrip.
Brent Blue	<a href="mailto:brent@emergacare.com">brent@emergacare.com</a>	-	I heartily support the rehabilitation of the Hoodoo Meadows airstrip. This is an important recreation and emergency landing strip in the backcountry. It is also an economic generator for the surrounding area. Access to wilderness areas should be encourage and I fully support the endeavors of the IAA in rehabbing this strip. I encourage you to keep this airstrip opened as intended.

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Bill McGlynn	<a href="mailto:wmpmcglynn@yahoo.com">wmpmcglynn@yahoo.com</a>	-	I would like to add my support for the reopening of the Hoodoo Meadows airstrip. This airstrip is a great example of how aircraft can provide improved access for recreation, hunting and fishing - with very little impact to the land. I understand the road to this airstrip and the lake, is almost inaccessible to the typical user and a very long drive, whereas a 15 min plane ride from Salmon. This translates to better access for seniors, young people and the physically disabled as well as the general public - all good things. This will also bring more business for outfitters and guides, since a 4 or 5 hours grueling drive/ride is a detractor for many hunters and guides, not to mention the effects of maintenance, erosion and sediment from the use of road. Opening Hoodoo will also lessen the impact on other airstrips in the Middle Fork drainage. When you weigh the impact of restoring this tiny strip of land against the benefits, the decision to refurbish this airstrip is a no-brainer.
Rob Tucker	<a href="mailto:rob@InterEd.com">rob@InterEd.com</a>	McCall, ID 83638	I reviewed the Division's proposal to renovate and re-open Hoodoo Meadows Airstrip. While I do not anticipate using the airstrip, I support the plan and commend everyone involved for being forward looking in response to changing patterns of use. Idaho backcountry airstrips are national treasures and this strip would again fill an important position in the network.
Michael and Katherine Foley	<a href="mailto:mandkfoley@hughes.net">mandkfoley@hughes.net</a>	Cottonwood, ID	We are in favor of restoring and maintaining the Hoodoo Meadows airstrip as proposed by the ITD Division of Aeronautics.
Rusty Bentz	<a href="mailto:bentzfence@cableone.net">bentzfence@cableone.net</a>	-	As a lifetime Idahoan and active back country pilot since 1975 I strongly support rehabilitating Hoodoo Meadows airstrip.
Matthew Hanson	<a href="mailto:matt@dyeseed.com">matt@dyeseed.com</a>	-	So great to see the Aero proposal to help restore Hoodoo Meadows airstrip! Every airstrip that is reopened/built/restored takes pressure off the other airstrips and gives users one more recreational option. I think Hoodoo is a great spot and hope to see it work out.
Tim Starkman	<a href="mailto:outlook_D9C79F5666DEB29D@outlook.com">outlook_D9C79F5666DEB29D@outlook.com</a>	-	My name is Tim Starkman and I own a Cessna 182 (N1891M) in McCall, Id. The wilderness strips are a great resource and should be treasured. The pilot community is willing to put money and sweat into these runways, please do not squander this enthusiasm.

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Steven Barnard	<a href="mailto:sabarn29@gmail.com">sabarn29@gmail.com</a>	-	<p>The Idaho back country, much of which is accessible only by airplanes and horses or on foot, is the envy of the nation! We have a treasure that no other states in the lower 48 have. Anything that we can do such as to rehabilitate our airstrips in cooperation with non profit organizations such as IAA that are willing and able to provide man power makes total sense. The Hoodoo Meadows Airstrip is such an airstrip and is now ready for it's rehabilitation. Please look to the future generations that will benefit from being able to access and enjoy Idaho's back-country via airstrips such as Hoodoo! Idaho's treasure!</p>
John Hodgson	<a href="mailto:hodgsonj87@gmail.com">hodgsonj87@gmail.com</a>	-	<p>I'm writing in support of efforts to rehabilitate the Hoodoo Meadows Airstrip. I learned to love Idaho as my first job out of college took me from the midWest to Boise. My work unfortunately took me away from Idaho, but I have always sought opportunities to visit. Several years ago friends introduced me to the magic of accessing the Frank Church wilderness by bush plane, and I've grown to love fly fishing. It also led me to learn to fly, and to become an aircraft owner. I actually bought my Cessna 185 from a McCall, ID resident. We did the deal at the Big Creek airstrip. And I've been back several times, enjoying Chamberlain, Cabin Creek, Johnson Creek - as well as backcountry strips in Montana and Wyoming. I have found that the airstrips in the Frank Church wilderness offer the lowest impact means of accessing this beautiful resource. An airstrip as little as 6 feet x 1500 feet on level ground provides access with little to no impact on the environment. In comparison, the miles and miles of trails required to access the same area by horseback presents a significantly larger erosion problem to the amazing streams and rivers in the area. I support efforts by the IAA and RAF to maintain and improve the airstrips which provide access to these treasures.</p>



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Kevin Bissell	<a href="mailto:kbissell@to-engineers.com">kbissell@to-engineers.com</a>	Boise, Idaho 83705	<p>During my 30 year career assisting Idaho airport sponsors build and maintain their airports, I have become very aware of the importance of Idaho's backcountry airstrips. Several of our airport clients are located in rural areas that depend on the network of Idaho backcountry airstrips to support their local economies. Whether it is for access to hunting, fishing, whitewater rafting, or for forest management, these airstrips are important to our rural communities. Idaho experiences a large number of wildfires during the summer months. Hoodoo Meadows and other backcountry airstrips are critical for USFS firefighting operations. Restoring Hoodoo Meadows will keep this important base of operations within the Frank Church – River of No Return Wilderness available for use by the USFS for firefighting operations and forest management. Backcountry airstrips like Hoodoo Meadows also serve an important role in managing Idaho's wildlife populations. Idaho Fish and Game often uses these facilities while taking inventory of our wildlife populations and as a staging area for officers during the hunting season. Finally, Idaho has experienced a surge in people moving to the state, in part, to take advantage of our recreational opportunities. The State of Idaho needs to be proactive in keeping the recreation facilities we have open to ease the burden our growing population is placing on these limited resources. I strongly support the restoration and continued maintenance of the Hoodoo Meadows Airstrip.</p>
Jim Janson	<a href="mailto:jimjanson001@gmail.com">jimjanson001@gmail.com</a>	Eagle, ID	<p>I wanted to add my support for the rehabilitation of the Hoodoo Meadows airstrip. These back-country airstrips are a wonderful resource that Idaho has to offer and should not be allowed to fad away. This airstrip in particular retains a place of significance as the highest airstrip in Idaho and offers access to some of the most remote country we have. Let's do the right thing for Idaho, it's citizens and visitors and retain these iconic airstrips for all.</p>



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Travis Wisberg	<a href="mailto:wis17@yahoo.com">wis17@yahoo.com</a>	Bonnors Ferry, ID	As an active pilot flying under contract to the US Forest Service, USFW, and other State and Local agencies I fully support rehabilitating Hoodoo Meadows airstrip. Having a usable and safe airstrip is very important to us as pilots providing vital service during fires and wildlife research in case of mechanical failure or weather that requires us to land immediately. Please consider the rehabilitation of Hoodoo Meadows to keep us safe and help in the management of our natural resources.
Kurt Becker	<a href="mailto:the1kgb@gmail.com">the1kgb@gmail.com</a>	-	I encourage the State of Idaho to restore Hoodoo Meadows airstrip to allow use by Fixed winged aircraft. Two points Id like the state to consider: 1) Installing pit toilets near the tie downs and 2,), erecting a sign warning pilots of the potential high density altitude conditions that could be present at the strip.
Chris Marshall	<a href="mailto:chrisem488@gmail.com">chrisem488@gmail.com</a>	-	I have just read through the notes regarding the above-mentioned airstrip and would add the following: As an Idaho pilot flying out of Caldwell I regularly enjoy flying into the backcountry. While I consider it a precious and beautiful area, many other pilots from out of state have also 'discovered' Idaho's backcountry. Add to that the growing population within Idaho itself, and it isn't difficult to see that increasing pressure is being placed on those backcountry strips. That pressure not only means more crowding on the airfields but more crowding in the airspace. Thus it is critical that we find all means possible to keep existing strips open and to find ways to reopen old, disused strips in order to spread the load. To that end Hoodoo Meadows offers all the value and benefits outlined in the report but also absorbs some of the increasingly congested traffic currently found along the Middle Fork and Big Creek. I would suggest that for aviation safety purposes alone this is a welcome move in the right direction.
Tom Richardson	<a href="mailto:TomR@h2owell.com">TomR@h2owell.com</a>		Please accept my support for the opening of the HooDoo Meadows air strip. As a member of the Idaho Aviation Association and frequent user of many airstrips in the Frank Church and Salmon Challis area the strips provide opportunity to enjoy the areas not easily accessible.

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Gary Moreau	<a href="mailto:gary20779@gmail.com">gary20779@gmail.com</a>	I am in complete backing of improving the airstrip at Hoodoo Meadows. Small backwoods strips help local businesses and make it easier to visit remote areas like Hoodoo Meadows. Please count me in for a yes - let's improve this gem.
Chris Walsh	<a href="mailto:chris@revrealty.us">chris@revrealty.us</a>	I wanted to send this to you in support of rehabilitating Hoodoo Mountain Airstrip, as I totally support access to wilderness areas, and I'd like to say that airstrips that weren't properly closed are to remain open as intended, the value of these back country strips can't be overstated, for firefighting & emergency issues for planes & hikers, kayakers, etc, and I totally support the efforts of non profit groups like IAA.
John Plaza	<a href="mailto:john@johnplaza.net">john@johnplaza.net</a>	Thank you for taking the time to read my comments with respect to the preservation and improvement to Hoodoo Meadows Airstrip. This is a terrific airport for private pilots such myself who thrive on accessing the Pacific Northwest wilderness. My family and I live in Central Oregon and we have been wanting to fly into Hoodoo for a number of years but due to the decline of care it has received over the years, it's not a viable option for us currently. I would ask that the ITD work with IAA and other non-profit associations that support maintaining and improving these airports back to safe and operable airports for the general aviation community to enjoy and benefit from. These airports bring in new opportunities and travelers from around the region and it would be detrimental to both the local community and the state of Idaho to see airports like Hoodoo disappear due to lack of care.
Bill Miller	<a href="mailto:millerwilliamc@msn.com">millerwilliamc@msn.com</a>	I support this sort of action to <i>increase aviation access</i> to once-accessible locations; Airstrips not properly closed ( <i>such as the Wilson Bar closure</i> ) should be targeted for action to re-open by Aeronautics, IAA, and other groups; The value of these airstrips is mainly in <i>the point that Idaho has Multiple airstrips</i> and continues adding to our inventory; I totally support these efforts, and believe we can also solicit <i>private donations</i> to help cover items of cost.

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Bill Boggess	<a href="mailto:bill.boggess@gmail.com">bill.boggess@gmail.com</a>	<p>Good Morning- As an experienced pilot who is so very fortunate to be able to fly into and enjoy the Idaho backcountry, I support continued access to wilderness areas by airplane. Hoodoo Meadows Airstrip is located within the Idaho wilderness and with a much needed rehabilitation, would provide access by air to an area of the wilderness that is now quite inaccessible. In addition, rehabilitating Hoodoo Meadows would provide another useable airstrip for emergency situations such as a forced landing, or medical evacuation, and would provide the value of air access to an area of Idaho that currently does not enjoy such an important asset. I am a long time member of Idaho Aviation Assn. and am very grateful to the Association as well as the State of Idaho for their endeavors to rehabilitate, maintain, and improve the amazing network of Idaho backcountry/wilderness airstrips. Please give strong consideration to rehabilitating Hoodoo Meadows Airstrip.</p>
Alex Ruehle	<a href="mailto:alex.ruehle@gmail.com">alex.ruehle@gmail.com</a>	<p>It has recently come to my attention that the Idaho Division of Aeronautics is seeking public comment on the future of the Hoodoo Meadows Airstrip. I am an avid backcountry pilot and cherish the access that remote airstrips provide to wilderness. Hoodoo Meadows Airstrip in particular could serve as an important wilderness trailhead given its proximity to the Frank Church – River of No Return Wilderness and Yellowjacket Lake within the Salmon-Cobalt Ranger District. Given the fact that the airstrip was never properly closed, I believe that it should remain open and maintained to a minimum standard of safety. Idaho's wilderness airstrips have become known nationwide, and resident users as well as out-of-state visitors drive demonstrable economic value for businesses within the state. Rehabilitating the Hoodoo Meadows Airstrip would relieve pressure on other frequently visited airstrips and enable wilderness visitation to more people. As a user of our wilderness resources, I support the efforts of non-profit groups such as the IAA and RAF to promote airstrip access.</p>
Mike Gibney	<a href="mailto:164mlg@gmail.com">164mlg@gmail.com</a>	<p>I would really like to see your organization restore and manage the Hoodoo Meadows airstrip.</p>

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<u>Michael J. Kraynick</u>	<a href="mailto:mkraynick@cox.net">mkraynick@cox.net</a>	Hailey, ID 83333	I support access to wilderness areas but am certainly sensitive to introduction of motorized vehicles. Airstrips not properly closed should remain open as intended, as this does provide access for a lot of people especially disabled individuals and promotes recreation. The value of airstrips is obvious in many areas of economic impact for local businesses and the state of Idaho on the whole. As a user of these airstrips, I support the endeavors of non-profit groups like the IAA, the RAF ad AOPA. That being said I am in favor of the rehab needed to have the Hoodoo Meadows Airstrip return to its former glory as the highest airstrip in Idaho with access to some of the most inaccessible areas in the state.
Garrett	<a href="mailto:wingnotes.flightops@gmail.com">wingnotes.flightops@gmail.com</a>		I'm writing in regards to ITD's continued support of Idaho aviation and specifically in support of Hoodoo Meadows Airstrip. I'd like to offer these comments in support of re-establishing the strip in the National Forest. As an avid pilot and user I support access to wilderness areas. Airstrips not properly closed can and should remain open as intended. I recognize the economic value airstrips like Hoodoo provide. As a user I also support the endeavors of non-profit groups like the IAA, RAF in partnership with ITD. Thank you for your time and blue skies!
Forest	<a href="mailto:forest.fyrberg@yahoo.ca">forest.fyrberg@yahoo.ca</a>		My family and I are very supportive of access to wilderness areas. As far as I am concerned an airstrip that has not been properly closed should remain open as intended. In many of the remote areas we fly to the airstrip is maintained by the state and local community because of the economic benefits it provides. I actively support the endeavors of non-profit groups like the IAA with my dollars and time.
Steve Phillabaum	<a href="mailto:radial450@gmail.com">radial450@gmail.com</a>		I understand there is a proposal for much needed maintenance at the Hoodoo Meadows airstrip. I hope IDT will support the maintenance. It is a gem of an airport in beautiful country and I hope to be able to use it.
Don Hodges	<a href="mailto:donhodes2326@hotmail.com">donhodes2326@hotmail.com</a>		I'm all for it.
Ernie Satterthwait	<a href="mailto:ernie.satterthwait@mac.com">ernie.satterthwait@mac.com</a>	Eagle, ID 83616	I wanted to write you with my full support for the Idaho Aviation Association (IAA) along with Idaho Division of Aeronautics's efforts to restore Hoodoo Meadows Airstrip. Restoration of Hoodoo Meadows will allow for additional

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		access to our amazing wilderness areas while providing economic benefits for Idaho small business and towns. We are active backcountry pilots and members of the Recreational Aviation Foundation (RAF), where we actively support fields like Hoodoo Meadows. I sincerely hope that we can restore our highest airport in Idaho allowing for responsible use by all of us who love our Idaho backcountry airports and access.
Steve Maus	<a href="mailto:smaus@theraf.org">smaus@theraf.org</a>	Ms. Garrigues, thank you for allowing public comment on the Hoodoo airstrip. As a Montana resident and pilot we have always appreciated the welcome we have always received from the leadership of your state. I support the continuing availability of strips such as Hoodoo and am a proud member of an aviation community that has a long history of collaborative support with state and federal agencies with authority over them. Idaho has long been a leader in recognizing and supporting these important backcountry strip.
Christopher Cannon	<a href="mailto:c.h.cannon@gmail.com">c.h.cannon@gmail.com</a>	My name is Chris Cannon, and am writing in support of the rehabilitation of the Hoodoo Meadows Airstrip. Every year my family and I spend a week in beautiful Idaho. We are fortunate enough to travel in our little Cessna, and having access to Idaho's backcountry airstrips have made a lifetime of memories for all of us. We are responsible stewards of the outdoors, always practicing the 'Leave No Trace' doctrine promoted by the IAA and RAF, among others. I fully support this wilderness access via backcountry airstrips. Because it was never officially closed, clearing the trees and re-grading the surface seems a very inexpensive and unobtrusive way to provide another wilderness access point. The IAA and RAF have always been great about helping to maintain these airstrips, and future maintenance would be relatively inexpensive as a result. I am a member of both groups, and I fully support their efforts. Every year my family spends considerable money in Idaho, helping local businesses in Cascade, McCall and Yellowpine (we love their little saloon!) among others. It is access to these airstrips that enables us to do so.

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Ken Smalley	<a href="mailto:kensmalley1@gmail.com">kensmalley1@gmail.com</a>	Tucson, AZ	As a recreational pilot based in Az I am always looking for backcountry airports to visit and enjoy nature. The more of these available the more people will visit Idaho to enjoy the outdoors. I ask that you support improvements to Hoodoo airstrip.
Mike Hines	<a href="mailto:mikeh@hellroaring.com">mikeh@hellroaring.com</a>	Polson, MT 59860	Just wanted to let you know that I support maintenance to the Hoodoo Meadow airstrip to make it usable and open again. Back-country airstrips provide solitude and mental health to many that otherwise may never gain access to such beautiful places.
Dave Priest	<a href="mailto:dpriest@priestelectric.com">dpriest@priestelectric.com</a>		I support the efforts of the IAA and the rehabilitation of the Hoodoo Meadows Airstrip
John Richardson	<a href="mailto:n16dx@comcast.net">n16dx@comcast.net</a>	Spokane WA	Per your request for public comment on the proposal to re-open the Hoodoo Meadows airstrip near the Bighorn Crags east of Salmon ID. I support this action. I am a pilot and often visit remote public airstrips in the central Idaho wilderness. I have volunteered several summers at Fish Lake airstrip (identifier S92) as a host and often bring 2 of 3 others along in my airplane to hike and camp in that vicinity. I would use the Hoodoo Meadows airstrip in a similar way primarily for hiking. I live in Spokane WA but flying to Central Idaho is only about a 1 hour trip. Other pilot friends are very interested in supporting your plan to reopen the Hoodoo Meadows airstrip. Please let me know how I can help to further support this effort.
Jon Van Roo	<a href="mailto:vanroo@gmail.com">vanroo@gmail.com</a>		I understand you are taking public comment on the Hoodoo Meadows Airstrip. I've long been an avid hiker and camper and strongly support access to wilderness areas. Rural and wilderness airstrips are a great way to experience the out doors with my children. It is one of the ways we have traveled around the country and in doing supported the local economy. Non-profit groups like the IAA and the RAF have been helpful in rehabilitating some of these airstrips. I hope you will decide to keep the Hoodoo Meadows strip open and improve it so that more people can experience visiting the area.
Scott Morgan	<a href="mailto:smorgan@bendbroadband.com">smorgan@bendbroadband.com</a>		I am a back country pilot and am in full support of the petition to reopen this airstrip. I think anytime you can restore a backcountry strip and partner with public and private entities to make it happen that is a good thing.



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Michael Anderson	<a href="mailto:michael.anderson@mccallrealestate.com">michael.anderson@mccallrealestate.com</a>	McCall, Idaho	I endorse the initiative to remove obstructions and otherwise improve the surface of Hoodoo Meadows Airstrip to make this valuable resource available for use once again. I agree that the use will be limited and not add much to the total presence of aircraft in the area. However, it will allow recreational access to an area that is currently challenging to access.
Paul Butterworth	<a href="mailto:paul@plextrac.com">paul@plextrac.com</a>		Hi, my name is Paul Butterworth and I'm a backcountry pilot in Idaho and have been for about 20 years now. I wanted to email you regarding my support of the rehab needed to get Hoodoo Meadows airstrip back to its former glory days. I believe that this will help open up more Idaho wilderness and take pressure off existing bottlenecks that are becoming too crowded. I would even be willing to volunteer my time and energy in order to assist! Please don't hesitate to get a hold of me on my personal phone listed below. Thank you!
Cory Wolf	<a href="mailto:grassstrippilot@hotmail.com">grassstrippilot@hotmail.com</a>		I'm writing in regards to the proposed rehabilitation of the Hoodoo Meadows airstrip. As a professional and recreational aviator, I wanted to express my support for maintaining, opening, and improving airstrips such as this one that provides invaluable access to our public lands. These airstrips not only provide an environmentally friendly way to access public lands, but are an invaluable resource for fire fighting, search and rescue operations, and as emergency landing sites in otherwise inhospitable terrain. Idaho, my home state, should be commended for the recent addition of Cougar Ranch and Marble Creek airstrips. Airstrips such as these, and Hoodoo Meadows, allow incredible access for hunting, fishing, hiking, and camping. I've long wanted to visit the Crag area, but hiking from Bernard made it logistically a harder trip. Reopening this airstrip would be ideal for flying in and exploring the area. In my opinion, airstrips not properly closed should remain open as intended and need to be protected as trailheads. Access via aircraft needs to be recognized in the planning process as a legitimate means of accessing our public lands and included specifically in travel plans. As a Utah Backcountry Pilots Association board member, I'm familiar with the work the IAA does to open, protect, and maintain these strips; developing protocols for using them and

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			educating the flying public on their use. In addition to the recreational advantages these airstrips provide, there is also an economical benefit to the communities and businesses that profit when pilots travel to these areas. Grocery stores, hotels, lodges, restaurants, airports via fuel sales and more all benefit from the ancillary dollars that are spent in direct relationship to such trips made by visiting pilots. Please support the IAA's efforts to restore Hoodoo Meadows to the backcountry trailhead that it once was.
James Sierens	<a href="mailto:baggerjim@aol.com">baggerjim@aol.com</a>		I support the improvement and Re opening of hoodoo meadows, in Idaho. I support access to wilderness areas and contend that all airstrips not properly closed are to remain open as intended. The value of these airstrips is seen in many areas of economic impact for local businesses and the state. I fully support the endeavors of non-profit groups like the IAA, and RAF.
John C. Cox	<a href="mailto:4810jc@gmail.com">4810jc@gmail.com</a>	Dallas, Texas	I am a pilot and, although I do not live in Idaho, I visit the State at least annually and greatly enjoy flying in the Idaho back country. I support completion of the work required to once again make the Hoodoo Meadows airstrip available for recreational pilots. I will do my best to be available to volunteer for work on the airstrip. When usable, it will once again be a great resource for Idaho and the USFS.
Taylor Ogden	<a href="mailto:jatojr@gmail.com">jatojr@gmail.com</a>		I support the reopening of this airstrip. I think the IAA and RAF are good partners and will keep it in safe condition like so many other strips in our great state. Thank you for the opportunity to comment on this project.
John Carroll	<a href="mailto:jccarroll55@gmail.com">jccarroll55@gmail.com</a>		My name is Joh Carroll. I make an annual trek to your beautiful stale of Idaho annually. I've brought many friends through the years to explore the beautiful and unique airstrip network you have created. I've been flying to Idaho for 30 years. Every strip is a gem. Please allow the funding to flow towards the opening of Hoodoo Meadows.



