



Twin Falls City Council Agenda

Monday, October 13, 2025, 5:00 PM

Council Chambers
203 Main Avenue East, Twin Falls, Idaho

Members: Mayor Ruth Pierce, Vice Mayor Jason Brown, Council Members Craig Hawkins, Spencer Cutler, Christopher Reid, Grayson Stone, Cherie Vollmer

- 1) Call Meeting to Order/Confirmation of Quorum
- 2) Pledge of Allegiance
- 3) Consent Calendar
 - a) **ACTION ITEM:** Request to approve City Council October 06, Minutes.
By: Rachael Long, Deputy City Clerk
 - b) **ACTION ITEM:** Approve Accounts Payable for October 2 to October 08, 2025.
By: Rachael Long, Deputy City Clerk
 - c) **ACTION ITEM:** Request to approve October 08, 2025, Travel Requests.
By: Amy Luna, City Clerk
 - d) **ACTION ITEM:** Consideration of a request to accept public right-of-way.
By: Troy Vitek, City Engineer
 - e) **ACTION ITEM:** Consideration of a request to accept public right-of-way.
By: Troy Vitek, City Engineer
 - f) **ACTION ITEM:** Consideration of a request to accept public right-of-way.
By: Troy Vitek, City Engineer
 - g) **ACTION ITEM:** Request to accept the Improvement Agreement for the purpose of developing Calistoga Springs Subdivision No. 3 public infrastructure for a future subdivision.
By: Troy Vitek, City Engineer
 - h) **ACTION ITEM:** Request to approve a Trust Agreement for the Calistoga Springs Subdivision No. 3, placing all lots in trust.
By: Troy Vitek, City Engineer
 - i) **ACTION ITEM:** Motion to declare city equipment #8610 1993 Ford dump truck and #8183 2001 Ford 350 surplus and authorize the sale by online auction.
By: Gretchen Scott, Deputy City Manager
 - j) **ACTION ITEM:** Motion to declare two pieces of Airport equipment surplus and authorize its sale by online auction to include #9137, a 2006 International truck with a 20-ft straight edge snowplow, and #9148, a 2010 Wausau truck with a 20-ft front-mounted broom.
By: Bill Carberry, Airport Manager
- 4) Items of Consideration
 - a) **ACTION ITEM:** Request to enter negotiations with Travis Hoffland Golf, LLC for Operation and Management of Twin Falls Golf Club.
By: Wendy Davis, Parks and Recreation Director
- 5) General Public Input
- 6) Advisory Board Report/Announcements
- 7) Work Session
 - a) **DISCUSSION:** A discussion regarding the 2040 Strategic Plan update.
By: Travis Rothweiler, City Manager
 - b) **DISCUSSION:** Review of the 2025 Snow & Ice Control Policies and Procedures Manual and discussion of a potential new Snow Removal (Right-of-Way) permit process.
By: Josh Baird, Public Works Director, Mark Thomson, Street Superintendent
 - c) **DISCUSSION:** A discussion regarding the merits of providing water and wastewater services to developments in the City's area of impact and inside the City's water-sewer service boundary.
By: Travis Rothweiler, City Manager

8) Executive Session

a) **ACTION ITEM:**

Request to adjourn to Executive Session pursuant to Idaho Code § 74-206(1)(c) To acquire an interest in real property not owned by a public agency; (f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.

9) Adjournment

Any person needing special accommodation to participate in the above-noticed meeting could contact Josh Palmer (208) 735-7312 at least two working days before the meeting. Si Desae Esta information in Español, Por favor llama a Josh Palmer al telephone (208) 735-7312.

Public Input Procedures

1. Individuals wishing to provide public input regarding matters relevant to the City of Twin falls shall:
 - a. Wait to be recognized by the Mayor or Chairman.
 - b. Approach the microphone/podium.
 - c. State their name, and whether they are a resident or property owner of the City of Twin Falls and proceed with their input.
2. All public input will be limited to two (2) minutes. Individuals are not permitted to give their time to otherspeakers.
3. All presenters shall remain respectful.

Public input will not be about any of the items that were on this agenda, personnel, or a personnel-related issue. All issues involving City personnel should be directly communicated with the mayor and/or the City Manager.

Anyone failing to follow these rules will be provided with one (1) warning. Should the speaker continue to disregard these rules after the warning, will have the microphone muted and they will be asked to return to their seats.

Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor or Chairman shall review the public hearing procedures.
2. Individuals wishing to testify or speak before the City Council or Planning & Zoning Commission shall wait to be recognized by the Mayor or Chairman, approach the microphone/podium, state their name, and then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the staff. The staff shall make an audio recording of the Public Hearing.
3. A City Staff Report shall summarize the application and history of the request.
4. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
 - A complete explanation and description of the request.
 - Why is the request being made.
 - Location of the Property.
 - Impacts on the surrounding properties and efforts to mitigate those impacts.
5. Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor or Chairman.
6. The City Council or Planning & Zoning Commission may ask questions of staff or the applicant pertaining to the request.
7. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor or Chairman may limit public testimony to no less than two (2) minutes per person.
 - Individuals are not permitted to give their time to other speakers.
 - However, five (5) or more individuals that received written notice of the public hearing may appoint, by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the Mayor or Chairman. The spokesperson shall be limited to 15 minutes.
 - The written comments, including e-mail, received by 12:00 p.m. on the date of the hearing shall be either read into the record or displayed to the public on the overhead projector.
8. Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
9. Following the Public Testimony and Applicant's response, Council or Commission members, as recognized by the Mayor or Chairman, shall be allowed to question the Applicant, Staff or anyone who has testified. Responses shall be limited to answering the questions asked. The Mayor or Chairman may limit the time permitted for the answer.
10. The Mayor or Chairman shall close the Public Hearing. The City Council or Planning & Zoning Commission shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicants or public is not allowed. Legal or procedural questions may be directed to the City Attorney.

* Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor or Chairman



Twin Falls City Council Minutes

Monday, October 6, 2025, 5:00 PM

Council Chambers
203 Main Avenue East, Twin Falls, Idaho

1) Call Meeting to Order/Confirmation of Quorum

Present: Mayor Ruth Pierce, Vice Mayor Jason Brown, Council Members Craig Hawkins, Christopher Reid, Spencer Cutler, Cherie Vollmer & Grayson Stone.

Absent:

Staff Present: City Manager Travis Rothweiler, Deputy City Managers Mitch Humble & Gretchen Scott, City Attorney Bruce Castleton, Deputy City Clerk Rachael Long, City Financial Officer Breanna Howard, Public Works Director Josh Baird, Fire Chief Mitchell Brooks, Deputy Fire Chief Shane Smith, Fire Marshall Gabriel Hammett, Economic Development Director Shawn Barigar, City Engineer Troy Vitek, Code Enforcement Sean Standley, Park and Recreation Director Wendi Davis, Public Information Coordinator Joshua Palmer, Network Administrator Dee Davidson, Chief of Police Matthew Hicks, Captain Terry Thueson.

Mayor Pierce called the meeting to order at 5:00 PM. A quorum was present.

2) Pledge of Allegiance

Mayor Pierce invited all present, who wished, to recite the Pledge of Allegiance to the Flag.

3) Invocation

a) Paul Thompson

Mayor Pierce thanked Paul Thompson for the invocation.

4) Proclamations

a) Fire Prevention Week

Mayor Pierce read and presented the Fire Prevention Week Proclamation.

b) Breast Cancer Awareness Month

Mayor Pierce read and presented the Breast Cancer Awareness Proclamation.

5) Consent Calendar

MOTION: Council Member Vollmer moved to approve the Consent Calendar as presented. **Council Member Hawkins** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

a) Request to approve City Council 2025 September 29, Minutes.

b) Request to approve Accounts Payable for September 25 - October 01, 2025.

c) Request to approve October 01, 2025, Travel Requests.

d) Request to approve the Findings of Facts and Conclusions of Law for the following:

PZ25-0059 - ZDA Amendment - East Park #3

PZ25-0114 - FPLAT - Calistoga Springs Subdivision No. 3

6) Items of Consideration

a) Presentation on Southern Idaho Economic Development Organization.

Southern Idaho Economic Development Director Jan Rogers gave a presentation about what is going on with the Southern Idaho Organization.

Discussion ensued on the following:

Council Member Reid thanked Jan for everything her commission is doing.

Mayor Pierce thanked Jan Rogers for their presentation.

- b) Presentation of the Sanitation Request for Proposals (RFP) for Solid Waste and Recycling Services.

City Financial Officer Breanna Howard gave a presentation on the Sanitation Requests for Proposals for Solid Waste and Recycling Services.

Discussion ensued on the following:

Council Member Reid gave thoughts on allowing the bids to allow them to offer what they offer as well, instead of what we are expecting.

Mayor Pierce asked if that time frame is typical for normal bids?

City Manager Rothweiler stated that this timeline is too typical and to make sure that this council gets to be the one who votes on it.

Vice Mayor Brown asked if we had any indications on who might all put in the bid, would like them to move the timeline for the bid to allow them to dive deep into giving a better bid.

Council Member Stone said that he would like to stick with the timeframe we have now.

Mayor Pierce thanked Breanna Howard for their presentation.

7) General Public Input

8) Advisory Board Report/Announcements

City Manager Rothweiler stated that next week's agenda will only have one item and then several workshops and that the meeting on October 20th has been cancelled.

9) Executive Session

a) REQUEST TO ADJOURN TO EXECUTIVE SESSION:

Request to adjourn to Executive Session pursuant to Idaho Code § 74-206(1)(C) To acquire an interest in real property not owned by a public agency; (E) To consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations.

MOTION: Council Member Reid moved to Convene to Executive Session 74206(1)(c) To acquire an interest in real property not owned by a public agency; (e) To consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations. **Vice Mayor Brown** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

10) Adjournment

The regular meeting convened in an executive session at 05:40 PM. The regular meeting ended at 6:33 PM.

Rachael Long, Deputy City Clerk

****If you wish to have a full accounting of this meeting, please listen to the recording that is located on our website. **** Tfid.org

PUBLIC RIGHT-OF-WAY DEED

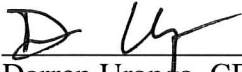
Elevate Academy Twin Falls LLC, (Grantor), does hereby grant, convey and dedicate fee simple title to the public as public right of way under the jurisdiction of **The City of Twin Falls**, A Municipal Corporation, whose address is P.O. Box 1907, Twin Falls, Idaho, 83303, (Grantee) a permanent and perpetual public right-of-way, for construction, continued operation, maintenance, repair, alteration, inspection and replacement of a public street and utilities, and legally described as follows:

See attached "Exhibit A"

And the said Grantor does hereby covenant that the Grantor is the owner in fee simple of said premises; that they are free from encumbrances, and that Grantor will warrant and defend the same from all lawful claims whatsoever.

