

TRANSPORTATION COMMISSION



Michael Kyte
Commission Chair

~Regular Meeting Minutes

Les MacDonald
Staff Liaison

trans@ci.moscow.id.us

208.883.7028

<http://www.ci.moscow.id.us/556/Transportation-Commission>

**Thursday
April 11, 2019**

4:00 PM

**Council Chambers
206 E. 3rd Street**

The meeting was called to order at 4:02 pm.

Present: Chair; Michael Kyte, Vice Chair; Don Meyer, Phil Cook, Ben Calabretta, Bob Sanders, Mike McGahan, Mary DuPree

Absent: Les MacDonald, Public Works Director, Brian Johnson, Joel Hamilton, Jared Hopkins, ITD.

Staff: Anne Zabala, Council Liaison
Tyler Palmer, Acting Public Works Director
Scott Bontrager, Assistant City Engineer
Bill Belknap, Community Development Director
Sandra Collins, Administrative Assistant / Deputy City Clerk

REGULAR AGENDA

1. Approval of Transportation Commission Minutes from March 14, 2019 (Action Item)

Cook had concerns about Item #2, saying the wording did not accurately reflect the intent of the motion. He wanted to make it clear that the Commission's preference is for the two way separated bike lanes to continue onto Washington Street. The terminus of the two-way separated bike lanes will be at Third Street and Washington, which could be permanent, if ITD denies the City's request for the merge lane on Washington, or temporary, if the ITD request is approved. Following lengthy discussion, the Commission determined the memo recently sent to City Council, and attached to these minutes, would help clarify. Kyte also asked for some minor corrections.

Meyer moved to approve the minutes with amendments, seconded by Calabretta. Roll Call Vote: Ayes: Calabretta, Sanders, McGahan. Nays: Cook. Abstained: Kyte, Dupree, Meyer. Minutes approved.

2. Continuing Discussion on Priority of Future Projects - Kyte (Action Item)

- E-bikes and scooters

- Downtown parking
- Transportation impacts of new developments

Kyte reviewed each item with the Commission and asked consideration of the following:

- Which of the three topics would the Commission be interested in pursuing.
- How would they define the scope
- How would the Commission educate themselves on the topic
- How would the Commission proceed
- What are the Commission's goals

Cook was interested in all three topics, but would like more information on the downtown parking and transportation impacts of new developments. McGahan asked what City Council priorities were and Council Liaison Anne Zabala gave an overview. Belknap provided background on downtown parking and the history behind current parking regulations, and said staff will be gathering new data, including availability and utilization. The data will be gathered on different days of the week during the fall, while school is still in session. This data could then be reviewed by a committee made up of business owners, transportation entities, Chamber of Commerce and City staff, etc. Palmer said parking permit prices would also need to be re-evaluated.

DuPree said she would like the Commission to review the policy allowing e-bikes and bicycles on downtown sidewalks. The current City Code does not prohibit bicycles on the sidewalk but signs request that people walk their bikes. Belknap said the reason it was not prohibited by code was so children could ride downtown safely but electric bikes have changed the dynamic and the issue could be revisited.

Belknap said he would be willing to give the Commission an overview of new development and transportation impact assessments, zoning code and what the Planning and Zoning Commission does.

Citizen David Hall said Charles Bond addressed the Planning and Zoning Commission last night about the Identity on Main Street parking issues. Cook asked for some clarification on this issue. Ultimately, it was decided the Identity parking problem could be a transitional issue as students moved in and out and could be re-evaluated over the next 18 months.

The Commission discussed e-scooters and transportation as it relates to new development. Belknap advised the long-range thoroughfare plan covered some of this, which he offered to present to the Commission at a future date. Downtown redevelopment is also another aspect of that conversation. Palmer would like the Commission to help examine parking for bikes and e-scooters, especially downtown.