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Mayor Brad Holton	<a href="mailto:gg.itm@mac.com">gg.itm@mac.com</a>	Greenleaf Idaho 83626	I would like to submit my opinion to the department concerning the Hoodoo Meadows Airstrip. I strongly support access to wilderness areas. Airstrips not properly closed are to remain open as intended. At the very least this is a public safety issue. Safe access in an area like this is important, sometimes a matter of life and death. In addition to safety the value of this airstrip has an economic impact for local businesses (besides those close to the primitive area) and the state. I support the endeavors of non-profit groups like the IAA. I strongly support the rehabilitating of the Hoodoo airstrip, not just the re-opening of the strip. Being one of the highest and inaccessible airstrips in Idaho, we owe it to the public to keep it open and safe for the public's use and benefit.
Michael Vivion	<a href="mailto:michael.vivion@gmail.com">michael.vivion@gmail.com</a>		My name is Michael Vivion, a pilot, aircraft owner and current President of the Montana Pilots Association (MPA). I personally, and MPA strongly support efforts to rehabilitate remote airstrips which provide access to otherwise inaccessible or difficult to access areas, including Wilderness areas. The fact that Hoodoo Meadows has been a legal airstrip for many years supports the work to rehabilitate that runway, so that it can once again be used. The Montana Pilots Association works closely with other organizations, including the US Forest Service, to maintain and improve backcountry airstrips in Montana. We appreciate and participate in the concept of civilian organizations contributing to and assisting in maintenance of backcountry strips. We strongly support the rehabilitation of Hoodoo Meadows Airstrip, and re-opening it to aircraft use.
Charlie Evans	<a href="mailto:treetopair@gmail.com">treetopair@gmail.com</a>		I wanted to let you know that I believe it is in the best interest of the aviation community and the state of Idaho to keep the Hoodoo Meadows airstrip open and improved . I believe that this aviation resource enhances safety in the area. It will also provide economic Ben if eta to the region. Sent from my iPhone

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Dave Powell	<a href="mailto:dpowell@theraf.org">dpowell@theraf.org</a>		Jillian, I want to convey my support for the restoration/maintenance and continued use of the Hoodoo Meadows airstrip. While I have not yet had the opportunity to see and use this airstrip, I have had the wonderful opportunity of flying in Idaho's backcountry airstrips on 2 different trips to your state. The camping and beauty are truly a gift. I know you have support from the Idaho Pilot community and many other volunteer organizations like the RAF. Let's continue to work together and improve this strip.
Paul Collins	<a href="mailto:Collins04@cableone.net">Collins04@cableone.net</a>		I would like to support the re-opening of the Hoodoo Meadows airport! It will return to providing access to areas of the wilderness which are difficult to access via any other method. In addition to this, it provides emergency access to the area as well as operating for firefighting, etc. As a member of the Idaho Aviation Association I support the management of these types of aviation resources for the betterment of access to the wilderness. I thank you for your attention to this. If you desire to access me, my cell phone number is 208-861-2857.
Daniel Marshall	<a href="mailto:danm121@hotmail.com">danm121@hotmail.com</a>	Cape Canaveral FL	I read that a project to get Hoodoo back in to operation is in the works. I think this a GREAT idea!
J. Cody Dobson	<a href="mailto:cdobsonus@gmail.com">cdobsonus@gmail.com</a>		I am writing in support of the rehabilitation of the Hoodoo Meadows Airstrip. My wife and I are senior citizens that greatly value our country's many wilderness areas. We have enjoyed many years of camping, hiking, fishing, and hunting throughout the western states. We greatly value these experiences and wish to continue gathering these memories. However, as the years pass, we find ourselves less able to access some of the more remote wilderness areas. The network of Idaho backcountry airstrips has provided us opportunities to continue doing what we love in spite of our growing physical limitations. It occurs to me that for many Americans, elderly or otherwise disabled, fly-in access may be the only viable option to enjoy these lands. The importance of the Hoodoo Meadows Airstrip, and all of the airstrips located in Idaho's wilderness areas, was recognized by legislative action years ago. The rationale for keeping them in operable condition, i.e.; wilderness access for people like me, search and rescue base camps, positive

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			<p>economic impact for the state and local communities, etc. has only grown stronger as time has passed. As our population grows and urban sprawl devours our open country, Idaho's network of backcountry airstrips become increasingly more valuable and important. In recognition of this fact, I support all the non-profit organizations that work to preserve, maintain, and enhance aviation in this context. In particular, I am a member and supporter of the Idaho Aviation Association, the Utah Backcountry Pilot's Organization, and the Aircraft Owner's and Pilot's Association. I believe their efforts are worthwhile and will continue to benefit this and future generations. Thank you for taking the time to read my thoughts on this issue. I sincerely hope to hear of a favorable decision.</p>
Gregg Ballou	GBallou@protonmail.com	-	<p>Greetings. Sending an email to support re-opening Hoodoo Meadows. I'm an East Coast pilot but the more options you have out there the more tempting it becomes to visit with an airplane. Just back from your area snowmobiling would love to return in summer via small airplane.</p>
Ed Chitwood	<a href="mailto:edmchitwood@yahoo.com">edmchitwood@yahoo.com</a>		<p>I am writing you to support the continued use and care of the Hoodoo airstrip. I fly every summer to Idaho from Virginia to fly and camp and hike. I like the more remote airstrips that gain me access to the backcountry. I am a big fan of the state of Idaho and the way it supports the backcountry airstrips. There is no other state that come close to your number of strips and the amount of support and infrastructure. I chose to spend my money in the towns and airports of Idaho because of this. Thank you for your work in keeping these airstrips open to the public. I will be back this summer.</p>
Woody Woodworth	<a href="mailto:hiwwood@gmail.com">hiwwood@gmail.com</a>		<p>I would like to voice my support for rehabilitating the Hoodoo Meadows Airstrip! I am a backcountry pilot, and would welcome the addition of this airstrip. The Idaho Backcountry is a National Treasure, it was what drew me to move to Idaho in 2009. I support all efforts to preserve, restore and rehabilitate all these airstrips that provide so much benefit to Idaho and the visitors to our great State!</p>

## Email Comments Supporting Hoodoo Meadows

Mike Mower	heliopilot295@gmail.com	Waxhaw, NC	<p>I am writing to voice my support for the rehabilitation of the Hoodoo Meadows Airstrip. Remote country airstrips give access to wilderness areas so that citizens of this great country and the state of Idaho can enjoy a wilderness experience that may be denied to them. A wilderness experience that is the birthright of all in this country. Many are unable to access the wilderness due to health and disability issues. Hiking, rafting, and other forms of wilderness access are not possible. Although an easterner, I live in North Carolina, I have been privileged to visit the beautiful Idaho backcountry by air several times over the past decade. Each time I took others with me. One, a VietNam veteran is a cancer and stroke survivor and the other, a Korean war vet with artificial knees and hips, could not have experienced the wilderness without aviation access. As Hoodoo Meadows was never properly closed as an airstrip I believe that it should be restored to its previous operating condition. I have more friends that I would like to take to Idaho to experience the wilderness. As a member of the Recreational Aviation Foundation, I believe that a partnership of government and private non-profit organizations can effectively restore and maintain Hoodoo Meadows for many years. The Idaho Aviation Association has proven itself able to organize volunteer work parties and raise funds to help maintain the state's wilderness airstrips. Wilderness airstrips give access to environmental groups to study and learn more about the great wilderness areas of Idaho. They contribute financially to the region as they allow outfitters and others access to hunting, fishing, hiking and camping opportunities. I believe reopening the Hoodoo Meadows airstrip will be another great asset for the state of Idaho.</p>
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## Email Comments Supporting Hoodoo Meadows

Kerry Requa	<a href="mailto:kerryr@cablone.net">kerryr@cablone.net</a>		I am a long time Idaho pilot and have enjoyed flying the Idaho backcountry for many years. I am also a person that enjoys the outdoor recreation that Idaho has. As the population in Idaho increases we need to provide access to those areas that offer the type of access and recreation that Hoodoo Meadows represents. I am disappointed that this airstrip has been without maintenance for such a long period of time. I am grateful for the efforts and commitments to bring it back to its original status. I do support the proposal to restore this airstrip and all outdoor activities and opportunities it will offer. This is a great project that will benefit many people and will contribute to the economic growth and provide access for numerous outdoor recreational activities. I strongly support and encourage the efforts to restore this airstrip, I look forward to landing at Hoodoo and enjoying the great Idaho outdoors
Jim Claypool	<a href="mailto:clayjc@comcast.net">clayjc@comcast.net</a>		I have been an out of state member of the IAA for approximately two decades. I have taken multiple flying classes with Mountain, Canyon Flying in McCall. Flying the backcountry is as popular as it has ever been. Multiple access points to the wilderness are very important. I am writing to ask for the opportunity to help rehabilitate the existing existing Hoodoo airstrip. After a year of Covid lockdown and hope with the vaccines, it seems the time is right to join forces for this worthwhile project. Your help in allowing this to happen would be greatly appreciated.
Andrew D. Furnée	<a href="mailto:furneedesign@yahoo.com">furneedesign@yahoo.com</a>	Boise, ID 83713	Hi. As a pilot and outdoors enthusiast I very much appreciate being able to explore Idaho in this relatively low impact way. I am in favor of the rehab needed to have the Hoodoo Meadows Airstrip return to its former glory as the highest airstrip in Idaho with access to some of the most inaccessible areas of the state. I support access to wilderness areas. Airstrips not properly closed to remain open as intended. That the value of airstrips is seen in many areas of economic impact for local business' and the state. I as a user support the endeavors of non-profit groups like the IAA. Thank you for your consideration and support for keeping the Idaho airstrips active and safe.

### Email Comments Supporting Hoodoo Meadows

Michael Gerhardt	<a href="mailto:gerhardt185@gmail.com">gerhardt185@gmail.com</a>		This is to indicate significant support for reestablishing and repairing the Hoodoo Meadows airstrip. Backcountry flying, camping and outdoor activities are part of what makes Idaho attractive to pilots and outdoor enthusiasts from all parts of the United States. The support of the ITD, Forestry department and Idaho aviation Association, and organizations such as the RAF have been a boon to establishing Idaho as a center of excellence for backcountry flying. If the intent is to encourage tourism with all its benefits and least impactful utilization of the natural resources then aviation is certainly one of the most environmentally friendly routes to entry. My family and I have been strong supporters of Idaho as a vacation destination over many years and feel strongly that in the interests of preserving the natural resources in the face of ever increasing population pressure for as long as possible is a delicate balance involving nature, finance, progress and the ethereal appeal of the outdoor world which should be made known to the young generations by experiences, so that they too can protect our environment. Respectfully asking for your kind consideration in supporting the efforts to rehabilitate Hoodoo Meadows Airstrip.
Andrew Mikek	<a href="mailto:ajmikek@gmail.com">ajmikek@gmail.com</a>		I just wanted to voice (write) to you my support of re-opening Hoodoo Meadows airstrip. I am a student pilot and am hoping to get into a little backcountry flying in the future (maybe not the near future, but the future!) and I would love it if this strip were reopened.
George Weaver	<a href="mailto:george@aocnb.com">george@aocnb.com</a>		Thank you for reviewing restoration of the Hoodoo Meadows. As a backcountry user, with my grandson, and a member of the RAF, we appreciate and participate in the use and maintenance of our backcountry airstrips. It is a privilege to share these treasured places with my grandson, a future generation.
Rick Roberts	<a href="mailto:rroberts383@hotmail.com">rroberts383@hotmail.com</a>	Kamiah, ID	I am in favor of restoring and managing the Hoodoo Meadows Air Strip. Restoring these old airstrips allows for better access into the backcountry so that people can enjoy the beauty that Idaho has to offer.

## Email Comments Supporting Hoodoo Meadows

Ron Keller	<a href="mailto:radarpapa182@yahoo.com">radarpapa182@yahoo.com</a>		<p>I am a pilot, retired from the FAA, and the former Aviation Safety and Education Administrator for New Mexico Aviation Division of NMDOT. I also am a full time volunteer with the New Mexico Airstrip Network, NM Pilots Association, and the RAF. Finally, I am a member of the Idaho Aviation Association and a landowner in Valley County, Idaho. Last year, I headed up a project to rehabilitate Rainy Mesa Airstrip, a USFS airstrip in New Mexico, that had been dormant, but not closed, for 40+ years. We had the permission of the USFS to do so, and with just one big weekend work party(all volunteers) and a couple of smaller ones, the runway was rehabilitated and was opened for use last August. In a couple of weeks, I will be meeting with the USFS for a joint site survey to rehabilitate another USFS airstrip in New Mexico called Sacaton. It also has been dormant for decades. It will provide direct access to the Gila Wilderness via a trail head next to the runway. I encourage and support the effort to rehabilitate Hoodoo Meadows Airstrip. It is important to use wilderness access points like that, and the airstrip will provide a means for emergency evacuation and fire support. Idaho needs to support every backcountry airstrip that is up there, because New Mexico is gaining on you quickly. We will be happy to garner some of that aviation tourism money that flows into Idaho. I fully support the volunteer efforts of the IAA, and hope that you do also.</p>
Wally Kimball	<a href="mailto:idahohyker@gmail.com">idahohyker@gmail.com</a>	Meridian, Idaho	I support the Hoodoo airstrip project and would like to be placed on a list of volunteers.
Mark Farrell	<a href="mailto:skydivedog180@icloud.com">skydivedog180@icloud.com</a>		<p>I am writing you to state my support of rehabilitating the Hoodoo Meadows airstrip. I have become a regular user of wilderness areas especially those involving aviation and find the recreational use valuable. I have not landed at this strip due to it's present condition but totally support the idea of bringing it back to its former condition. I also support the endeavors of non-profit groups like the IAA.</p>



## Email Comments Supporting Hoodoo Meadows

Terry Cross	<a href="mailto:t.cross@samsung.com">t.cross@samsung.com</a>	San Carlos, Ca 94070	<p>I am a private pilot and have been flying and recreating in the Idaho backcountry for 25 years. Since we do not have the good fortune to live in Idaho, our visits are limited to once or twice each year. My family and I use the backcountry strips in and around the FCRONR and Selway Wilderness as trailheads for backpacking, for camping and for fishing. The wilderness and outdoor experiences available from these trailhead airstrips is outstanding. There are truly no—zero—airstrips in my native California that provide such access and experiences. There are a handful of such airstrips near Idaho in Oregon, Washington, and Montana, but again, those opportunities are few and pale in comparison to Idaho. Because of this access, we can experience and enjoy extraordinary mountains within my limited vacation time. If we had to drive to the nearest trailheads, we would simply not be able to make the trips within the time available. I believe that our impact on the Wilderness and on other users is minimal. Once we arrive, we either strike out on the trail for multiple days. We also enjoy setting up a base camp at the airstrips and exploring the surrounding areas for days at a time. We have noticed an increase in usage of backcountry airstrips over the years. We are most grateful for the addition of Reed Ranch and Cougar Ranch. Adding another option and destination for access is an excellent idea, especially since Hoodoo Meadows historically has been an airstrip. Hoodoo would be one of the more difficult airstrips that I would consider using, due to its high altitude and short length. It will be important to watch density altitude and aircraft weight in order to operate safely there. I have always wanted to explore the Bighorn Crags area. My family are all avid backpackers, and would appreciate the ability to get to the trailhead more quickly than landing in Salmon and arranging for the day long drive to Hoodoo. I hope that the ITD and Forest Service continue their collaboration and reopen Hoodoo Meadows and other airstrips to allow greater access to wild areas. Thank you for your efforts and consideration.</p>
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## Email Comments Supporting Hoodoo Meadows

Matthew  
Freeman

[AlaskaMatt@Hotmail.com](mailto:AlaskaMatt@Hotmail.com)

Please consider my comments as you propose to reconstruct Hoodoo Meadows Airport located in the Salmon-Challis National Forest. I've worked as an Aviation Planner and Engineer for the past 20 years in Alaska providing expert guidance on airport related projects while employed by the Federal Aviation Administration, Airports Division funded by the Airport Improvement Program (AIP). I've issued more than 2,000 airspace determinations, and signed hundreds of favorable determination letters for new airports. In addition, I've worked with Denali National Park, Wrangell St. Elias National Park & Preserve, and other National Parks in Alaska creating safe access within these public domains for the public and land managers. Within the past 10-15 years, these land managers now recognize the importance of airports (portals) and the role they play within their jurisdiction. I personally use some of the airports (not all recognized by FAA) in Alaska, lands managed by the Federal Government for recreation. I'll land on gravel bars, mountain tops, or airports with cabins or other improvements for an overnight stay. Or, perhaps I'll go for a hike, run on a goat trails, or stop and admire the surrounding beauty. I've also used these landing facilities for weather diverts, or a place to stay on the way to a work meeting. These aviation assets are important to the community, so important that individuals and organizations volunteer their resources and time to maintain runways, to include rock tossing, brush cutting, tree removal, filling in ditches, setting tie-downs, etc. to create safe, reliable access for all to enjoy. Maintaining these transportation infrastructure improvements is a vital asset for the Salmon-Challis National Forest. In addition to recreation, these airports will be used for resource management, Public Safety, emergencies, firefighting, and a portal to access the area if ground transportation is not an option. Information about airport design can be found in Advisory Circular 150/5300-13, Airport Design. I've used this document as a resource for runways well less than 1,000 feet, and all the way up to runways that exceed 12,000 feet. In addition, local aviation groups can be a great resource for understanding what

## Email Comments Supporting Hoodoo Meadows

			attributes are important for this landing facility. I support keeping this airport open for public access.
Jeffrey Fouche	<a href="mailto:jefouche79@gmail.com">jefouche79@gmail.com</a>	Coeur d Alene, ID	I write you tonight to express my support for the re-opening of the Hoodoo Mountain airstrip. As an avid pilot, flight instructor specializing in mountain flying in Idaho, and outdoor enthusiast I've long been a supporter and advocate of aircraft access to wilderness areas. I think that Hoodoo would expand our already world-class network of airports in our wilderness. It is also an important factor that the airport was never properly closed, and I think it would be appropriate that our government agencies cooperate in restoring the strip to usable status consistent with the intended access that airstrip provided. I've flown in that area several times, and having another airport would provide irreplaceable access to that section of the mountains. I can also add that having another high-altitude airport in the wilderness will attract repeat and new customers to my specialized instruction in mountain flying in the greatest state in which to do so - Idaho. I also can imagine that there are charter and outfitting companies that would benefit from another world-class destination to offer their customers as well. Finally, as a user of these public-use airport treasures I can also express my appreciation and continued support for groups like the Idaho Aviation Association and their past and continued efforts to improve our airports and access state-wide. Thank you for hte opportunity to comment.
Gregory Sovkoplas	<a href="mailto:gsovko@hotmail.com">gsovko@hotmail.com</a>		I am a Pilot and an avid outdoorsman. I am writing to you to support the restoration and maintenance of the Hoodoo Meadows Airstrip. As we say, a mile of road will take you a mile but a mile of runway can take you anywhere in the world. Having a runway at the Hoodoo Meadows is a valuable asset not only for hikers, campers, hunters, and fisherman but also for emergency services such as medical evacuation and fire fighting. It would an access point for other government agencies such as environmental studies. Please allow the restoration and maintenance of this airstrip.

### Email Comments Supporting Hoodoo Meadows

Anthony Longobardo	<a href="mailto:anthony@anthonybox.com">anthony@anthonybox.com</a>		I wanted to email and let you know that I am in favor of the rehabilitation needed to have the Hoodoo Meadows Airstrip return to its former glory as the highest airstrip in Idaho with access to some of the most inaccessible areas of Idaho. As a backcountry pilot who flies often in the California and Idaho Wildernesses, I support access to backcountry airstrips in wilderness areas. Additionally, airstrips not properly closed are to remain open as intended. The value of airstrips is seen in many areas of economic impact for local businesses and the state. I spend a lot of money at the airports, restaurants, grocery stores, and recreational outfitters in the local area when I fly to Idaho. Lastly, I definitely support the endeavors of non-profit groups like the IAA (Idaho Aviation Association). Please rehab the Hoodoo Meadows Airstrip return to its former glory!
Bruce Latvala	<a href="mailto:blatvala@gmail.com">blatvala@gmail.com</a>		I am writing to you in support of the Hoodoo Meadows Airstrip rehabilitation proposal. I support making the initial improvements of removing trees and brush on the airstrip, reestablishing the drainage ditch, installing a windsock, installing tie downs, and building campsites. Airstrips like Hoodoo Meadows allow access to the Idaho Salmon-Challis national forest. Airstrips allow for low environmental impact access to these areas. Many organizations, such as the Recreational Aviation Foundation (RAF) and the Idaho Aviation Association (IAA), support these airstrips by their membership volunteering to assist in rehabilitation and maintaining runways. I am a member of both of these nonprofit organizations. Thank you for your consideration.
Kent Atkin	<a href="mailto:katkin@jub.com">katkin@jub.com</a>	Twin Falls, ID 83301	I am in favor of the Hoodoo Meadow Airstrip improvements as described in your documents
Karin Didisse	<a href="mailto:kbdid@frontiernet.net">kbdid@frontiernet.net</a>	McCall, ID 83638	Hello, I am in favor of restoring the Hoodoo meadows airstrip.
Jerry Callen Jr	<a href="mailto:jrcj1953@gmail.com">jrcj1953@gmail.com</a>	Jerome, Idaho	I would love to see Hoodoo Meadows airstrip open again. This strip would give great access to this area. As a Idahoan and backcountry pilot this access opens up an entire new area for exploring and hunting. I fly over it quite often and would be a great place to land in case of emergency. Thank you for your efforts

## Email Comments Supporting Hoodoo Meadows

Jay Townsend	<a href="mailto:jay.townsend07@gmail.com">jay.townsend07@gmail.com</a>		I am writing to show my support for the reopening of the Hoodoo Meadows airstrip. It is in a beautiful area that I would certainly like to visit and the airstrip would allow myself and family to do this. Hopefully this happens and we can start flying in at some point this coming summer.
Paul Leadabrand	<a href="mailto:kitfox.training@gmail.com">kitfox.training@gmail.com</a>	Greenleaf, ID 83626	I'm in support of re-opening HooDoo. As the owner of a Backcountry Charter Service once based in Salmon and Boise - I found this HooDoo useful to my charter clients (hunters, fishermen, and Backpackers). I used this airstrip in the early '80's with a Cessna 206, Maule, and American Champion Scout. I witnessed the maintenance of many airstrips ceasing during the 80's - due to politics and budgets - ending in abandonment or unjustified closure. Although the cost to re-build will now be more than the cost of past maintenance - I support this action here, and in the future with other airstrips under the same fate. Currently owning an active & unique factory-endorsed Backcountry flight school - serving clients from around-the-world - HooDoo will offer an ideal training example for the negative performance effects of density altitude on airplanes. This should disperse the use on the nearest like-kind (in altitude) example of Bruce Meadow, Stanley, and Smiley Creek. This airstrip will allow us to further educate the Backcountry pilot, which should further prevent accidents and improve user ethics.
Sam Wils	<a href="mailto:samwils@gmail.com">samwils@gmail.com</a>	Saint Paul, Minnesota	The Hoodoo Meadows Airstrip restoration project is an excellent project that aligns well with the mission of the Idaho Division of Aeronautics' mission. This project will promote economic opportunities by allowing access to this remote and beautiful part of Idaho. As a resident of Minnesota and formerly of the Upper Peninsula of Michigan, I visited the Salmon River valley area for the first time this February via ground transportation. The beauty and remoteness of this area had me wishing as a pilot that I had an opportunity to explore the area from the air. Hopefully my next trip to Idaho will be via Cessna 182. Restoration of sites like this will support the economy of Idaho and disperse pressure on natural resources to a much wider area. Thank you for the work being done on this project.

## Email Comments Supporting Hoodoo Meadows

Steve Johnson	<a href="mailto:steve@taildragon.com">steve@taildragon.com</a>		I'm writing to communicate my enthusiastic support of reopening the Hoodoo Meadows airstrip. I'm an Idaho pilot and airplane owner, and use Idaho airstrips for access to wilderness fishing and hiking, not only for myself, but for passengers, including out of state friends and family. As I understand it, Hoodoo Meadows was never properly closed, and should be reopened. I support the Idaho Aviation Association's efforts to reopen the strip, and am willing to volunteer to help clear it and maintain it. I never landed at Hoodoo Meadows before it closed, but I understand that it is an awesome airstrip, the highest in Idaho, with great access to the Wilderness. It's not in the actual Wilderness, making maintenance easier without impacting the Wilderness itself. Please work with the IAA to rehabilitate and reopen Hoodoo Meadows.
Daniel Lilja	<a href="mailto:lilja@riflebarrels.com">lilja@riflebarrels.com</a>	Plains, MT 59859	I am writing this email to show my support for in favor of REHABILITATING the Hoodoo Meadows airstrip. As a Montana pilot that flies into Idaho frequently I would like to see another Idaho strip available to the flying public. Thank-you for taking my view into consideration.
Rodger Sorensen	<a href="mailto:outlook_92570B3DB238ED93@outlook.com">outlook_92570B3DB238ED93@outlook.com</a>		I am pleased to enthusiastically support the renewal of the Hoodoo USFS, Ident (U96), Airstrip, and I understand it is accessible via USFS road during the summer season. Suggestion: A USFS Patrol(road grader) would be an excellent choice in facilitating the reconstruction process.
Semra Keller	<a href="mailto:flashabou@hotmail.com">flashabou@hotmail.com</a>	Reardan, wa.	I am writing to comment on rehabilitation on the Hoodoo meadows airstrip. My partner and I own a plane and are from Washington. We often fly to these remote airstrips and visit the towns around them. We enjoy the communities and spend money in them. I feel they are very important and the things that the Idaho aviation community is very positive which is why we like to visit so often. Please help rehabilitate this airstrip.
Max Runia	<a href="mailto:max@mrunia.com">max@mrunia.com</a>		I'd like to voice my support for restoring and managing the Hoodoo Meadows airstrip in the Salmon-Challis National Forest. As a resident of Meridian, ID and a young aviator I would like to see these wild parts of our state open and available for the public to enjoy.