Executed and delivered this 19th day of September, 2025.

Elevate Academy Twin Falls LLC (Grantor)



Darren Uranga, CFO

ACCEPTANCE OF PUBLIC RIGHT-OF-WAY

The City of Twin Falls (Grantee), does hereby accept dedication of the public right-of-way.

Ruth Pierce, Mayor

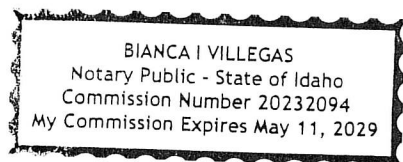
STATE OF IDAHO

) ss.

County of Canyon

On this 19th day of September, 2025, before me, the undersigned, a Notary Public in and for said State, personally appeared Darren Uranga, known or identified to me to be the CFO of Elevate Academy Twin Falls LLC, a limited liability company and whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Bianca Villegas
NOTARY PUBLIC
Residing at: Caldwell, ID
Commission expires: May 11, 2029

STATE OF IDAHO

) ss.

County of Twin Falls

On this _____ day of _____, _____, before me, the undersigned, a Notary Public in and for said State, personally appeared **Ruth Pierce, Mayor of the City of Twin Falls**, known to me to be the person whose name is) subscribed to the foregoing instrument, and acknowledged to me that she executed the same on behalf of the **City of Twin Falls**.

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
Residing at: _____
Commission expires: _____

**EXHIBIT A
LEGAL DESCRIPTION
OF ROAD RIGHT OF WAY**

A parcel of land located in the southeast quarter of Section 28, Township 10 South, Range 17 East, Boise Meridian, Twin Falls County, Idaho, more particularly described as follows:

COMMENCING at the South quarter corner of said Section 28, thence along the meridional centerline $N00^{\circ}28'29''E$ 516.86 feet, thence $S89^{\circ}31'31''E$ 24.95 feet to the southwest corner of the parcel described in Deed Instrument No. 2016-002054 as recorded in Twin Falls County, Idaho, also being a point in the existing 25-foot county road right-of-way, said point being the **POINT OF BEGINNING**;

Thence along said existing right-of-way, $N00^{\circ}28'52''E$ 810.90 feet to the northwest corner of said parcel;

Thence $S87^{\circ}52'46''E$ 13.97 feet along the North line of said parcel;

Thence running parallel to and 39-feet easterly of said meridional centerline, $S00^{\circ}28'29''W$ 805.40 feet to a point in the South line of said parcel;

Thence $S70^{\circ}31'24''W$ 14.95 feet along said South line to the **POINT OF BEGINNING**.

Said parcel contains 0.260 acres (11,320 sq. ft.), more or less.



PUBLIC RIGHT-OF-WAY DEED

David Kemp and Martha Kemp, Trustees, or their Successors in Interest, of the Kemp Family Trust dated December 5, 2024, and any Amendments thereto, (Grantor), does hereby grant, convey and dedicate fee simple title to the public as public right of way under the jurisdiction of **The City of Twin Falls**, A Municipal Corporation, whose address is P.O. Box 1907, Twin Falls, Idaho, 83303, (Grantee) a permanent and perpetual public right-of-way, for construction, continued operation, maintenance, repair, alteration, inspection and replacement of a public street and utilities, and legally described as follows:

See attached "Exhibit A"

And the said Grantor does hereby covenant that the Grantor is the owner in fee simple of said premises; that they are free from encumbrances, and that Grantor will warrant and defend the same from all lawful claims whatsoever.

Executed and delivered this 4th day of September, 2025.


Grantor

Grantor

ACCEPTANCE OF PUBLIC RIGHT-OF-WAY

The City of Twin Falls (Grantee) does hereby accept dedication of the public right-of-way.

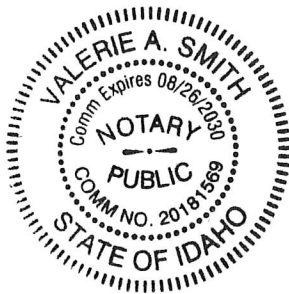
Ruth Pierce, Mayor

Acknowledgement by Individual:

State of Idaho)
County of Twin Falls)

On this 4th day of September, 2025, before me, the undersigned, a Notary Public, personally appeared **David and Martha Kemp**, known or identified to me to be the persons whose name are subscribed to the foregoing instrument, and acknowledged to me that they executed the same.

Seal



[Signature]
Notary Public
Commission expires: 8.26.2030
Residing In: TWIN FALLS, ID

Acknowledgement by Mayor:

State of Idaho)
County of Twin Falls)

On this _____ day of _____, 2025, before me, the undersigned, a Notary Public, personally appeared **Ruth Pierce, Mayor of the City of Twin Falls**, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that she executed the same on behalf of the **City of Twin Falls**.

Seal

Notary Public
Commission expires: _____
Residing In: _____

"EXHIBIT A"
LEGAL DESCRIPTION
RIGHT-OF-WAY DEDICATION (STADIUM BLVD – CARRIAGE LANE NORTH)
TWIN FALLS COUNTY, IDAHO

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED RECORDED DECEMBER 9, 2024 AS INSTRUMENT NO. 2024-015342 IN THE OFFICE OF THE COUNTY RECORDER OF TWIN FALLS COUNTY, SAID PARCEL OF LAND BEING A PORTION OF THE NE4 NW4 OF SECTION 11, TOWNSHIP 10 SOUTH, RANGE 17 EAST, BOISE MERIDIAN, TWIN FALLS COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 11, SAID CORNER BEARS NORTH 88°45'59" WEST 2632.50 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE, ALONG THE EAST BOUNDARY OF SAID NE4 NW4 OF SECTION 11, SOUTH 00°00'25" EAST 963.19 FEET TO THE **REAL POINT OF BEGINNING**;
THENCE, CONTINUING ALONG SAID EAST BOUNDARY, SOUTH 00°00'25" EAST 360.77 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY BOUNDARY OF STADIUM BOULEVARD;
THENCE, ALONG SAID NORTH RIGHT-OF-WAY BOUNDARY, NORTH 88°46'24" WEST 587.09 FEET TO A POINT ON THE EAST RIGHT-OF-WAY BOUNDARY OF CENTO DRIVE;
THENCE, ALONG SAID EAST RIGHT-OF-WAY BOUNDARY, NORTH 00°01'26" WEST 9.00 FEET;
THENCE, LEAVING SAID EAST RIGHT-OF-WAY BOUNDARY, SOUTH 88°46'24" EAST 517.43 FEET ALONG A PARALLEL WITH AND NINE AND 00/100 (9.00) FEET NORTHERLY FROM SAID NORTH RIGHT-OF-WAY BOUNDARY OF STADIUM BOULEVARD;
THENCE, ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET, THROUGH A CENTRAL ANGLE OF 91°14'01", AN ARC DISTANCE OF 47.77 FEET AND A LONG CHORD THAT BEARS NORTH 45°36'36" EAST 42.88 FEET;
THENCE, NORTH 00°00'25" WEST 321.14 FEET ALONG A LINE PARALLEL WITH AND THIRTY-NINE AND 00/100 (39.00) FEET WESTERLY FROM SAID EAST BOUNDARY OF THE NE4 NW4 OF SECTION 11 TO A POINT ON THE SOUTH BOUNDARY OF THAT CERTAIN MAP ENTITLED "MORNING SUN SUBDIVISION NUMBER 4", RECORDED NOVEMBER 12, 2004, AS INSTRUMENT NO. 2004-024453 IN SAID OFFICE OF THE COUNTY RECORDER OF TWIN FALLS COUNTY;
THENCE, ALONG SAID SOUTH BOUNDARY, SOUTH 88°44'27" EAST 39.01 FEET TO SAID THE **REAL POINT OF BEGINNING**.

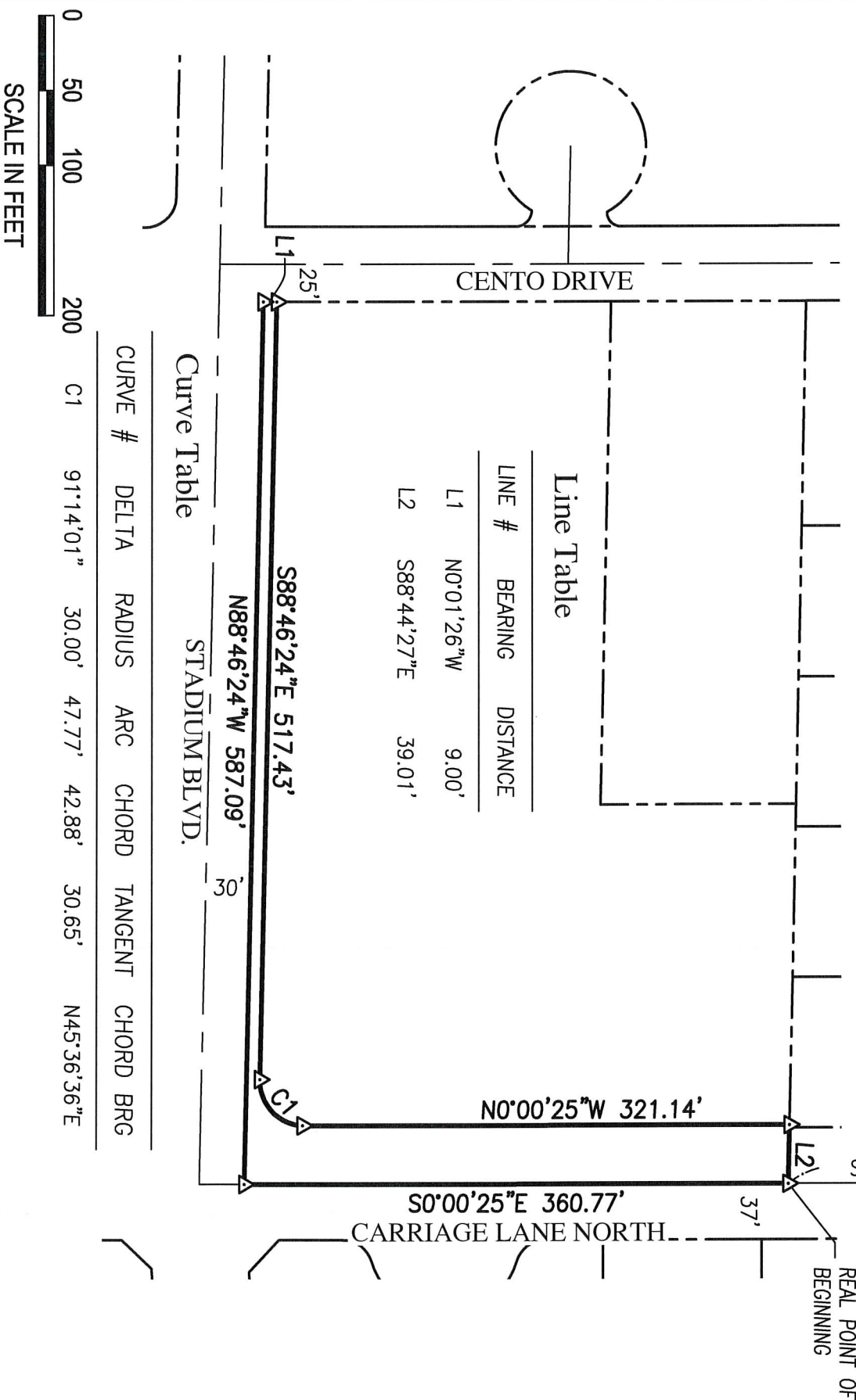
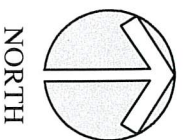
CONTAINING APPROXIMATELY 0.44 ACRES.

