



*Pacific NorthWest  
Economic Region*

# *Transportation & Infrastructure Briefing*

Idaho Senate Transportation Committee | Jan 17, 2019



*Pacific NorthWest  
Economic Region*

PNWER is a statutory, public-private partnership chartered in 1991 by the U.S. States of Alaska, Washington, Idaho, Montana, Oregon and the Canadian Provinces of British Columbia, Alberta, Saskatchewan and the Yukon and Northwest Territories.

The Region has a GDP of over \$1 Trillion, with a population of 24.4 Million people, making it the 13<sup>th</sup> Largest Economy in the world



Most of you are familiar with PNWER but I know we have a few new folks who may not yet be involved with our work. Idaho along with the other states and provinces in the region chartered PNWER in 1991. Our mission is to increase the economic well-being and quality of life for all citizens of the region, while maintaining and enhancing our natural environment. We do this by

- Working to Coordinate provincial and state policies throughout the region
- Identifying and promoting "models of success"
- Serving as a conduit to exchange information.
- Promoting greater regional collaboration
- Finding ways to enhance the competitiveness of the region in both domestic and international markets
- Leveraging regional influence in Ottawa and Washington D.C.

# Transportation and Infrastructure Working Group

Dedicated to improving the infrastructure of our major corridors and gateways, with a special interest on border infrastructure.

*Co-chairs: Senator Chuck Winder, Idaho and Bruce Agnew, Director, Cascadia Center*



The Transportation and Infrastructure Working Group is dedicated to improve the infrastructure of our major corridors and gateways, with a special interest on border infrastructure. The co-chairs are Senator Chuck Winder, Idaho and Bruce Agnew, Director, Cascadia Center.

# Key Issues

Market Access & Rail Infrastructure

Oil Train Safety & Safety in the Salish Sea

Autonomous, Connected, Electric, Shared Vehicles

Infrastructure Finance

Permit Reform

Cascadia Innovation Corridor – High Speed Rail & Harbor to Harbour Air Service

Truck Size & Weight Harmonization



Key issues include:

Market Access & Rail Infrastructure

Oil Train Safety & Safety in the Salish Sea

Autonomous, Connected, Electric, Shared Vehicles

Infrastructure Finance

Permit Reform

Cascadia Innovation Corridor – High Speed Rail & Harbor to Harbour Air Service

Truck Size & Weight Harmonization

Unfortunately, we don't have time today to review each of our working areas but you can find past presentations or reports at [www.pnwer.org](http://www.pnwer.org) or please let me know and I will connect you with further details.



*Pacific NorthWest  
Economic Region*

# *Truck Size and Weights*

Of particular importance to Idaho is the truck size and weight issue which PNWER has been working with Sen. Chuck Winder and the Idaho Transportation Department (Mollie McCarthy and Jeff Marker) on for several years.

## Producer Economics

- Many commodities from the PNWER region are both fungible and priced on a national or world market.
- Producer pays the freight cost either directly or it is deducted from the proceeds.



6

The PNWER region, and in particular Idaho, is very dependent on trucking to move goods to market. Many commodities from the PNWER region are both fungible and priced on a national or world market. Producer pays the freight cost either directly or it is deducted from the proceeds.





# PNWER Barriers

→ Not OK to transit

→ OK to transit



Differing truck size and weight measures is a significant drag on the potential profits of commodity producers.

This slide addresses the jurisdiction's most efficient vehicles only.

The map shows the barriers to transport across the PNWER jurisdictions. As you can see the mismatch of weight and size standards creates a patchwork regulatory quilt across the region. Differing truck size and weight measures is a significant drag on the potential profits of commodity producers.



## Recommendations

- Identify high volume destinations and appropriate routes for harmonization opportunities.
- Address “other” harmonization issues...flags, escorts, lights, signs.



## Next Steps

- Convene discussions and information sharing with NW Transportation Committee Chairs
- Engage private sector
- Seek federal support
- Present at 2019 Western Association of State Highway and Transportation Officials (WASHTO) Annual Conference.

PNEER is working with ITD recommends identifying high volume destinations and appropriate routes for harmonization opportunities. Other harmonization issues need to be addressed “other” harmonization issues...flags, escorts, lights, signs.

Moving forward, PNWER will convene discussions and information sharing with NW Transportation Committee Chairs. We will engage the private sector for their feedback and potentially seek federal support for a research project.

PNWER seeks to present at 2019 Western Association of State Highway and Transportation Officials (WASHTO) Annual Conference. We look to engage our partners across the region on this issue.



*Pacific NorthWest  
Economic Region*

# *Market Access and Rail Infrastructure*

# PNWER Supports

Sandpoint Junction Connector as part of the Great Northern Corridor  
Enhanced investments in Asia Pacific Gateway and Trade Corridor  
Five-state PNWER Rail Caucus to focus on Passenger and Freight Issues



## **PNWER supports:**

**Sandpoint Junction Connector as part of the Great Northern Corridor  
Enhanced investments in Asia Pacific Gateway and Trade Corridor  
Five-state PNWER Rail Caucus to focus on Passenger and Freight Issues**



*Pacific NorthWest  
Economic Region*

## *Automated, Electric, Connected, Shared Vehicles*

There are four powerful trends coming together to transform transportation and vehicles: Autonomous, Connected, Electric and Shared – ACES. An ACES world promises to catalyze a new transportation future that reduces congestion, limits traffic accidents, cleans up our air and water, and enhances social equity by reducing the costs of personal mobility. ACES will also revolutionize the supply chain logistics world of marine, surface and air transportation while electrification offers new business opportunities for our bi-national region's utilities.