## Email Comments Supporting Hoodoo Meadows

Jerry Terlisner	<a href="mailto:jtfllys@live.com">jtfllys@live.com</a>	Yes, I am very much in favor of the refurbishing and returning to serviceability the Hoodoo Meadows airstrip. It is one of the crowning jewels of our airstrips. Access to that section of the Frank Church Wilderness has been difficult for many years. As a pilot in Idaho since the early 70"s, I have landed there many times. In those days it was a spectacular spot, just for lunch. It can be again. Looking forward to when your efforts are complete. I am sure you enjoy much support!
Preston Rufe	<a href="mailto:preston@saberaviation.com">preston@saberaviation.com</a>	My name is Preston Rufe and I am a professional pilot residing in Boise, Idaho. As an avid user of the Idaho backcountry, as a pilot and outdoor enthusiast, I fully support access to the wilderness. Airports that were not formally, properly closed, such as Hoodoo Meadows, should remain open as viable access points to our wilderness areas. Airstrips all over the State play a significant roll in the economic prosperity of so many local businesses and are vital to a State with so much Federally managed land. I am a member and supporter of the Idaho Aviation Association and its efforts to sustain aviation in the State of Idaho.
Ted O'Malley	<a href="mailto:teds185@hotmail.com">teds185@hotmail.com</a>	I believe that the Hoodoo Meadows Airstrip should be rehabilitated and made available for the following reasons: As an active backcountry and wilderness pilot since the 1970's,I am very cognizant of the benefits that such airstrips provide. They often function as a trailhead ,dispersing the impact on the wilderness that concentrated use can cause. These airstrips also contribute to the safe use of wilderness areas by providing an emergency landing area ,as well as a means of medical evacuation for those injured .In this regard,Hoodo Meadows is situated along a direct route between the Middle Fork of the Salmon and flights to Salmon via Williams summit.The area around Wilson Cr and the Craggs is particularly rugged and the availability of an emergency landing airstrip is especially important.Thank you for your consideration.



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Steve Goebel	<a href="mailto:sigoebel@hctc.net">sigoebel@hctc.net</a>	Mountain Home, Texas	I have been flying for many years, and in the last 15 years or so I've discovered the joy of flying in Idaho. I was first introduced to Idaho flying via my membership in the Int'l 180-185 Club, and subsequently joined the Recreational Aviation Foundation because of my wonderful experiences of flying in the mountains of your beautiful state. I have brought first time flyers to Idaho and each and every one of them became just as enamored with your state as I was. I strongly encourage you and other state, federal, and other volunteer organizations to return Hoodoo Meadows Airstrip to its former glory. The mountains and beauty of Idaho are the envy of many states (especially those of us who have to endure a summer in Texas!) and a rehabilitated Hoodoo Meadows Airstrip will certainly enhance Idaho's stature in the aviation and tourism industries.
Dr. Jeffrey Welker	<a href="mailto:joxdoc@gmail.com">joxdoc@gmail.com</a>		Please find this letter of support for reopening the Hoodoo Meadows Airstrip. I'm a backcountry pilot. I am called to fly for Search and Rescue Missions from time to time as I am capable and know the country. The majority of time I make my home at Stanley and my Husky is sitting at the airport ready to go. Often in my 20 years of flying backcountry in Idaho looking for someone my bladder and my muscles need a break sooner than my airplane does with five hours of fuel. It's at those times a close strip to where I am searching sure saves time and conserves fuel while my body recharges. Additionally having one more port in the storm to make an emergency landing at is often under appreciated. until you need it. I certainly can't find any reason why this airstrip wouldn't be a good thing for Idaho.
Larry Whiting	<a href="mailto:captwhiting@hotmail.com">captwhiting@hotmail.com</a>	Silverton, Oregon	Hi....I need to add my support to the rehab of the Hoodoo Meadows airstrip. These backcountry airstrips are a "must have" for 70 year old pilots like myself with a steel plate in my hip. Were it not for these airstrips there are a bunch of old guys that wouldn't have access. The CCC constructed the strip in 1938 I believe which should render the strip historic and worthy of clearing the trees for another generation of aviators. We shouldn't let our history lapse, even in the Idaho backcountry.

### Email Comments Supporting Hoodoo Meadows

Mackey Migel	<a href="mailto:mackeyrmigel@gmail.com">mackeyrmigel@gmail.com</a>		Hi, I'm a CFI in Boise and an aviation enthusiast. I appreciate the opportunity to give my input to the restoration of Hoodoo. Although I don't fly much into back country strips I support the IAA and AERO in making Idaho a great place to be! Please! Make it happen!
Gordon Fulton	<a href="mailto:tailingart@yahoo.com">tailingart@yahoo.com</a>		I may be just a tiny bit prejudiced, but as a long time Idaho Pilot and flight instructor I would love to see Hoodoo meadows repaired and/or improved. As a flight instructor during the 90's, and 20's for Bob Plummer (Bob's Airmotive) in his Mountain Flying Seminars, we used it as a "discretionary" strip, depending on the student and aircraft. Would be great to have it usable again.
William Chapman	<a href="mailto:tropdocspot1@hotmail.com">tropdocspot1@hotmail.com</a>	Coeur d'Alene, Idaho	In regards to the repair and reopening of the Hoodoo Meadows airstrip, I would like to state that I believe this is an exceptional opportunity for achieving a win-win outcome for the State of Idaho. The proposal as outlined appears rational and cost effective. It provides an additional back country airstrip for our pilots, allows further recreational use of the surrounding mountain terrain and provides an additional area for forest fire crews if needed. I hope that the Idaho Transportation Board can see the value in this project and provide the State of Idaho with a positive outcome.
Michael Bailey	<a href="mailto:Michael@iajet.com">Michael@iajet.com</a>		The purpose of this email is to express my support for open access to wilderness areas. Hoodoo Meadows Airstrip is a gem in the crown of Idaho. I am sure you are aware that Idaho has a reputation as the most aviation-friendly state short of Alaska. Both states have rugged terrain, small populations, and challenging weather conditions. This makes aviation vital to the transportation formula for both states. Aviators from around the world come to experience flying beautiful Idaho back-country. It occurs to me that this airstrip has not been closed, and should remain open. This is not meant to be adversarial but compels you to consider the economic impact and future opportunities of generations of aviators. Many nonprofit groups help support the Hoodoo Meadows airstrip. We as members (IAA) and users of these remote access points continue the tradition of low-impact access and safety for all. I look forward to hearing from you.



### Email Comments Supporting Hoodoo Meadows

Chris Wheeler	<a href="mailto:chrisdwheeler@gmail.com">chrisdwheeler@gmail.com</a>	Bonnors Ferry, ID	I am strongly in favor of the proposal to retore the Hoodoo Meadows airstrip to operational condition. I am particularly happy to hear of the creation of two campsites.
Mayor Randy Hibberd	<a href="mailto:randy.hibberd@cityofweiser.net">randy.hibberd@cityofweiser.net</a>	Weiser, ID	I am writing at the request and on behalf of pilots at the Weiser Airport. These pilots would like to see the Hoodoo airstrip restored to use for recreational purposes. The airstrip had been used in the past by these pilots and restoration would greatly appreciated.
Bruce Parker	<a href="mailto:parkerb@pwn CPA.com">parkerb@pwn CPA.com</a>		I am very much in support of Aeronautics plan for maintenance, upkeep of the Hoodoo Meadows airstrip. I am glad the strip will be flyable again for Idaho pilots and all visitors.
Amy Gesch	<a href="mailto:agesch@theraf.org">agesch@theraf.org</a>		I am writing to support the proposal to restore and maintain the Hoodoo Meadows airstrip with the support of nonprofit partners like the Idaho Aviation Association and the Recreational Aviation Foundation. A variety of access points to the wilderness is beneficial for all wilderness users as it disperses visitors across several points and relieving congestion, while also giving visitors options on how to access the area, given that some methods are difficult or impossible for visitors of varying abilities. As the Hoodoo Meadows strip has not been closed, it should remain open and usable for its intended use of wilderness access via aircraft. Diverse and dispersed access points also spread economic impact to differing areas and support local businesses in Idaho. Additionally, a well-setup network of backcountry airstrips further cements Idaho's worldwide reputation as a crowd jewel of wilderness access and flying. I am encouraged and excited to see nonprofit user groups stepping up to help take "ownership" of some level of responsibility. These partnerships are a win-win for the state and user groups, as an efficient use of taxpayer resources for the state, and as destinations for users.
Brandon Rosenkoetter	<a href="mailto:brosenkoetter@msn.com">brosenkoetter@msn.com</a>	Boise, Idaho	I am an Idaho resident, a pilot, and a strong supporter of public lands. Thank you for the opportunity to comment regarding the proposed rehabilitation of Hoodoo Meadows Airstrip. I SUPPORT and APPROVE your efforts to reopen this airstrip which would make more of the backcountry in Idaho accessible to all of us.

## Email Comments Supporting Hoodoo Meadows

<p>V. Leroy Chaussé</p>	<p><a href="mailto:leroy@lcairlink.com">leroy@lcairlink.com</a></p>	<p>Minot, ND</p>	<p>In the spring of 1971, our family left Winnemucca, NV to take the District Engineer position of the Burley, Idaho, District of the Bureau of Land Management. Having earned my PPL (ASEL) while in College I acquired subsequent ratings (ASMEI, Commercial and CFii - ground and flight) and I was looking forward to visiting various back country airstrips. My first encounter was to Indian Creek, on the Middle Fork of the Salmon River. That first event into the Idaho wilderness was not only interesting, but an exciting experience. During my time in Burley, I was privileged to fly into Cold Meadows and Fish Lake each fall to hunt deer and elk. Another "perk" as a pilot was to take my young sons to Chamberlain Basin for a weekend of fishing and relaxation. During my forty-three years in Idaho, thirteen in Burley, then a two-year stint in Burns, Oregon, then back to Lewiston in 1985 to retire, I experienced many hours flying the back country of Idaho. Upon arriving in Lewiston, I just had to become acquainted with the local FBO. Ralph Stout had just purchased a facility on the Lewiston Airport from the operator based in Nez Perce. I became his flight instructor for the next three years. Becoming acquainted with Northern Idaho, my wife and I began to explore various surrounding towns. Orofino was one of those and had an airport. I became acquainted with Dave Petet, and the following summer I began flying for him learning the Clearwater Forest on fire patrol for the USFS. For the next twenty years or so, I flew for Dave and became his Chief Pilot and Check Airman. My flying duties involved the transport of hunters, fisherman, and sightseers into various airstrips. Elk count flights for the Idaho Fish and Game was interesting since the observer wanted to be at minimum AGL trying to "see" the animal. Tight steep turns for it seemed like minutes on end just to give that observer a "good look" at the terrain, vegetation, and aspect. The USFS consolidated the flying activities of the Clearwater and Nez Perce National Forests and Grangeville became the summer home base for Orofino Aviation. This consisted of fire patrol and lead plane operations under contract with Orofino Aviation. During those flights we made "in-the-blind" position reports every fifteen minutes on</p>
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## Email Comments Supporting Hoodoo Meadows

122.9. While the Idaho Back Country is a vast area, more aircraft than one would expect utilize the space. I learned this was not only a requirement of USFS pilots, but had been implemented years back by the Idaho Director of Aeronautics. Jay Cawley was a personal friend of mine. At one point we both ended up in Prineville, Oregon. We were flying CTU206 aircraft. Each was configured with a Robertson Stoll kit and were of similar age. Jay said to me: "Let's have a 'slow-flying' contest." That was an interesting experience and the result was mostly a standoff, with Jay probably winning the game. Jay lost his life in Coeur d'Alene a year or so ago impacting a sightseeing aircraft. Jay had many years and hours flying the back country and knew of the 122.9 blind reporting 'rule'. Had that been followed, the accident could have been avoided. A friend of mine back in Lewiston, and I were talking about Jay's accident, and I informed him of the 122.9 'rule'. He said: "I just had my BFR and there was no mention of that. Why didn't the instructor inform me about that? Upon arriving in Lewiston, I learned about the Nez Perce County Sheriff's Air Posse. I joined that volunteer group and enjoyed working with and providing training and search functions to the group. That group was formed in 1958 at the request of then Sheriff Bud Huddleston. While the Air Posse was a separate 501(C) 3 entity, they operated at the pleasure of the Sheriff. I also provided contract flying to various local businesses. Those that owned their own aircraft but did not warrant enough flying to hire a full-time pilot. I even remember a time when the environmental community outside of Idaho and some USFS employees sought to close several back country airstrips. Through the help of our Senators this threat was thwarted. All this background to say I'm one hundred percent in favor of the opening/restoration of Hoodoo Meadows Airstrip. Having flown many into various Idaho airstrips, I've been thrilled to have been able and had the ability to acquaint many with the Grandeur of Idaho. Aircraft are the only way many can experience God's beauty. I found a video clip about two and half minutes long of a Sunday trip to Moose Creek. It's not real good,

## Email Comments Supporting Hoodoo Meadows

			<p>but I did provide some narrative. It gives a flavor of the activity that is present at one of the more popular airstrips. Some friends of ours from Western Washington gave us a visit. I was able to take them on a scenic tour first of Hells Canyon, and then on to Moose Creek where we had lunch on the North end of the long runway. We went for a walk to the "swinging bridge" across from the Seminole Ranch a private airstrip which was finally obtained by the FS. They lived in view of Mt. Rainier and were amazed at the Idaho country only a few are able to enjoy. In March, 2016, my wife and I left Lewiston, Idaho, leaving behind the beautiful State, and many back country experiences to be with our daughter in Minot, ND. While my flying days may be over, those memories can never be repeated, but hopefully others will be able to experience those kinds of 'visits' with which to have memories.</p>
Bill Ables	<a href="mailto:bjables@eoni.com">bjables@eoni.com</a>	Enterprise, OR 97828	<p>Bill Ables here from Enterprise, OR writing in support of ITD moving forward on the Hoodoo Meadows Airstrip project. I'm a pilot and have flown into Idaho's many airstrips for the last 30-years. There is nothing like taking your grandson-or granddaughter on an overnight camping/fishing trip and spending time with them in a wilderness setting. First, I'd like to say that it's very refreshing to see a state agency (IF&amp;G in this case) come forward with a project that benefits the use of one of our National Wilderness Areas by reclaiming an airstrip that was never closed to the public. In the case of Hoodoo, it was conveniently neglected by a Federal Land Management agency (USFS in this case) in hopes of it just going away. As we know there is a proper way to close airstrips, but neglect isn't on that list. The fact that Idaho has these "gems" available to the public is a big boost to the surrounding communities economies. I belong to several aviation groups like the OPA, IAA and RAF. My experience with these groups is that they are willing to work with the land management agency and provide the proper maintenance on these airstrips each year with volunteers at no cost thru MOU's and cooperative agreements</p>

## Email Comments Supporting Hoodoo Meadows

			creating a win/win scenario. As a pilot and a potential user of the Hoodoo airstrip, I would urge ITD to move forward on reclaiming the Hoodoo airstrip by working with the IF&G, USFS and Aviation groups.
BC Rimbeaux	<a href="mailto:rimbeaux@aol.com">rimbeaux@aol.com</a>		As a private pilot who is an avid user of Idaho backcountry airstrips, I am writing in support of rehabilitating the Hoodoo Meadows Airstrip. This airstrip provides wonderful access to the Selway-Bitterroot Wilderness via existing trails, one of which descends to Moose Creek through an amazing old growth stand of cedars. The Idaho Aviation Association has been very active for years in maintaining and rehabilitating airstrips throughout the Idaho backcountry. Please support them in their willingness to help restore the Hoodoo Meadows Airstrip to its original condition.
Mike Dorris	<a href="mailto:sawtoothflying@frontier.com">sawtoothflying@frontier.com</a>		Hi, I'm Mike Dorris, and I would like to comment on the Hoodoo Airstrip project. I've been in the Air Charter Business since my dad, Bill Dorris, started McCall Air Taxi in the Fall of 1976. I now have my own air taxi in McCall, Sawtooth Flying Service. Being in the Charter Business this long, I have had a number of requests to use the Hoodoo airstrip. One was a group of (18) that wanted to fly from Boise to Hoodoo and then hike to Soldier Bar airstrip and then fly back to Boise. This would have been great revenue for both myself and Idaho's tourism industry and retail stores. Back in the 1980s, I wrote a letter to the Salmon-Challis Forest Service, asking if I could maintain the Hoodoo airstrip and I would once again like to offer my services. If the current substandard road that goes to the Big Horn Crag gets washed out and unfunded, this airstrip becomes the only reasonable access point for the general public to access this unique part of wilderness. I have been to and camped at the Hoodoo airstrip and it has a lot to offer. I believe the public needs more access to our public lands, not less... I further believe that USFS closed this airstrip without going through the proper process and procedure and this is an opportunity for that error to be rectified. Thank you for your assistance with this project.
Mayor Leo Marshall	<a href="mailto:mayormarshall@centurytel.net">mayormarshall@centurytel.net</a>	Salmon, ID	As another way to bring more economy into Idaho I am all for it

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James Tibbets	<a href="mailto:jimmysjunque@gmail.com">jimmysjunque@gmail.com</a>		Am firmly in favor of keeping all backcountry strips open for they are an irreplaceable resource for training pilots on the realities of back country and mountain flying. This is very important for those needing to fly into undeveloped areas to deliver needed medical aid or disaster relief supplies.
Lloyd Putnam	<a href="mailto:hitchcock.aviation.lhp@gmail.com">hitchcock.aviation.lhp@gmail.com</a>		I'm very much in favor of opening Hoodoo Meadows strip. I'm based in McCall and do 90% of my flying in the backcountry and Hoodoo Meadows would be a great addition to our places to use. As you know when you talk to people around the country, Idaho is the center of the world for the best places to fly in the backcountry and another great strip would be welcomed and needed.
Scott Newpower	<a href="mailto:snewpower@theraf.org">snewpower@theraf.org</a>		I am writing to show my support for the rehab of Hoodoo Meadows. I visit Idaho frequently to use your back country airstrips. I support public access to the wilderness areas. As we understand it Hoodoo Meadows was not properly closed, therefore it should remain open and maintained. Keeping the strip open will also help to spread out the various users. I also support the several nonprofit groups such as the Idaho Aviation Assoc. Along with us at the RAF we are always willing to step up and help where needed to keep these airstrips in good condition. Thanks for your time.
Ken Kyle	<a href="mailto:kenkyle@yahoo.com">kenkyle@yahoo.com</a>		I am very excited about the possibility of rehabilitating the Hoodoo Meadows airstrip. As a resident of Clearwater County, it's an extremely long drive to get to this gorgeous area. The possibility of being able to fly there in an hour or so is outstanding! I applaud the efforts of the RAF, IAA, IF&G, USFS, ITD and others to collaborate on this long overdue project. Let's get'er done!
Michael Jehnichen	<a href="mailto:michael@cguytech.com">michael@cguytech.com</a>	Hayden, ID 83835	As a Idaho pilot and users of back country airstrips, I am in favor of rehabilitating Hoodoo Meadows Airstrip. Additionally: I support access to wilderness areas. I would like to see airstrips not properly closed are to remain open as intended. That the value of airstrips is seen in many areas of economic impact for local businesses and the state. As a user, I support the endeavors of non-profit groups like the IAA

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<p>Brian Fortuin MD</p>	<p><a href="mailto:BrianF@slhs.org">BrianF@slhs.org</a></p>		<p>Jillian: I moved to Idaho in 1997. I have been a pilot since 1999. I grew up flying into the Idaho backcountry with my father. Now, I fly my family into our amazing wilderness. The backcountry airstrips do so much more than provide access to our spectacular state but also provide valuable resources for search and rescue, firefighting and the like. They also are a vital part of our state economy—many businesses thrive due to the aviation community. Furthermore, pilots from all over the country come to visit our state as they rave about the tremendous asset that is our backcountry airstrips. Jillian, as part of my Job, I teach medical Students. As per of their experience, I fly them to Hailey and Gooding to join me in the clinics I have in those towns. This experience is universally appreciated. The students reference these flights as reasons they would like to return to Idaho to practice. Without our airstrip network, we would be less attractive as a state to, in this case, future physicians. I support IAA and other groups like Supercub.org, Beechtalk and American Bonanza Society. These groups, in turn, are advocates for restoring airports that need repair. Please, rehabilitate hoodoo meadows rather than close this wonderful airstrip.</p>
<p>Michael Jenkins</p>	<p><a href="mailto:Vintageaviation@yahoo.com">Vintageaviation@yahoo.com</a></p>	<p>Rigby, Idaho 83442</p>	<p>I would like to go on record as being adamantly in favor of rehabilitating the Hoodoo Meadows Airstrip. Having worked with Idaho Aeronautics in various capacities over the years I have come to know the value of the airstrips within the Idaho Airport System. Just as the airstrips in the valleys and near communities offer valuable transportation infrastructure and economic impact to Idaho businesses and communities the backcountry airstrips provide similar economic impact. As an aircraft owner and user of the airstrips in Idaho I fully support the rehabilitation of Hoodoo Meadows Airstrip especially since it was not properly closed and it should remain open as it was intended. There are some exceptional non-profit organizations such as the Idaho Aviation Association that contribute extensively in their efforts to support aviation in Idaho. Backcountry airstrip support is key to what those groups do and I support those endeavors. In conclusion I support the rehabilitation of the Hoodoo</p>



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			Meadows Airstrip with it's associated economic impact and access to wilderness areas.
Russ Vawter	<a href="mailto:Flyerv@gmail.com">Flyerv@gmail.com</a>		I would like to be able to fly into Hoodoo Airstrip to hike in the area. Please allow This airstrip to be improved for use.
gary lazenby	<a href="mailto:ironworksinc97@gmail.com">ironworksinc97@gmail.com</a>		I support the rehabilitation of Hoodoo Meadows Airstrip and request this project move forward.
Jerry Branning	<a href="mailto:jerrybranning@gmail.com">jerrybranning@gmail.com</a>		<p>I am writing to offer support for much needed maintenance at Hoodoo Meadows Airstrip to bring it up to a reasonable standard for safe use. I visited Hoodoo Meadows on the ground some years ago and was disappointed by its poor condition as evidenced by encroaching lodgepole pine saplings. I am retired from the Forest Service and am a helicopter owner and pilot. I, usually together with my wife, regularly visit and camp/hike at many of the remote airstrips in the Selway, Frank Church and Hells Canyon. (I spent the yesterday at Shearer on a spring dayhike up the Selway...) We very much value those airstrips for wilderness access and recreation. I fully support remote airstrips currently open to remain open and I oppose some agencies apparent policy to discourage use of some airstrips ("the Big Creek Four", for example) so as to seemingly facilitate closure at some future date due to "lack of use" or safety concerns. There is certainly nothing particularly challenging or unsafe about any of these airstrips for a helicopter with a competent pilot, an aspect which I think gets overlooked in the typical airplane use discussion. We encounter other folks from out of the area at these remote airstrips on occasion and recognize that they are obviously purchasing fuel, supplies and accommodations to support their backcountry excursions and that must be important to local businesses and to some extent the economy of the State of Idaho. In 2020 I believe that there was an increase in use of the remote airstrips as people sought solitude and "social distancing" as result of the Covid-19 pandemic. I am an IAA member and supporter and contribute to maintenance of several remote airstrips on a regular basis to aid in regular and safe use. I feel the IAA is a critical component in the on going maintenance for continued safe use of Idaho's backcountry airstrips.</p>