END OF DESCRIPTION





Located In
A Portion of
NE⁴ NW⁴, Section 11
Township 10 South, Range 17 East
Boise Meridian
Twin Falls County, Idaho
2025



SCALE IN FEET

Line Table

LINE #	BEARING	DISTANCE
L1	N0°01'26"W	9.00'
L2	S88°44'27"E	39.01'

Curve Table

STADIUM BLVD.

CURVE #	DELTA	RADIUS	ARC	CHORD	TANGENT	CHORD BRG
---------	-------	--------	-----	-------	---------	-----------

C1	91°14'01"	30.00'	47.77'	42.88'	30.65'	N45°36'36"E
----	-----------	--------	--------	--------	--------	-------------

EXHIBIT RIGHT-OF-WAY DEDICATION TWIN FALLS COUNTY, IDAHO



EHM Engineers, Inc.
BUILDING THE FUTURE ON A FOUNDATION OF EXCELLENCE

Engineers / Surveyors / Planners
621 North College Road, Suite 100 Twin Falls, Idaho 83301
p (208)-734-4888 fax (208)-734-6049 web: ehminc.com

JOB NO.: 064-16
APPROVED
DESIGN
DRAWN
DATE: AUGUST 2025
SCALE: SHOWN
V 064-16 ECH-ROW
Sheet No.: 1

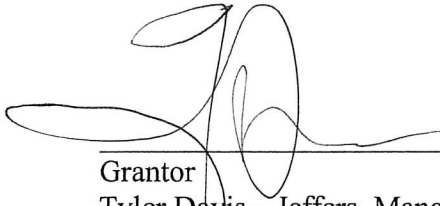
PUBLIC RIGHT-OF-WAY DEED

Sunset Industries LLC, an Idaho Limited Liability Company, (Grantor), does hereby grant, convey and dedicate fee simple title to the public as public right of way under the jurisdiction of **The City of Twin Falls**, A Municipal Corporation, whose address is P.O. Box 1907, Twin Falls, Idaho, 83303, (Grantee) a permanent and perpetual public right-of-way, for construction, continued operation, maintenance, repair, alteration, inspection and replacement of a public street and utilities, and legally described as follows:

See attached "Exhibit A"

And the said Grantor does hereby covenant that the Grantor is the owner in fee simple of said premises; that they are free from encumbrances, and that Grantor will warrant and defend the same from all lawful claims whatsoever.

Executed and delivered this 1st day of October, 2025.



Grantor
Tyler Davis – Jeffers, Manager of
Sunset Industries LLC, an Idaho Limited Liability Company

ACCEPTANCE OF PUBLIC RIGHT-OF-WAY

The City of Twin Falls (Grantee), does hereby accept dedication of the public right-of-way.

Ruth Pierce, Mayor

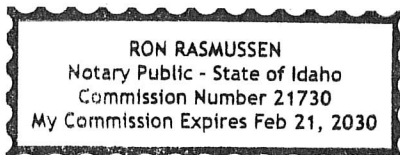
STATE OF IDAHO

) ss.

County of Twin Falls

On this 1st day of October, 2025, before me, the undersigned, a Notary Public in and for said State, personally appeared Tyler Davis-Setters, known or identified to me to be the Manager of the limited liability company of Sunset Industries LLC, and the manager who subscribed said limited liability company name to the foregoing instrument and acknowledge to me that he executed the same in said limited liability company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



[Signature]
NOTARY PUBLIC
Residing at: Twin Falls, Idaho
Commission expires: 02/21/2030

STATE OF IDAHO

) ss.

County of Twin Falls

On this _____ day of _____, _____, before me, the undersigned, a Notary Public in and for said State, personally appeared **Ruth Pierce, Mayor of the City of Twin Falls**, known to me to be the person whose name is) subscribed to the foregoing instrument, and acknowledged to me that he executed the same on behalf of the **City of Twin Falls**.

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
Residing at: _____
Commission expires: _____

Exhibit 'A'
Legal Description
Road Right of Way

The West 39.00 feet of the following described parcel located in the SW1/4 SE1/4 of Section 14, Township 10 South, Range 17 East, Boise Meridian, Twin Falls County, Idaho:

BEGINNING at a point 50.00 feet North of the South quarter corner of Section 14, Township 10 South, Range 17 East of Boise Meridian, running;

THENCE South $89^{\circ}12'$ East, 800.00 feet;

THENCE North 550.00 feet parallel to the East boundary line of said SW1/4 SE1/4;

THENCE North $89^{\circ}12'$ West 800.00 feet more or less to the West boundary line of said SW1/4 SE1/4;

THENCE South 550.00 feet, more or less, along the West boundary line of said SW1/4 SE1/4 to the POINT OF BEGINNING.

IMPROVEMENT AGREEMENT

for

DEVELOPMENTS

This Agreement made and entered into this 25th day of August, 2025, by and between the CITY OF TWIN FALLS, State of Idaho, a municipal corporation, hereinafter called "City" and Tensco, Inc. - Gerald Martens hereinafter called "Developer" for the purpose of constructing certain improvements on property sought to be developed for the following Development Calistoga Springs Subdivision No. 3.

WHEREAS, Developer desires to develop said real property for the following purposes:
Residential.

WHEREAS, the Developer is obligated to construct certain improvements pursuant to City Code Section 10-12-4.2, and;

WHEREAS, the Developer has committed to construct special features as part of the development, and;

WHEREAS, the City has certain policies, ordinances, rules and regulations governing the construction of public improvements, and;

WHEREAS, it is in the best interest of the City and Developer to clearly establish in one concise document the policies, ordinances, rules and regulations which apply to developments of the type contemplated herein.

W I T N E S S E T H

That for and in consideration of the mutual promises, conditions, and covenants contained herein the parties agree as follows:

I.

City agrees: (1) to operate and maintain all approved streets, alleys, service roads, excluding state highways, constructed under the terms of this Agreement in any public rights-of-way and which are presently within or subsequently annexed into the City limits. (2) To operate and

maintain all approved public water lines, public pressure irrigation lines, public storm drainage lines, and public sewer lines constructed under the terms of this Agreement in any public rights-of-way or public easements and to provide water, sewer, and pressure irrigation service to the Developer's real property, subject to all ordinances, rules and regulations governing sewer, water service, and pressure irrigation. (3) To maintain non-pressure irrigation lines only where they cross City streets. (4) Public Storm Water facilities will be located in an exclusive stormwater easement. All other maintenance of non-pressurized irrigation lines is the responsibility of the Twin Falls Canal Company or the property on which the utility resides.

II.

In lieu of the actual installation of required public improvements before recording of the final plat, the Council may permit the subdivider to provide a financial guarantee of performance in one (1) or a combination of the following arrangements for those requirements which are over and beyond the requirements of any other agency responsible for the administration, operation and maintenance of the applicable public improvement.

a. Surety Bond

1. Accrual - The Bond shall accrue to the City covering construction, operation and maintenance of the specific public improvement.
2. Amount - the bond shall be in an amount equal to one hundred twenty percent (120%) of the total estimated cost for completing construction, including engineering design, inspection, and oversight, of the specific public improvements, as estimated by the Developer's Engineer and approved by the City Engineer.
3. Term Length – The minimum term length shall be two (2) years or until the bond is released by the City, whichever is later.
4. Bonding for Surety Company - The bond shall be with a surety company authorized to do business in the State of Idaho, acceptable to the City Council.

b. Cash Deposit, Certified Check, Negotiable Bond, or Irrevocable Bank Letter of Credit.

1. Treasurer or Trust Company - A cash deposit or certified check shall be deposited by the City. After the improvements have been accepted, the funds will be reimbursed. A negotiable bond or an irrevocable bank letter of credit, shall be held by the City until the improvements are accepted.
 2. Dollar Value - The dollar value of the cash deposit, certified check, negotiable bond or irrevocable bank letter of credit shall be equal to one hundred twenty percent (120%) of the total estimated cost for completing construction, including engineering design, inspection, and oversight, of the specific public improvements, as estimated by the Developer's Engineer and approved by the City Engineer.
 3. Time - The time for the cash deposit, certified check, negotiable bond or irrevocable bank letter of credit shall be until all required improvements are completed and accepted by the City Engineer.
 4. Progressive Payment - In the case of cash deposits or certified checks, an agreement between the City and the subdivider may provide for progressive payment out of the cash deposit or reduction of the certified check, negotiable bond or irrevocable bank letter of credit, to the extent of the cost of the completed portion of the public improvement, in accordance with a previously entered into agreement.
- c. Trust Agreements.
1. Per the terms of the trust agreement.
 2. Trust agreement must be approved by City Council.

III.

Developer agrees to retain a Professional Engineer, hereinafter called the Developer's Engineer, licensed by the State of Idaho to perform the following minimum Engineering Services in accordance with Title 10 Chapter 12 Section 4-1 of the City Code:

- a. Prepare a master utility plan showing the location of all existing and proposed utility lines to include but not be limited to sewer, water, gas, electricity, telephone, irrigation, pressure irrigation, and storm sewer.