REPORTS

1. Commission Communications – Kyte

McGahan asked about the D Street eastbound left turn lane. Palmer said Idaho Transportation Department (ITD) is not opposed to the City submitting a proposal. City staff can present an engineering study when time allows. Palmer would like the

Commission's assistance in reviewing locations for the Bike Hubs, probably in June. The bike share program is scheduled to begin in August 2019. Palmer gave an update on the Looking Glass Academy Walkability Workshop. He has requested the field analysis for the workshop be done on the south couplet in Moscow. Kyte said the Pathways Commission made a recommendation to allow e-bikes and scooters on the pathways. Belknap said if Council supports the idea it would require a City Code amendment. Kyte said the Pathways Commission is interested in working with the Transportation Commission where paths cross intersections, such as Styner Avenue. There was discussion that any recommendations on e-bikes and scooters must follow new state laws.

2. Update on the Third Street Bike Lane and Pedestrian Bridge – Palmer

Kyte handed out copies of recommendation letters the Commission provided to the City Supervisor regarding the US 95/Highway 8 crossing and the terminus of the Third Street bike lane, and stated he will meet with Gary Riedner next week. Bontrager presented the Washington Street turn-lane design submitted to ITD last week, with a request that ITD provide comments within a week. McGahan asked about potential parking removal if the Washington lane was approved. Cook asked about the bike box and also how cyclists would do the two-stage turn, which Palmer explained. Bontrager showed alternate designs if ITD denies the turn lane onto Washington. One idea is to merge the bike lane after crossing the Washington Street intersection. Palmer reported there is \$5000 left from Phase I funding and the estimate for Phase II is around \$250,000. Staff are preparing design options and cost estimates for the City Supervisor to review.

With regard to the Bicycle Pedestrian Bridge, Palmer said excavation is scheduled and the bridge should be installed later this month. The bridge area will be secured as a construction site until completely finished. Once completed, a ribbon cutting ceremony will be held to open the bridge.

Belknap asked about the High Intensity Activated Crosswalk (HAWK) signal. Palmer said it should be operational before school starts in the fall. Cook asked about plans for publicity or instructional opportunities and Palmer said educational videos would be posted on the City website and Facebook page. McGahan asked about the four-way stop at Blaine and Third Street and Kyte said stop sign installation has been scheduled.

3. Update on US 95/ State Highway 8 Pedestrian Crossing – Kyte

The recommendation provided to the City Supervisor asked staff to work with ITD to consider adding crosswalks on the south and west side of the intersection and to consider a crosswalk at the Main Street intersection. There would also need to be a sidewalk on the west side of Sweet Avenue to the intersection of US 95 and Highway 8. The estimate for the sidewalk installation was \$25,000 to \$30,000. The University of Idaho and Gritman may contribute to building the sidewalk with some funding from the City as part of the Sidewalk Program. Belknap suggested that before implementing formal design, the concept should be taken to ITD to see if they will add the crosswalks if the City builds the sidewalk.

CONTINUING EDUCATION

1. Idaho Transportation Department (Kyte)

Kyte distributed a handout from the ITD website providing an overview of ITD's structure, districts, highway systems and other information.

UPCOMING EVENTS/MEETINGS

- 1. Safety & Walkability Workshop, May 6 & 7, 2019.**
- 2. US 95 Update by Ken Helm from Idaho Transportation Department (ITD) – future date to be determined.**
- 3. The next scheduled meeting is May 9, 2019. Commission Members must submit agenda items directly to the chair by Wednesday, May 1, 2019.**

ADJOURN

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

Moscow Transportation Commission – Future Priorities Discussion

Three Issues

- E-bikes and scooters
- Downtown parking
- Transportation impacts of new developments

How to Proceed

- Which topics and how to define their scope?
- How to educate ourselves on these topics?
- How to proceed?

What Do You Think?

Bill Improving Highway Safety for Tow Trucks Signed into Law

Apr 3, 2019

BOISE (AP) — Legislation requiring motorists to slow down and move over when approaching tow trucks and maintenance vehicles parked along roadways with lights flashing has been signed into law by Gov. Brad Little.

Little late last week signed the law that also requires motorists to slow down and move over when approaching a parked passenger vehicle with emergency hazard lights activated.

The law already applies to police vehicles and other emergency responder vehicles.

Backers say the additions are needed because of motorists colliding with tow trucks and other non-emergency vehicles that have stopped along roadways.

The bill passed the House 55-14 in February and the Senate 32-0 in March.