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Richard Williams	<a href="mailto:knealew@gmail.com">knealew@gmail.com</a>	Salmon, ID	Please know that I am in favor of the rehabilitation of the Hoodoo Meadows Airstrip. It is an important trailhead, a method of dispersion of hunters, fishermen, and hikers and allows better access to the BigHorn Craigs. Aero's role is vital in this project. Please support it and become a part of it.
Kim Nilsen	<a href="mailto:nilsen2000@outlook.com">nilsen2000@outlook.com</a>		I am a private pilot and I am writing in favor of the proposed improvements at the Hoodoo Meadows Airstrip. Please keep the airstrip open and make the improvements so that we can have another stopping/camping/access point in the great Idaho back country by air. I fly a 1957 Cessna 182A and it is a strip that I could fly into and out of because it is long enough for take off even in warm weather in the summer at a fairly high field elevation some 8200 ft above sea level. Thank you for your consideration and please get the airstrip opened up for safe use again.
Stan Siewert	<a href="mailto:stanls@icloud.com">stanls@icloud.com</a>	Caldwell, Idaho	The Hoodoo airstrip is irreplaceable. The area served by this airstrip is otherwise only accessible by a rough road, open only a few months a year. The Bighorn Craggs are a scenic and remote wild area that can be enjoyed by more recreationists when the runway is brought back up to serviceable conditions. I wear a few hats as a recreationist, the pilot, climber, fisherman, photographer in me all is in favor of air access to the Craggs. Based on overflight and Google earth inspections, it is likely the airstrip has been under continuous use. Not completely abandon, but occasionally visited by high performance super cub type aircraft. I'd encourage the department to participate in efforts to return the airstrip to original dimensions so more aircraft can enjoy it. It is likely air access will create tourism and economic activity. There are many excellent rock climbing routes and more routes to be discovered. Some climbers with limited vacation days, will now likely put this on their list of places to visit, since the airstrip will allow 2 travel days to be eliminated, replaced with 2 hours of small airplane flight, perhaps from Boise, Stanley, Sun Valley, or several other nearby airports. I strongly support the IAA's, RAF's, and the Department of Transportation's efforts to restore Hoodoo airstrip and other airstrips in similar disrepair. I have one additional ask- given that maintenance is

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		<p>expensive and challenging to perform at some of these remote airstrips, a person or team with a deep understanding of the following should be a cornerstone of the project. 1) Soils and erosion control 2) airstrip/road building 3) understanding of good airstrip features. There may be other important knowledge, but those are the big ones I can think of. Years of work has convince me pre-planning and careful thought are critical. It doesn't matter how much money and effort gets applied to a poorly planned system, it will always be poor, and require way more maintenance than a well thought out system.</p>
Mike Boren	<a href="mailto:mkboren@gmail.com">mkboren@gmail.com</a>	<p>I am writing to express my support for rehabilitating the Hoodoo Meadows Airstrip. Access to wilderness areas is important to the continued protection of those areas, as it gives many people the opportunity to experience their beauty and recreational opportunities. Access by air gives the opportunity to those who are not fortunate enough to be able to hike or ride a horse long distances. Airports that have not been properly closed should remain open, and airstrips should not be closed without valid and overriding safety concerns that do not include the degree of difficulty of landing. General aviation is an important part of Idaho's history and economy. Idaho's backcountry aviation experience is world-renowned and brings in many visitors each year. I believe all current backcountry airstrips should remain open and be maintained to high standards, and where possible I believe more airstrips should be opened and maintained. These airstrips also offer important emergency relief to pilots in distress who are crossing the central Idaho Wilderness, which doesn't offer many options in an emergency due to its rugged nature. As a person who has enjoyed access to Idaho's backcountry airports for many years I strongly support the efforts of volunteer organizations like the Idaho Aviation Association and Wilderness Within Reach. Please let me know if I can answer any questions or be of help in any way.</p>

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Patrick Williams	<a href="mailto:rpbw81@yahoo.com">rpbw81@yahoo.com</a>		<p>I'm writing to provide written testimony regarding my full support of the proposal to maintain Hoodoo Meadows Airstrip after it was abandoned many years ago. As a lifelong IAA member, I have experienced aviation through many facets. I grew up as a Idaho backcountry pilot and that spurred my passion into a lifetime of aviation. I serve in our Air Force for 15+ years flying the F-15 and F-22, I fly for Delta Air Lines, flew float planes in Alaska for 5 years, and instruct in sailplanes. Through all of those experiences, flying in the Idaho backcountry is still my favorite. Most enjoyable is sharing the backcountry experience with friends and family who have never had the chance to experience the remote wilderness. I am all about preservation of our Idaho treasures, wilderness, forests, and rivers. However, I balance this with the need to still have access to enjoy these areas. It is so critical for people to see these areas so they learn to treasure them as much as we do. When I was young, it was my Dad's job to fly in the Idaho backcountry to support rafters, ranches, hikers, hunters, fishermen, and more. Hoodoo Meadows was one that was utilized and was intended to be preserved by legislation. I strongly support revitalizing the airstrip for future generations to use and enjoy.</p>
Nathan Morgan	<a href="mailto:nateflybike@gmail.com">nateflybike@gmail.com</a>	Boise, ID 83706	<p>I'm all for the redevelopment of this airstrip. I think it would be a boon to backcountry Idaho flyers and provide fantastic recreational access. The assistance from IAA and the RAF will keep the costs down to a low manageable amount.</p>



## WILDERNESS WATCH

*Keeping Wilderness Wild*

March 29, 2021

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Sent via Email to: [chuck.mark@usda.gov](mailto:chuck.mark@usda.gov) and  
[Jillian.Garrigues@itd.idaho.gov](mailto:Jillian.Garrigues@itd.idaho.gov)

We are writing about opening up the now recovered area that formerly was the Hoodoo airstrip, which is adjacent to the Frank Church-River of No Return Wilderness. Wilderness Watch is a national nonprofit wilderness conservation organization dedicated to the protection and proper stewardship of the National Wilderness Preservation System. Wilderness Watch has many members in Idaho. We oppose the proposal, which would damage this area again by bulldozing it and making an airstrip out of the national forest (see photo below).

The Forest Service, in its cursory categorical exclusion (CE)<sup>1</sup> did not evaluate the direct impacts to the Wilderness from cutting trees in the Wilderness itself. This was not explicitly disclosed to the public even though Figure 1 (a tree cutting distance chart) on page 4 and Figure 2 (a map showing the tree cutting approach includes Wilderness) on page 6 of the CE imply that tree cutting will occur in the Wilderness. This is not the minimum necessary for administration of the area as Wilderness. Thus, this proposal cannot legally go forth because of the impacts to Wilderness, including the potential cutting of trees in the approach to the strip.

The proposal to build a landing strip would also have other wilderness impacts. To the northeast of the proposed landing meadow are trails that access the already popular Bighorn Crag area either from the trail at Frog Meadows or by a short shuttle to the Crag Campground from the proposed landing strip. (See CE page 14). This could lead to overuse of fragile high-elevation terrain of the Bighorn Crag.

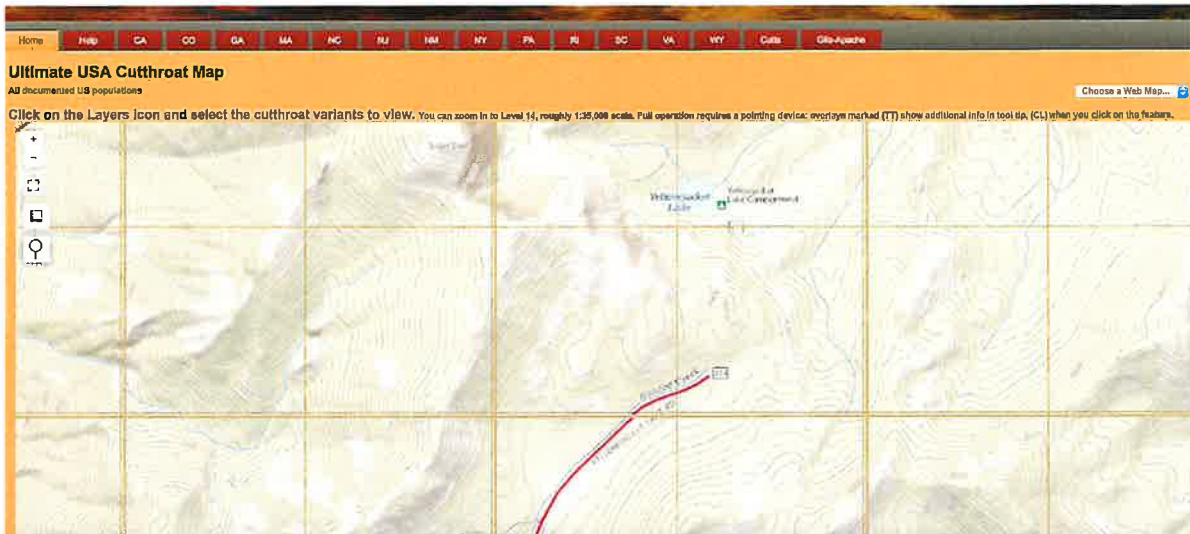
Other impacts not documented are impacts to water quality in the

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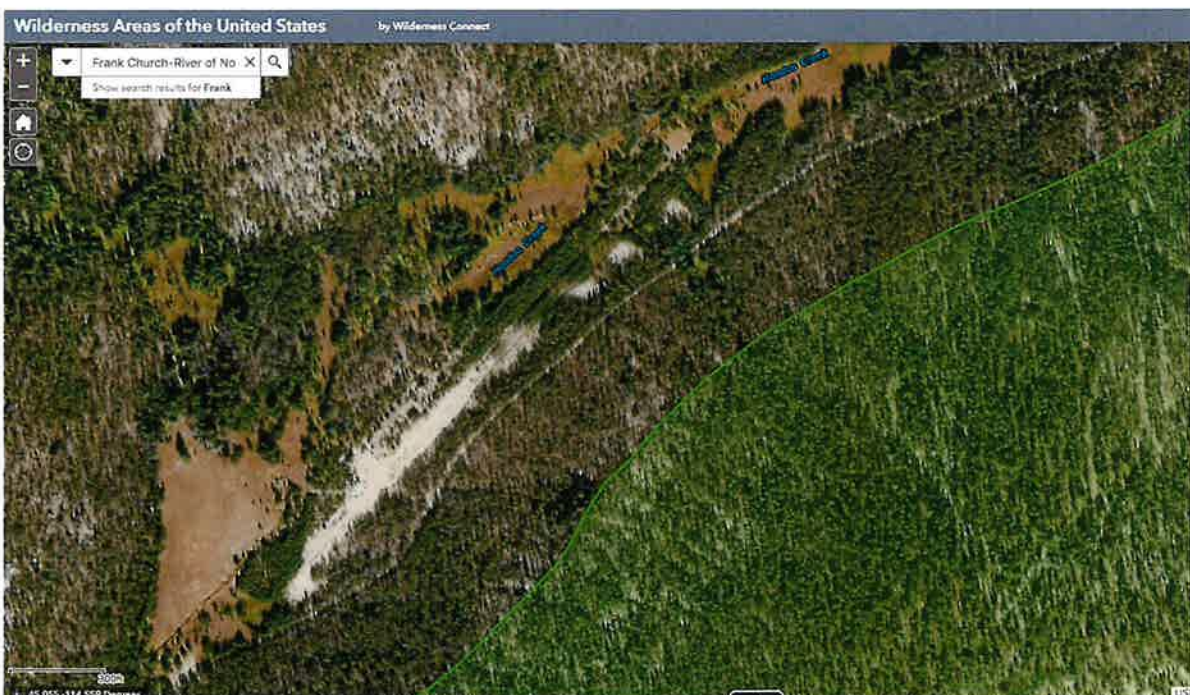
<sup>1</sup> See page 7 of the CE. Wilderness is not checked as needing compliance, an obvious error given the tree cutting that could occur in Wilderness as per Figures 1 and 2.



Wilderness (and out) from all of this work. The CE alleges that Hoodoo Creek at this high elevation is not a fish-bearing stream as per Design Feature 6 listed on page 4. However, a map of westslope cutthroat presence shows this is not the case. The following graphic is from <http://maps.wildtroutstreams.com/Cutthroats.html> with the topo and current westslope cutthroat range range selected. Note that this part of Hoodoo Creek contains westslope cutthroat, though some other streams in the area do not.



In any case, it is questionable whether even the 150-foot PACFISH buffer for streams without fish can be met by this proposal. The fact that a ditch needs to be installed suggests it is far closer to Hoodoo Creek and the proposed strip location wetter than the CE leads the reader to conclude. The following graphic, from wilderness.net demonstrates this point:



This graphic also shows the degree to which the area has recovered from the past airstrip that was gouged into the national forest.

The elevation of this strip, over 8,000 feet, and the surrounding topography create a safety hazard. That is undoubtedly why the Forest Service previously, and correctly, concluded this airstrip should be abandoned.

The upper elevation also demonstrates that the wildlife analysis is inaccurate. This elevation is habitat for both wolverine and lynx (see CE page 9). Critical habitat designation and the ESA's "may be present" standard are two separate issues. The fact that there is no critical habitat designated for lynx belies the fact that a lynx was recently trapped on the Salmon-Challis National Forest. Further, there has never been critical habitat designated for wolverine because it has been a candidate species in the past and there is currently litigation to protect the species under the Endangered Species Act. Both lynx and wolverine may be present in the project area, and this issue must be addressed. In sum, the conclusions in the CE violated the Endangered Species Act (may be present standard).

The proposal is to have others than the Forest Service build and maintain the airstrip. The CE claims it is a Forest Service facility. That creates a huge problem as neither the State of Idaho or private special interests are accountable to all of the American public. Recent experience on this national forest has shown that the State of Idaho, in this case the Idaho Department of Fish and Game, violated the provisions the Forest Service set down for collaring helicopter collaring of elk in the Wilderness.<sup>2</sup>

The CE, Table 7, does admit and document increased impacts to the Wilderness from construction of and use of this strip. This is mainly from the noise associated with the construction and eventual use of the area. However, this analysis is only about the negative impacts to solitude on humans in the Wilderness. It ignores impacts to wildlife in Wilderness from increased noise associated with the construction and use of the proposed airstrip.

The Forest Service Manual addresses this issue:

Discourage flights over wilderness within 2,000 feet of the ground surface, except in emergencies or for essential military missions. (The Federal Aviation Administration (FAA) has agreed to and the National Oceanic and Atmospheric Administration (NOAA) has posted, for the FAA, a 2,000 foot over terrain flight advisory on appropriate aeronautical charts. Specific legislative provisions regarding overflight pertain to certain wildernesses.) Cooperate with the Federal Aviation Administration, the National Oceanic and Atmospheric Administration, military authorities, and with local pilots to promote compliance with the 2,000 foot limit, to keep aeronautical charts current, and to reduce low level flight.

Forest Service Manual at 2326.03(3) (citing **AC No: 91-36D** ). The adjacency of this proposed landing strip would routinely put aircraft below that elevation limit. This would add to the degradation of the Frank Church-River of No Return Wilderness from the extant landing

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<sup>2</sup> The Forest Service approval of this decision was found to be illegal as it violated NEPA and the Wilderness Act.

meadows within the Wilderness.<sup>3</sup>

The Forest Service chose to do a CE on something that has serious impacts. This violates NEPA. This is not maintenance and repair of an existing administrative site. The site no longer exists. This has the impacts of the construction of a new facility, including impacts on Wilderness. This proposal is apparently a part of a larger effort by Idaho Department of Fish and Game to increase aircraft use in the Wilderness in order to manipulate wildlife populations through hunting, mainly of predators like wolves. (See footnote 3). This broader program requires an EIS.

Please cancel this project until a full environmental impact statement (EIS) has been completed that adequately analyzes all of the impacts of this proposed action.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gary Macfarlane".

Gary Macfarlane  
Board member

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<sup>3</sup> Four of these strips in Big Creek were not in regular use at the time of passage of the legislation. Further, the State of Idaho has built new strips on inholdings within the Wilderness, adding to the impacts from aircraft use.

## Email Comments Opposing Hoodoo Meadows

Name	Email	Location, if provided	Comment
Cary Jackson	<a href="mailto:frich24go@icloud.com">frich24go@icloud.com</a>		I fly a big tires C182 into the back country airstrips several times a year for fishing. I would not use a strip at this altitude and this length. This is really only suitable for Super Cub type aircraft for a short period in the summer.
Mike Bjerke	<a href="mailto:mikebjerke@gmail.com">mikebjerke@gmail.com</a>		<p>I am a pilot, Idaho native, and aircraft owner and I am OPPOSED to re-opening the Hoodoo Meadows airstrip. I live in Boise, own a Cessna 205, and am a frequent backcountry user (through aviation and airstrips, yes, but also backpacking, camping, hunting, fishing, and horsepacking). As a wilderness "multi-user," I believe we need to balance the priorities of the different uses. Opening the Hoodoo Meadows airstrip will unreasonably and negatively impact the Bighorn Crags "zone," one of the most remote and spectacular regions of the state. As a pilot, I know this position may seem counter-intuitive, so let me explain: Recognizing that the Hoodoo site is not technically within the wilderness, it is clearly part of the wilderness ecosystem and should be managed as such. When the wilderness was established it is obvious that the intent of the legislation was to allow airstrips as access points to the recreational opportunities the wilderness provided, not as recreational opportunities in and of themselves. While there are still aviators that use wilderness airstrips as they were intended (i.e. as interior trailheads; gateways to wilderness opportunities), there is a large and growing segment that sees the wilderness airstrips as a kind of "aerial motocross park," where the flying, landing, and taking off again is the purpose itself - i.e. airstrips as recreational opportunities in and of themselves. This so-called "strip-bagging" is a sad abuse of the wilderness that was established for solitude and as a place intended to remain "untrammelled by man." Continuing, the proposed Hoodoo Meadows airstrip has a number of factors that make it more attractive to this second use ("aerial motocross park") and less attractive as an access point to wilderness opportunities. As a result, it will attract that kind of misuse. For instance, it is very high in elevation and quite short. This will make it appear a highly challenging airstrip, all</p>



## Email Comments Opposing Hoodoo Meadows

			<p>the more attractive as a place to test your skills and thrill-seek. For safe operation, the elevation and shortness combine to preclude use by the vast majority of planes - i.e. the types of planes that are used primarily for the "aerial motocross park" will be the only ones to use it, not the heavier, lower-performance aircraft used to haul the loads that campers, hunters, and backpackers would need. All these elements - thrill seeking, load carrying, performance requirements - serve to make this airstrip's primary use just the thrill of landing there, not as an interior trailhead. The recent openings of the Marble Creek and Cougar Ranch airstrips are a good case study. Neither are as high, but both are short and considered challenging. The typical use of both is simple "aerial motocrossing": How do I know this? Because I monitor many pilot message boards, facebook groups, and social media and see what pilots are talking about, and how they talk about it. I see lots of evidence of thrill seeking and almost none addressing those strips' value as interior trailheads. Some examples: Here's a video about just hopping around airstrips: Indian Creek &gt; Marble &gt; Lower Loon. <a href="https://www.youtube.com/watch?v=RrDZs6gBl1o">https://www.youtube.com/watch?v=RrDZs6gBl1o</a>, a quote from the comments: "Marble Creek give you sweaty palms?" Answer: "knees weak and palms are sweaty!" Here's an example of "strip bagging" from Sulfur Creek &gt; Marble &gt; Cougar &gt; Soldier Bar &gt; Vines &gt; Sulfur Creek. <a href="https://www.youtube.com/watch?v=hfO3EyeLpz4">https://www.youtube.com/watch?v=hfO3EyeLpz4</a>. Further searching on YouTube and pilot facebook groups will yield more, but the pattern is the same: the use for these new, challenging airstrips, has almost exclusively been from "strip baggers". To close, there is nothing wrong with thrill-seeking per se. It's just that the wilderness, a place set aside for solitude and quiet, is not the place for it. Indeed, the factors that make the wilderness what it is are spoiled by the noise intrusion of this kind of use. Those that are willing to make the long journey to the Bighorn Craggs "zone" should be rewarded for their efforts with as unspoiled an experience as possible, and for this reason, we should leave the area as it is.</p>
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## Email Comments Opposing Hoodoo Meadows

<p>Richard Holm</p>	<p><a href="mailto:rholm@gmail.com">rholm@gmail.com</a></p>	<p>McCall, ID 83638</p>	<p>In light of the request for public comment on the Hoodoo Meadows Airstrip allow me first to introduce myself. I'm the author of two comprehensive books on the history of backcountry airstrips in Idaho (Bound for the Backcountry and Bound for the Backcountry II), as well as a commercially rated pilot who remains active in using most of the backcountry facilities to access Wilderness designated lands for recreation. I have spent nearly two decades researching and writing on the subject of Idaho backcountry airstrips and I'm well aware of the Hoodoo Meadows history and those of the surrounding remote airstrip facilities. I have visited just about every airstrip in the central part of the state, including those that have been closed, abandoned, and in some cases never completed. As a result, of my background I have a well-rounded and objective perspective of the subject. Based on my knowledge, I would encourage the Division of Aeronautics to reject the restoration and management of the Hoodoo Meadows airstrip and leave it closed in its "As Is" condition.</p> <p>Fallacies of Reopening: Access: Access is a poor argument. First, there is a Forest Service maintained road imminently adjacent to the former airstrip site. Yes, it takes time to drive the road to access the area, but most mountain roads do, and isn't the journey part of enjoying the outdoors of Idaho? When traveling to a Wilderness trailhead it seems that if time is of the essence you are missing the entire point of recreating in the wilds of Idaho. Second, Idaho has more designated backcountry airstrips than any other state in the lower 48, and one might argue using the word "designated" it has more even than Alaska. So, the state of Idaho has no lack of backcountry flying opportunities. Third, there are dozens of existing backcountry airstrip facilities that are already in need of work and will always be, so why expand the network, when the existing inventory cannot be properly maintained? In lieu of spending limited money and management on the re-opening of Hoodoo Meadows I would encourage the Division of Aeronautics to focus on the existing facilities in the backcountry that are in desperate need of maintenance. Perhaps partner with the US Forest Service on these efforts. The Big Creek</p>
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## Email Comments Opposing Hoodoo Meadows

		<p>Four is a perfect example. How about focus efforts on Dewey Moore. It is in need of a windsock, surface work, and constant brush removal. Cabin Creek always needs surface work and brush removal. Soldier Bar for years has needed runway surface work. Shearer has had decades of drainage problems. The list of maintenance needs is endless! Finally, in regards to access, the Idaho Department of Fish &amp; Game has opened three new airstrips just since 2018 along the Middle Fork of the Salmon River (Cougar Ranch, Marble Creek, and Mormon). With three new airstrips within just the last few years why is another one needed? Wilderness: I would caution the Division of Aeronautics not to be persuaded by aviators who have come to view flying in the Idaho backcountry as sport. The reason we are all able to use and enjoy the unique opportunity of Idaho backcountry airstrips is that a rare balance was struck between wilderness values and respectful aviators at the time the Wilderness areas were designated. To state noise levels from air traffic already exists and that a nearby "resort" (aka the Flying B) "supports 570 to 670 takeoffs and landings annually" is a very slippery slope argument. The Flying B, although only "10 air miles away," is in an entirely different environment and some may argue with demand from a different sector of the wilderness user groups. The Crags are the most widely used area by backpackers in the entire Frank Church – River of No Return Wilderness. If aviation is already a hot button issue for some wilderness advocates, why risk putting aviation at further odds over an area that already has road access. Again, with high user numbers in the area how can one argue more access is needed? It actually seems that it is sounder to conclude: a different management problem likely exists here, such as over use. Also the Hoodoo Meadows and Crags area is largely void of existing "overflights" when compared to the primary river corridors of the Middle Fork of the Salmon and the main Salmon River, or even those airstrips located in the higher elevations of Chamberlain Basin, as pilots have no existing airstrips they are ascending and descending to (i.e. it is not really enroot to any major backcountry flying destination). Again, why</p>
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## Email Comments Opposing Hoodoo Meadows

			create more conflict among user groups? In summation, the Division of Aeronautics should focus on the ongoing costs and management challenges of the existing backcountry airstrip facilities and leave Hoodoo Meadows "As Is."
Perry and Karen Pleyte	<a href="mailto:etyelp01@yahoo.com">etyelp01@yahoo.com</a>	Bliss, ID	My wife and I are staunchly opposed to your reopening of the Hoodoo Meadows Airstrip. Though I realize that existing airstrips are grandfathered into the Frank Church, in reality it makes little sense. The constant comings and goings of aircraft in the summer greatly diminishes what wilderness stands for. The fact that it hasn't been used since the 80's is a good reason in itself for not reopening it. Idaho is in the midst of a tsunami wave of people moving to the state. Last summer was but a glimpse of what is to come. Overcrowded campgrounds, overused trails, rush hour like traffic going into the mountains, chronic misuse of ATV's, chronic damage to facilities and trails and very little peace and quiet to be found.. Unfortunately, THAT is the future of our state. Wilderness should remain that....wild. It should be a place to reflect and escape the pressures of everyday life. We realize that it is difficult to get there. It should be. It HAS to be or whats left of it will be ruined. Please don't reopen the Hoodoo Meadows Airstrip!
John McCarthy	<a href="mailto:macforest@yahoo.com">macforest@yahoo.com</a>	Boise, Idaho 83702	Four years ago I was camping in the southwest corner of the Frank Church-River of No Return Wilderness along Elk Creek and early in the morning three single engine aircraft came roaring by at tree level, following the turns of the creek, ripping across the meadow maybe 50 feet up, chasing each other and going deeper into the wilderness. I can't make the argument that the airstrip at Bruce Meadows caused those three idiot pilots to violate air space in wilderness and act like loud obnoxious morons. I can't even be sure they took off from Bruce Meadows, adjacent to the wilderness. But it's pretty certain that having an airstrip next to the wilderness meant three bozos got an early start being intrusive to wilderness wildlife and quiet visitors. Maybe they originated in Stanley, but I doubt it. These three guys, and I could see them close enough to see all were male, didn't give a whit about wilderness or anything else. I did not get a picture of them because I was too busy giving

## Email Comments Opposing Hoodoo Meadows

		<p>them a two hand middle finger salute. I know many pilots who fly into wilderness or through wilderness are true wilderness supporters and treat airstrips as portals to the wilderness, while following all regulations and protocols. But do we really need to put more pressure on wilderness from the air and do we really need more airstrips in the Church wilderness or right next to it? Reopening the Hoodoo Meadows airstrip is a bad idea for wilderness to increase noise, increase contradictory and sometimes conflicting uses and increase pressure on an area that is already busy as the gateway to the Big Horn Crag. It also is a waste of resources to be cutting down sizeable trees on and around the grown-over land and reworking the ground to allow a use next to wilderness that has to be considered intrusive at best. Meanwhile, there is already a road to the Hoodoo Meadows spot and anyone can get there already. I have flown into the Church wilderness, into Cold Meadow and out from Cabin Creek. It was a great backpack trip in between flights. As I'm getting older I'm considering another fly-in trip to see more of the interior wilderness. So I understand there are good uses of aircraft into wilderness and there a lot of great pilots who care about the wilderness as much as me. But, but, but... do we really need another airstrip in wilderness? Even if Aero pays the reconstruction costs, and even if these funds are not transferable to trails that really need work, does the Forest Service need to oversee and monitor and study and squabble over another airstrip? Can't we be more efficient and put scarce resources into things of greater, broader support for good wilderness stewardship? Thank you for the opportunity to contribute my thoughts.</p>
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Wilderness Watch is an organization that provided a form letter for its followers to easily submit. There were approximately 1,000 email letters submitted from across the United States. The names of those submitting letters are on file at Aeronautics.