## Automated, Electric, Connected, Shared Vehicles

- ACES: Rapid technological advances with implications on driver workforce, electric grid, productivity, and safety
- PNWER facilitates information – sharing between innovators, traditional private sector, and legislators
- We are working to prepare the NW to be an ACES leader and leverage the economic benefits of new tech

**PNWER has been working on ACES issues for several years. ACES stands for the Automated, Electric, Connected, Shared Vehicles and will impact the driver workforce, electric grid, productivity, and safety .**

**We are working to prepare the NW to be an ACES leader and leverage the economic benefits of new tech**

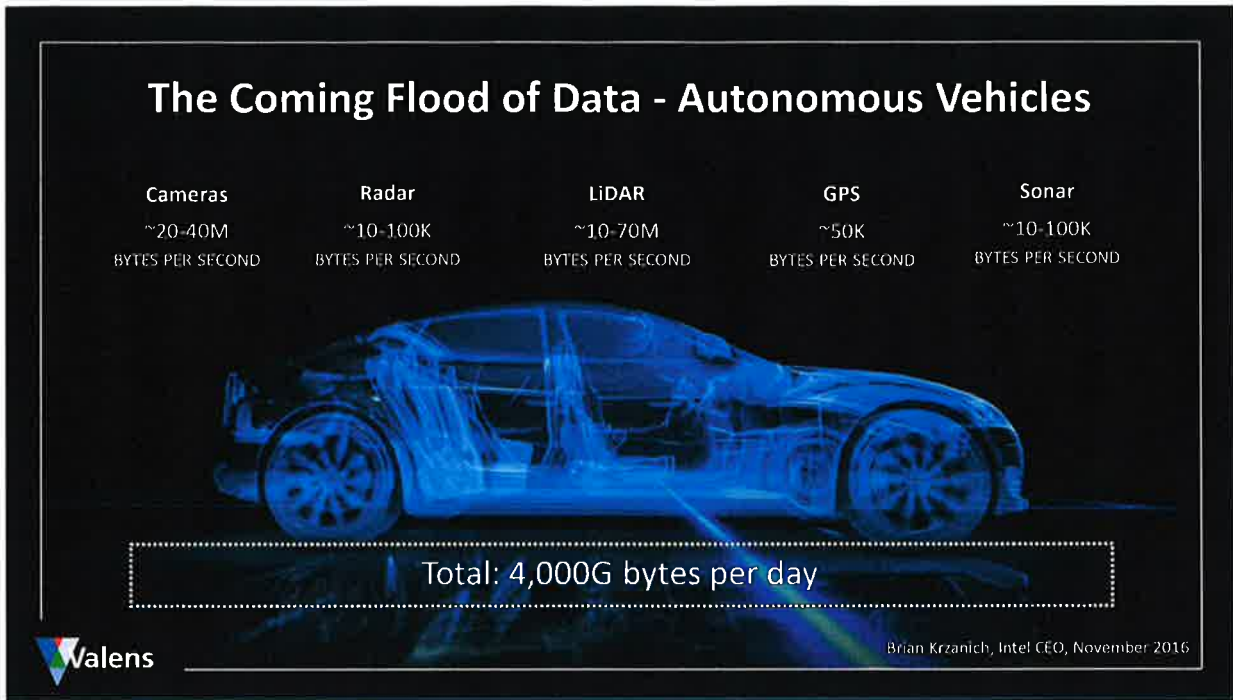
**PNWER facilitates information – sharing between innovators, traditional private sector, and legislators**

# Industry Inflection Point



New business leaders are emerging in the ACES field including TELSAs, Google, UBER. ACES has attracted start-up entrepreneurs and mature businesses. This information is provided by INRIX.





This image diagrams a simplified example of an autonomous vehicle. The vehicle will be intaking and processing thousands of bytes of data.

## PACCAR Level 4 Demonstrator



- ACES technology has significant implications for the trucking industry.
- Improve safety through lane departure technology, platooning, and automatic braking.

ACES technology has significant implications for the trucking industry. In the last year, PACCAR has participated with several technology companies to build level 4 vehicles. Earlier this year we began the development our own level 4 autonomous truck with an advanced level of sensors, software and redundant systems. Our target is to have this truck ready for use on public roads by 4Q2019. Emerging technology could significantly improve safety.

# Data Mining the Smart City

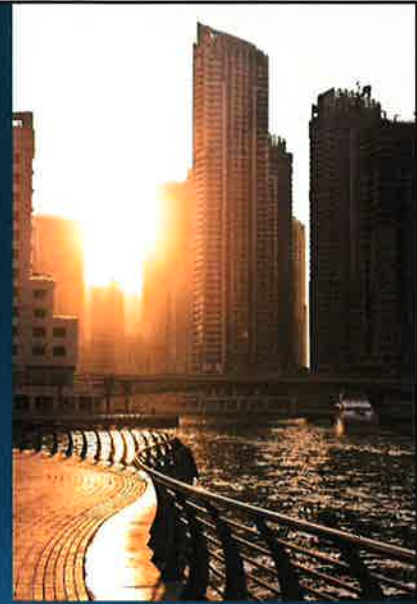
We leverage a connected network of IoT sensors, devices, cars and drivers



The wealth of Internet of Things sensors, devices, and cars will improve our cities. Smart Cities will ease congestion and improve livability. PNWER will explore the benefits and policy issues around Smart Cities at the Economic Leadership Forum in Seattle this November. We hope you can attend.