- b. Prepare detailed plans and specifications for construction of all improvements required by this Agreement and shall include but not be limited to a complete set of construction plans, including profiles, cross-sections, specifications, and other supporting data, for all required public streets, utilities and other facilities. Such construction plans shall be based on preliminary plans which have been approved with the preliminary plat and shall be prepared in conjunction with the final plat. Construction plans are subject to approval by the responsible public agencies. All construction plans shall be prepared in accordance with the public agencies' standards and specifications. If improvements are not completed within two (2) years, the Developer shall provide an updated, current version of the updated plans and specifications to current city standards. The Developer may request one extension of the approvals previously given for another two (2) years.
- c. Engineer of record shall hold a pre-construction meeting, including the City Engineering Department, design engineer and contractor. Engineer of record will notify the City in writing of schedule before construction begins.
- d. Perform construction surveying, staking, testing, inspection and administer the construction of all facilities required by this contract.
- e. Submit all test reports, inspection reports, request for change orders and construction diaries to the City Engineering department every week during the construction of the development or subdivision.
- g. Submit to the City Engineer As-builts for the City records showing any approved changes to the original plans and specifications. A 24" x 36" complete plan set (stamped & signed), a pdf, and an AutoCAD file of the plans shall be provided within thirty (30) days after completion of the project.
- h. The developer's engineer shall submit an Engineer's Check-off and certification form stating that the work has been constructed in conformance to the plans and specifications, and thereby certifying that improvements were constructed to the lines and grades shown.

The above work shall be subject to the approval of the City Engineer.

It shall be the responsibility of the Developer's Engineer or other certified individuals to provide all necessary quality control and required testing during construction. All tests shall be

taken at a frequency based upon Idaho Standard for Public Works Construction (ISPWC) and the City of Twin Falls Revisions to the ISPWC.

The Developer agrees to: (1) allow the City full and complete access to the work (2) provide all materials necessary to conduct independent testing (3) supply all water necessary to test pipe joints and (4) provide the equipment and perform or have performed any testing of manufactured materials required by the City Engineer.

The Developer shall submit a letter identifying lots and blocks associated with construction phase to the City Engineer upon completion of the project, requesting that the City assume the responsibility for maintenance and operation of all public improvements as stated herein.

IV.

The Developer agrees to obtain a permit or letter of approval from the Twin Falls Highway District or the Idaho Transportation Department (ITD) prior to constructing improvements on their respective right-of-ways. The original or a certified copy of said permit or letter shall be submitted to the City Engineer prior to beginning of construction thereon.

V.

The Developer agrees to dedicate rights-of-way to the public for the development of all streets and alleys in accordance with the City Transportation Master Plan and to dedicate easements for the maintenance and operation of all public utilities. The size and location of said rights-of-way and easements shall be determined by the City Engineer.

VI.

The Developer and the City agree that the improvements listed herein are required unless specifically waived by action of the City Council and that said improvements will be constructed on any public rights-of-way or easements approved and accepted by the City Council all as designed by the Developer's Engineer and approved by the City Engineer and in accordance with standards established by the City Engineer and that all required improvements will be completed in a timely manner. If improvements are not completed within two (2) years, the Developer shall provide an updated, current version of the developer's agreement and financial guarantee for City Council consideration along with updated plans and specifications to current city standards. The Developer may request an extension of the approvals previously given for another two (2) years.

VII.

The Developer agrees to pay the total actual costs of all materials, labor and equipment necessary to completely construct all of the improvements required herein, except those costs specifically shown to be paid by the City and to construct or contract for the construction of such improvements.

VIII.

Developer agrees to pay the total extra cost of all additional materials, labor and equipment necessary to construct any streets the City requires to be wider or deeper than a standard street or any water, sewer lines, or pressure irrigation the City requires to be larger than the size required to properly serve the development. The requirement for wider and deeper streets shall be based on the Transportation Master Plan. Requirements for larger water, sewer and pressure irrigation lines shall be based on the citywide sewer, water, and pressure irrigation system sizing guidelines and based on modeling, if applicable.

IX.

The City shall provide no compensation for the cost of an oversize water, sewer line, and pressure irrigation. In the case of water, sewer, or pressure irrigation lines extended adjacent to or outside the limits of development, the Developer shall be eligible for payback from adjacent property owners pursuant to Ordinance No. 2979. The Developer shall also be eligible for compensation when a private developer extends or connects to any water, sewer, pressurized irrigation or street system previously installed by private developer, pursuant to Resolutions 2017-13.

X

Developer agrees to request in writing that the Developer's Engineers make the inspections required herein and the Developer or his Contractors shall not proceed with the next construction phase until the required inspections are complete and the work has been accepted by the Developer's Engineer and the City Engineer. All such inspections shall be scheduled in accordance with Idaho Standard for Public Works Construction (ISPWC) and the City of Twin Falls Revisions to ISPWC, as adopted at time of construction plan approval. The developer agrees to pay all costs resulting from: 1) his failure to properly schedule and request a required test or inspection or 2) proceeding with work before receiving approval to proceed. Developer agrees to remove or correct any rejected, unapproved or defective work or materials as required by the Developer's Engineer or the City Engineer. Any such defective work whether the result of poor workmanship, use of defective

materials, damage through carelessness or any other cause, shall be removed within ten (10) days after written notice is given by the Developer's Engineer or the City Engineer, and the work shall be re-executed by the Contractor at his expense. The fact that either Engineer may have previously overlooked such defective work or materials shall not be a basis for acceptance of any part of it.

The issuance or approval of plans, specifications and computations shall not be construed as an approval of any violation of any provisions of City code, specifications, standards, policy, or any other ordinance of the City. Approvals of plans that may violate City code, specifications or departmental policies will not be valid.

The approval of construction plans, specifications, and other data shall not prevent the City from thereafter requiring the correction of errors or omissions in said plans or specifications prior to or during actual construction or final acceptance by the City.

The Developer shall remove from all public property all temporary structures, rubbish, and waste materials resulting from their operation or caused by his employees.

The Developer shall guarantee all materials, workmanship and equipment furnished for a period of one (1) year from the date of written acceptance of the work by the City Engineer or authorized representative.

The Developer shall be responsible for any damage to any existing public improvements and shall repair or replace any such damage as required by the City Engineer, during or after completion of this project. The Developer's contractor shall apply for a Right-of-Way permit with a Traffic Control Plan to be approved by the City of Twin Falls prior to any road, lane, or sidewalk closures.

XI.

The City and the Developer agree to the following minimum for Required Improvements, City Costs, Required Inspections and any other improvements; which are approved or required by the City Council and shown on the approved construction plans.

PUBLIC WAYS

(a) Required Improvements

- (1) Curb, gutter and sidewalk on all public street rights-of-way.
- (2) A standard local street constructed on all public street rights-of-way serving residential use property.

- (3) Local and private streets shall be constructed as per the current standards, adopted at time of construction plan approval. These include City of Twin Falls Master Transportation plan, ISPWC and City of Twin Falls Revisions to ISPWC.
 - (4) Minor and Major collector streets shall be constructed as per the current standards, adopted at time of construction plan approval. These include City of Twin Falls Master Transportation plan, ISPWC and City of Twin Falls Revisions to ISPWC.
 - (5) Arterial typical sections will be designed by the developer's Engineer and approved by the City Engineer, with width determined on the Master Transportation Plan.
 - (6) A sidewalk, per Idaho Standard for Public Works Construction (ISPWC) and the City of Twin Falls Revisions to the ISPWC, is required on all public pedestrian rights-of-way. Four foot (4') sidewalks, by special permission of the City Engineer, shall be constructed per ISPWC and the City of Twin Falls Revisions to the ISPWC for local streets under certain conditions.
 - (7) Landscaping and sidewalk placement required adjacent to arterial and collector streets: A portion of land eleven feet (11') in depth behind the back of curb will be dedicated as part of any residential development adjacent to arterial and collector streets as Right-of-Way. Within that Right-of-Way the developer shall install a landscape strip with a sprinkler system to the City of Twin Falls Parks and Recreation standards and shall also install a sidewalk to current adopted standards. The landscaping will be maintained by the city and funded through a fee added to the utility bill of each account within the development. Irrevocable restrictive covenants for this development and maintenance shall provide for this funding. TFCC §10-12-4.2(O).
 - (8) Streetlights as determined by City policy for street light installation.
 - (9) The cost of any street signs or traffic control devices installed by the City on new or existing streets.
- (b) City Costs
- (1) None

(c) Required Inspections and Testing

- (1) All inspections and testing shall be as required per ISPWC and the City of Twin Falls revisions to the ISPWC.

WATER SYSTEM

(a) Required Improvements

- (1) Pursuant to City Code Section 7-8-3, 7-8-10 and 10-12-4.2 water line and fittings eight inch (8") minimum diameter that will transport a flow of water, which will satisfy fire, domestic, other water demands of the development, based upon the City water pipe sizing plan and computer water model. Water line extension shall include connection from the existing City Water System to each building site and fire hydrants and then loop back to the City System in a manner that will provide a properly functioning system approved by the City Engineer, Water Superintendent and Fire Marshall. If the development is to be constructed in phases, the water system shall be looped back to the City system during the first phase. Any water main connections closer than 150' to each other will not be considered looped without prior City approval. No dead-end lines longer than 150 feet will be allowed during any phase of the project.
- (2) Water lines and fittings adjacent to and internal to the development shall be sized to continue the orderly expansion of the City water distribution network in accordance with existing sizing guidelines.
- (3) Water valves that will allow temporary suspension of water flow for maintenance and repair of portions of water system without causing undue inconvenience to a large number of users or creating a critical situation in the suppression of fires.
- (4) Fire hydrant connections and fire hydrants spacing shall comply with the minimum standards set by the Fire Rating Bureau, American Water Works Association, and the International Fire Code. The maximum length of dead end water lines shall be one hundred and fifty feet (150'). Fire hydrants with STORZ connectors are required in all developments.

- (5) One water service line shall be constructed to each building site at the time the water mains are installed. The design shall minimize the length of the service line and shall terminate at the Right-of-Way. Service taps are not allowed in intersections.

Meters shall be grouped at adjacent side lot lines when possible or at another location if requested by the Developer and approved by the City Engineer and Water Superintendent. Water meter boxes will not be allowed in driveway approaches or sidewalks. Any cost associated with relocating meters from driveway approaches will be the responsibility of the Developer or Lot Owner.

All new water service lines made from new water mains to serve any new development will be the responsibility of the Developer. The developer shall complete all work except when connecting to a live waterline. The City will make the necessary main line taps after payment of the required water connection permit fees.