Moscow Pathways Commission – E-Bikes and Scooters

November 15, 2018 Meeting

Agenda Item 6. Discussion: Electric Bikes and Scooters on Pathways - Schott

The Moscow Pathways Commission discussed electric bikes and scooters on the City's pathway system with a goal of making a recommendation to City Council on what might be equitable for all users. Schott opened the discussion by saying that there currently isn't an agreement between a bike share company and the University of Idaho but one is expected in the near future. The MPC discussed the types of bikes, hover boards and scooters available for purchase and rent from various companies; throttled vs. nonthrottled assisted bikes; possible top speeds, heaviness of and built-in safety measures of the different kinds of bikes; limiting riders' speed; how assistive bikes could encourage more people to ride; concerns about rider courtesy and safety; protecting pedestrians using the pathways; enforcing any regulations imposed by the City; reciprocity between the City, Latah County, University of Idaho as well as Whitman County and the City of Pullman with respect to restrictions; popularity of and anecdotal interactions with different types of vehicles. Sullivan will share Boise City's definitions of and code regarding e-bikes via email to the commissioners as something to consider when making a recommendation. Gradin and Schott stated that this will be continued as a discussion item and asked all the MPC members to share any documentation, research and opinions via email or bring same to subsequent meetings.

December 12, 2018 Meeting

Agenda Item 4. Consideration of Electric Bikes and Scooters on Pathways - Schott

Gradin recapped the November meeting's discourse and re-opened the discussion about people riding electric bikes and scooters on Moscow's pathways. Schott added that yesterday the City's Public Works Finance (PWF) Committee considered a request from the University of Idaho to enter into a bike share program with Gotcha Mobility. The City would pay half of the program's annual \$45,000 cost with the University paying the other half. Schott was unable to touch base with Tyler Palmer, Moscow's Deputy Director of Operations, to find out how the meeting went; Sullivan said that the PWF committee voted to recommend moving forward with the agreement. Heckendorn questioned participating in a program requiring the City to pay a fee when the previously considered programs didn't involve payment; Sullivan replied those other contracts didn't materialize and this was the best bike share program available to the City and UI. She emphasized that it is only a one-year agreement, being used as a pilot program per Rebecca Couch, Director of the University's Parking and Transportation Services. After a year the test program will be reexamined. The MPC expressed concern regarding throttle assisted bikes and scooters, the higher speeds the powered bikes may achieve, their capability of carrying more passenger and cargo weight resulting in an increased braking distance requirement as well as how the assisted bikes could increase ridership and improve the health of members of the community as well as benefit the environment. Schott said since City code currently prohibits motorized vehicles on pathways he would like to get a recommendation from the MPC for City Council regarding the e-bikes. There was a discussion about the bike share program's benefits to the community; how assisted bikes could allow older riders as well as parents towing children to more easily use the pathways; the legal definition of a motorized vehicle; where scooters fit into the equation; what modes of transportation could be allowed on the paths; how regulations would be enforced; how Boise, ID and Pullman, WA have approached this subject; the possibility of instituting and enforceability of speed limits; installing signs and setting up speed zones to warn path users that congested areas are ahead; how to protect pedestrians using the path;

how to preserve the pathway for pedestrians as well as wheels users; how liability issues would be handled; how the paths were better suited to less experienced riders and how more experienced riders could safely use the roads. Gradin recognized Heinlein who shared his experience with an e-bike. Heinlein recently purchased a bicycle for his daughter and in the bike shop's parking lot was a rider test driving a pedal assisted e-bike. He said the man was able to quickly accelerate to an unsafe rate of speed for the location; he viewed it as a potential safety issue. The group discussed Boise's Code, Section 10-14-02: Traffic Laws Apply to Persons Riding Bicycles, E-Bikes and E-Scooters, shared by Sullivan in November and they appreciated the definitions and specific wording used in that document. Bacon offered use of her Safe Routes to School resources, such as radar guns and volunteers, to conduct research on current trail use and activities before the MPC makes a recommendation. Brown would like speed studies completed and asked to include questions relating to the topic of pedestrian use and biker interactions in the next City Survey. Part of Schott's duty is to protect the public and wonders the best way to do that but he recognizes that the overarching question now is, does the MPC feel that these should be allowed on the pathway? Brown believes the pathway system was intended from the beginning to be multimodal and that the MPC should protect that. Bacon agreed, stating that she views the pathways more as a linear park system than a mode of connectivity. She feels the MPC should consider options for preserving the paths for all users while still accommodating commuters. Heckendorn related his positive experiences with renting an e-bike in Rhode Island but acquiesced there were drawbacks to the program, such as limitations to the battery life, abandoned bikes and scooters littering the neighborhoods. He recommended looking at Providence, RI's program for more information. Schott offered to write up a recommendation from tonight's discussion, loosely based on Boise's approach, including what modes of transportation could be allowed and what signage might be appropriate, and circulate it among the MPC members for further consideration before making a recommendation to City Council. ACTION: Continue working toward a recommendation.