## Benefits of ACES

- ✓ Reduced Congestion
- ✓ Increased Safety
- ✓ Lower Cost of Transportation
- ✓ More Convenient
- ✓ More Environmentally Friendly
- ✓ More Accessible



**INRIX**

Benefits of ACES include:

- Reduced Congestion
- Increased Safety
- Lower Cost of Transportation
- More Convenient
- More Environmentally Friendly
- More Accessible

## PNWER's Role

- 2018 Spokane Summit: Forum with Idaho Transportation Department, PACCAR, Forth Mobility Network, Avista
- 2019 Saskatoon Summit in July:
  - AL/CAN/Hwy 97 Corridor: Collaboration on smart cities, electrification, highway maintenance, fiber optics and buried energy transmission lines.
- 2019 Seattle Economic Leadership Forum in November:
  - Smart cities, ACES

PNWER has been working on ACES for several years.

2018 Spokane Summit featured a forum with the Idaho Transportation Department, industry partners PACCAR, electric vehicle advocacy group Forth Mobility Network, and the utility Avista. The session was broadcast and was a great opportunity for legislators to hear from industry on emerging opportunities.

2019 Saskatoon Summit in July will include a track on the Alaska – Canada/ Highway 97 Corridor. This route is a opportunity to bind smart cities, electrification, highway maintenance, fiber optics and buried energy transmission lines.

2019 Seattle Economic Leadership Forum in November will feature a program on smart cities and the latest updates in ACES.



*Pacific NorthWest  
Economic Region*

# *Innovative Infrastructure Finance*

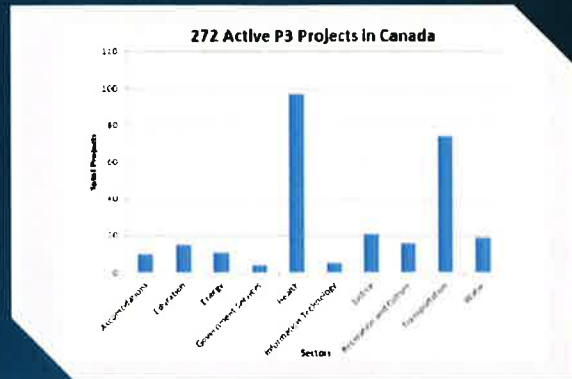


# Innovative Infrastructure Finance

Traditional funding mechanisms for large-scale infrastructure and transportation projects are challenged by the absence of resources to explore innovative procurement methods.

The *Innovative Infrastructure Finance Taskforce* promotes best practices for public-private infrastructure financing

- Public private partnerships in Canada are applied through common contract law and have been expanded to 280 infrastructure projects (\$90 Billion) nationwide.
- Canadian experts in public-private partnerships share lessons learned with U.S. legislators and other stakeholders at PNWER conferences, webinars and tours of infrastructure networks.
- Example: Canada Line connecting downtown Vancouver to Vancouver BC Airport



Traditional funding mechanisms for large-scale infrastructure and transportation projects are challenged by the absence of resources to explore innovative procurement methods. PNWER is working to ensure any new federal infrastructure package accounts for the specific circumstances of rural states.

PNWER's *Innovative Infrastructure Finance Taskforce* promotes best practices for public-private infrastructure financing

- Canadian experts in public-private partnerships share lessons learned with U.S. legislators and other stakeholders at PNWER conferences, webinars and tours of infrastructure networks
- Public private partnerships in Canada are applied through common contract law and have been expanded to 280 infrastructure projects (\$90 Billion) nationwide.
  - Example: Canada Line connecting downtown Vancouver to Vancouver BC Airport

# Federal Engagement

FAST Act of 2015 – Sec. 1441 authorized \$12 Million competitive grant program for **Regional Infrastructure Accelerator Demonstration Program**

PNWER is currently working with Congressional leadership to secure funding appropriation for Demonstration Program and any future infrastructure programs address rural areas and small states infrastructure needs.

Demonstration Center Objectives:

- Assist states and municipalities in accessing existing funding sources
- Provide a 'Center of Excellence' to enable states to assess potential of innovative financing for proposed projects
- Support the alignment of multi-state regulations for cross border infrastructure projects
- Support the streamlining of regulatory environment
- Promote bi-lateral, multi-state and multi-use corridors

**FAST Act of 2015 – Sec. 1441 authorized \$12 Million competitive grant program for Regional Infrastructure Accelerator Demonstration Program**

PNWER is currently working with Congressional leadership to secure funding appropriation for Demonstration Program.

Demonstration Center Objectives:

- Assist states and municipalities in accessing existing funding sources
- Provide a 'Center of Excellence' to enable states to assess potential of innovative financing for proposed projects
- Support the alignment of multi-state regulations for cross border infrastructure projects
- Support the streamlining of regulatory environment
- Promote bi-lateral, multi-state and multi-use corridors

# Regional Infrastructure Accelerator Demonstration Program

Sample projects –

- Rail (freight and passenger)
- Highway
- Utilities
- Telecommunications
- Water
- Unmanned Aerial Vehicles (drones)



Sample projects include:

- Rail (freight and passenger)
- Highway
- Utilities
- Telecommunications
- Water
- Unmanned Aerial Vehicles (drones)

## PNWER Annual Summit | July 21—25, 2019 | Saskatoon, Saskatchewan

Join more than 550 legislators, business leaders, academics and local government representatives in Saskatoon, Saskatchewan for four days of in-depth work sessions, high-level networking and enlightening keynote speeches as we confront major regional economic challenges. More information at [www.pnwer.org/2019-summit](http://www.pnwer.org/2019-summit).