- (6) One water service line tap, meter box, and service line shall be constructed for each building connected to the City water system. Multi-units less than three may be approved for additional service lines. It is understood and agreed that the City will make all service line taps on live lines, and that the fee paid by the developer for a Water Connection Permit will reimburse the City for such work. All other work to be completed by the Developer.

- (7) It is further understood and agreed that the City will make all connections to the existing water system. The developer will disinfect the water system and submit testing results to the City prior to making the system live.

- (8) All water valves shall be provided with a gravel access 12" thick where no public roadway currently exists.

(b) City Costs

- (1) None.

(c) Required Inspections

- (1) All inspections and testing shall be as required per ISPWC and the City of Twin Falls Revisions thereto.

WASTE WATER COLLECTION SYSTEM

(a) Required Improvements

- (1) Pursuant to City Code Section 10-12-4.2 a wastewater collection system (eight-inch (8") minimum diameter) that will transport a flow of wastewater, under conditions of maximum and minimum discharge from the development to the existing City waste water system.
- (2) Wastewater lines adjacent to or internal to the development will be sized to continue the orderly expansion of the City Wastewater Collection System in accordance with existing sizing guidelines and computer sewer model.
- (3) Manholes to provide access for maintenance and cleaning of the sewer lines located at any change of grade or alignment of the sewer, at the end of each sewer and spaced not more than four hundred feet (400') apart.
- (5) All manholes shall be provided with a gravel access 12" thick where no public roadway currently exists.

(b) City Costs

- (1) The City will perform the CCTV inspection on waste water lines which are part of the construction phase.

(c) Required Inspections and Testing

- (1) All inspections and testing shall be as required per ISPWC and the City of Twin Falls revisions to the ISPWC.

STORM DRAINAGE SYSTEM

(a) Required Improvements

- (1) Any valley-gutters, ditching, grading or other surface drainage facilities necessary to convey any storm run-off originating from or traversing across the proposed development over the land surface to a point of retention, detention or discharge approved by the City Engineer.
- (2) Any catch basin, storm sewer and other sub-surface drainage facilities necessary to convey any storm run-off, originating from or traversing across the proposed development, to a point of retention, detention or discharge approved by the City Engineer.

- (3) If storm run-off cannot be conveyed without causing damage to public or private property or without being an unreasonable inconvenience or hazard to a private individual, a group of individuals, or the general public, the storm drain shall be piped to the retention facility.
- (4) All retention areas are to be on a designated lot to be maintained by the owner or when applicable, in a dedicated/exclusive storm water easement, granted to the City of Twin Falls.

(b) City Costs

- (1) The City will perform the CCTV inspection on storm water lines which are part of the construction phase.

(c) Required Inspections and Testing

- (1) The City will inspect all dry wells for geometry and materials. Rock will be submitted to the Developer's Engineer for confirmation of void space prior to placement in dry wells. Documentation of confirmation shall be provided to the city engineering department. A request for inspection shall be called in, forty eight (48) hours in advance or two (2) working days whichever is greater.

GRAVITY IRRIGATION SYSTEM

(a) Required Improvements

- (1) Any pipe, boxes or other appurtenances necessary to convey all irrigation water in underground pipe across the development and any adjacent public property. Privately owned Irrigation facilities shall be constructed on private property except where it is necessary for irrigation water to cross the public right-of-way and all such crossings shall be perpendicular to the center line of said right-of-way unless otherwise approved by the City Engineer due to some unusual condition. Fences, sidewalks or other permanent features will not be located on top of irrigation facilities. Irrigation facilities shall not be located in City Right-of-Way, except in crossings perpendicular to the right-of-way.

(b) City Costs

(1) None.

(c) Required Inspections and Testing

(1) All inspections and testing shall be as required per ISPWC and the City of Twin Falls revisions to the ISPWC.

PRESSURE IRRIGATION SYSTEM

(a) Required Improvements

(1) Pursuant to Section 10-12-4-2 of the City Code, the use of the City's potable water supply as the primary source of irrigation water in all new developments shall be prohibited. For purposes of this subsection, the term "new development" means any new subdivision or ZDA, or any development of any parcel of land of three-fourths (3/4) of an acre or larger that is not part of a subdivision or ZDA. One (1) share of Twin Falls Canal Company Water for each acre of property within the subdivision shall be transferred to the City of Twin Falls, before the filing of the final plat or receiving an improvement acceptance letter, for use in the City's pressurized irrigation system.

(2) Pressure irrigation water mains and fittings shall satisfy the currently adopted Pressurized Irrigation master plan.

(3) Pressure irrigation lines and fittings adjacent to and internal to the development shall be sized to continue the orderly expansion of the City Pressure Irrigation water distribution network in accordance with currently adopted Pressurized Irrigation Master Plan sizing guidelines.

(4) Pressurized irrigation valves that will allow temporary suspension of water flow for maintenance and repair of portions of water system without causing undue inconvenience to more than 30 users. One pressure irrigation water service line shall be constructed to each lot at the time the pressure irrigation water lines are installed. The design shall minimize the length of the service line and shall terminate at the Right-of-Way. Service taps will not be allowed in the intersection.

One Pressure irrigation water service line tap, irrigation box, and service line shall be constructed for each lot connected to the City pressure irrigation water system.

- (5) The Developer shall be responsible for all costs incurred in designing and installing the public pressure irrigation station to City Standards and Specifications or as an agreement negotiated with the City Engineer. This includes the land, pumps, motors, filters, enclosures, delivery system to the station from the TFCC head gate and away from the station on the historical path, storage, Supervisory Control and Data Acquisition (SCADA) system, and power to the station.
 - (6) All pressure irrigation system plans must be prepared by the Developer's engineer and shall be according to the Idaho Standard for Public Works Construction (ISPWC) and the City of Twin Falls Revisions to the ISPWC
 - (7) The Pressure Irrigation System shall be located within easements, right-of-ways and/or property deeded to the City of Twin Falls.
 - (8) Private Pressure Irrigation Systems shall be located outside City Right-of-Way and within easements. No Public infrastructure will be associated with a private Pressure Irrigation System.
- (b) City Cost.
- (1) None
- (c) Required Inspections and Testing
- (1) All inspections and testing shall be as required per ISPWC and the City of Twin Falls revisions to the ISPWC.

SPECIAL FEATURES

Pursuant to commitments made by the Developer as conditions of approval of the development, the following special features shall be constructed:

- a) Required Improvements

b) City Costs

(1) None.

XIII.

The developer shall submit an Improvement Agreement with each individual construction phase.

The two (2) year time limit, (indicated in Section VI of the Agreement) for completing the required improvements shall begin from the date of the recordation of this agreement. The Developer may request an extension of the approvals previously given for another two (2) years.

XIV.

This agreement shall bind the parties hereto, their heirs, successors in interest, and lawful assigns.

XV.

In the event of a breach of Agreement, or should legal action of any kind be taken to enforce the provisions, hereof, the prevailing party shall be entitled to reasonable attorney fees and costs awarded by the Court.

CITY OF TWIN FALLS, IDAHO

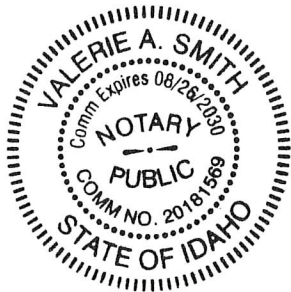
Mayor

Tensco, Inc.



On this 25th day of August, 2025, before me, the undersigned, a Notary Public for Idaho, personally appeared Gerald Martens, known or identified to me (or proved to me on the oath of _____) to be the president, or vice-president, or secretary or assistant secretary, of the corporation that executed the instrument or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.



[Signature]
Notary Public for Idaho
Residing Twin Falls, ID
EXP: 8.26.2030

PARTNERSHIP
STATE OF IDAHO)
)ss.
County of Twin Falls)

On this ____ day of _____, 20____, before me, the undersigned, a Notary Public for Idaho, personally appeared _____, known or identified to me (or proved to me on the oath of _____) to be one of the partners in the partnership of _____, and the partner or one of the partners who subscribed said partnership name to the foregoing instrument, and acknowledged to me that he executed the same in said partnership name.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.

Notary Public for Idaho
Residing _____

NOTICE OF DEVELOPER'S AGREEMENT

NOTICE IS HEREBY GIVEN, that a document entitled "Improvement Agreement for Developers" (hereafter "Agreement") has been executed and filed with the City of Twin Falls, Idaho, for the following named subdivision or development:
Calistoga Springs Subdivision No. 3

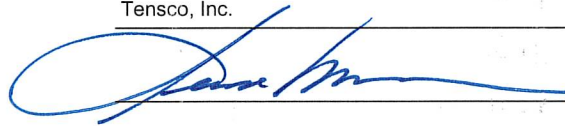
The Agreement imposes certain obligations upon the developer for the development of the subject property, and upon the developer's heirs, successors in interest and lawful assigns. Details of the conditions and obligations may be found by examining or photocopying the Agreement at the Office of the City Engineer, 203 Main Ave E, Twin Falls, Idaho 83301.

CITY OF TWIN FALLS, IDAHO

 City Clerk

 Mayor

 Developer
 Tensco, Inc.



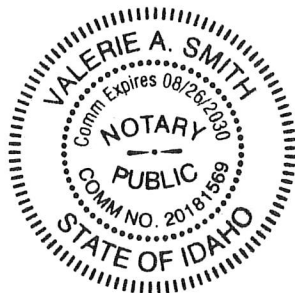
STATE OF IDAHO)

)ss.

County of Twin Falls)

On this 25th day of August, 2025, before me, the undersigned, a Notary Public for Idaho, personally appeared Gerald Martens, known to me to be the persons whose names are subscribed to the within instrument on behalf of said Owner and acknowledged to me that said Owner executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.





 Notary Public for Idaho

Residing Twin Falls, ID

EXP: 8-26-2030

TRUST AGREEMENT

This Trust Agreement (the "Agreement") is made and entered into this ____ day of _____, 2025, by and between **TENSCO, INC., an Idaho corporation**, (hereinafter "Trustor"); **TITLEFACT, INC., an Idaho corporation**, (hereinafter "Trustee"); and the **CITY OF TWIN FALLS, IDAHO** (hereinafter "Beneficiary"), and is made with respect to the following facts and objectives:

WITNESSETH:

WHEREAS, Trustor is the owner of the real property described below (the "Property"); and

WHEREAS, it is the desire and intent of Trustor to arrange, by and through this Agreement, for the orderly development and sale of the Property, in a manner that is conducive to achieving full compliance with applicable rules and regulations of Twin Falls County, Idaho, and the City of Twin Falls, Idaho, in effect on the date of approval of the subdivision of the property.