The form letter:

Dear Ms. Garrigues,

Please accept my comments on the proposal from the Idaho Department of Fish and Game and the U.S. Forest Service to restore and manage the Hoodoo Meadows Airstrip in the Salmon-Challis National Forest. The Hoodoo Meadows Airstrip, which is adjacent to and surrounded by the Frank Church-River of No Return Wilderness (FC-RONRW), should be permanently closed.

At 2.4 million acres, the FC-RONRW is one of the wildest, as well as the largest contiguous Wilderness in the lower 48, and is important habitat for wolves, elk, black bears, mountain lions, and other native wildlife.

The high elevation and physical surroundings make the safety of this airstrip questionable. In the 1980s, the FS, with no further plans for future maintenance, started the process of permanently closing the airstrip, and it became overgrown with trees and unusable. It's long past time for the Hoodoo Meadows Airstrip to be permanently closed.

Unfortunately, the Forest Service reversed course and has now approved the maintenance needed to re-open this long-abandoned airstrip, despite, and without proper consideration of, the negative impacts to the Frank Church-River of No Return Wilderness.

The estimated 50-70 yearly takeoffs and landings would degrade the area's wild character—with ongoing and increasing aircraft noise and intrusion. The airstrip would also make the area more accessible, which could lead to more use in the Wilderness's most-visited spot—the Bighorn Crag. The last thing the Wilderness and its wildlife need are more impacts from aircraft and increased human use.

The Forest Service should restore and protect the area's wild character by permanently closing the Hoodoo Meadows Airstrip next to the Frank Church-River of No Return Wilderness. It's long past time allow the area to permanently revert back to its natural state, and to serve as a refuge for wildlife and visitors seeking solitude, rather than a noisy and inappropriate aircraft landing and takeoff site.

Thank you for considering my comments.

RES. NO. WHEREAS, the Idaho Fish and Game, in coordination with the United States Forest Service, recommended the Idaho Division of Aeronautics accept management of Hoodoo Meadows Airstrip in Lemhi County; and

WHEREAS, on May 7, 2020 the United States Forest Service issued an environmental categorical exclusion and authorized restoration of Hoodoo Meadows Airstrip in to its original dimensions; and

WHEREAS, Title 21-106 of Idaho Code authorizes the Idaho Transportation Department to establish, operate and maintain state-owned airports; and

WHEREAS, the Idaho Aeronautics Advisory Board at its April 1, 2021 meeting evaluated cost, safety, emergency preparedness, public opinion, benefit versus detriment, alternative plan and proximity to other airstrips of managing Hoodoo Meadows Airstrip; and

WHEREAS, the Idaho Transportation Department Office of Communications collected public input between March 15 and March 29, 2021 regarding the department accepting management of, and reestablish functional conditions in coordination with the United States Forest Service at Hoodoo Meadows Airstrip; and

WHEREAS, the Idaho Aeronautics Advisory Board, having completed their evaluation unanimously voted to recommend approval to the Idaho Transportation Board; and

WHEREAS, in accordance with Idaho Transportation Board Policy 4065 the Aeronautics Advisory Board and Division of Aeronautics Administrator provided a written letter with their evaluation and associated approval recommendation to the Transportation Board;

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Division of Aeronautics to manage and maintain Hoodoo Meadows Airstrip and to perform the necessary maintenance to reestablish an airfield safe for aircraft operations.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Randy Danner	Employee Safety Manager	rtd	LSS
Preparer's Name	Preparer's Title	Initials	
Randy Danner	Employee Safety Manager	rtd	

### Subject

New Policy 5560 - Personal Protective Equipment and ITD Clothing		
Key Number	District	Route Number

### Background Information

This is a new policy requested by the SLT/ELT to formalize the ITD Personal Protective Equipment and ITD Clothing program.

I have included Chapter 6 of the new, soon to be published, Employee Safety Manual as policy 5560 references this chapter in several places. Chapter 6 provides specific details on authorization for issue, use, care and limitations for department issued PPE and ITD clothing.

### Recommendations

Approve policy for adoption. Resolution on page 170.

### Board Action

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



April 23, 2021

ADMINISTRATIVE POLICY 5560

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## **Personal Protective Equipment (PPE) and ITD Clothing**

### **Purpose**

The Idaho Transportation Department (ITD) leadership is committed to the safety and security of all employees. A key element of this is to provide guidance for protecting employees from on-the-job hazards. This policy establishes guidelines for the authorization, approval and responsibility of employees to meet Occupational Safety and Health Administration (OSHA) and ITD Employee Safety Manual guidelines regarding the use of personal protective equipment and ITD issued clothing. Details of specific requirements for use, care and limitation of PPE are contained in the ITD Employee Safety Manual.

### **Legal Authority**

- Idaho Code 40-314(2) - The Idaho Transportation Board has authority over all employment matters.
- Idaho Code 40-314(3) - The Idaho Transportation Board exercises the powers and duties necessary to carry out the provisions of title 40.
- Idaho Code 40-505 - The Director of the Idaho Transportation Department is the administrative officer of the Idaho Transportation Board and has authority to control, supervise and direct employees, subject to the Board's oversight.

### **Applicability**

This policy and referenced Employee Safety Manual applies to, and must be followed by, all ITD personnel, internal contractors, consultants, temporary employees and interns.

ITD will provide clothing and PPE to ITD personnel and interns. ITD does not provide clothing or PPE to non-state employees. ITD may authorize safety toe boots for temporary employees at the discretion of the supervisor and approved by an SLT member. Port of Entry clothing requirements are covered in DMV User Manual, Chapter 213 Personal Appearance Standards.

## **Policy**

Employees must wear appropriate protective equipment and safety clothing to perform their prescribed work in a safe and productive manner. Refer the Employee Safety Manual for eligibility, and instructions for use, care and limitations for PPE. Employees will wash and care for state issued protective equipment and safety clothing according to the clothing care label and manufacturer instructions to help increase the longevity of these items. Personal protective equipment and safety clothing provided by ITD is intended to be used by the employee while working in an official capacity for ITD.

ITD purchased logo shirts/clothing are appropriate only if employees need to be easily identifiable while completing job duties as determined by the SLT member. The intent is to provide a limited number of employees with clothing that identifies them as an ITD official. Supervisors will attempt to retrieve ITD purchased outerwear from employees who leave the department. Where possible these items will be laundered and reissued to another employee.

Supervisors are responsible to see that proper safety equipment is provided and properly used. The supervisor is also responsible for approving initial issue of PPE and replacement of worn or unserviceable PPE. Supervisors shall determine when an employee's safety equipment needs to be replaced.

All protective equipment, safety clothing and protective devices must meet OSHA, American National Standards Institute (ANSI) and ITD standards as outlined in the Employee Safety Manual. ITD issued outerwear will be primarily fluorescent yellow-green in color. Under special limited circumstances florescent orange may be utilized when needed to contrast with background colors in the environment, such as spring green-up. Refer to the Employee Safety Manual for guidance on who will be issued PPE, when, why, where PPE should be worn, how to care for PPE and what its limitations are.

A. ITD employees who work within, observe or inspect contracted construction projects must comply with either the ITD PPE policy or the known contractor's PPE policy whichever is more protective.

B. Employees working in areas that may expose them to possible injury must wear the proper safety clothing and personal protective equipment (PPE). Minimum safety clothing and PPE by Work Activity or Work Area are indicated in the following table:

<u>Minimum PPE by Work Activity or Work Area</u>	<u>Safety Outerwear<sup>1</sup></u>	<u>Hard hat<sup>2</sup></u>	<u>Safety footwear</u>	<u>Safety eyewear</u>	<u>Hearing protection</u>	<u>Other as required by Safety Manual or OSHA</u>
<u>Work within the right-of-way or on or near highways</u>	X		X	X	Required as needed	X
<u>Flagging</u>	X		X	X		
<u>Shop / Shed / Garages</u>			X	X		
<u>Lab (fixed or mobile)</u>			X	X		X
<u>Warehouse</u>			X			
<u>Weed spraying<sup>3</sup></u>	X		X	X		
<u>Chainsaw Operation</u>	X	X	X	X		X
<u>Work in areas of overhead hazards</u>		X	X	X		
<u>Inside an enclosed hard-top vehicle</u>	None required					

Notes:

1. Safety Outerwear is defined as fluorescent yellow-green, shirt, vest, coat, or coverall meeting ANSI Class 3 requirements for visibility, and refers to the outermost layer excluding the hard hat. (See note 2 for hard hat requirements)

2. Hard hats are required, regardless of the activity, where there is a possible danger of head injury from the impact of falling or flying objects, within the operating arc of heavy equipment or from electrical shock and burns. Refer to 29 CFR 1926.100(a). Otherwise in all situations ITD requests that hard hats or similar high visibility caps be worn anytime outside the vehicle and within the highway operating right of way to enhance added visibility to motorists and as part of the commitment to "think safety first". Hard hats for night work are required to meet ANSI Headwear requirements for visibility with at least 10 square inches of retroreflective material.

3. ITD employees will follow the EPA chemical label instructions for PPE while mixing, transferring or applying herbicides and pesticides.

C. Employees may be issued summer and winter apparel as determined by the supervisor and as specified in the following:

1. Summer

- a) Shirts: Fluorescent yellow-green polyester long or short sleeved shirt meeting ANSI Class 3 high visibility requirements.
- b) Bibs or coveralls: Protective coveralls may be worn but require a ANSI Class 3 vest while working within the right of way unless coveralls meet fluorescent yellow-green ANSI Class 3 high visibility requirements.
- c) Footwear: Warm weather with safety toe.

d) Jackets or rainwear: Fluorescent yellow-green meeting ANSI Class 3 high visibility requirements.

2. Winter: Cold weather clothing may be issued for field employees whose job exposes them to prolonged periods of inclement weather. An employee may only request either insulated coveralls or a coat and bib/pants combination when ordering winter apparel.

a) Insulated bibs or coveralls: Protective coveralls may be worn but require a ANSI Class 3 vest while working within the right of way unless coveralls meet fluorescent yellow-green ANSI Class 3 high visibility requirements.

b) Cold weather coats/pants: Fluorescent yellow-green ITD issued meeting ANSI Class 3 high visibility requirements.

c) Footwear: Cold weather insulated with safety toe.

d) Avalanche crew members will be reimbursed up to \$1200 per fiscal year to purchase avalanche specific PPE to include winter clothing, footwear and equipment.

3. Mechanics, shop personnel, and other authorized employees may be issued appropriate winter or summer protective clothing as approved by their supervisor.

D. ITD will provide, at no cost to the employee, ASTM approved Safety Toe shoes. Refer to the Employee Safety Manual for eligibility, standards and specific requirements.

E. Employees handling chemicals or hazardous materials will be issued appropriate protective clothing or equipment for the task.

F. Employees required to wear eye protection due to hazards of the work area will be issued and use appropriate safety eyewear. Safety eyewear is to be worn at all times when exposed to possible eye injury. Provided are:

1. Abrasive blasting protector hood
2. Welders hood/goggles
3. Face shields/safety goggles/safety glasses

G. Safety Prescription eyewear will be provided to field, shop and lab personnel as approved by the supervisor. Refer to the ITD Employee Safety Manual for specific requirements and allowances.

H. Employees whose duties require the use of a respirator will be issued one which complies with OSHA 29CFR1910.134 and the ITD Employee Safety Manual.

I. Employees needing hearing protection will be issued such protection which complies with OSHA 29CFR1910.95 and the ITD Employee Safety Manual.

J. Employees whose duties require the use of fall protection equipment will be issued appropriate equipment which complies with OSHA 29CFR1910.28 and the ITD Employee Safety Manual.

K. Employees, whose duties include weed spraying operations, will be issued and required to wear appropriate chemical resistant clothing and equipment as required by the USDA chemical label. PPE may include:

1. Respirator
2. Gloves
3. Safety footwear
4. Aprons
5. Face shield and safety glasses

L. Employees who work in close proximity to live unguarded electrical systems of 50 volts or greater or who work directly on energized circuits will be provided and must always wear Flame Retardant (FR) clothing. Refer to the ITD Employee Safety Manual for further guidance.

M. Employees who perform welding and cutting must comply with OSHA 29CFR1910.252 and the ITD Employee Safety Manual.

N. Employees seeking exceptions to this policy must submit requests in writing to the Safety Clothing Committee. Questions regarding ITD provided personal protective equipment or regarding the application of this policy should be resolved by the supervisor, District Safety Officer, and the Employee Safety and Risk Manager.

O. Employees will not provide or issue non-ITD employees with ITD logo PPE. Employees will not wear PPE or clothing with contractors or private sector company logos while working in the Right-of-Way or on ITD projects. This does not apply to the manufacture logos of the clothing.

P. Any employee who fails to follow this policy and the guidance of the Employee Safety Manual shall be subject to immediate corrective action, up to and including disciplinary action.

\_\_\_\_\_  
Date

Brain W. Ness  
Director



## ADMINISTRATIVE POLICY

5560 Page 1 of 5

### **Personal Protective Equipment (PPE) and ITD Clothing**

#### **Purpose**

The Idaho Transportation Department (ITD) leadership is committed to the safety and security of all employees. A key element of this is to provide guidance for protecting employees from on-the-job hazards. This policy establishes guidelines for the authorization, approval and responsibility of employees to meet Occupational Safety and Health Administration (OSHA) and ITD Employee Safety Manual guidelines regarding the use of personal protective equipment and ITD issued clothing. Details of specific requirements for use, care and limitation of PPE are contained in the ITD Employee Safety Manual.

#### **Legal Authority**

- Idaho Code 40-314(2) - The Idaho Transportation Board has authority over all employment matters.
- Idaho Code 40-314(3) - The Idaho Transportation Board exercises the powers and duties necessary to carry out the provisions of title 40.
- Idaho Code 40-505 - The Director of the Idaho Transportation Department is the administrative officer of the Idaho Transportation Board and has authority to control, supervise and direct employees, subject to the Board's oversight.

#### **Applicability**

This policy and referenced Employee Safety Manual applies to, and must be followed by, all ITD personnel, internal contractors, consultants, temporary employees and interns.

ITD will provide clothing and PPE to ITD personnel and interns. ITD does not provide clothing or PPE to non-state employees. ITD may authorize safety toe boots for temporary employees at the discretion of the supervisor and approved by an SLT member. Port of Entry clothing requirements are covered in DMV User Manual, Chapter 213 Personal Appearance Standards.

## Policy

Employees must wear appropriate protective equipment and safety clothing to perform their prescribed work in a safe and productive manner. Refer the Employee Safety Manual for eligibility, and instructions for use, care and limitations for PPE. Employees will wash and care for state issued protective equipment and safety clothing according to the clothing care label and manufacturer instructions to help increase the longevity of these items. Personal protective equipment and safety clothing provided by ITD is intended to be used by the employee while working in an official capacity for ITD.

ITD purchased logo shirts/clothing are appropriate only if employees need to be easily identifiable while completing job duties as determined by the SLT member. The intent is to provide a limited number of employees with clothing that identifies them as an ITD official. Supervisors will attempt to retrieve ITD purchased outerwear from employees who leave the department. Where possible these items will be laundered and reissued to another employee.

Supervisors are responsible to see that proper safety equipment is provided and properly used. The supervisor is also responsible for approving initial issue of PPE and replacement of worn or unserviceable PPE. Supervisors shall determine when an employee's safety equipment needs to be replaced.

All protective equipment, safety clothing and protective devices must meet OSHA, American National Standards Institute (ANSI) and ITD standards as outlined in the Employee Safety Manual. ITD issued outerwear will be primarily fluorescent yellow-green in color. Under special limited circumstances florescent orange may be utilized when needed to contrast with background colors in the environment, such as spring green-up. Refer to the Employee Safety Manual for guidance on who will be issued PPE, when, why, where PPE should be worn, how to care for PPE and what its limitations are.

- A. ITD employees who work within, observe or inspect contracted construction projects must comply with either the ITD PPE policy or the known contractor's PPE policy whichever is more protective.
- B. Employees working in areas that may expose them to possible injury must wear the proper safety clothing and personal protective equipment (PPE). Minimum safety clothing and PPE by Work Activity or Work Area are indicated in the following table:



Minimum PPE by Work Activity or Work Area	Safety Outerwear <sup>1</sup>	Hard hat <sup>2</sup>	Safety footwear	Safety eyewear	Hearing protection	Other as required by Safety Manual or OSHA
Work within the right-of-way or on or near highways	X		X	X	Required as needed	X
Flagging	X		X	X		
Shop / Shed / Garages			X	X		
Lab (fixed or mobile)			X	X		X
Warehouse			X			
Weed spraying <sup>3</sup>	X		X	X		
Chainsaw Operation	X	X	X	X		X
Work in areas of overhead hazards		X	X	X		
Inside an enclosed hard-top vehicle	None required					

## Notes:

1. Safety Outerwear is defined as fluorescent yellow-green, shirt, vest, coat, or coverall meeting ANSI Class 3 requirements for visibility, and refers to the outermost layer excluding the hard hat. (See note 2 for hard hat requirements)
2. Hard hats are required, regardless of the activity, where there is a possible danger of head injury from the impact of falling or flying objects, within the operating arc of heavy equipment or from electrical shock and burns. Refer to 29 CFR 1926.100(a). Otherwise in all situations ITD requests that hard hats or similar high visibility caps be worn anytime outside the vehicle and within the highway operating right of way to enhance added visibility to motorists and as part of the commitment to “think safety first”. Hard hats for night work are required to meet ANSI Headwear requirements for visibility with at least 10 square inches of retroreflective material.
3. ITD employees will follow the EPA chemical label instructions for PPE while mixing, transferring or applying herbicides and pesticides.

C. Employees may be issued summer and winter apparel as determined by the supervisor and as specified in the following:

1. Summer
  - a) Shirts: Fluorescent yellow-green polyester long or short sleeved shirt meeting ANSI Class 3 high visibility requirements.
  - b) Bibs or coveralls: Protective coveralls may be worn but require a ANSI Class 3 vest while working within the right of way unless coveralls meet fluorescent yellow-green ANSI Class 3 high visibility requirements.
  - c) Footwear: Warm weather with safety toe.

d) Jackets or rainwear: Fluorescent yellow-green meeting ANSI Class 3 high visibility requirements.

2. Winter: Cold weather clothing may be issued for field employees whose job exposes them to prolonged periods of inclement weather. An employee may only request either insulated coveralls or a coat and bib/pants combination when ordering winter apparel.

a) Insulated bibs or coveralls: Protective coveralls may be worn but require a ANSI Class 3 vest while working within the right of way unless coveralls meet fluorescent yellow-green ANSI Class 3 high visibility requirements.

b) Cold weather coats/pants: Fluorescent yellow-green ITD issued meeting ANSI Class 3 high visibility requirements.

c) Footwear: Cold weather insulated with safety toe.

d) Avalanche crew members will be reimbursed up to \$1200 per fiscal year to purchase avalanche specific PPE to include winter clothing, footwear and equipment.

3. Mechanics, shop personnel, and other authorized employees may be issued appropriate winter or summer protective clothing as approved by their supervisor.

D. ITD will provide, at no cost to the employee, ASTM approved Safety Toe shoes. Refer to the Employee Safety Manual for eligibility, standards and specific requirements.

E. Employees handling chemicals or hazardous materials will be issued appropriate protective clothing or equipment for the task.

F. Employees required to wear eye protection due to hazards of the work area will be issued and use appropriate safety eyewear. Safety eyewear is to be worn at all times when exposed to possible eye injury. Provided are:

1. Abrasive blasting protector hood
2. Welders hood/goggles
3. Face shields/safety goggles/safety glasses

G. Safety Prescription eyewear will be provided to field, shop and lab personnel as approved by the supervisor. Refer to the ITD Employee Safety Manual for specific requirements and allowances.

H. Employees whose duties require the use of a respirator will be issued one which complies with OSHA 29CFR1910.134 and the ITD Employee Safety Manual.

I. Employees needing hearing protection will be issued such protection which complies with OSHA 29CFR1910.95 and the ITD Employee Safety Manual.

J. Employees whose duties require the use of fall protection equipment will be issued appropriate equipment which complies with OSHA 29CFR1910.28 and the ITD Employee Safety Manual.

K. Employees, whose duties include weed spraying operations, will be issued and required to wear appropriate chemical resistant clothing and equipment as required by the USDA chemical label. PPE may include:

1. Respirator
2. Gloves
3. Safety footwear
4. Aprons
5. Face shield and safety glasses

L. Employees who work in close proximity to live unguarded electrical systems of 50 volts or greater or who work directly on energized circuits will be provided and must always wear Flame Retardant (FR) clothing. Refer to the ITD Employee Safety Manual for further guidance.

M. Employees who perform welding and cutting must comply with OSHA 29CFR1910.252 and the ITD Employee Safety Manual.

N. Employees seeking exceptions to this policy must submit requests in writing to the Safety Clothing Committee. Questions regarding ITD provided personal protective equipment or regarding the application of this policy should be resolved by the supervisor, District Safety Officer, and the Employee Safety and Risk Manager.

O. Employees will not provide or issue non-ITD employees with ITD logo PPE. Employees will not wear PPE or clothing with contractors or private sector company logos while working in the Right-of-Way or on ITD projects. This does not apply to the manufacture logos of the clothing.

P. Any employee who fails to follow this policy and the guidance of the Employee Safety Manual shall be subject to immediate corrective action, up to and including disciplinary action.

\_\_\_\_\_  
Brain W. Ness  
Director

Date \_\_\_\_\_



### Chapter 6 Personal Protective Equipment and Clothing

**6.1. General Information.** This chapter implements policy 5560 Personal Protective Equipment and ITD Clothing. Failure to comply with the policy and this chapter may result in disciplinary action. This chapter directs ITD personnel when/where to use, proper use, limitations, care and maintenance for Personal Protective Equipment (PPE) for eyes, face, head, hearing, hands, feet, respiratory system and other work/protective clothing. The provisions of this chapter apply not only to workers involved in the task, but also visitors within the hazard area such as management, supervisors and non-ITD personnel.