We invite all of you to join us at the PNWER Annual Summit this July in Saskatoon for a significant discussion and collaboration opportunity on infrastructure finance, market access, and autonomous vehicles. We want to feature the issues important to Idaho. Please let us know how we can assist you in your priorities.

## CONTACT

Contact:

PNWER

Matt Morrison

[Matt.Morrison@pnwer.org](mailto:Matt.Morrison@pnwer.org)

206 443-7723

Working Group Co-chair

Bruce Agnew

Cascadia Center

[bagnew@discovery.org](mailto:bagnew@discovery.org)



Visit us at [www.pnwer.org](http://www.pnwer.org), join our mailing list or follow us at [@PNWER](https://twitter.com/PNWER)

All legislators are members of PNWER. Please let us know if you would like further information on our work. You can reach us at:

Contact:

PNWER

Matt Morrison

[Matt.Morrison@pnwer.org](mailto:Matt.Morrison@pnwer.org)

206 443-7723

Working Group Co-chair

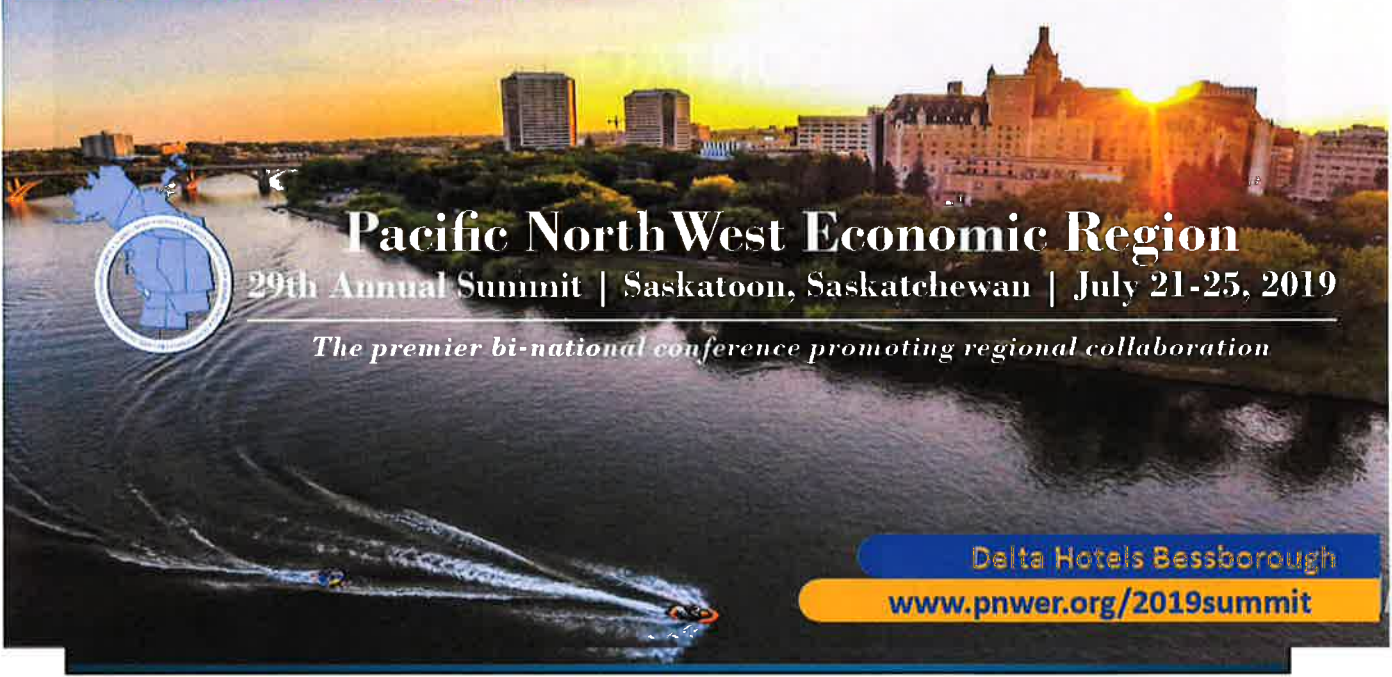
Bruce Agnew

Cascadia Center

[bagnew@discovery.org](mailto:bagnew@discovery.org)

Pacific North West Economic Region Annual Summit

July 21-25, 2019 - Saskatoon, SK



I encourage all of you to become involved in PNWER and any of our working groups. I also would like to personally invite you to Saskatoon for the PNWER Annual Summit in July where transportation will be a primary focus of the meeting.