NOW THEREFORE, it is agreed between the parties hereto as follows:

1. That upon the execution of this Agreement by both parties, the Trustor agrees to execute and deliver to the Trustee a Warranty Deed, conveying to the Trustee, in Trust, to be held solely for the benefit of the Beneficiary, the Property, to-wit:

Lots 1, 2, 3, 4, 5, 6, Block 8, **CALISTOGA SPRINGS SUBDIVISION NO. 3, a Re-Subdivision and Re-Numbering of a portion of Lot 8, Block 7, Calistoga Springs Subdivision No. 2**, Twin Falls County, Idaho, according to the official plat thereof recorded in Book _____ of Plats, page _____, records of Twin Falls County, Idaho.
2. The Trustor and the Trustee agree that the Trustee shall hold said title to the Property in trust, solely for the benefit of the Beneficiary under the terms hereof, and that title to the Property shall be and remain good and marketable and free from any defects, liens, conditions or encumbrances of any kind or nature, other than those appearing of record in the office of the Twin Falls County Recorder, and conditions of the Phase Control Development Notice for lots in **CALISTOGA SPRINGS SUBDIVISION NO. 3**, a copy of which is attached hereto as Exhibit "A," or those which are placed on the Property with the prior written consent of the Trustee. The Trustee shall not convey, transfer or encumber all or any interest in the Property, save and except to the extent as directed by the Trustor by written instrument delivered to the Trustee.
3. It is understood and agreed that the purpose of this Agreement is to provide Trustor with a convenient means of, subdividing, developing and selling the Property. It shall be the entire responsibility of the Trustor to effect such developing, subdividing and selling of the Property and to provide whatever subdivision plat it may desire and to pay all costs and expenses of said developing, subdividing and selling, and Trustee shall have no liability for any costs or expenses therefor or for any claim, damage, loss or liability sustained to the Property or Trustor or to any other person or persons in connection with said matter, save and except to the extent caused by Trustee's failure or refusal to comply with the terms and conditions of this Agreement.
4. The Trustor may, as it desires from time to time, sell all or any portion of the Property in its sole and complete discretion. The Trustee agrees that, when it is so instructed in writing by Trustor, Trustee shall execute and deliver to the person or persons designated by Trustor, a fiduciary deed conveying good and marketable title to the Property or any part thereof as designated, and at said time the Trustor agrees to pay to Trustee any reasonable costs and expenses incurred by the Trustee hereunder and to pay the normal and customary fee for the cost of an owner's title insurance policy to be issued by *TITLEFACT, INC.*
5. It is agreed that Trustee shall not be liable or responsible for the condition of title to the Property, except as may be provided in any title insurance policy issued by the Trustee, and Trustee shall have no liability concerning possession or survey or any taxes, costs or expenses in connection with the Property, other than as herein provided.
6. It is agreed that the term of this Agreement shall expire when all of the above described Lots have been conveyed by the Trustee pursuant to Trustor's written instructions.

7. It is agreed that this Trust Agreement may not be revoked or amended without the prior written approval of the Beneficiary. If Trustee is presented with written notice of Termination by both Trustor and Beneficiary, and Trustee receives Trustor's payment of all reasonable out-of-pocket costs and expenses incurred by Trustee in connection with this Agreement, if any, the Trustee shall immediately reconvey to Trustor the remaining part of the Property; and thereafter no party hereto shall have any further liability to the others in connection with the Property or under the terms of this Agreement.
8. Trustor agrees to indemnify and save harmless Trustee from any claims, demands, judgments, costs and expenses including reasonable attorney's fees and any other obligation or liability of any kind or nature that the Trustee may for any reason suffer, incur or expend by reason of this Trust Agreement or in the administration thereof, other than for or as a result of Trustee's misconduct, breach of this Agreement, or willful neglect.
9. This Agreement shall bind the parties hereto, their heirs, representatives, successors and assigns.

Date: 9-17-25

TRUSTOR:
TENSCO, INC., an Idaho corporation

BY: 
Gerald Martens, President

Date: 9-17-25

TRUSTEE:
TITLEFACT, INC.

BY: 
Rudy Ashenbrenner, Vice President

Date: _____

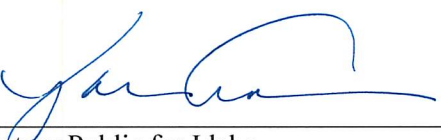
BENEFICIARY:
CITY OF TWIN FALLS, IDAHO

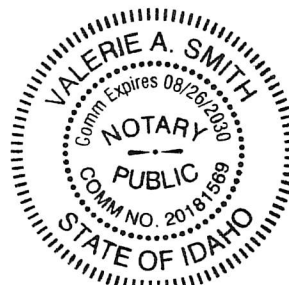
BY: _____
Mayor

STATE OF IDAHO
County of Twin Falls

On this 17TH day of SEPTEMBER 2025, before me, the undersigned, Notary Public in and for said State, personally appeared **Gerald Martens**, known to me to be the President of the corporation that executed this instrument, or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

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 at: TWIN FALLS, ID
My Commission expires: 8-26-2030

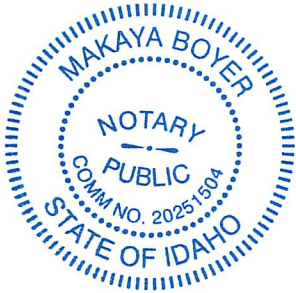


STATE OF IDAHO
County of Twin Falls

On this 17th day of September, 2025, before me, the undersigned, Notary Public in and for said State, personally appeared **Rudy Ashenbrener**, known or identified to me to be the Vice President of the said corporation that executed this instrument, or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written

Makaya Boyer
Notary Public for Idaho
Residing at: Gooding
My Commission expires: 4/21/2031



STATE OF IDAHO
County of Twin Falls

On this _____ day of _____, 2025, before me, the undersigned, Notary Public in and for said State, personally appeared _____, known or identified to me to be the Mayor for the City of Twin Falls, Idaho, and known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same on behalf of the City of Twin Falls, 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 at:
My Commission expires:

"EXHIBIT A"

PHASE CONTROL DEVELOPMENT NOTICE

THIS NOTICE prohibits the conveyance of any undeveloped lot in **CALISTOGA SPRINGS SUBDIVISION NO. 3** until such time as an Improvement Agreement for Developments between the City of Twin Falls and the Developer is recorded designating the lots and blocks in each phase which are approved for conveyance.

TITLEFACT, INC., will hold the deed to all undeveloped lots in Escrow with instructions to convey only those lots covered by the recorded Improvement Agreement for Developments.

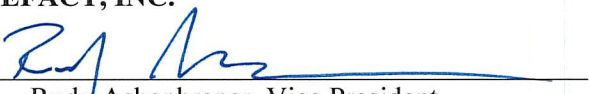
The real property subject to this notice is **CALISTOGA SPRINGS SUBDIVISION NO. 3** as platted in the records of Twin Falls County, Idaho.

Dated this 17TH day of SEPTEMBER, 2025.

TENSCO, INC., an Idaho corporation, Developer

BY: 
Gerald Martens, President

TITLEFACT, INC.

BY: 
Rudy Ashenbrener, Vice President

TitleFact, Inc.
163 Fourth Avenue North
P.O. Box 486
Twin Falls, Idaho 83303

TWIN FALLS COUNTY
2025-012768 Pages: 1
Sep 17, 2025 1:53:16 pm Fee: \$ 15.00
For: EHM ENGINEERS
KRISTINA GLASCOCK, County Clerk
Deputy: SBANJAC

***** SPACE ABOVE FOR RECORDER *****

DEED

FOR VALUE RECEIVED **TITLEFACT, INC., an Idaho Corporation, as Trustee** for the benefit of **TENSCO, INC., an Idaho corporation**, duly organized and existing under the laws of the State of Idaho, hereinafter called the grantor, does hereby grant, bargain, sell and convey unto **TENSCO, INC., an Idaho corporation**, hereinafter called grantee, whose address is: 621 North College Rd., Ste 100, Twin Falls, Idaho 83301, the following described premises, in **Twin Falls County**, Idaho, to-wit:

Lot 8, Block 7, **CALISTOGA SPRINGS SUBDIVISION NO. 2, a Re-Subdivision and Re-Numbering of a portion of Lots 12-28, Block 1 and Tract A, Calistoga Springs Subdivision And Lot 2, Block 1, Southern Comfort Subdivision**, Twin Falls County, Idaho, according to the official plat thereof recorded in Book 27 of Plats, page 40, records of Twin Falls County, Idaho.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee and the Grantee's heirs and assigns forever.

IN WITNESS WHEREOF, The Grantor, pursuant to a resolution of its Board of Directors has caused its corporate name to be hereunto subscribed by its Vice President.