6.1.1. Contractor Operations: When ITD employees are within the worksite of a contracted operation they must comply with PPE requirements dictated by the contractor. Conversely even if the contractor does not require PPE, ITD personnel are still required to protect themselves from hazards present at the worksite.

6.1.2. The term “Project Lead” is used generically throughout this chapter to describe the employee responsible for ensuring the safety of the workers. This may be the assigned Project Lead Worker, TOTL or Supervising Engineer/Manager.

6.1.3. Workers shall keep their hands and face clean, change clothes and wash skin contaminated with solvents, lubricants or fuels, and keep hands and soiled objects out of their mouth. After exposure to any contaminant, personnel shall wash their hands before eating or smoking. No food or drink shall be brought into or consumed in areas exposed to toxic materials, chemicals or industrial shop contaminants.

6.1.4. When performing construction, maintenance or industrial work, ITD employees must be suitably attired. The individual employee is responsible for furnishing and wearing standard work clothing i.e. durable pants, work boots, etc. that will provide adequate protection for the general type of work to which he/she is assigned. Sandals or flip-flops of any style, moccasins, shorts, and naked torsos do not meet required standards. Proper minimum clothing during warm weather consists of long pants and shirts with sleeves, and shoes or boots that cover the foot.

6.1.4.1. Office Employees: ITD employees who typically perform their duties in an office environment should adhere to the employee handbook for proper office attire. However, if office workers visit a worksite, snowplow shed or construction area they should wear rugged attire suitable for industrial areas. While at these worksites wear of PPE will be enforced at the discretion of the Project Lead.

### 6.2. Responsibilities.

6.2.1. **Employee:** Each ITD employee is responsible for his/her own safety. In addition, each employee shall:

6.2.1.1. Promptly report safety, fire and health hazards to Project Lead, supervisor or manager.

6.2.1.2. Comply with PPE requirements of this Safety Manual and the direction of the Project Lead.



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6.2.1.3. Ensure PPE is properly used when required, adjusted to properly fit and maintained in a sanitary and serviceable condition.

6.2.1.4. Notify Project Leads of any changes in medical status which might impair their ability to safely wear PPE (e.g., weight changes, facial scarring, dental changes, disfigurement, fitness including heart or respiratory conditions).

**6.2.2. Project Lead:** The Project Lead is responsible for the safety of all personnel on their worksite.

6.2.2.1. If not already accomplished, the Project Lead shall conduct and document a job safety analysis (JSA) for each task where employees are exposed to hazards. If PPE is required, the Project Lead shall ensure PPE is provided, used and maintained in a sanitary and serviceable condition.

6.2.2.2. Project Leads shall instruct all personnel in the use and care of this equipment and document the job safety training on the ITD1965, Learning Hub or equivalent.

6.2.2.3. Project Leads shall ensure personnel wear properly fitted PPE, when required.

**6.2.3. District Safety and Compliance Officer (SCO):** The SCO will consult with Project Leads to provide assistance in completing the JSA. SCO's will provide guidance on hazard elimination and/or reduction strategies.

**6.2.4. Employee Safety & Risk Manager:** ESRM shall ensure all work centers conduct and document hazard assessments (JSA) to determine if hazards are present and take actions necessary to protect workers from injury, illness or death. The ESRM shall ensure PPE is not used as a substitute for elimination, engineering controls (ventilation, isolating or guarding against hazards), or administrative controls (worker rotation, training), when possible. Only after engineering and administrative controls have been applied to the maximum extent practicable, or until controls can be installed, will PPE be the primary means to protect personnel against hazards. **Note:** If PPE is required for the performance of a task it shall be provided by ITD.

**6.2.5. Safety PPE and Clothing Committee:** A team, referred to as the Safety Clothing Committee, will approve standards, specifications, colors, fabrics, style, reimbursement limits, and other aspects of all personal protective and safety clothing and equipment while complying with all Federal and State safety requirements. Standards approved by this team may be periodically updated. The team will meet as needed.

6.2.5.1. This team will consist of representatives from Safety and Risk Management, Maintenance, Construction, and Procurement, each having one vote. A District Engineer will serve as non-voting member of the team, except in the event of a tie, and will act as the liaison between the Safety Clothing Committee and the Senior Leadership Team, communicating and championing the decisions of the Safety Clothing Committee to those bodies.

### 6.3. Requirements.

#### 6.3.1. Safety Outerwear:



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6.3.1.1. When to use: All department personnel are required to wear ASI/ISEA 107–2006 Class 3 rated outerwear anytime they are outside a vehicle within the right-of-way or on or near highways or in the vicinity of heavy equipment operations. Safety outerwear is defined as fluorescent yellow-green, shirt, vest, coat, or coverall meeting ANSI Class 3 requirements for visibility, and refers to the outermost layer excluding the hard hat.

6.3.1.1.1. Under special limited circumstances florescent orange color vests may be utilized when needed to contrast with background colors in the environment, such as spring green-up, Aspen tree fall yellow foliage or airfield mowing operations when grass has yellowed.

6.3.1.2. Seasonal Wear: Employees may be issued summer and winter apparel as determined by the supervisor and as specified in the following:

6.3.1.2.1. Summer:

6.3.1.2.1.1. Shirts: Fluorescent yellow-green polyester long or short sleeved shirt meeting ANSI Class 3 high visibility requirements.

6.3.1.2.1.2. Bibs or coveralls: Fluorescent yellow-green meeting ANSI Class 3 high visibility requirements. Other color coveralls may be worn but require a Class 3 vest while working within the right of way.

6.3.1.2.1.3. Jackets or rainwear: Fluorescent yellow-green meeting ANSI Class 3 high visibility requirements.

6.3.1.2.2. Winter: Cold weather clothing may be issued for field employees whose job exposes them to prolonged periods of inclement weather. An employee may only request either insulated coveralls or a coat and bib/pants combination when ordering winter apparel.

6.3.1.2.2.1. Insulated bibs or coveralls: Fluorescent yellow-green meeting ANSI Class 3 high visibility requirements.

6.3.1.2.2.2. Cold weather coats/pants: Fluorescent yellow-green ITD issued meeting ANSI Class 3 high visibility requirements.

6.3.1.2.2.3. Footwear: Cold weather insulated with safety toe

6.3.1.2.2.4. Avalanche crew members will be reimbursed up to \$1200 per fiscal year to purchase avalanche specific PPE to include winter clothing, footwear and equipment.

6.3.1.3. Mechanics, shop personnel, and other authorized employees may be issued appropriate winter or summer protective clothing as approved by their supervisor.

#### 6.3.2. Eye and Face Protection:



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6.3.2.1. When to Use: Personnel shall use appropriate eye or face protection when exposed to hazards from flying particles, molten metal, liquid chemicals, corrosives, caustics, chemical gases, vapors and bright sunlight, as directed by equipment owner's manual, Safety Data Sheet, USDA Chemical Label or JSA. Selection shall be based on the type and degree of hazard present. Eye protection is required to protect against small particles of falling debris whenever a task is above eye level and the worker must look up into the area being worked on.

6.3.2.2. Proper Use: Eye and Face Protection equipment must meet the following minimum requirements:

6.3.2.2.1. Provide adequate protection against the particular hazards for which they are designed.

6.3.2.2.2. Be reasonably comfortable when worn under designated conditions.

6.3.2.2.3. Fit snugly without interfering with movement or vision of wearer.

6.3.2.2.4. Be durable.

6.3.2.2.5. Be capable of being disinfected (unless disposable items are used).

6.3.2.2.6. Be easily cleaned.

6.3.2.2.7. Be kept clean and in good repair.

6.3.2.2.8. Have the manufacturer's identification clearly marked on the equipment indicating compliance with ANSI Z87.1 requirements.

6.3.2.2.9. Metal framed eyeglasses shall be secured with a cord or strap to prevent them from falling off the face when working around or over energized circuitry.

6.3.2.2.10. Normal street frames with safety lenses are not acceptable substitutes and shall not be worn as a substitute for safety spectacles.

6.3.2.2.11. Employees who wear prescription lenses can wear eye protection that incorporates the prescription in its design, or shall wear eye protection that can be worn over the prescription lenses.

6.3.2.2.12. The protective equipment must not interfere with the wearer's vision or proper position of other protective equipment.

6.3.2.2.13. Contact lenses alone do not provide eye protection and shall not be worn in eye hazard work environments without the use of appropriate safety eyewear.

6.3.2.2.14. When working with potentially injurious light radiation, affected employees shall wear PPE with filtered lenses that have a shade number appropriate to the protection required. Refer to Chapter 14 Welding, Cutting and Brazing in this manual for additional information.

6.3.2.2.15. Face Shields may be worn as primary protection for impact hazards. Face shields may also be used for secondary protection for splash hazards. If face shields are worn for splash (liquid) protection, splash-proof goggles must also be worn underneath as primary protection.



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6.3.2.2.16. Eye protection with pitted or scratched lenses that reduce visibility shall be removed from service and discarded.

6.3.2.3. Limitations: Normal sunglasses are not rated as compliant with ANSI 87.1 and shall not be worn as safety glasses. Tinted safety glasses (sunglasses) shall not be worn for protection from potentially injurious light radiation from welding, brazing or cutting operations.

6.3.2.4 Care & Maintenance: Workers shall clean lenses as frequently as necessary to maintain good vision. Dirty lenses can reduce vision and contribute to an incident. Previously used PPE shall be disinfected before reissue to another worker. The most effective method is to disassemble the goggles or spectacles and thoroughly clean all parts with soap and warm water. Carefully rinse all traces of soap and replace defective parts with new ones.

6.3.2.5. Prescription Safety Eyewear: ITD will participate up to \$250 for ANSI Z87.1 approved prescription safety eyewear. This benefit does not cover the cost of eye exams. Employees are responsible for the initial payment of their glasses and, once the purchase has been approved by the District Safety Officer, they will be reimbursed for actual expenses up to \$250. All frames must have permanent fixed side shields or wrap-around lenses that meet ANSI Z87.1 standards.

6.3.2.5.1. New glasses will be provided every other fiscal year or when a prescription changes. Glasses damaged during the course of work will be replaced as determined by the supervisor and the District Safety Officer. If the damage is the result of employee negligence, replacement cost will be the responsibility of the employee.

6.3.2.6. Applicable Standards: OSHA 29 CFR 1910.133., Eye and Face Protection. ANSI Z87.1., Occupational and Educational Eye and Face Protection.

#### 6.3.3. Safety Helmets (Hard Hats):

6.3.3.1. When to Use: Personnel in areas where there is a potential for injury from falling or flying objects, bumping head against a fixed object, within the working arc of heavy machinery, as directed by equipment owner's manual, JSA or when exposed to electrical shock/burns, shall wear protective helmets. Project Leads shall ensure all employees exposed to head hazards wear an approved hard hat at all times in a head hazard zone when outside a vehicle. Some of the specific activities requiring a hard hat:

6.3.3.1.1. While doing sign work with tools and materials overhead.

6.3.3.1.2. When working around or under bridges.

6.3.3.1.3. When working around or with any power tools such as jackhammers, drills, saws, etc., that may cause flying debris.

6.3.3.1.4. When working on or around poles, or overhead structures.

6.3.3.1.5. When performing building demolitions.

6.3.3.1.6. When involved in brush cutting/chipping or tree cutting/trimming operations.





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6.3.3.1.7. In the immediate vicinity or working arc of any piece of equipment that has external moving or working parts over shoulder height, such as a backhoe, boom truck, aerial lift, auger truck, front-end loader, overhead crane, dragline, bulldozer, post pounder and stump or brush chipper.

6.3.3.1.8. While outside a vehicle in an active rock/land/mud slide or avalanche area

6.3.3.1.9. In excavations, trenches, manholes, or catch basins where there is a depth of 1.2 m (4 feet) or more.

6.3.3.1.10. When present at any work activity where the authority having jurisdiction or control of the premises requires that hard hats be worn by all personnel, including inspectors and observers.

6.3.3.1.11. Flagging operations when overhead hazards are present.

6.3.3.1.12. Hard hats need not be worn when operating or riding inside a vehicle cab. However, hard hats must have a secure place in the vehicle so they will be available upon dismounting. Because work assignments may change during the day, each employee who is required from time-to-time to wear a hard hat shall carry a hard hat when leaving the office or maintenance building to begin the day's work. This will ensure the hard hat is available if needed.

6.3.3.2. ITD strongly recommends that workers affected by this policy voluntarily wear hard hats in all construction and maintenance activities.

6.3.3.3. Proper Use: Safety helmets (hard hats) provide protection from impact and penetration of falling objects and from high-voltage electric shock and burns. Main helmet components consist of a protective shell, inside suspension system designed to act as an energy-absorbing mechanism and a chinstrap to secure the helmet to the head. The chinstrap shall be worn during work aloft. Selection shall be based on the ANSI Safety Helmet Classification.

6.3.3.3.1. Type I (Impact Type). Type I helmets reduce the force of impact from a blow to the top of the head.

6.3.3.3.2. Type II (Impact Type). Type II helmets reduce the force of impact from a blow received off center or to the top of the head.

6.3.3.3.3. Class G. (Electrical – General). Class G helmets reduce the danger of contact exposure to low voltage conductors.

6.3.3.3.4. Class E (Electrical). Class E helmets are intended to reduce the danger of exposure to high voltage conductors.

6.3.3.3.5. Class C (Conductive). Class C helmets do not provide protection against contact with electrical conductors.

6.3.3.3.5.1. ITD Employees shall wear only blaze orange safety or high-visibility yellow color helmets. Painting helmets is not permitted.

6.3.3.3.5.2. Helmets may be worn with the bill to the rear if approved by the manufacturer. See owner's manual. If approved to be worn backward, the head



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harness must be reversed inside the helmet so the size adjuster remains on the back of the head.

6.3.3.3.5.3. Identification markers may be attached on shells without making holes through the shell and without the use of any metal parts or metallic labels. (Holes could cause the helmet to fail the electrical insulation test and degrade the impact design of the helmet.) Helmet markings shall not obscure the manufacture's name, ANSI designation and class.

6.3.3.3.5.4. Decals on safety helmets are only authorized if approved by the Project Lead.

6.3.3.3.5.5. Do not place objects inside safety helmets between the shell and suspension device. This space is designed so the impact force is not transmitted to the wearer's head.

6.3.3.3.5.6. Do not drill ventilation holes in safety helmets.

6.3.3.3.5.7. Do not deliberately drop, throw or otherwise abuse helmets as this causes them to lose their protective qualities

6.3.3.3.5.8. Keep helmets reasonably free of abrasions, scrapes and nicks. Replace worn or damaged helmets as required.

6.3.3.3.5.9. Do not store helmets long-term in direct sunlight or where exposed to extreme heat as this may degrade the degree of protection offered.

6.3.3.3.5.10. Chinstraps shall be used when working on elevated surfaces where there is a possibility of the hard hat falling off and impacting workers on the lower level.

#### 6.3.3.4. Inspection:

6.3.3.4.1. Inspect safety helmets prior to each use. Remove the helmet from service if it has any of the following defects:

6.3.3.4.1.1. Reject a helmet if the suspension system shows evidence of material cracking, tearing, fraying or other signs of deterioration.

6.3.3.4.1.2. Do not use any helmet with cracks, perforations of brim or shell, deformation of shell or evidence of exposure to excessive heat, chemicals or radiation. Hconstructed of polymer plastics are susceptible to damage from ultraviolet light and gradual chemical degradation. This degradation first appears as a loss of surface gloss called chalking, and with further deterioration, the surface will begin to flake away.

6.3.3.4.1.3. Inspect for any accumulation of conductive material on or inside the shell that cannot be removed prior to use in electrical hazardous environments.

6.3.3.4.2. Expiration Date: Manufacturers imprint the date of manufacture in the inside of all helmets. The manufacture instructions advise the hat expires after 5 years. ITD recommends employees use a permanent marker to write the date helmet is placed in service inside the helmet and discard the helmet 5 years after that date.



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#### 6.3.3.5. Maintenance:

6.3.3.5.1. Shells may be scrubbed with a mild detergent and rinsed in clear hot water. After rinsing, carefully inspect the shell for any signs of damage. Dry with clean soft cloths or air dry. If the use of a solvent is necessary to remove tars, paints, oils or other materials, the manufacturer instructions shall be consulted since some solvents may damage the shell.

6.3.3.6. Applicable Standards: 29 CFR 1910.135., Head Protection and ANSI Z89.1., Personal Protection – Protective Headwear for Industrial Workers.

#### 6.3.4. **Hair Protection** (including facial hair):

6.3.4.1. Men and women who work around chains, belts, rotating devices, suction devices, blowers, etc., shall cover their hair, especially long hair, to prevent it being caught in moving equipment. While such equipment is normally guarded, long hair can fit between the mesh of guards and be drawn into the moving parts.

6.3.4.2. The Project Lead, being most knowledgeable of the operation, shall determine what constitutes an acceptable hair length based upon the JSA.

6.3.4.3. Bandannas, disposable caps, hairnets and turbans may be used, providing they cover the hair completely and do not themselves present a hazard to the wearer.

6.3.4.4. Applicable Standards: 29CFR1910.212 Machine Guarding

**6.3.5. Hearing Protection:** Exposure to high noise levels can cause hearing loss or impairment, in addition to physical and psychological stress. Specifically designed hearing protection may be required, depending on the type of noise encountered and the auditory condition of the employee.

6.3.5.1. When to Use: Personnel shall use foam ear plugs or ear muffs when exposed to noise hazards greater than 85db over an 8-hour work period or when exposed to noise greater than 90db for short time durations. Project Leads shall document noise hazards on the JSA and determine appropriate hearing protection. Protection selection shall be based on the volume and duration of the noise exposure.

6.3.5.2. Individuals who are frequently or routinely exposed to 85db or higher are encouraged to participate in the hearing conservation program. Refer to Chapter 17 Medical Monitoring of this manual for scheduling annual hearing tests.

6.3.5.3. Proper Use: ITD employees shall wear only approved hearing protection.

6.3.5.3.1. Foam ear plugs must be inserted fully into the ear canal in keeping with the manufacturer's instructions.

6.3.5.3.2. Ear muffs must fit snugly to the side of the wearers head. Long hair, facial hair and sideburns may degrade the effectiveness of ear muffs. In this case ear plugs must be worn.

6.3.5.3.3. A single type of hearing protection may not be adequate for extremely high levels of noise. This may require employees to wear double hearing protection (muffs and plugs).



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6.3.5.3.4. Music headphones and ear buds are not considered adequate hearing protection unless certified by the manufacture as hearing protection. Electronic noise cancelling head phones and communication systems may be worn as hearing protection if certified by the manufacturer as hearing protection. Use of headphones must be approved by the Project Lead.

6.3.5.4. Limitations: Ear plugs and muffs are rated by the manufacture according to their ability to attenuate noise. When noise levels exceeded attenuation levels the operation should be stopped until adequate noise attenuation can be put in place.

6.3.5.5. Care & Maintenance: Foam ear plugs should be used once and then disposed of. Ear muffs should be inspected prior to use to ensure they are not cracked or broken. Clean ear muffs with soap and water when they become soiled.

6.3.5.6. Applicable Standards: 29CFR1910.95 Occupational Noise Exposure

**6.3.6. Respiratory Protection:** Certain classifications of employees are required to pass health assessment and fit testing periodically to assure their fitness to wear a respirator and to monitor their respiratory system. Supervisors must perform a Job Safety Analysis when airborne hazards are suspected to determine if respiratory protection is required. Details for the process of Medical Monitoring are contained in Chapter 17 of this manual. Those employees that may be required to be wear respiratory protection including but are not limited to:

6.3.6.1. Pesticide/Herbicide Applicators (as directed by product label)

6.3.6.2. Bridge Repair and Inspection Crews

6.3.6.3. Asbestos Inspectors

6.3.6.4. Construction Inspectors

6.3.6.4.1. Assessment and Testing

6.3.6.4.1.1. Prior to wearing a respirator employees must receive a health assessment. The employee will complete the health assessment questionnaire and provide it to the District Safety Officer. The District Safety Officer will ensure the questionnaires are assessed by a medical authority. In some cases the medical authority may wish to conduct additional tests requiring an office visit.

6.3.6.4.1.2. Prior to wearing a respirator the employee must be fitted for the face piece they will wear. The District Safety Officer will arrange for employees to be fit tested. Fit testing must be performed initially (before the employee is required to wear the respirator in the workplace) and must be repeated at least annually. Fit testing must also be conducted whenever respirator design or facial changes occur that could affect the proper fit of the respirator.

6.3.6.4.1.3. Employees with facial hair that extends beyond the point where the mask seals to the face will have difficulty passing the fit test. This may require the employee to groom facial hair to pass the fit test. This grooming is considered a condition of employment for employees who must work in areas with airborne hazards.



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#### 6.3.6.5. Applicable Standards: 29CFR1910.134 Respiratory Protection

**6.3.7. Body/Torso Protection:** The torso is the largest exposed area of the body. A variety of protective clothing is available to protect personnel from heat, hot metals, liquids, impacts, cuts, corrosives, caustics and radiation. Items such as vests, jackets, aprons, coveralls and full body suits have been specifically designed for this purpose. Project Leads must consider the hazards involved with an operation before selecting the proper protective equipment, which may be a combination of several different pieces of PPE. For example, cloth coveralls protect wood workers against minor cuts and abrasions; however, coveralls alone would be inappropriate for operating a table saw. The addition of a leather apron and eye protection would be more appropriate.

**6.3.8. Hand and Arm Protection:** When an employee's hands or arms are exposed to hazards, such as skin absorption of harmful substances, severe cuts, lacerations, abrasions, punctures, chemical burns or harmful temperature extremes, appropriate hand or arm protection shall be provided and used. Long sleeves and gloves shall be worn to protect the hands and arms when hot or sharp materials are handled. Project Leads shall conduct a JSA to help identify the hazard and select appropriate hand protection based on the task to be performed, dexterity required, conditions present, duration of use, frequency, physical stresses, limitations of protective clothing and degree of exposure to identified hazards.

**6.3.8.1. Multi-Purpose/Cut Resistant Gloves:** These gloves are generally worn to protect the hands from injuries caused by handling sharp or jagged objects, wood or similar hazard-producing materials. These gloves are usually made of cloth material, such as cotton flannel, with leather palms and fingers or synthetic coating. All-leather gloves are also acceptable.

**6.3.8.2. Cold Weather Gloves:** Winter operations expose operators to extreme temperatures sometimes reaching below 0° F. Winter operators should carry rugged, insulated gloves for use during truck repairs/inspections and tree/rock removal activities.

**6.3.8.3. Selection of Gloves for Protection against Chemical Hazards:** Chemical protective gloves shall be worn by personnel working in laboratories and battery shops or where acids, alkalis, organic solvents and other harmful chemicals are handled.

#### 6.3.8.4. Applicable Standards: 29CFR1910.138(a) Personal Protective Equipment

**6.3.9. Electrical Worker's Clothing and Equipment:** Employees who work in close proximity to live unguarded electrical systems 50 volts or greater or who work directly on energized circuits will be provided and must always wear Arc Flash/Flame Resistant (AR/FR) clothing that complies with ASTM F1506-1994. In addition they must perform an Arc Flash Hazard Assessment to determine if additional Arc Flash protective clothing is required. See Chapter 8 Signal and Electrician Safety of this manual for further information.

#### 6.3.10. Safety Footwear:

##### 6.3.10.1 General Requirements:



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6.3.10.1.1. Employees exposed to foot hazards will be provided safety footwear at ITD expense. Employees exposed to foot hazards are required to wear the safety footwear while on duty. Safety footwear is not required in office settings.

6.3.10.1.2 Eligibility: Any employee whose job duties expose them to the potential for foot injury is eligible for safety footwear. The following categories define those eligible for the Safety Footwear Program.

6.3.10.1.2.1 Category 1: Operations, maintenance, and construction personnel (defined as TTO, TOTL, TTE, TESL, and other full-time employees involved with summer and winter duties) will be eligible for one pair each of summer safety footwear and winter safety footwear.

6.3.10.1.2.2. Category 2: Shop employees (defined as mechanics, welder/machinists, and shop superintendents), pavement lab and supply personnel will be eligible for summer safety footwear. If needed to safely perform duties in the winter, winter safety footwear may be authorized by their supervisor.

6.3.10.1.2.3. Category 3: Office personnel whose jobs are predominately in an office environment but frequent (more than five (5) times per year) shops, sheds, or warehouses, will be eligible for Safety Footwear Program.

6.3.10.1.2.4. Category 4: Electricians and other specialized positions will be eligible for safety footwear that require special compliance for the position or needs for a specific type of job (i.e. flat bottom safety shoes for testing a fresh plantmix mat).