City of American Falls

# LOCAL STRATEGIC INITIATIVES (LSI)

## LHTAC

Laila Kral, P.E.  
Deputy Administrator



## BACKGROUND

### Created in 2015 – “Surplus Eliminator”

- 50% surplus to “rainy day fund”
- 50% surplus to Idaho Transportation Department (ITD) – Strategic Initiatives (SI) Program

### Amended in 2017 – IC 40-719 to include Local Highway Jurisdictions (LHJ)

- Transportation funds split 60% to ITD, 40% to LHJs
  - Strategic Initiatives Program Fund (SIPF)
- Local share administered through LHTAC for “projects”
- Maintenance projects
- 2 year sunset – last year of funding
- Portion of funds to Children Pedestrian Safety





## PROGRAM/APPLICATION DEVELOPMENT

- All Local Highway Jurisdictions Eligible to Apply
- Scoring Areas
  - Safety
  - Mobility
  - Commerce
  - "Bid Ready" ~90 days
  - Community Impact
- Scored by Members of LHTAC Council & Staff
- Top Project from each ITD District Funded

### Local Strategic Initiatives Program: 2018 Application

Idaho Local Highway Jurisdictions  
 Submittal Deadline: December 21, 2017 MST



Local Highway Technical Assistance Council  
 3380 Grass Street  
 Boise, Idaho 83703  
 208-344-0565 / 1-800-259-6841  
 Fax: 208-344-0789  
[www.lhtac.org](http://www.lhtac.org)



## FUNDING GUIDELINES AND USE

Approximate \$10.2M for Local SI (\$800K towards Children Pedestrian Safety)

Maximum grant – \$1M

No match required

- LHTAC administers project – bidding, contracting, documentation etc.

### Eligible uses

- Hire contractor
- Engineering fees (design, bid support, and inspection), limited to 10% (roads) or 20% (bridges)

### Ineligible uses

- Cannot be used to reimburse the LHTAC – salaries, equipment or previously expended funds
- Cannot be used for Federal project match, public outreach, etc.





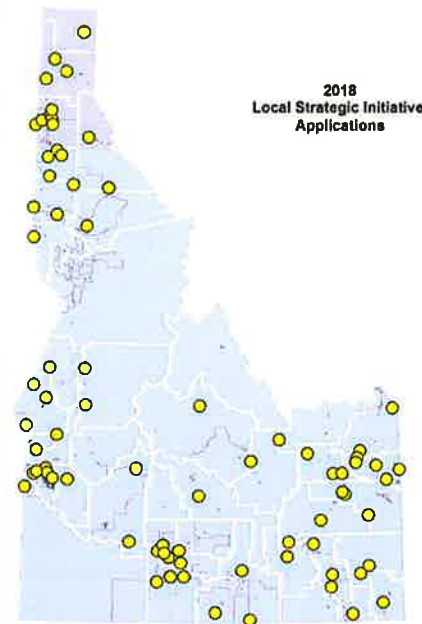
## OUTREACH/EDUCATION

- 11 Workshops Statewide, 270+ Attendees
- Presented at Conferences/Association Meetings
  - AIC, IAC, IAHD, IACERS and Idaho-APWA
- Presented at Regional Transportation Meetings
- LHTAC – Emails, Newsletter, Website
- Partner Associations



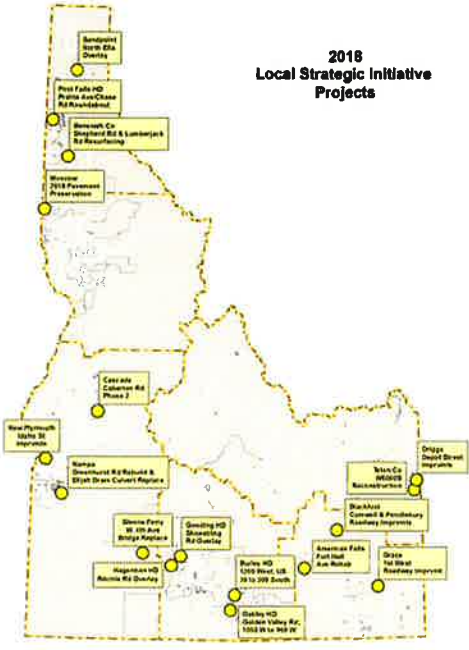
## 2018 LSI APPLICATIONS

- 79 Applications
- \$52M+ in grant requests
- Amounts requested varied
  - \$52k-\$1M










**2018  
Local Strategic Initiative  
Projects**


## 2018 LSI PROJECTS AWARDED

- 17 Projects Funded
- \$10.2M Awarded
- Each ITD District Represented
- Jurisdictions of all Sizes, Types
- Awards Varied
  - \$110k-\$1M
- Agreements sent February 20, 2018
- All Projects Completed by December 6, 2018




## POST FALLS HIGHWAY DISTRICT


Constructed roundabout at Prairie Ave/Chase Rd to accommodate trucks and improve safety - Post Falls Highway District invested their own funds for design  
**Total Cost \$1,024,680 — Grant \$1,000,000**



Before



After





## BENEWAH COUNTY

Resurfaced Shepherd Rd & Lumberjack Rd with a chip seal; added edgeline markings and delineators to improve safety

**Total Cost \$505,390 — Grant \$494,000**



Before

After



## CITY OF MOSCOW

Applied slurry seal to approximately 26 miles of city streets to extend the useful life of the pavement

**Total Cost \$493,151 — Grant \$477,450**



Before

After





## CITY OF CASCADE

Paved 0.3 miles of Cabarton Rd including adding base stabilization  
**Total Cost \$631,083 — Grant \$600,000**



## HAGERMAN AND GOODING HIGHWAY DISTRICTS

Milled existing deteriorating pavement & overlaid 2 miles/ea with 3" of asphalt



Hagerman HD - Richie Road  
**Total Cost \$716,668 — Grant \$710,000**

Gooding HD - Shoe String Road  
**Total Cost \$674,182 — Grant \$605,000**







## CITY OF GRACE

Rehabilitated and paved 1<sup>st</sup> West and 1<sup>st</sup> North (accessing County Fairgrounds);  
added drainage improvements and ADA Ramps  
**Total Cost \$290,672 — Grant \$291,000 (Returned Funds — Final Project Cost \$290,672)**