Dated: September 17, 2025

TITLEFACT, INC., an Idaho Corporation, Trustee

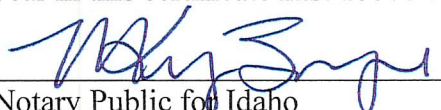
BY: 
Rudy Ashenbrener, Vice President

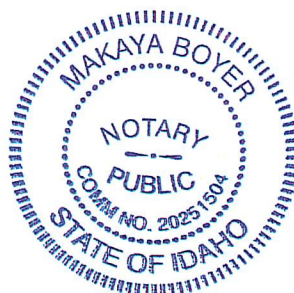
* * * * *

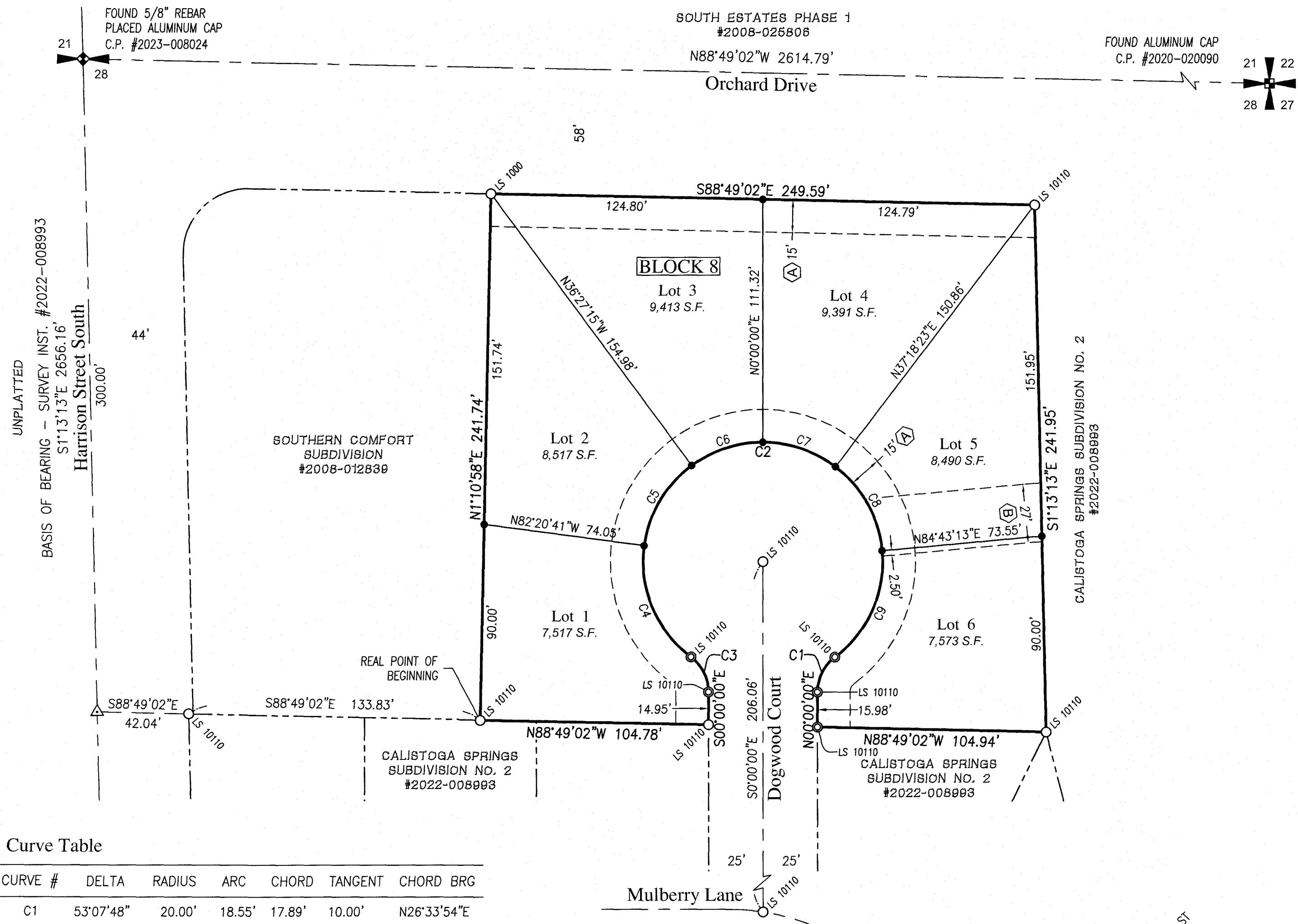
STATE OF IDAHO
County of Twin Falls

On this 17th day of September, 2025, before me, the undersigned, Notary Public in and for said State, personally appeared **Rudy Ashenbrener** known or identified to me to be the Vice President of the said corporation that executed this instrument, or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same as Trustee.

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 at 600 Dingle
My Commission expires: 4/21/2031





Curve Table

CURVE #	DELTA	RADIUS	ARC	CHORD	TANGENT	CHORD BRG
C1	53°07'48"	20.00'	18.55'	17.89'	10.00'	N26°33'54"E
C2	286°15'37"	55.00'	274.79'	66.00'	41.25'	N90°00'00"W
C3	53°07'48"	20.00'	18.55'	17.89'	10.00'	S26°33'54"E
C4	60°47'08"	55.00'	58.35'	55.65'	32.26'	S22°44'15"E
C5	45°53'26"	55.00'	44.05'	42.88'	23.28'	S30°36'02"W
C6	36°27'15"	55.00'	34.99'	34.41'	18.11'	S71°46'23"W
C7	37°18'23"	55.00'	35.81'	35.18'	18.57'	N71°20'49"W
C8	47°24'50"	55.00'	45.51'	44.23'	24.15'	N28°59'12"W
C9	58°24'35"	55.00'	56.07'	53.67'	30.74'	N23°55'31"E

Health Certificate

"SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED BASED ON THE STATE OF IDAHO, DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF SANITARY RESTRICTIONS. BUYER IS CAUTIONED AT THE TIME OF THIS APPROVAL, NO DRINKING WATER OR SEWER/SEPTIC FACILITIES WERE CONSTRUCTED. BUILDING CONSTRUCTION CAN BE ALLOWED WITH APPROPRIATE BUILDING PERMITS IF DRINKING WATER OR SEWER FACILITIES HAVE SINCE BEEN CONSTRUCTED OR IF THE DEVELOPER IS SIMULTANEOUSLY CONSTRUCTING THOSE FACILITIES. IF THE DEVELOPER FAILS TO CONSTRUCT FACILITIES OR MEET OTHER CONDITIONS OF DEQ, THEN SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL, AND NO CONSTRUCTION OF ANY BUILDING OR SHELTER REQUIRING DRINKING WATER OR SEWER/SEPTIC FACILITIES SHALL BE ALLOWED."

DISTRICT HEALTH DEPARTMENT, EHS

DATE:

Easement Key

- (A) PUBLIC UTILITY EASEMENT
- (B) PUBLIC UTILITY, IRRIGATION, DRAINAGE & SIDEWALK EASEMENT PER INSTRUMENT #2022-008993.

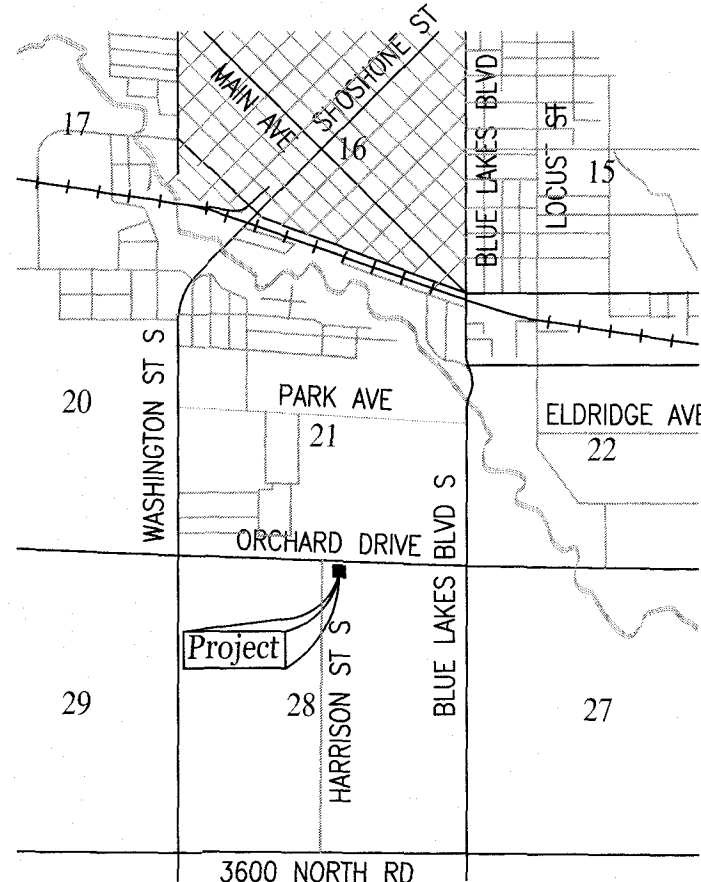
Survey References

#2022-008993 - CALISTOGA SPRINGS SUBDIVISION NO. 2
#2018-011326
#2017-019956 - SOUTH ESTATES NO. 2
#2010-003739 - CALISTOGA SPRINGS SUBDIVISION
#2008-025806 - SOUTH ESTATES PHASE 1
#2008-012839 - SOUTHERN COMFORT SUBDIVISION
#1997-011251
#1992-007713

Deed References

#2022-008994

Vicinity Map



n.t.s

Surveyor's Narrative

THE PURPOSE OF THIS SURVEY IS TO LOCATE AND MONUMENT THE RE-SUBDIVISION OF LOT 8, BLOCK 7 OF CALISTOGA SPRINGS SUBDIVISION NO. 2 FOR A FINAL SUBDIVISION PLAT, AT THE REQUEST OF THE OWNER. MONUMENTS WERE FOUND AT THE BOUNDARY CORNERS, SECTION AND QUARTER CORNERS SHOWN HEREON. THESE MONUMENTS ARE OF RECORD PER PREVIOUS RECORD OF SURVEYS AND/OR CORNER PERPETUATION AND FILING RECORDS.

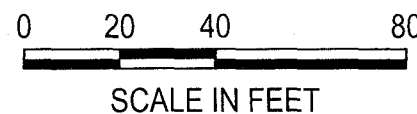
Irrigation Certification

THE LANDS INCLUDED IN THIS PLAT ARE LOCATED IN THE TWIN FALLS CANAL COMPANY SERVICE AREA 208-733-6731. IRRIGATION WATER WILL BE PROVIDED TO ALL LOTS THROUGH A PRESSURE IRRIGATION DELIVERY SYSTEM WHICH HAS BEEN APPROVED PURSUANT TO SECTION 31-3805(4), IDAHO CODE. THE PURCHASER OF EACH LOT SHALL REMAIN SUBJECT TO ALL ASSESSMENTS LEVIED BY THE CITY OF TWIN FALLS AND / OR THE TWIN FALLS CANAL COMPANY. ALL UNPAID IRRIGATION ENTITY ASSESSMENTS ARE A LIEN ON THE LAND.

Note:

LOT 3 & 4, BLOCK 8 SHALL NOT HAVE DIRECT ACCESS TO ORCHARD DRIVE.