6.3.10.1.2.5. Category 5: Department of Motor Vehicles (DMV) Port of Entry (POE) employees whose duties are primarily in the ITD right-of-way, or as approved by the employees supervisor. Port of Entry clothing requirements are covered in DMV User Manual, Chapter 213 Personal Appearance Standards.

6.3.10.1.3. Definitions:

6.3.10.1.3.1. Summer Safety Footwear: Safety footwear that meets the applicable ASTM as defined below and has a minimum of 5 inches over the ankle with a defined heel.

6.3.10.1.3.2. Winter Safety Footwear: A rubberized or leather insulated boot with a minimum of 5 inches over the ankle with a defined heel. Must be designated as insulated by the manufacturer. A salt- resistant overshoe would also qualify as a winter style if worn with the issued Summer Safety Footwear.

6.3.10.1.3.3. Safety-toe Shoe: Includes Summer Safety Footwear but could also include an approved tennis/walking style safety toe shoe.

6.3.10.1.3.4. Specialty Safety Footwear: Safety Footwear designated by the manufacture for use in the specialty area required.

6.3.10.1.4. Safety footwear is assumed to have the following service life:

6.3.10.1.4.1. A two (2) year service life for Category 1, 2, 4, 5 summer safety footwear.



### Chapter 6 Personal Protective Equipment and Clothing

6.3.10.1.4.2. A five (5) year service life for Category 3 summer safety footwear and all winter footwear.

6.3.10.1.4.3. Service life is based on footwear being properly cared for and not abused. The District Engineer, Division Administrator, or senior leadership team (SLT) member may authorize more frequent replacement if warranted on a case-by-case basis.

6.3.10.1.4.4. Employees are not to sell or exchange the footwear without authorization from the District Engineer, Division Administrator, or SLT member.

6.3.10.1.4.5. If the footwear is deemed abused or neglected, ITD may request the employee replace at their own expense.

6.3.10.1.5. Each pair of safety footwear must not exceed \$200.00, unless otherwise approved by the District Engineer, Division Administrator, or SLT member.

6.3.10.1.6. Specifications: All Safety Footwear must meet the following minimum requirements:

6.3.10.1.6.1. Categories 1, 2, 3, and 5 must meet or exceed the standard ASTM F2413-11, M I/75/C/75/, as modified. Supply, warehouse, and office personnel who do not work in yard and field work zones may use safety-toe shoes.

6.3.10.1.6.2. Category 4 Safety Footwear for electricians must meet or exceed the standard ASTM F2413-11, M I/75/C/75/, EH, as modified. Other Category 4 footwear must meet the appropriate specifications for the specific specialty area.

#### 6.3.11. Leg Protection:

6.3.11.1. General: Protective footwear shall be worn whenever there is a reasonable possibility of foot or leg injuries from heavy or sharp objects and electrical and/or static electricity. Use appropriate foot guards, safety shoes or boots and leggings for protection of feet and legs from falling or rolling objects, sharp objects, molten metal, hot surfaces and wet slippery surfaces.

6.3.11.2. Welding and Cutting: Leggings or apron shall be worn when welding or cutting to protect the lower leg and feet from molten metal or welding sparks. Safety snaps permit leggings rapid removal if they must be removed quickly.

6.3.11.3. Chainsaw Chaps shall be worn when operating gas, electric or battery operated chainsaws. Chaps must also be worn when operating any chainsaw from a bucket truck. Refer to Chapter 10 of this Employee Safety Manual for further guidance on PPE during chainsaw operations.

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

WHEREAS, Idaho Transportation Department has no policy outlining  
authorization for expenditure and requirements for employees to use Personal  
Protective Clothing and ITD issued clothing.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with new  
Administrative Policy 5560 Personal Protective Equipment and ITD Issued  
Clothing.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

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

### Subject

Zero Fatalities Award		
Key Number	District	Route Number

### Background Information

Camas County was one of two counties in Idaho to have zero traffic related fatalities in 2020. This is the fourth year in a row for Camas County, and eighth of the last 10 years. Those who will be recognized at the Board Meeting for their dedication to saving lives include: Camas County, Camas County Sheriff's Office, Idaho State Police District 4, and the ITD Fairfield Shed.

Benewah County was the other county with zero fatalities in 2020.

### Recommendations

For information.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 minutes

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

### Subject

Engaged Driving Awareness Month		
Key Number	District	Route Number

### Background Information

April is national Distracted Driving Awareness Month, but in Idaho we refer to it as Engaged Driving Awareness Month. This year, we have two new personas that we are launching this month that are part of the overall Shift program. One video focuses on grandparents taking their grandson out for a bike ride, and the other is a rancher who is trying to teach his son good driving habits.

Another big focus this month was on Connect to Disconnect, which took place on April 8<sup>th</sup>. This was a statewide and national effort to take four hours on the exact same day to focus on engaged driving. Several law enforcement agencies participated in this statewide event. There is a statewide high visibility enforcement going on now until the end of the month. This also coincides with Work Zone Safety Awareness Week, which is happening April 26-30.

There is also a great tool being used to help anyone wanting to know what is going on in their area related to crashes. Numetric Crash Data Dashboards show the trends for particular Districts and areas. The data is up to date, thanks to the crash analysts working so hard during COVID-19 to get the data all caught up.

### 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 April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

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

### Subject

Administrative Settlement over \$200,000.00		
Key Number 22165	District 3	Route Number US-20/26, Chinden

### Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval.

An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

### Recommendations

Approve:

KN 22165 – US-20/26, Chinden: I-84 to Middleton Rd. - for administrative settlement in the amount of \$254,442.00. Resolution on page 174.

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-20/26 for Project No.A022(165); and

WHEREAS, the Idaho Transportation 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 Idaho Transportation Department to fairly compensate the property owner

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement for in the amount of \$254,442.00.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

Consent 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

Freight Advisory Committee Board Policy 4048 Update		
Key Number	District	Route Number

### Background Information

Staff is presenting an update to Board Policy 4048, *Freight Advisory Committee* (FAC) and Administrative Policy 5048, *Freight Advisory Committee*

Notable changes are:

1. Updates the purpose of the FAC
2. Establishes the FAC as a seven member advisory committee appointed by the Board. The FAC will consist of;
  - A FAC Chair
  - Six District Members represent private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups
3. Replaces Ex-Officio members with Partners of the FAC from state and federal agencies.
4. Designated ITD's Freight Program Manager as ITD's liaison to the FAC for staff support.
5. Establish FAC member's terms of service as serving staggered two (2) year terms to allow up to two (2) members to be appointed or reappointed each year.

### Recommendations



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Idaho Transportation Board adopts Board Policy 4048, Freight Advisory Committee. Updated 1 March, 2021. Resolution on page 194.

### Board Action

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



## FREIGHT ADVISORY COMMITTEE

### Purpose

The Idaho Freight Advisory Committee (FAC) provides a framework for collaboration, partnership and communication in order to move forward the recommendations included in the Idaho Freight Study completed in 2012.

The Freight Advisory Committee (FAC) will serve as a forum for freight stakeholders, the private sector and government agencies to advise the Idaho Transportation Department (ITD) on freight transportation needs, transportation policy, transportation projects and project funding in developing a safe, efficient and connected freight transportation system supporting the economic vitality of Idaho.

### Legal Authority

Idaho Code 40-307 - For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) - Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Idaho Code 74-203 – Open Meeting Requirements.

Federal Code 49, Subtitle IX, Chapter 702, 70201 – State Freight Advisory Committees.

### Freight Advisory Committee (FAC) Purpose

Idaho Code authorizes the Idaho Transportation Board to establish internal structures deemed necessary for the administration of its duties. Under this authority, the Idaho Transportation Board (Board) ~~shall create~~ has created a the Freight Advisory Committee (FAC) to advise and assist ITD Board on issues related to the movement of freight in, out, and through the state of Idaho. The FAC shall:

- Serve as a forum for discussion regarding freight movement and freight infrastructure within Idaho
- Advise ITD on freight-related issues, priorities, projects and funding needs
- Educate freight stakeholders, ~~regarding local, regional, and statewide transportation planning processes~~ the public and decision-makers on the importance of freight, its connection to the economy and its reliance on the transportation system
- ~~Provide access to improved freight data and a more consistent set of data~~ Collaborate with other agencies and organizations on data and information sharing to promote informed decision making
- Work with ~~the Idaho Transportation Department (ITD)~~ ITD to incorporate freight interests into transportation planning to improve freight infrastructure

- ~~Improve statewide understanding of the importance of freight transportation in Idaho~~
- Advise ITD and other public agencies regarding local, regional, statewide and national transportation planning processes
- Promote the cross-sharing of information between private and public sections (e.g. local, state and federal government agencies) on freight issues
- ~~Improve statewide understanding of the importance of freight transportation in Idaho.~~

### **The Freight Advisory Committee**

The FAC shall consist of seven (7) voting members; one (1) Chair and six (6) District Members representing each one of Idaho's six Transportation Districts. The District representative shall represent freight industries and stakeholders interests within their appointed District to ITD. ~~Board and the Executive Leadership Team (ELT) ITD staff.~~ The FAC shall be advised by Idaho's freight industries and partners of the FAC representing state and federal governmental agencies.

### **Chair**

A Chair is appointed by the Board and serves at the pleasure of the Board. The Chair's responsibilities include:

- Serving as the group's spokesperson
- Working on membership issues as needed
- Issuing letters and notices as appropriate
- Participating in agenda development activities on behalf of the group
- Other functions as appropriate

### **District Members**

The FAC shall consist of 13 private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups. Interest in the FAC shall be solicited by the Idaho Transportation Department (ITD), and the Idaho Transportation Board shall make final appointments, including one representative from each of the following stakeholder interest groups: District Members represent private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups such as the rail industry, highway/trucking industry, aeronautics, port/barge industry, agricultural industry, natural resources, forest industry, mining industry, manufacture, retail, carrier/shipping freight logistics/warehousing, ITD Trucking Advisory Committee and Idaho Aeronautics Advisory Board. Membership interest in the FAC shall be solicited by ITD, and Board shall make final appointments. FAC members shall receive no salary for their services. Members are reimbursed for attending meetings according to the provisions of Idaho Code Section 59-509(m). Members are also reimbursed by the Department for travel and expenses according to the limits specified in Idaho Code Section 67-2008.

### **Ex-officio Membership**

~~Ex-officio members of the FAC are representatives from various freight organization or industry that contribute a unique perspective or context which may guide industry discussions. Ex-officio members have no voting privileges. Ex-officio members represent the following industries:~~

- ~~Rail Industry~~



- ~~Highway/Trucking Industry, as recommended by the Idaho Trucking Council~~
- ~~Aeronautics, as recommended by the Idaho Aeronautics Board~~
- ~~Port/Barge Industry~~
- ~~Agricultural Industry (one representative each from 3 Idaho products)~~
- ~~Natural Resource Industry (one representative each from 2 Idaho products)~~
- ~~Forestry~~
- ~~Mining~~
- ~~Manufacturing~~
- ~~Retail~~
- ~~Carrier/Shipping~~
- ~~Freight Logistics/Warehousing~~
- ~~The ITD Trucking Advisory Committee~~
- ~~The ITD Aeronautical Advisory Board~~
- ~~Member-at-Large~~
- ~~Local Highway Technical Assistance Council (LHTAC)~~

#### **Agency Ex-office Membership Partners of the FAC**

Additionally, FAC shall include ~~ex-officio~~ partners of the FAC from state and federal agencies. Partners may attend all meetings and contribute to the conversation with consent of the Chair. Partners may participate on committees as directed by the Chair. Partners have no voting privileges. Representation may come from the following state and federal agencies:

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- US Maritime Administration
- Idaho Public Utilities
- Idaho Department of Agriculture
- Idaho Department of Commerce
- Idaho Department of Labor
- Idaho Department of Transportation
- Idaho State Police
- Metropolitan Planning Organizations ~~(one representative)~~
- Local Highway Technical Assistance Council (LHTAC)
- ITD Trucking Advisory Committee
- Idaho Aeronautics Advisory Board
- Port Authority, Port of Lewiston

#### **ITD Liaison**

The ITD Freight Program Manager shall provide administrative support to the FAC and be ITD's liaison to the FAC in coordination with the ITD Chief Engineer and Chief Operations Officer.

#### **Member Expectations**

It is expected that FAC members will:

- Work collaboratively, helping to ensure that the process and products balance the varied interests of statewide freight stakeholders
- Serve as ambassadors for recommendations, disseminating information and collecting feedback from their networks of industry contacts and affiliated interest groups
- Review and provide recommendations to ITD on project products and deliverables that best meet the needs of the state as a whole

#### **Term of Service**

FAC members shall serve staggered two (2) year terms to allow up to two (2) members to be appointed or reappointed each year. The terms shall expire on December 31, after their respective ~~one or two year~~ appointment. Initially, two (2) members shall serve until December 31, 2023, two (2) members will serve until December 31, 2024 and two (2) members will serve until December 31, 2025. At least sixty (60) days prior to the expiration of a term, the FAC shall make replacement recommendation(s). Each member may recommend succeeding themselves. Should any member vacate their position, the Board may, within sixty (60) days, appoint a successor representing the same District to serve for the remainder of the ~~retiring member's~~ vacated member's unexpired term. Members may be removed for non-attendance of one-half (50%) of the FAC meetings in a calendar year. Extreme situations shall be reviewed by the FAC. If removed, a member is excluded from reappointment.

~~At least once a year, Each December, The FAC Chair~~ shall formally present to the Board an annual report on FAC's activities and recommendations.

Approved by the Board on:

\_\_\_\_\_  
Jerry Whitehead  
Bill Moad  
Board Chairman

Date: \_\_\_\_\_



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Board Policy 4048

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## **FREIGHT ADVISORY COMMITTEE**

### **Purpose**

The Freight Advisory Committee (FAC) will serve as a forum for freight stakeholders, the private sector and government agencies to advise the Idaho Transportation Department (ITD) on freight transportation needs, transportation policy, transportation projects and project funding in developing a safe, efficient and connected freight transportation system supporting the economic vitality of Idaho.

### **Legal Authority**

Idaho Code 40-307 - For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) - Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Idaho Code 74-203 – Open Meeting Requirements.

Federal Code 49, Subtitle IX, Chapter 702, 70201 – State Freight Advisory Committees.

### **FAC Purpose**

Idaho Code authorizes the Idaho Transportation Board to establish internal structures deemed necessary for the administration of its duties. Under this authority, the Idaho Transportation Board (Board) has created the FAC to advise and assist ITD on issues related to the movement of freight in, out, and through the state of Idaho. The FAC shall:

- Serve as a forum for discussion regarding freight movement and freight infrastructure within Idaho
- Advise ITD on freight-related issues, priorities, projects and funding needs
- Educate freight stakeholders, the public and decision-makers on the importance of freight, its connection to the economy and its reliance on the transportation system
- Collaborate with other agencies and organizations on data and information sharing to promote informed decision making



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- Work with ITD to incorporate freight interests into transportation planning to improve freight infrastructure
- Advise ITD and other public agencies regarding local, regional, statewide and national transportation planning processes
- Promote the cross-sharing of information between private and public sections (e.g. local, state and federal government agencies) on freight issues

### **The Freight Advisory Committee**

The FAC shall consist of seven (7) voting members; one (1) Chair and six (6) District Members representing each one of Idaho's six Transportation Districts. The District representative shall represent freight industries and stakeholders interests within their appointed District to ITD. The FAC shall be advised by Idaho's freight industries and partners of the FAC representing state and federal governmental agencies.

#### **Chair**

A Chair is appointed by the Board and serves at the pleasure of the Board. The Chair's responsibilities include:

- Serving as the group's spokesperson
- Working on membership issues as needed
- Issuing letters and notices as appropriate
- Participating in agenda development activities on behalf of the group
- Other functions as appropriate

#### **District Members**

District Members represent private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups such as the rail industry, highway/trucking industry, aeronautics, port/barge industry, agricultural industry, natural resources, forest industry, mining industry, manufacture, and retail, carrier/shipping freight logistics /warehousing, ITD Trucking Advisory Committee and Idaho Aeronautics Advisory Board. Membership interest in the FAC shall be solicited by ITD, and Board shall make final appointments. FAC members shall receive no salary for their services. Members are reimbursed for attending meetings according to the provisions of Idaho Code Section 59-509(m). Members are also reimbursed by the Department for travel and expenses according to the limits specified in Idaho Code Section 67-2008.



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### **Partners of the FAC**

Additionally, FAC shall include partners of the FAC from state and federal agencies. Partners may attend all meetings and contribute to the conversation with consent of the Chair. Partners may participate on committees as directed by the Chair. Partners have no voting privileges. Representation may come from the following state and federal agencies:

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- US Maritime Administration
- Idaho Public Utilities
- Idaho Department of Agriculture
- Idaho Department of Commerce
- Idaho Department of Labor
- Idaho Department of Transportation
- Idaho State Police
- Metropolitan Planning Organizations
- Local Highway Technical Assistance Council (LHTAC)
- ITD Trucking Advisory Committee
- Idaho Aeronautics Advisory Board
- Port Authority, Port of Lewiston

### **ITD Liaison**

The ITD Freight Program Manager shall provide administrative support to the FAC and be ITD's liaison to the FAC in coordination with the ITD Chief Engineer and Chief Operations Officer.

### **Member Expectations**

It is expected that FAC members will:

- Work collaboratively, helping to ensure that the process and products balance the varied interests of statewide freight stakeholders
- Serve as ambassadors for recommendations, disseminating information and collecting feedback from their networks of industry contacts and affiliated interest groups



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- Review and provide recommendations to ITD on project products and deliverables that best meet the needs of the state as a whole

### **Term of Service**

FAC members shall serve staggered three (3) year terms to allow up to two (2) members to be appointed or reappointed each year. The term shall expire on December 31, after the third year of appointment. Initially, two (2) members shall serve until December 31, 2024, two (2) members will serve until December 31, 2026 and two (2) members will serve until December 31, 2028. At least sixty (60) days prior to the expiration of a term, the FAC shall make replacement recommendation(s). Each member may recommend succeeding themselves. Should any member vacate their position, the Board may, within sixty (60) days, appoint a successor representing the same District to serve for the remainder of the vacated member's unexpired term. Members may be removed for non-attendance of one-half (50%) of the FAC meetings in a calendar year. Extreme situations shall be reviewed by the FAC. If removed, a member is excluded from reappointment.

Each December, the FAC Chair shall formally present to the Board an annual report on FAC's activities and recommendations.

Approved by the Board on:

\_\_\_\_\_  
Bill Moad  
Board Chairman

Date:\_\_\_\_\_



Administrative Policy 5048  
Page 1 of X

## **FREIGHT ADVISORY COMMITTEE (FAC)**

### **Purpose**

This administrative policy implements Board policy 4048. This policy sets forth the goals, objectives and expectations of the Idaho Freight Advisory Committee (FAC) and its members.

### **Legal Authority**

Idaho Code 40-307 - For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) - Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Idaho Code 74-203 – Open Meeting Requirements.

Federal Code 49, Subtitle IX, Chapter 702, 70201 – State Freight Advisory Committees.

### **Goals and Objectives**

~~The Idaho Freight Advisory Committee provides a framework for collaboration, partnership and communication in order to move forward the recommendations included in the Idaho Freight Study completed in 2012. The FAC shall:~~

- ~~• Serve as a forum for discussion regarding freight movement and freight infrastructure within Idaho~~
- ~~• Educate freight stakeholders regarding local, regional, and statewide transportation planning processes~~
- ~~• Provide access to improved freight data and a more consistent set of data~~
- ~~• Work with the Idaho Transportation Department (ITD) to incorporate freight interests into transportation planning to improve freight infrastructure~~
- ~~• Improve statewide understanding of the importance of freight transportation in Idaho~~

### **Member Expectations**

~~It is expected that FAC members will:~~

- ~~• Work collaboratively, helping to ensure that the process and products balance the varied interests of statewide freight stakeholders~~
- ~~• Serve as ambassadors for the Freight Study recommendations, disseminating information and collecting feedback from their networks of industry contacts and affiliated interest groups~~



- Review and provide recommendations to the ITD on project products and deliverables that best meet the needs of the state as a whole
- Accept and adhere to the parameters outlined in this charter

### Appointments

The FAC will consist of 13 private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups. Interest in the FAC will be solicited by ITD, and the Idaho Transportation Board shall make final appointments.

The FAC shall consist of one representative from each of the following stakeholder interest groups:

- Rail Industry
- Highway/Trucking Industry, as recommended by the Idaho Trucking Advisory Council
- Aeronautics, as recommended by the Idaho Aeronautics Board
- Port/Barge Industry
- Agricultural Industry (one representative each from the top 3 Idaho products)
- Natural Resource Industry (one representative each from the top 2 Idaho products)
- Manufacturing/Retail
- Carrier/Shipping
- Freight Logistics/Warehousing
- Member-at-Large

### Ex-Officio Members

Representatives from the following public agencies shall be asked to serve as ex-officio members.

- Federal
  - Federal Highway Administration
  - Federal Motor Carrier Safety Administration
  - Federal Railroad Administration
  - US Maritime Administration
- State/Regional
  - Idaho Public Utilities
  - Idaho Department of Agriculture
  - Idaho Department of Commerce
  - Idaho Department of Labor
  - Idaho Transportation Department
  - Idaho State Police
- Region
  - Metropolitan Planning Organizations (one representative)

### Term of Service

Non ex-officio members shall serve staggered two (2) year terms to allow up to seven (7) members to be appointed or reappointed each year. The terms shall expire on December 31, after their respective one





or two year appointment. Initially, six (6) members shall serve until December 31, 2013 and seven (7) members shall serve until December 31, 2014.

Each non ex-officio member shall serve after the expiration of his own term until a successor has been appointed by the Board. Within fifteen (15) days prior to the expiration of a term, the FAC shall make a replacement recommendation(s). Each member may recommend succeeding themselves. Should any member resign, die, or move from the State, the Board may, within sixty (60) days, appoint a successor representing the same stakeholder interest to serve for the remainder of the retiring member's unexpired term.

Members may be removed for non attendance of one half (50%) of the FAC meetings in a calendar year. Extreme situations shall be reviewed by the FAC. If removed, a member is excluded from reappointment.

#### **Chair and Vice Chair**

A Chair is elected for one one year term, for a total of two consecutive terms, from among the FAC members at the first meeting of the State Fiscal Year in which the election is due. The Chair's responsibilities include:

- Serving as the group's spokesperson,
- Working on membership issues as needed,
- Issuing letters and notices as appropriate,
- Participating in agenda development activities on behalf of the group, and
- Other functions as appropriate.

A Vice Chair shall be elected at the same election as the Chair. The election of the Vice Chair shall occur after the Chair is selected, to ensure a 2/3 majority vote on each selection. The Vice Chair shall assume the responsibilities of the Chair when the Chair is not able.

Subcommittees shall be convened on an as needed and ad hoc basis.

FAC members shall receive no salary for their services. Members are reimbursed for attending meetings according to the provisions of Idaho Code Section 59-509 (m). They are also reimbursed by the Department for travel and expenses according to the limits specified in Idaho Code Section 67-2008.

#### **Meetings**

The FAC shall meet at least twice each year but every effort shall be made to meet on a quarterly basis. Additional meetings shall be at the discretion of the Chair, The first meeting of the calendar year shall establish goals and a work plan for the remainder of the year. Every effort shall be made to combine one of the meetings with a field trip to a freight related site (i.e. dry port, railroad, transload facility, etc.). In addition, each December the FAC shall present a report to the Board of the Committee's



~~activities during the preceding year.~~ anticipating that there will be at least two (2) meetings per year. There will be two types of meetings; regular and working. Regular meetings are designated for projects discussion, voting and general information. Working meetings are designated for project development, work plan development and/or amendments and inter/intra agency coordination. The FAC Chair will designate meeting agendas as appropriate.

~~The 2014 work plan is anticipated to include identifying a freight priority corridor; monitoring implementation of the freight study and performance measures; and recommending project identification, selection, and prioritization policies.~~

~~Notice of regular meetings shall be made at least ten (10) sixty (60) days prior to the meeting in order to provide members sufficient planning time. by the ITD liaison.~~ Meeting agendas shall be prepared and distributed by the ITD liaison Freight Program Manager (FPM) as determined by the Chair. Special meetings may be called by the FAC Chair and the ITD Director with notice given to FAC members by the ITD liaison FPM.