January 8, 2019 Meeting

Agenda Item 4. Consideration of Electric Bikes and Scooters on Pathways (ACTION ITEM) - Schott

The MPC previously discussed electric bikes and scooters on the City's pathway system in anticipation of making a proactive recommendation regarding the subject. Schott brought a rough draft to this meeting constructed from previous MPC meeting conversations and Boise's City Code. Schott called attention to how Boise's code excluded e-bikes as motorized vehicles as long as certain criteria are met and incorporated that into his initial write-up. The group read and discussed Schott's preliminary proposal, made suggestions regarding the wording and requested Schott to submit the revised document to City Administration for their consideration:

The Moscow Pathways Commission's opinion regarding E-Bikes and E-Scooters on restricted bike paths and pedestrian walkways is to not consider an E-Bike and E-Scooter to be a motor vehicle given the following criteria.

ELECTRIC POWER-ASSISTED BICYCLE ("E-bike"): A vehicle having two (2) tandem wheels, or two (2) parallel wheels and one (1) forward wheel, or two (2) parallel wheels and one (1) rear wheel any two of which are not less than twelve (12) inches in diameter, that is designed to be operated by human power with the assistance of an electric motor that has a power output of not more than seven hundred fifty (750) watts that: (i) is incapable of propelling the vehicle at a speed of more than twenty (20) miles per hour; and (ii) disengages or ceases to function when the vehicle's brakes are applied. An E-bike is not a motor vehicle for purposes of this Chapter.

ELECTRIC POWER-ASSISTED SCOOTER ("E-scooter"): A two (2) wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor that has a power output of not more than three hundred (300) watts that: (i) is incapable of propelling the device at a speed of more than fifteen (15) miles per hour; and (ii) disengages or ceases to function when the device's brakes are applied. An E-scooter is not a motor vehicle for purposes of this Chapter.

No person shall operate a bicycle or E-bike, or E-scooter without the following equipment:

A Brakes capable of causing the bicycle, E-bike, or E-scooter to stop within twenty-five feet (25') at ten (10) miles per hour on dry, level, clean pavement; and

B. A bell, the human voice or other audible warning device capable of being heard at a distance of at least one hundred feet (100') away, except that no bicycle, E-bike, or E-scooter shall be equipped with nor shall any person use upon a bicycle E-bike, or E-scooter any siren or whistle; and

C. When in use at nighttime, a red reflector on the rear visible from a distance of three hundred feet (300') when directly in front of lawful upper beams of a motor vehicle, and a forward-facing white light attached either to the bicycle, E-bike, E-scooter or the operator that is visible from a distance of at least five hundred feet (500') in front of the bicycle, E-bike, or E-scooter. A bicycle, E-bike, or E-scooter shall be equipped with a front-facing white or yellow reflector when the operator uses a generator powered light that is unlit when the bicycle, E-bike, or E-scooter is stopped; and

D. All bicycles and E-bikes shall have a permanent seat designed for the bicycle or the E-bike being operated. E-scooters shall not have any attached seats.

ACTION: Schott will forward this recommendation to City Administration for their consideration. Denison moved to forward the MPC E-bike policy recommendation.



Heart of the Arts



Transportation Commission

A Volunteer Commission
of the City of Moscow



Les MacDonald
Public Works Director
Staff Liaison

Gary J. Riedner
City Supervisor



Regular Meeting Time:
Second & Fourth Thursdays
of the month
4:00 p.m.