Before

After

## CITY OF BLACKFOOT

Improved safety by realigning the intersection of Judicial St & Cromwell Ln; pavement  
rehabilitation and widening of Cromwell Ln  
**Total Cost \$618,406 — Grant \$441,485**

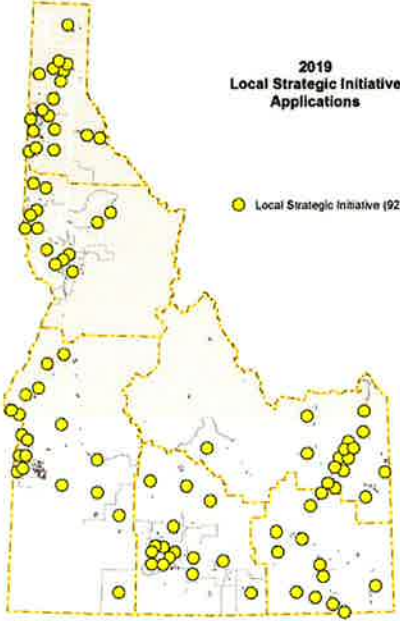


Before

After








**2019  
Local Strategic Initiative  
Applications**

● Local Strategic Initiative (92)

## 2019 LSI APPLICATIONS

- 92 Applications Received
- \$69.8M Requested
- Scored by Council/Staff
- Scores/Rankings approved by Council 1/9/19



## ADVOCATE. SUPPORT. TRAIN.

Provide the best and most efficient assistance to every local highway jurisdiction in Idaho

Laila Kral, P.E.  
Deputy Administrator  
[LKRAL@LHTAC.org](mailto:LKRAL@LHTAC.org)

[www.LHTAC.org](http://www.LHTAC.org)  
3330 Grace Street, Boise, ID 83703





### Oakley Highway District

4 miles of the busiest road in our highway district was falling apart. We have qualified for a Federal Aid Grant of \$1,000,000 to overlay the 4 miles, but ground penetrating radar revealed that there was almost no base under the existing asphalt. The cost to fix the road rose from \$1,000,000 to \$4,000,000. We applied for and received a Strategic Initiative Grant of \$976,000. By adding in every spare nickel, the district had we were able to rebuild 1 1/2 miles of the 4. The new road is beautiful. Complements are hard to come by in this line of work, but the community has been enthusiastic about this project. Without the Strategic Initiative program, Oakley Highway would never have been able to fund the rebuilding of this road. Our Highway District needs to pave, or rebuild and repave 73 miles of road. Our yearly budget is under \$900,000. It takes all that to maintain the 250 miles we are responsible for. No \$\$ left over for reconstruction or new asphalt on very busy gravel roads.

Please accept my Sincere Thanks for the Strategic Initiative Program. I hope the State is able to continue with it. It has made a positive difference to the transportation system in Oakley.

Weston Hawkes, Director, Oakley Highway District

### City of Nampa

Good afternoon,

Recently the Local Highway Technical Assistance Council (LHTAC) and the City held a ribbon cutting for the Greenhurst /Elijah Drain Rebuild (Southside-Marcum Lane) project, completed in October 2018. Nampa secured a \$1 million dollar Local Strategic Initiatives Program grant (Surplus Eliminator) through LHTAC and the Idaho Transportation Department (ITD) to construct the project. In 2017 (prior to receiving the grant) the project was cancelled due to local funding limitations. The Strategic Initiatives grant allowed the much-needed project to move forward and be constructed in 2018.

Jeff Barnes, Deputy Public Works Director, City of Nampa

Mayor Kling added, *"The City of Nampa faces a \$20 million annual funding gap for transportation. We are very thankful for the \$1 million grant received through the Local Highway Technical Assistance Council for the Elijah Drain project on one of Nampa's major roadways. Our accessibility to local, state and federal grant dollars is imperative to bridging the funding gap we face each year."*

### City of Moscow

The Local Strategic Initiatives Program had an enormously beneficial impact on our Pavement Management Program in 2018. Through the LSIP grant, we were able to execute the largest single surface treatment project in the history of the City with almost \$500,000 in slurry seal. The City has worked diligently to make each dollar go as far as possible for street maintenance, but, as you are aware, local street funding is a huge challenge. The ability to solicit funds for cost-effective surface treatments through this grant was wonderful. Rather than a high-dollar, limited impact project, we were able to treat many miles of street, and keep with our philosophy of keeping our good roads good.

We appreciate all that you do with LHTAC, and hope to see more opportunities for grant monies to be used for maintenance procedures.

Tyler M. Palmer, MPA, Deputy Director - Operations, City of Moscow

### Post Falls Highway District

Without the LSI program the District would not have been able to complete the roundabout for another year. It takes a while to save a \$1,000,000. I was at a local traffic safety infrastructure meeting today where there were representatives from most of the local law enforcement agencies. Kootenai County Sheriff's office made the comment that with the roundabout in-place it has virtually eliminated crashes at that intersection. One other comment would be that the LSI program goes directly to the jurisdiction and is not wrapped in the "red tape" or burdened with the onerous requirements of federal aid.

My thoughts,

Kelly Brownsberger, Road Supervisor, Post Falls Highway District





# 2019 Local Strategic Initiatives Application Rankings

1/10/2019

The scores and rankings were approved by the LHTAC Executive Council on 01/09/2019. The following list represents the applications received ranked by score and the requested amount. Awards will not be issued until the Idaho Legislature appropriates funding.