The first meeting of the calendar year shall establish a work plan for the remainder of the year. Half of each calendar year meeting shall be scheduled in Boise with the other half scheduled in one of Idaho's Transportation Districts. Every effort shall be made to combine one of the meetings with a field trip to a freight-related site (i.e. dry port, railroad, transload facility, etc.). In addition, each December the FAC shall present a report to the Board of the Committee's activities during the preceding year.

Meetings shall be held in accordance with Idaho Code 74-203 – Open Meeting Requirements

The FAC maintains no quorum requirement. Members are expected to provide their contributions during and between meetings. FAC members in attendance shall continue to discuss, work, and make decisions on the work plan according to the meeting agenda and priorities. Members who have not participated are expected to not oppose those decisions or revisit those discussions.

### **Public Engagement**

FAC must partner with Idaho Transportation Districts, Metropolitan Planning Organizations (MPOs), other advisory committees/councils and other stakeholders to promote dialogue and strategy development to address multimodal freight system needs as well as consideration of regional transportation challenges, opportunities and constraints.

### **FAC Work Plan**

The FAC will develop a work plan on a regular and recurring basis to guide the organization, activities and engagement of freight related industries. It is intended to provide clear direction, communication and accountability for the FAC. The FAC work plan shall include;



- Identifying/updating Idaho's Freight Policy and Proposals
- Provide input and monitor the progress of Idaho Freight Plan(s)
- Continually develop/refine a list of freight industry related transportation infrastructure projects for inclusion into the Idaho Transportation Investment Program (ITIP). Projects shall represent all of Idaho's freight related industries
- Develop criteria that guide the FAC in selecting projects that are focused on improving connectivity to industrial lands, rail system transload facilities, marine ports (Port of Lewiston), air connections and other industrial hubs, including first mile/last mile connections
- Provide input to updating/validating Idaho's Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC)
- Recommending and monitoring freight studies
- Monitoring freight and freight related performance measures
- Make an annual report to the Idaho Transportation Board of FAC business and freight transportation policy recommendations

## **Voting**

FAC members shall have one vote each. Partners of the FAC have no voting authority.

## **Decision-making**

FAC recommendations shall be made using consensus-building processes. Consensus means that all members of the group agree to support a group recommendation, having sought to understand all perspectives and generating a recommendation that they think is best for the whole. Members might not completely agree with an action, however, they agree to support it, both within and outside the group. Consensus is not a majority vote.

Members who do not feel comfortable supporting the consensus opinion are individually responsible to disclose their concerns during the discussion. Those concerns shall be reflected in the committee's submitted recommendation.

## **Staff Support**



**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129  
Boise ID 83707-1129

(208) 334-8000  
itd.idaho.gov

The ~~Idaho Transportation Department~~ ITD Freight Program Manager is designated as the ITD liaison to the FAC shall act as the lead agency and is responsible for will providing administrative support to the FAC.

Signed

Date May 01, 2014

Brian W. Ness  
Director



## **FREIGHT ADVISORY COMMITTEE**

### **Purpose**

This administrative policy implements Board policy 4048. This policy sets forth the goals, objectives and expectations of the Idaho Freight Advisory Committee (FAC) and its members.

### **Legal Authority**

Idaho Code 40-307 - For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) - Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Idaho Code 74-203 – Open Meeting Requirements.

Federal Code 49, Subtitle IX, Chapter 702, 70201 – State Freight Advisory Committees.

### **Meetings**

The FAC shall meet at the discretion of the Chair, anticipating that there will be at least two (2) meetings per year. There will be two types of meetings; regular and working. Regular meetings are designated for projects discussion, voting and general information. Working meetings are designated for project development, work plan development and/or amendments and inter/intra agency coordination. The FAC Chair will designate meeting agendas as appropriate.

Notice of regular meetings shall be made at least sixty (60) days prior to the meeting in order to provide members sufficient planning time. Meeting agendas shall be prepared and distributed by the ITD Freight Program Manager (FPM) as determined by the Chair. Special meetings may be called by the FAC Chair and the ITD Director with notice given to FAC members by the ITD FPM.

The first meeting of the calendar year shall establish a work plan for the remainder of the year. Half of each calendar year meeting shall be scheduled in Boise with the other half scheduled in one of Idaho's Transportation Districts. Every effort shall be made to combine one of the meetings with a field trip to a



freight-related site (i.e. dry port, railroad, transload facility, etc.). In addition, each December the FAC shall present a report to the Board of the Committee's activities during the preceding year.

Meetings shall be held in accordance with Idaho Code 74-203 – Open Meeting Requirements.

The FAC maintains no quorum requirement. Members are expected to provide their contributions during and between meetings. FAC members in attendance shall continue to discuss, work, and make decisions on the work plan according to the meeting agenda and priorities. Members who have not participated are expected to not oppose those decisions or revisit those discussions.

### **Public Engagement**

FAC must partner with Idaho Transportation Districts, Metropolitan Planning Organizations (MPOs), other advisory committees/councils and other stakeholders to promote dialogue and strategy development to address multimodal freight system needs as well as consideration of regional transportation challenges, opportunities and constraints.

### **FAC Work Plan**

The FAC will develop a work plan on a regular and recurring basis to guide the organization, activities and engagement of freight related industries. It is intended to provide clear direction, communication and accountability for the FAC. The FAC work plan shall include;

- Identifying/updating Idaho's Freight Policy and Proposals
- Provide input and monitor the progress of Idaho Freight Plan(s)
- Continually develop/refine a list of freight industry related transportation infrastructure projects for inclusion into the Idaho Transportation Investment Program (ITIP). Projects shall represent all of Idaho's freight related industries
- Develop criteria that guide the FAC in selecting projects that are focused on improving connectivity to industrial lands, rail system transload facilities, marine ports (Port of Lewiston), air connections and other industrial hubs, including first mile/last mile connections
- Provide input to updating/validating Idaho's Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC)



- Recommending and monitoring freight studies
- Monitoring freight and freight related performance measures
- Make an annual report to the Idaho Transportation Board of FAC business and freight transportation policy recommendations

### **Voting**

FAC members shall have one vote each. Partners of the FAC have no voting authority.

### **Decision-making**

FAC recommendations shall be made using consensus-building processes. Consensus means that all members of the group agree to support a group recommendation, having sought to understand all perspectives and generating a recommendation that they think is best for the whole. Members might not completely agree with an action, however, they agree to support it, both within and outside the group. Consensus is not a majority vote.

Members who do not feel comfortable supporting the consensus opinion are individually responsible to disclose their concerns during the discussion. Those concerns shall be reflected in the committee's submitted recommendation.

### **Staff Support**

ITD Freight Program Manager is designated as the ITD liaison to the FAC and is responsible for providing administrative support to the FAC.

---

Brian W. Ness  
Director

---

Date

## **Board Policy 4048, Freight Advisory Committee Resolution**

WHEREAS, Idaho Code 40-307, authorizes the Idaho Transportation Board to establish internal structures deemed necessary for the administration of its duties. Under this authority, the Idaho Transportation Board (Board) has created the FAC to advise and assist ITD on issues related to the movement of freight in, out, and through the state of Idaho.

WHEREAS, the Board established a Freight Advisory Committee to serve as a forum for freight stakeholders, the private sector and government agencies to advise the Idaho Transportation Department on freight transportation needs, transportation policy, transportation projects and project funding in developing a safe, efficient and connected freight transportation system supporting the economic vitality of Idaho; and

WHEREAS, Idaho Transportation Department staff began the process of updating Board Policy 4048, Freight Advisory Committee in October of 2020; and

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board has reviewed Administrative Policy 5048, Freight Advisory Committee and adopts the updated Board Policy 4048, Freight Advisory Committee.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 22 April 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name Caleb Lakey	Presenter's Title District 3, District Engineer	Initials CL	Reviewed By LSS
Preparer's Name Michael Garz	Preparer's Title EM D3 Operations	Initials MG	

### Subject

Galloway Road Underpass Repair		
Key Number new	District 03	Route Number I-84

### Background Information

District 3 is requesting funding to repair the Galloway Road underpass located at milepost 21.7 on I-84 just west of the City of Caldwell.

On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced.

The estimate to repair the structure is as follows: 1) Girder replacement \$110,000, 2) Girder repair \$ 30,000 3) Preliminary Engineering \$20,000 4) Construction Engineering \$25,000 5) Traffic Control \$100,000 6) Cross over construction/repair estimate \$200,000 7) Contingency \$40,000

Total estimated cost of repairs = \$500,000

Staff requests that funding come from FY2021 Board Unallocated funds

NOTE: COMPASS will modify the regional TIP following approval of this item.

### Recommendations

See Resolution, page 197.

### Board Action

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

**IDAHO TRANSPORTATION BOARD**  
**STATE FUNDED UNALLOCATED ACCOUNT**  
as of April 22, 2021, following Board approval

SFY 2021					Balance
Beginning Balance					\$ 5,000,000
Date	District	Key No.	Project	Cost	
Approved					
07/16/20	5	23076	US 30, LAVA HOT SPRINGS ROCK FALL MITIGATION	\$ 684,438	
01/21/21	3	23106	I 84, BLACKS CREEK REST AREA WELL REPLACEMENT	\$ 500,000	
01/21/21	6	23107	US 20, ISLAND PARK CENTER LINE RUMBLE STRIPS	\$ 500,000	
01/21/21	6	23108	US 20, ISLAND PARK TREE REMOVAL	\$ 1,120,000	
03/18/21	4	23141	SH 75, HAILEY TO OHIO GULCH INTERSECTION	\$ 1,200,000	
Request	3	New	I 84, GALLOWAY ROAD UNDERPASS REPAIR	\$ 500,000	
Total Projects Year-to-date				\$ 4,504,438	\$ (4,504,438)
Current Balance					\$ 495,562

## **RESOLUTION**

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

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

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

WHEREAS, ITD staff has inspected the bridge and it is need of significant girder repair; and

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

NOW THEREFORE BE IT RESOLVED, that project I 84, GALLOWAY UNDERPASS REPAIR be added to the ITIP at a cost of approximately \$500,000 using FY 2021 ITD Board Unallocated Funds

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY 2021 - 2027 Statewide Transportation Improvement Program accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Karen Hiatt	Presenter's Title Engineering Manager	Initials KRH	Reviewed By LSS
Preparer's Name Micah Brown	Preparer's Title Transportation Technician	Initials MWB	

## Subject

US-20, Ashton To Targhee Pass (M.P. 359.00 To M.P. 402.3)		
Key Number	District 6	Route Number US-20

## Background Information

The purpose of this project is to improve the safety and mobility of US-20 from Ashton to Targhee Pass.

US-20 serves as the primary corridor for access to Yellowstone National Park, one of the nation's most visited parks. The corridor has a very high seasonal traffic volume with people visiting the park and surrounding area from other countries and nearby states including Idaho, Utah, and Montana. The increase in the volume of traffic and mix of recreation traffic, trucks, and tourism has caused major safety concerns over the past several years. Local officials have written several letters to the board expressing their concerns.

This corridor has seen an increase in crashes due to slower RV's or vehicles pulling trailers trying to make turns or enter traffic, but not being able to find a sufficient gap to enter traffic safely. Frustrated drivers make poor decisions that result in crashes.

We need to address the safety and mobility concerns, and to modernize and update the roadway structure itself.

District 6 is seeking approval to add this PEL (Planning and Environmental Linkage) Study to the ITIP Early Development Program. This PEL Study will include determining alternatives and alignments, identifying impacts, potential construction phasing of improvements, and community outreach activities. This project will proceed in phases considering the scope is not entirely known.

Anticipated cost for the PEL Study is \$3-5M and will be funded as follows:

- FY21 \$1M offset ST COVID Mitigation Set-aside funds
- FY22 \$3M offset District 6 ITIP balance funds
- FY23 \$1M offset District 6 ITIP balance funds

## Recommendations

Approval of resolution on page 201.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

Red Rock  
Lakes National  
Wildlife  
Refuge

West  
Yellowstone

# US-20, Ashton to Targhee Pass

Kilgore

Island Park

Caribou-Targhee  
National Forest

Ashton to Targhee Pass

200

Warm River

Ashton

RES. NO.  
ITB219

WHEREAS, the Idaho Transportation Board supports the Idaho Transportation 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, US-20 serves as a primary corridor for access to Yellowstone National Park, one of the nation's most visited parks; and

WHEREAS, US-20 has a very high seasonal traffic volume with people visiting the park and surrounding area from other countries and nearby states; and

WHEREAS, this corridor has seen an increase in crashes due to increase volume and mix of recreation traffic, trucks, and tourism; and

WHEREAS, there is a need to address the safety and mobility concerns and to modernize and update the roadway structure; and

WHEREAS, the Idaho Transportation Department has recognized a need for extensive data collection, agency coordination, alternatives screening, environmental analysis, and public outreach effort through a Planning and Environmental Linkage Study (PEL) to narrow possible alternatives for this complex project; and

WHEREAS, having a completed PEL Study provides flexibility and reduces the schedule and timing risks associated with complex projects; and

NOW THEREFORE BE IT RESOLVED, that the FY 2021-2027 Idaho Transportation Investment Program (ITIP) be amended to include the US-20, Ashton to Targhee Pass PEL Study in the Early Development Program at a cost of up to \$5M, with funds being offset from \$1M [ST-COVID Mitigation Set-aside](#) funds, FY22 \$3M District 6 ITIP balance, and FY23 \$1M District 6 ITIP balance.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Walter Burnside, PE	Presenter's Title District 4 D/C Engineer	Initials WB	Reviewed By
Preparer's Name Jesse Barrus, PE	Preparer's Title District 4 Engineer	Initials JB	

### Subject

SH-75 Spur Relinquishment and Transfer

Key Number N/A	District 4	Route Number SH-75
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### Background Information

The purpose of this agenda item is to seek Board approval to relinquish and transfer the **SH-75 Spur to Blaine County**.

For more than a decade, discussions have intermittently occurred regarding ITD's potential abandonment of the SH-75 Spur to local jurisdictions. The SH-75 Spur does not have continuity with the rest of the State Highway System and because it is a spur of SH-75, resources are first allocated to SH-75 before the SH-75 Spur.

Abandoning the highway would allow for local jurisdictions to have more control over improvements, design and maintenance activities. In early 2019 discussions between ITD and the City of Sun Valley resumed regarding an adjustment of the State Highway System through abandonment of the SH-75 Spur.

Idaho Statute dictates that a transfer of the State Highway System must be done on a county level and allow for the public to comment on the proposed action when the population of a city is less than 5,000. (*Title 40-607 & 40-203B*). As a result of this finding, ITD will be working with Blaine County on this effort.

At this point the public hearing was held, Blaine County has passed a resolution, and we have presented our final package to the Board Subcommittee on State Highway System Adjustments. Chairman Kempton and Member Thompson of this committee recommended this be presented to the full board for approval.

The cost was negotiated to be \$4.18M.

### Recommendations:

Approve Relinquishment and Transfer Agreement for signature and Official Minute, page 207.

### Board Action

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





## ROAD RELINQUISHMENT AND TRANSFER OF OWNERSHIP AGREEMENT STATE HIGHWAY 75 SPUR BLAINE COUNTY

### PARTIES

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2021, by and between the IDAHO TRANSPORTATION BOARD, through its agency the Idaho Transportation Department (the “State”) and BLAINE COUNTY, a body politic and corporate (the “County”).

### PURPOSE

The purpose of this Agreement is to accomplish the relinquishment and transfer of ownership of State Highway 75 Spur to Blaine County as identified in the attached legal description marked as Exhibit A, hereafter referred to as “State Highway 75 Spur.” Although not part of this agreement, it is anticipated that Blaine County will, upon completion of the relinquishment and transfer of ownership accomplished herein, relinquish and transfer the same State Highway 75 Spur property to the City of Sun Valley, a municipal corporation, and City of Ketchum, a municipal corporation, of which both will accept ownership, jurisdiction and maintenance of said State Highway 75 Spur.

### AUTHORITY

The State relinquishes jurisdiction of State Highway 75 Spur currently in the state highway system pursuant to Idaho Code section 40-310. The County accepts jurisdiction of the relinquished State Highway 75 Spur pursuant to the Idaho Code 40-203B.

### THE PARTIES AGREE AS FOLLOWS:

#### SECTION I: That the State will:

1. Relinquish, abandon and transfer ownership of the State Highway 75 Spur currently in the state highway system to the County via quit claim deed.
2. Program a project in Fiscal Year (FY) 2022 of the FY2022-2028 Idaho Transportation Investment Program (ITIP). Upon approval of the FY2022-2028 ITIP by the Idaho Transportation Board (anticipated in September 2021) the State will proceed with item 3. If alternative funding sources are identified the State will proceed with Item 3.
3. Upon execution of this agreement, pay to the County the amount of **Four Million One Hundred Eighty Thousand (\$4,180,000)** for the purpose of rehabilitating State Highway 75 Spur. State Highway 75 Spur has reached its terminal service life, exceeding its design life and is a deficient roadway in general and in pavement condition. The State provides these funds as a substitution to programming and reconstructing the roadway as part of the State’s Idaho Transportation Investment Program. The State wishes to turn over the roadway to local jurisdiction and provide a negotiated amount herein to rehabilitate the roadway to meet all county and city standards. This basis of negotiations considers future costs to bring the roadway to standard when the roadway is transferred. This basis for the negotiations also considers updating a traffic signal and the ongoing roadway annual State maintenance cost for both winter and summer.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### **SECTION II:** That the County will:

1. Consent to the transfer from the State, in accordance with Idaho Code section 40-203B, and accept the jurisdiction, control, and ownership of, and responsibility for, in full and every respect, the State Highway 75 Spur, as of the date set by the Idaho Transportation Board.
2. Comply with the provisions of Idaho Code section 40-203B by passing a resolution by the County Commissioners assenting to the transfer and maintenance of the State Highway 75 Spur prior to the execution of this Agreement.

### **SECTION III:** Approval and Effect

1. This Agreement, along with any agreements related hereto, will become effective when it is signed by all parties and then reviewed and approved by the Idaho Transportation Board.
2. In the event that approval for the project from the Idaho Transportation Board is not granted, or that funding is not available prior to the effective date of this Agreement, this Agreement shall be void.

### **EXECUTION**

This Agreement is executed for the State by its Chief Engineer; and executed for the County by the Board of Commissioners, attested to by the County Clerk, with the imprinted corporate seal of Blaine County.

#### **IDAHO TRANSPORTATION DEPARTMENT**

APPROVED

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

RECOMMENDED BY:

\_\_\_\_\_  
District Engineer

ATTEST:

#### **BLAINE COUNTY**

\_\_\_\_\_  
County Clerk

(SEAL)

By regular/special meeting on

\_\_\_\_\_  
Chair, Board of Commissioners

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

**RESOLUTION NO. 2021-10****RESOLUTION ADOPTING ROAD RELINQUISHMENT AND  
TRANSFER OF OWNERSHIP AGREEMENT FOR STATE HIGHWAY  
75 SPUR BLAINE COUNTY**

WHEREAS, Blaine County and the State have been discussing the transfer of ownership of State Highway 75 Spur from the State to local control for more than a decade;

WHEREAS, the Board of Blaine County Commissioners sent the Idaho Transportation Board a letter on February 25, 2020 wherein the Commissioners stated interest in assuming jurisdiction merely to aid in the transfer of ownership and management responsibilities from Idaho Transportation Department to the Cities of Sun Valley and Ketchum;

WHEREAS, negotiations have been completed, a public hearing has been held and all other State statutes, procedures and requirements have addressed for transfer of the State Highway 75 Spur from the State to Blaine County;

WHEREAS, the growth of residential, commercial and recreational space along State Highway 75 Spur has resulted in a positive impact to the local economy, local connectivity and employment in the area: therefor, the Commissioners support more local control of the highway;

WHEREAS, the Idaho Transportation Department has agreed to relinquish and abandon to Blaine County consisting of the entirety of State Highway 75 Spur from mile post 0.00 to mile post 3.60, including the right-of-way appurtenant thereto, as depicted in Exhibit A attached hereto;

WHEREAS, upon approval by the Idaho Transportation Board for funding, it will pay monies to Blaine County to defray the costs of operation and maintenance of this road;

WHEREAS, Blaine County now desires to pass this resolution pursuant to LC. §40-203B, consenting to the abandonment by the Idaho Transportation Department and accepting the jurisdiction of and responsibility for that portion of the existing road identified herein;

WHEREAS, Blaine County and the Idaho Transportation Department will formalize their understanding by way of a Road Relinquishment and Transfer of Ownership Agreement for State Highway 75; and,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF  
BLAINE COUNTY, IDAHO AS FOLLOWS,**

Blaine County assents to the transfer of Highway 75 Spur, as depicted in Exhibit A attached hereto, from Idaho Transportation Department to Blaine County upon execution of the Road Relinquishment and Transfer of Ownership Agreement for State Highway 75 Spur.

Passed, approved and adopted this 1 <sup>March</sup> day of February, 2021.

BOARD OF COUNTY COMMISSIONERS

  
DICK FOSBURY, Chair

  
ANGENIE MCCLEARY, Vice Chair

  
JACOB GREENBERG, Commissioner

ATTEST:

  
JOLYNN DRAGE  
Blaine County Clerk/Recorder



## OFFICIAL MINUTE

WHEREAS, State Highway 75-Spur exists entirely within the Blaine County, beginning from mile point 0.00 at SH-75 main route to mile point 3.60 the end of the Spur, as shown in Exhibit A attached hereto; and,

WHEREAS, Blaine County has agreed to assume control, jurisdiction of and responsibility for, in full and every respect the former State Highway 75-Spur within County boundaries as shown in Exhibit A; and,

WHEREAS, Blaine County has accepted a Road Relinquishment and Transfer of Ownership Agreement for State Highway 75-Spur in a public meeting and recorded the approved resolution to accept ownership on March 3, 2021.

THEREFORE BE IT RESOLVED, that the State Highway 75-Spur in its entirety, as shown in Exhibit A and outlined below, be and hereby is removed from the State Highway System and relinquished to Blaine County effective this date.

Street Name/Classification	Segment Code	Beginning Milepost	Ending Milepost
SH75-Spur	002231	0.00	3.60
Rural Major Collector			

RECOMMEND:

  
Planning Services Manager

APPROVED:

  
for Chief Engineer

IDAHO TRANSPORTATION BOARD

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

STATE OF IDAHO)

) SS

COUNTY OF ADA)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2021 before me the undersigned, a Notary Public in and for said State, personally appeared, Bill Moad, Janice B. Vassar, Jim Kempton, James R. Thompson, Julie DeLorenzo, Dwight Horsch, and Robert Hoff, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

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

**Notary Public for Idaho**  
**Residing in Boise, Idaho**

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## EXHIBIT A





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Walter Burnside, PE	Presenter's Title District 4 D/C Engineer	Initials WB	Reviewed By LSS
Preparer's Name Jesse Barrus, PE	Preparer's Title District 4 Engineer	Initials JB	

### Subject

SH-75 Spur Relinquishment and Transfer Funding		
Key Number N/A	District 4	Route Number SH-75

### Background Information

The purpose of this agenda item is to seek Board approval to add **SH-75 Spur Relinquishment and Transfer** project to the FY21-27 ITIP and fund with FY-21 state funds.

For more than a decade, discussions have intermittently occurred regarding ITD's potential abandonment of the ID-75 Spur to local jurisdictions. Abandoning the highway would allow for local jurisdictions to have more control over improvements, design and maintenance activities.

We have come to the board for approval to relinquish and transfer this portion of roadway. In anticipation of this happening, the local agencies have been working to design, bid and hopefully build a project this year. Our funding source in the agreement identifies adding a project to FY-22 in the ITIP update this year which would be available in October. It further states if alternative funding sources are identified, we would proceed with the transfer.

Today we would like to seek adding this to the FY21-27 ITIP and use state funding that were held back in a response to COVID-19. These funds are available now and would allow us to make the transfer expeditiously and give the local agencies the confidence to move forward with their road project.

The cost is \$4,180,000.

### Recommendations:

Approve adding the project to the approved FY21-27 ITIP using FY-21 available state funding for the SH-75 spur transfer to Blaine County. Resolution on page 211.

### Board Action

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



WHEREAS, the relinquishment and transfer of the SH-75 Spur from mile point 0.00 to mile point 3.60 has been approved by the Idaho Transportation Board; and

WHEREAS, Blaine County has accepted a Road Relinquishment and Transfer of Ownership Agreement; and

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

*NOW THEREFORE BE IT RESOLVED*, that the SH-75 Spur Relinquishment and Transfer be added to the ITIP at a cost of \$4,180,000 using ST COVID Mitigation Set-aside Funds; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY 2021- 2027 Statewide Transportation Improvement Program accordingly.