Council Chambers
at City Hall

Please check with City Hall
to confirm meeting times or
to volunteer for this or
other City Commissions



Transportation Commission
c/o Les MacDonald
P.O. Box 9203
Moscow, ID 83843-1703
Website: www.ci.moscow.id.us

City Hall
206 East 3rd Street
Phone (208) 883-7000
Fax (208) 883-7018

Hearing Impaired (208) 883-7019



To: Moscow City Council
From: Transportation Commission
Date: 4 February 2019
Subject: US 95 / Hwy 8 Pedestrian Crosswalks

The Moscow Transportation Commission is aware of increasing pedestrian volumes at and near the intersection of State Highway 8 and US 95 at the south end of the City of Moscow resulting from the completion of the Identity Apartment complex, the addition of the Gritman Medical Center employee parking lot on the south side of US 95, and the soon to be completed WWAMI medical education building on Sweet Avenue.

The Commission encourages the City of Moscow Engineering staff to work with the Idaho Transportation Department to add crosswalks on the south and west ends of the intersection and to provide the necessary pedestrian signal timings to facilitate safe crossing of the intersection.

The Commission also encourages both agencies to monitor the pedestrian crossing volumes that occur midblock between the 8/95 intersection and College Avenue to determine if additional pedestrian safety mitigation measures are needed.

Signed: Michael Kyte 2/4/2019
Michael Kyte, Chairman

City Commissions are advisory to the Mayor and City Council
and this communication does not represent the official position of the City of Moscow.



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To: Moscow City Council
From: Transportation Commission
Date: 29 March 2019
Subject: Third Street Separated Bike Lanes

Recommendation

The purpose of this memorandum is to transmit the following recommendation from the Transportation Commission to the Moscow City Council. This recommendation was approved unanimously by the commission at its regular meeting on March 14, 2019.

The commission recommends to City Council that, because the design and construction of bike infrastructure on Third Street needs to be completed and the Idaho Transportation Department thus far has not approved the separated bike lanes on Washington Street, the city should proceed with construction of the two-way separated bike lanes with a western terminus at Third and Washington Streets. This western terminus may be temporary, if ITD eventually approves the requested change on Washington Street, or it may be permanent, if ITD denies this request.

Background

In November 2017, a task force was established to make recommendations to the City Council regarding traffic calming mitigations that could be made on Third Street subsequent to the installation of a new vehicle, pedestrian, and bicycle bridge on Third Street just west of Mountain View Road. The task force completed its work in December 2017. Following two public hearings in January 2018, the Transportation Commission voted to recommend to council an alternative known as Plan C, on January 25, 2018. In general, Plan C includes:

- a series of traffic calming devices to be constructed on Third Street and
- two-way separated bike lanes to be constructed on the north side of Third Street from Mountain View to Washington Street, and on the west side of Washington Street between Third Street and Second Street.

(The construction of the separated bike lanes on Washington Street between Third Street and Second Street requires approval of the Idaho Transportation Department.)

The following table shows the decision points regarding consideration of the separated bike lanes between February 2018 and June 2018, leading to a council vote on June 18, 2018 to "proceed with asking ITD for approval of the lane change on Washington Street, and proceed with the project up to Jefferson Street." The council did not provide direction to the staff if ITD did not approve the lane change on Washington Street.

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Transportation Commission

6 February 2018	City Council: • Accepts Plan C (separated bike lanes on Third Street) • Directs staff to proceed with improvements, after review by consultant
29 May 2018	Public Works/Finance Committee refers to City Council: • Alta report, including two options for the western terminus of the separated bike lanes: • (Option 1) At Second Street with the separated bike lanes continuing from the north side of Third Street onto the west side of Washington St between Third and Second Streets, or • (Option 2) At Third Street and Jefferson Street with two one-way bike lanes, one on each side of Third Street between Jefferson and Washington Street
4 June 2018	City Council approves: • Returning options suggested by Alta to Transportation Commission Subcommittee for review and recommendation back to City Council
14 June 2018	Transportation Commission Subcommittee recommends to City Council: • Option 1 from consultant report including requesting ITD approval for separated bike lanes on Washington Street between Third Street and Second Street (Note: Subcommittee consensus was "everything that Alta recommended")
18 June 2018	City Council unanimously approves: • Receipt of Subcommittee report • Asking ITD approval for lane change on Washington Street • Proceeding with project up to Jefferson Street

During the summer and fall of 2018, City of Moscow staff had several discussions with Idaho Transportation Department District 2 staff on the bike lane plan. City staff has reported that ITD District 2 staff has not yet agreed to the lane change on Washington Street.