LSI #	ITD Dist	Local Sponsor	Description	Total Score	Grant Request
LSI 23	1	City of Coeur d' Alene	Atlas/Industrial Signal and Atlas Trail Gap Project	459.5	\$804,500
LSI 29	1	City of Priest River	Priest River Downtown Revitalization	451.5	\$1,000,000
LSI 08	1	Independent Hwy Dist	Schweitzer Mountain Rd Overlays Project	450.5	\$1,000,000
LSI 14	6	City of Rexburg	Seventh South Reconstruction	441.0	\$740,000
LSI 17	4	City of Rupert	City of Rupert 2019 Chip Seal Project	440.5	\$1,000,000
LSI 09	1	Bonner County	Squaw Valley & Grouse Creek Bridge Repairs	440.0	\$250,000
LSI 53	2	Clearwater County	Upper Fords Creek Rd Safety & Pavement Improvement	433.5	\$1,000,000
LSI 18	3	Mountain Home Hwy Dist	Simco Road Rehabilitation, Phase 4	433.0	\$1,000,000
LSI 73	4	Hillsdale Hwy Dist	Crestview Road Paving - Phase V; 100 N to County Line	427.5	\$1,000,000
LSI 86	5	Power County Hwy Dist	Lamb Weston Rd Improvements	426.5	\$1,000,000
LSI 32	6	Madison County	2000W/2000N Intersection Improvement (roundabout)	424.0	\$953,000
LSI 21	1	City of Kootenai	McGhee Road Cement Treated Base Project	423.5	\$240,000
LSI 89	6	City of Idaho Falls	Science Center Dr; Jefferson to Blvd	423.0	\$849,000
LSI 49	6	Fremont County	Red Road Rehabilitation	422.0	\$1,000,000
LSI 55	6	Lost River Hwy Dist	Trail Creek Rd Rehabilitation Project	422.0	\$1,000,000
LSI 62	3	Golden Gate Hwy Dist #3	Culvert Rehabilitation Project	422.0	\$933,688
LSI 11	1	Boundary County	Tobe Way & Plato Dr. Improvements	420.5	\$660,000
LSI 39	6	City of Ammon	Sunnyside Road/Ammon Road Signal	419.5	\$697,000
LSI 26	4	Jerome Hwy Dist	100 South Rd Reconstruction Project	418.0	\$1,000,000
LSI 37	3	City of Weiser	Galloway Rd & ADA Improvements	416.0	\$879,000
LSI 43	4	Murtaugh Hwy Dist	Golden Valley Rd; 1500 W to 1400W	416.0	\$999,951
LSI 60	2	City of Genesee	City of Genesee, Cedar Street Rehabilitation	416.0	\$195,000
LSI 66	4	Wendell Hwy Dist	2950 South Road Overlay	414.5	\$1,000,000
LSI 82	6	Bonneville County	45th West; 65th South to 46th South	414.5	\$997,097
LSI 25	1	Shoshone County Rd & Brg	Marble Creek Bridge Deck Rehabilitation	413.5	\$200,000
LSI 51	2	Keuterville Hwy Dist	Joint Gravel Rd Rehabilitation Project; Keuterville& Fenn Hwy Dist	413.5	\$1,000,000
LSI 78	4	West Point Hwy Dist	1500 East Road Rehabilitation - Phase I; 2590 S. Rd To 3200 S Rd	413.5	\$1,000,000
LSI 75	4	Filer Hwy Dist	3700 North Road Rehabilitation Phase I; 2300 E Rd to Hwy Dist limits	413.0	\$891,400
LSI 04	2	City of Lewiston	Main Street Overlay	412.5	\$1,000,000
LSI 54	6	City of Victor	City of Victor Baseline Rd Overlay Project	408.0	\$695,995
LSI 69	1	City of Ponderay	Mcneaney Road Improvements	406.5	\$700,000
LSI 07	2	City of Lapwai	Willow Ave Renovation Project	406.0	\$628,964
LSI 91	5	City of Shelley	Fir Street Improvements	406.0	\$1,000,000
LSI 56	6	City of Newdale	City of Newdale - Truck Route BST	405.5	\$90,000
LSI 33	2	Evergreen Hwy Dist	Winchester Grade Road - CRABS & BST	405.0	\$1,000,000
LSI 72	4	Camas County Rd & Brg	Soldier Creek Road Rehabilitation, Freegold Rd to Ski Resort	405.0	\$1,000,000
LSI 90	5	City of Aberdeen	Fremont Ave Improvements	404.0	\$510,000
LSI 50	5	City of Franklin	City of Franklin Rd Improvement Project	403.5	\$600,000
LSI 45	1	City of St. Maries	College Avenue Revitalization	402.5	\$507,727
LSI 30	4	Shoshone Hwy Dist	Millard Rd	401.5	\$1,000,000
LSI 81	3	Glenns Ferry Hwy Dist	Pine-Featherville Safety Improvements	401.5	\$850,000
LSI 92	5	Bingham County	Wolverine Road Overlay	401.5	\$1,000,000
LSI 76	4	Buhl Hwy Dist	1000 E & 4100 N Overlay	401.0	\$1,000,000
LSI 59	1	Eastside Hwy Dist	Yellowstone Trail Rd Improvements (CdA Lake Dr to Bonnel Rd)	399.5	\$895,400
LSI 52	5	Bear Lake County	St. Charles Creek Bridge	399.0	\$751,000
LSI 34	3	Notus Parma Hwy Dist #2	Boise River Road Rehabilitation - Rodeo Ln to Hwy 95	397.0	\$870,000
LSI 88	6	City of Rigby	Annis Highway Roadway Improvements	396.5	\$1,000,000



