

Comments submitted on 129,000-pound truck route applications for sections of U.S. 26, the I-86 Business Loop, Idaho 37, Idaho 38, U.S. 91, Idaho 34, U.S. 89, Idaho 61 and U.S. 30.

### **Written Comments**

I am happy that ITD is raising the gross weight limits. It makes my work much more efficient and less confusing when crossing st (state) lines. We use most of these routes.

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The new proposed routes for the 129,000 lb load limits are all important roadways to get freight and Ag products to the market. I feel they should all be approved. The higher weights should reduce the number of trucks on our roads.

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This is in regards to the 129,000 lb truck routes on various highways. We are in favor of the new weight.

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The Idaho Grain Producers Association (IGPA) appreciates the opportunity to submit comments to the Idaho Department of Transportation on 129,000-pound truck route approvals. With over 600 wheat and barley farm families as members, IGPA is the key policy advocacy organization working on behalf of Idaho's grain industry with local, state, and federal leaders.

IGPA supports the swift approval of the proposed 129,000-pound truck routes, including sections of U.S 26, the I-86 Business Loop, Idaho 37, Idaho 38, U.S. 91, Idaho 34, U.S. 89, Idaho 61 and U.S. 30. There are many benefits that come from allowing 129,000 loads – more brakes mean better stopping ability, more tires mean the weight of the load is distributed over more space, and if farmers can carry more in a load it will mean fewer loads.

We are disappointed that it has taken so long for these routes to be approved, and urge the Idaho Department of Transportation to work with local jurisdictions to expedite and streamline the approval process going forward.

Our members are very concerned about the condition of our highways and the safety of everyone using them. Approving routes and allowing 129,000-pound trucks on Idaho's highways will create efficiencies and reduce the number of trucks on our highways, thereby providing safety benefits for all drivers.

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### **Verbal Comments**

My name is Kevin Considine. I'm with Great Western Malting. I'm actually based out of the Vancouver head offices for Great Western Malting. I'm representing Mike O'Toole, our president.

I really didn't have any comments other than we're excited about the opportunity to be able to bring in some additional barley from the fields of Idaho into our Pocatello malt plant. I don't know if you know much about that malt plant, but it's now the biggest malt plant in the entire North America. One of the things that this extension allows us to be able to do is to bring that into the plant and turn it over and get it to the right people – craft brewers and Annheuser-Busch, MillerCoors, that type of group.

So we're just here to advocate for 333 to 335.77 (U.S. 30 from Great Western Malting to Yellowstone Avenue).

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My name is Twain Hayden. I live in Arbon Valley. I farm up there. My farm is Mid Crystal Farms. (Interest is in) Mostly Highway 38, from Holbrook to Malad, and then the county roads that would feed that is what we're working on as well. I just want to be on record as saying that there is no downside to 129 trucks. Everything is positive. They stop quicker, the same off track is required, the same length is required, they have less pressure on the road and all of our neighboring states use 129 on all of their roads and they are better on the roads.

They're better on the traffic. There's less trucks. So I just want to be on record to support a