With this knowledge, the Moscow Transportation Commission discussed where to terminate the western section of the two-way separated bike lanes at its meetings in February and March 2019. During these discussions, the commission considered two options:

- Recommend to Council that the two-way separated bike lanes on Third Street have their western terminus at Jefferson Street and install one-way bike lanes on each side of Third Street between Washington and Jefferson Streets, or



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Transportation Commission

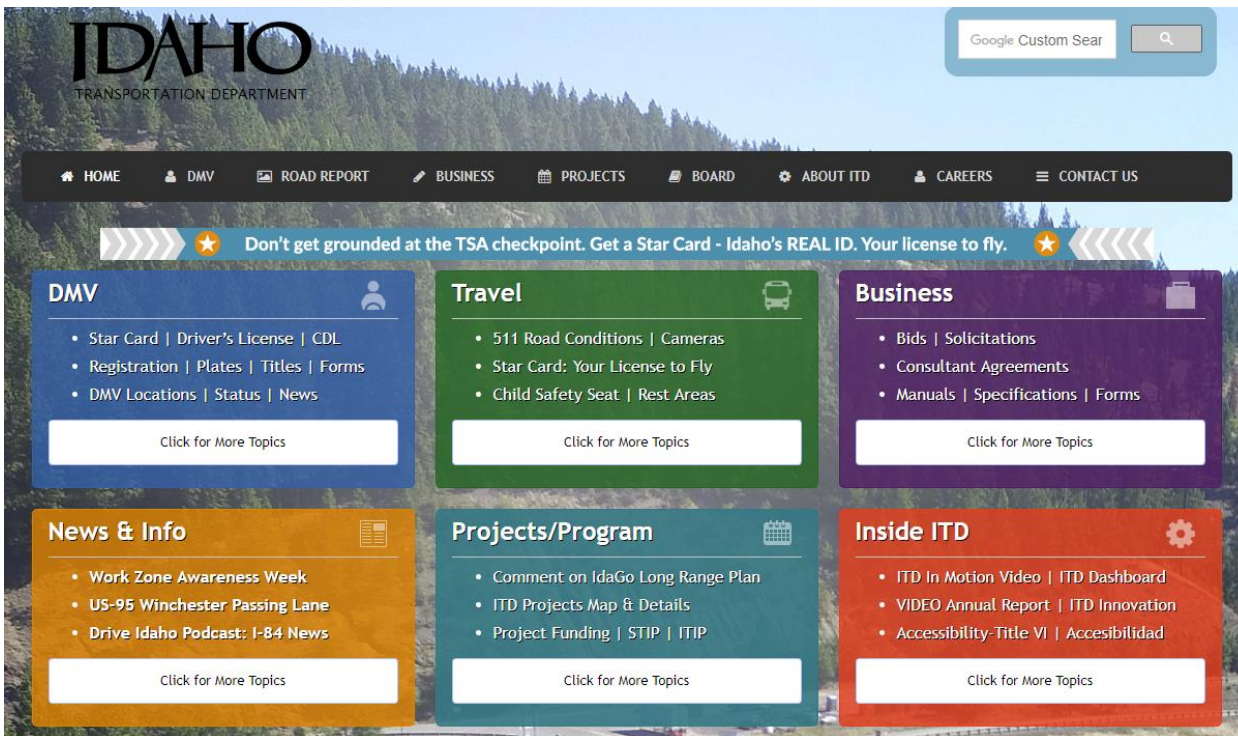
- Recommend to Council that the two-way separated bike lanes be regardless of whether the lanes are eventually extended onto Washington Street between Third and Second Streets.