# 2019 Local Strategic Initiatives Application Rankings

1/10/2019

LSI #	ITD Dist	Local Sponsor	Description	Total Score	Grant Request
LSI 87	3	Adams County Rd & Brg	Adams County Road Preservations	396.0	\$1,000,000
LSI 28	5	City of Pocatello	Bridges Rehabilitation and Intersection Safety Improvement	395.5	\$1,000,000
LSI 24	1	City of Dalton Gardens	Wilbur Traffic Circles	393.5	\$198,100
LSI 35	2	Greencreek Hwy Dist	Greencreek & Ferdinand Highway Dist Seal Coat Rd Project	392.5	\$942,400
LSI 48	1	City of Hayden	Honeysuckle Ave & Ramsey Rd Roundabout Improvement	391.5	\$1,000,000
LSI 40	3	Washington County	Cove Road Pavement Upgrades	388.5	\$1,000,000
LSI 36	2	City of Cottonwood	City of Cottonwood Seal Coat Rd Project	387.5	\$400,845
LSI 83	3	Gem County	Mill Road Bridge Replacement	387.5	\$690,733
LSI 57	1	City of Dover	Dover Systemic Paving	387.0	\$518,000
LSI 70	5	City of Malad	City of Malad 1st W Roadway Improvements	384.5	\$600,000
LSI 05	5	City of Arimo	School Street Resurfacing	384.0	\$139,000
LSI 42	5	City of Downey	Fairgrounds Area Chip Seals	384.0	\$123,500
LSI 03	3	City of Cambridge	2nd Street Improvements	382.5	\$175,000
LSI 06	4	City of Wendell	East Main - Street, Curb, Gutter & Sidewalk Replacement	382.5	\$519,000
LSI 84	4	City of Bellevue	Pine Street Reconstruction	382.0	\$937,600
LSI 47	6	Clark County	A2 Hwy Clark County	381.0	\$1,000,000
LSI 63	3	Three Creek Hwy Dist	Three Creek Road	380.5	\$1,000,000
LSI 46	1	City of Mullan	5th Street Bridge Rehabilitation	378.5	\$404,000
LSI 65	1	Worley Hwy Dist	Bennion Road & Finnebott Rd Intersection Safety Project	378.0	\$1,000,000
LSI 38	2	Plummer Gateway Hwy Dist	2019 Minaloosa Doubleshot Chip Seal	375.0	\$146,000
LSI 71	3	Weiser Valley Hwy Dist	WVHD 2019 Chip Seals	372.5	\$1,000,000
LSI 02	6	City of St. Anthony	W 7th South Reconstruction	370.0	\$565,960
LSI 67	4	Blaine County	Indian Creek Road Improvements Project	367.5	\$999,800
LSI 85	5	Oneida County	Old Highway 37: Phase II	366.0	\$1,000,000
LSI 77	3	City of New Meadows	City of New Meadows 2019 Roadway & Sidewalk Improvements	364.5	\$613,052
LSI 74	4	Raft River Hwy Dist	Pierce Lane: Phase II	362.0	\$1,000,000
LSI 80	3	City of Potlatch	Potlatch 2019 Paving Project	360.0	\$685,939
LSI 27	6	City of Ririe	Improvements to 1st West st , that remain unimproved	358.5	\$273,600
LSI 10	2	City of Pierce	Canal Street Pavement Improvement	357.5	\$463,750
LSI 44	4	City of Jerome	North Date Street	355.5	\$1,000,000
LSI 20	3	Ada County Hwy Dist	Orchard Access Road Rehabilitation	353.0	\$800,000
LSI 64	3	City of Fruitland	NW 16th Steet @ Pennsylvania Ave	351.5	\$1,000,000
LSI 16	2	South Latah County Hwy Dist	Cow Creek Rd & Morscheck Rd Intersection Improvement Project	347.5	\$120,044
LSI 58	1	City of Plummer	City of Plummer Paving Project	336.0	\$1,000,000
LSI 68	6	Jefferson County Rd & Brg	Jefferson County Bridge Deck Overlays	335.5	\$343,668
LSI 15	2	North Latah County Hwy Dist	Asphalt Maintenance 2019	327.5	\$985,000
LSI 61	2	Grangeville Hwy Dist	Fish Hatchery Road Improvement	325.5	\$920,000
LSI 19	3	City of Parma	Parma Bates Ave Rebuild	321.0	\$198,000
LSI 12	1	Lakes Hwy Dist	Bunco Road US95 to Nunn Rd	318.0	\$1,000,000
LSI 31	6	City of Ashton	City of Ashton Street Rehabilitation project	311.5	\$950,000
LSI 13	3	City of Idaho City	Idaho City - Main & Elk Creek	303.5	\$1,000,000
LSI 22	5	City of Dayton	City of Dayton Bike Lane & Chip Seal Project	284.0	\$359,000
LSI 01	3	Homedale Hwy Dist	Cemetary Road Re-Construction	239.0	\$1,000,000
LSI 41	6	City of Sugar City	Sugar City - Railroad Ave - 3rd South Improvement	0.0	\$383,000
LSI 79	3	City of New Plymouth	Southwest Ave - from Plymouth Ave to West city limits on N side	0.0	\$1,000,000

**TOTAL REQUEST                    \$69,843,713**





# 2019 Local Strategic Initiative Applications

● Local Strategic Initiative (92)