Justification

The Commission unanimously agreed that, because the design and construction of bike infrastructure on Third Street needs to be completed and the Idaho Transportation Department thus far has not approved the separated bike lanes on Washington Street, the city should proceed with construction of the two-way separated bike lanes with a western terminus at Third and Washington Streets. This western terminus may be temporary, if ITD eventually approves the requested change on Washington Street, or it may be permanent, if ITD denies this request. The Commission considered the following justifications to support this recommendation:

- The lanes would connect bicycle riders all the way to downtown at Washington Street, and not a block short.
- Termination of the lanes would be at a signal-controlled intersection (Washington Street) and not at an intersection without signal control (Jefferson Street).
- The lanes would directly connect with the new bike storage shelter in front of City Hall.
- Termination at Jefferson Street would force less confident riders to use the unprotected sharrows lanes on Jefferson Street.
- Termination of the lanes at Washington Street shows the city's continuing commitment to completing the two-way separated bike lanes on Washington Street.

Signed: Michael Kyte 3/29/2019
Michael Kyte, Chairman



<https://itd.idaho.gov/>

History (from Wikipedia)

In 1913 the Idaho State Legislature created the State Highway Commission. The group consisted of the Secretary of State, the State Engineer and three other members to be appointed by the governor. The Commission was empowered to:

- plan, build and maintain new state highways
- alter, improve or discontinue any state highway
- purchase, condemn, or otherwise obtain necessary easements
- have general supervision of all highways within the state
- expend the fund created for the construction, maintenance and improvement of state highways
- maintain and improve state highways
- make and enforce rules
- employ a Chief Engineer and assistants
- supervise registration of vehicles
- keep a complete record of all activities and expenses

In 1919, the Commission was abolished and its functions were transferred to a Bureau of Highways in the Department of Public Works.[3] A property tax was enacted by the Legislature to fund roads for the state and bonds were issued to build a highway system.

In 1950, the Idaho Department of Highways was reorganized and placed under the direction of a governing Board. In 1974, the Idaho Department of Highways became the Idaho Transportation Department. The Department of Motor Vehicles originally reported to the Idaho Department of Law Enforcement, but was transferred to ITD in 1982.

Organization (from Wikipedia)

ITD is organized into six divisions and six district offices. The agency serves under an appointed seven member Idaho Transportation Board. The board establishes state transportation policy and guides the planning, development and

management of the Idaho transportation network. The board is appointed by the governor. One board member represents each of the six regional districts. A seventh member is appointed as chairman of the board.

The department has the following six divisions:

- Administration
- Aeronautics
- Highways
- Human Resources
- Motor Vehicles [4][5]
- Transportation Performance

District offices (from Wikipedia)

- District 1 : Benewah, Bonner, Boundary, Kootenai, and Shoshone counties. Headquartered in Coeur d'Alene.
- District 2 : Clearwater, Idaho, Latah, Lewis, and Nez Perce counties. Headquartered in Lewiston.
- District 3 : Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, and Washington counties. Headquartered in Boise.
- District 4 : Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka, and Twin Falls counties. Headquartered in Shoshone.
- District 5 : Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, and Power counties. Headquartered in Pocatello.
- District 6 : Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, and Teton counties. Headquartered in Rigby.

District 2 covers just over 13,000 square miles of north-central Idaho and maintains 1,500 lane miles (lanes of road, on- and off-ramps, etc.) and 180 bridges.

- Idaho Transportation Board District 2 representative: Jan Vassar, 208.743.5093
- District (head) engineer: vacant
- District traffic engineer: Jared Hopkins

Leadership Team

- Jerry Whitehead, Chairman, Idaho Transportation Board
- Brian Ness, Director
- Scott Stokes, Chief Deputy

STATE TRANSPORTATION SYSTEM

Highways

- Centerline Miles (includes unpaved) 4,983
- Lane Miles (includes unpaved)..... 12,314

Bridges1,824

- Square Feet of State Bridge Deck 12 million

LOCAL TRANSPORTATION SYSTEM

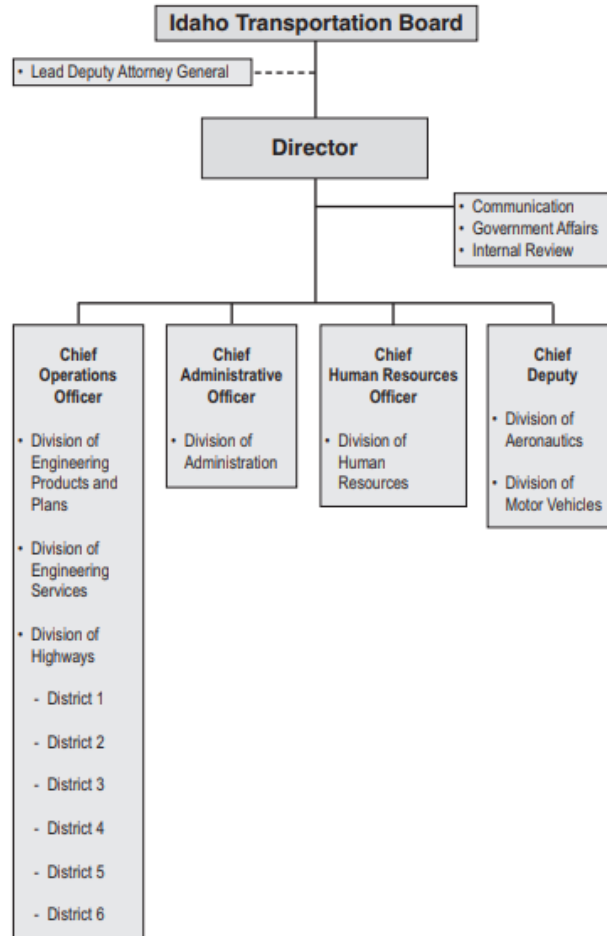
Highways

- Local/Forest/Tribal Lane Miles* (includes unpaved)..... 95,062

Bridges2,374

- Square Feet of Local Bridge Deck 5.7 million

Department Organization



Motor Vehicle Facts

CY17 DRIVER LICENSES AND ID CARDS

• Licensed Drivers.....	1,208,434
• Licenses/IDs Issued Annually (10-yr. avg.)	370,933
• Out-of-state driver licenses surrendered	49,020
• Idaho driver licenses surrendered to other states	19,593

CY17 VEHICLE REGISTRATION

• Passenger cars	1,372,988
• Trucks.....	150,350
• Miscellaneous motor vehicles	51,988
• Trailers.....	<u>214,702</u>

Total Motor Vehicles and Trailers: 1,790,028

Budget Facts

The Idaho Transportation Department's funding combines federal revenue with state taxes and fees.

Revenues are allocated to six budgetary programs: Administration, Aeronautics, Capital Facilities, Contract Construction, Highway Operations, and Motor Vehicles.

FEDERAL REVENUE

Congress allocates revenue to states through the national transportation bill, historically reauthorized every six years. In December 2015 the President signed a new bill, the Fixing America's Surface Transportation (FAST) Act, which is a five-year bill that expires in the year 2020.

FY18 Federal Fuel Tax Rates (cents per gallon)

• Gas (and gasohol).....	18.4¢
• Diesel	24.4¢

(Federal Highway Trust Fund revenue also includes heavy tire tax and heavy vehicle use tax)

State Revenue — User Fees

Highway Distribution Account

The majority of state fuel taxes on gasoline and diesel are deposited into the Highway Distribution Account (HDA) along with revenue generated by vehicle registration fees, driver licensing fees, and miscellaneous sources. Gross collections include:

- 25¢ per gallon fuel tax
- Vehicle Registrations
- Other

Quick Reference (Acronyms)

- ITIP – DRAFT Idaho Transportation Investment Program, seven-year plan
- ITIP – Approved Idaho Transportation Investment Program, seven-year plan
- STIP – State Transportation Improvement Program, seven-year plan in federal format
- HDA – Highway Distribution Account, revenue data
- Advisory Boards – Eight transportation-related advisory groups
- MPOs – Metropolitan Planning Organizations, five MPOs in Idaho
- Local Roads – County and city highway districts information, forms and resources
- LHTAC – Local Highway Technical Assistance Council