CALISTOGA SPRINGS SUBDIVISION NO. 3
A Re-Subdivision and Re-Numbering of
Lot 8, Block 7
Calistoga Springs Subdivision No. 2
Located In
NW ⁴ NE ⁴, Section 28
Township 10 South, Range 17 East,
Boise Meridian
Twin Falls County, Idaho
2025



Legend

SUBDIVISION BOUNDARY LINE	_____
SECTION LINE	_____
QUARTER SECTION LINE	_____
PUBLIC EASEMENT LINE	_____
ADJACENT PROPERTY LINE	_____
CENTERLINE OF STREET	_____
LOT LINE	_____
CALCULATED POINT (NOT SET)	△
FOUND 5/8" REBAR (AS NOTED)	○
SET 1/2" x 24" REBAR & CAP - LS 10110	●
FOUND 1/2" REBAR - REPLACED WITH 5/8" x 24" REBAR & CAP - LS 10110	⊙



CERTIFICATE OF OWNERS

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OR REPRESENTATIVE OF THE OWNERS IN FEE SIMPLE OF THE FOLLOWING DESCRIBED PROPERTY, LOCATED IN A PORTION OF NW4 NE4, SECTION 28, TOWNSHIP 10 SOUTH, RANGE 17 EAST, BOISE MERIDIAN, TWIN FALLS COUNTY, IDAHO; SAID PROPERTY BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEING ALL OF LOT 8, BLOCK 7 AS SHOWN ON THAT CERTAIN MAP ENTITLED "CALISTOGA SPRINGS SUBDIVISION NO. 2", RECORDED MAY 10, 2022 AS INSTRUMENT NO. 2022-008993 IN THE OFFICE OF THE COUNTY RECORDER OF TWIN FALLS COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NE4 OF SAID SECTION 28;
THENCE, ALONG THE WEST BOUNDARY OF SAID NE4 OF SECTION 28, SOUTH 01°13'13" EAST 300.00 FEET;
THENCE, LEAVING SAID WEST BOUNDARY, SOUTH 88°49'02" EAST 42.04 FEET TO A POINT ON THE NORTH BOUNDARY OF SAID MAP;
THENCE, ALONG SAID NORTH BOUNDARY, SOUTH 88°49'02" EAST 133.83 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8 AND BEING THE REAL POINT OF BEGINNING;
THENCE, ALONG THE WEST BOUNDARY OF SAID LOT 8, NORTH 01°10'58" EAST 241.74 FEET TO THE NORTHWEST CORNER THEREOF;
THENCE, ALONG THE NORTH BOUNDARY OF SAID LOT 8, SOUTH 88°49'02" EAST 249.59 FEET TO THE NORTHEAST CORNER THEREOF;
THENCE, ALONG THE EAST BOUNDARY OF SAID LOT 8, SOUTH 01°13'13" EAST 241.95 FEET TO THE SOUTHEAST CORNER THEREOF;
THENCE, ALONG THE SOUTH BOUNDARY OF SAID LOT 8, NORTH 88°49'02" WEST 104.94 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, NORTH 00°00'00" EAST 15.98 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET, THROUGH A CENTRAL ANGLE OF 53°07'48", AN ARC DISTANCE OF 18.55 FEET AND A LONG CHORD THAT BEARS NORTH 26°33'54" EAST 17.89 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, ALONG THE ARC OF A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 55.00 FEET, THROUGH A CENTRAL ANGLE OF 286°15'37", AN ARC DISTANCE OF 274.79 FEET AND A LONG CHORD THAT BEARS NORTH 90°00'00" WEST 66.00 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET, THROUGH A CENTRAL ANGLE OF 53°07'48", AN ARC DISTANCE OF 18.55 FEET AND A LONG CHORD THAT BEARS SOUTH 26°33'54" EAST 17.89 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, SOUTH 00°00'00" EAST 14.95 FEET;
THENCE, CONTINUING ALONG SAID SOUTH BOUNDARY, NORTH 88°49'02" WEST 104.78 FEET TO SAID REAL POINT OF BEGINNING.

THE GROSS AREA CONTAINED IN THIS PLATTED LAND AS DESCRIBED IS 50,901 SQUARE FEET.

IT IS THE INTENTION OF THE UNDERSIGNED TO HEREBY INCLUDE SAID LAND IN THIS PLAT. THE EASEMENTS INDICATED ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT THE RIGHTS TO USE SAID EASEMENTS ARE HEREBY PERPETUALLY RESERVED FOR PUBLIC UTILITIES AND SUCH OTHER USES DESIGNATED ON THIS PLAT.

PURSUANT TO IDAHO CODE 50-1334, I, THE UNDERSIGNED, AS OWNER, DO HEREBY STATE THAT THE LOTS ON THIS PLAT ARE ELIGIBLE TO RECEIVE WATER SERVICE FROM THE CITY OF TWIN FALLS MUNICIPAL WATER SYSTEM.

PURSUANT TO IDAHO CODE 31-3805, I, THE UNDERSIGNED, AS OWNER, DO HEREBY CERTIFY THAT SURFACE WATER FOR IRRIGATION IS REASONABLY AVAILABLE, PER SECTION 67-6537, IDAHO CODE, AND THAT THEY ARE IN COMPLIANCE WITH SECTION 31-3805, IDAHO CODE.

TENSCO, INC., AN IDAHO CORPORATION

BY: GERALD MARTENS, PRESIDENT

ACKNOWLEDGMENT

STATE OF IDAHO)
COUNTY OF TWIN FALLS) ss

ON THIS _____ DAY OF _____, 2025, AT _____ M., BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED GERALD MARTENS, KNOWN OR IDENTIFIED TO ME TO BE THE PRESIDENT OF THE TENSCO, INC., AN IDAHO CORPORATION THAT EXECUTED THIS CERTIFICATE OR THE PERSON WHO EXECUTED THE CERTIFICATE ON BEHALF OF SAID CORPORATION, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

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

RESIDING AT

COMMISSION EXPIRES



CERTIFICATE OF SURVEYOR

THIS IS TO CERTIFY THAT I, CHRISTOPHER S. HARMISON, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, MADE THE SURVEY OF THE LAND DESCRIBED IN THE CERTIFICATE OF OWNER AND THAT THIS PLAT IS A TRUE AND ACCURATE REPRESENTATION OF SAID SURVEY AS MADE AND STAKED UNDER MY SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.



APPROVAL OF CITY COUNCIL

THIS PLAT WAS ACCEPTED AND APPROVED BY THE CITY COUNCIL OF TWIN FALLS, IDAHO AT THEIR MEETING ON THIS DAY OF , 20.

MAYOR DEPUTY CITY CLERK

APPROVAL OF CITY ENGINEER

I HAVE REVIEWED THE ACCOMPANYING PLAT AND HEREBY CERTIFY THAT IT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF TWIN FALLS, IDAHO.

CITY ENGINEER ATTEST

COUNTY SURVEYOR'S CERTIFICATE

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR TWIN FALLS COUNTY, IDAHO, HAVE CHECKED THIS PLAT AND THE COMPUTATIONS THEREON AND DO HEREBY CERTIFY THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATED TO PLATS AND SURVEYS.

GEORGE A. YERION PLS# DATE
PROFESSIONAL LAND SURVEYOR

ACKNOWLEDGMENT

STATE OF)
COUNTY OF) ss

ON THIS DAY OF , 2025, AT M., BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED GEORGE A. YERION, PERSONALLY KNOWN OR IDENTIFIED TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE CERTIFICATE AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME.

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

RESIDING AT

COMMISSION EXPIRES

COUNTY TREASURER'S CERTIFICATE

I, COUNTY TREASURER IN AND FOR THE COUNTY OF TWIN FALLS, IDAHO PER THE REQUIREMENTS OF IDAHO CODE 50-1308, DO HEREBY CERTIFY THAT ALL COUNTY PROPERTY TAXES DUE FOR THE PROPERTY INCLUDED IN THIS PLAT HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY DAYS ONLY.

COUNTY TREASURER DATE

COUNTY RECORDER'S CERTIFICATE

INSTRUMENT NO.

STATE OF IDAHO)
COUNTY OF TWIN FALLS) ss

ON THIS DAY OF , 2025, AT M., THE FOREGOING PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF TWIN FALLS COUNTY, IDAHO AND DULY RECORDED IN PLAT BOOK , ON PAGE .

DEPUTY EX-OFFICIO RECORDER



Date: Monday, October 13, 2025
To: Honorable Mayor and City Council
From: Bill Carberry, Airport Manager

Consent Calendar

Request:

Request to declare two pieces of Airport equipment surplus and authorize its sale by online auction to include #9137 a 2006 International truck with a 20-ft straight edge snowplow, and #9148 a 2010 Wausau truck with 20-ft front mounted broom.

Background:

Both pieces of equipment have been replaced with multi-tasking snow removal equipment that aligns us with modern airport snow removal techniques. The surplus equipment was purchased with FAA funds and has surpassed its useful life according to the FAA.

Approval Process:

A majority vote of the City Council is needed to approve the request.

The Budget Impact:

The proceeds from the online auction will go back into the Airport Fund.

Regulatory Impact:

There is no regulatory impact of this request.

Conclusion:

It is the Fleet Maintenance and Airport Departments' determination that both pieces of snow removal equipment be declared surplus and approved for sale by online auction.



Date: Monday, October 13, 2025

To: Honorable Mayor and City Council

From: Wendy Davis, Parks and Recreation Director, Parks & Recreation Director

ACTION ITEM

Request:

Request to enter into negotiations with Travis Hofland Golf, LLC for the operation and management of Twin Falls Golf Club.

Time Estimate:

Allow approximately 5 minutes for presentation, questions and deliberation.

Background:

The current Concessionaire Agreement for operations of Twin Falls Golf Club expires in December 2025. The City put out a Request for Proposals (RFP) for the operation of Twin Falls Golf Club. Three proposals were received. A panel of seven, consisting of five City employees from different departments, Parks and Recreation Council Liaison, and the City of Pocatello Parks and Recreation Director, reviewed and scored the proposals based on the criteria established in the RFP. Proposers were then given two scenarios to respond to in writing and invited to an in person interview. Following the interviews, the results were consistent with the scores on the proposals and scenarios, and one candidate, Travis Hofland, received unanimous support from the panel on all three elements of the selection process.

The panel recommends council authorize staff to enter into negotiations with Travis Hofland Golf, LLC

Once a contract has been successfully negotiated, staff will return to council for approval.

In the event that negotiations are unsuccessful, staff will reconsider and identify another approach for management of the golf course.

Approval Process:

A simple majority will approve this request.

Budget Impact:

Budget impact is unknown at this time.

Regulatory Impact:

Approval will authorize staff to enter into negotiations with Travis Hofland Golf, LLC.

History:

N/A

Analysis:

N/A

Conclusion:

Staff followed the process for selection and recommends council approve this request.

Attachments:

None



Date: Monday, October 13, 2025
To: Honorable Mayor and City Council
From: Travis Rothweiler, City Manager

DISCUSSION

Request:

A discussion regarding the 2040 Strategic Plan update.

Time Estimate:

60 minutes

Background:

Phil Kushlan, the consultant we hired to assist the City with updating the Strategic Plan, will be present to lead the discussion with the City Council.

Approval Process:

N/A

Budget Impact:

N/A

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

N/A

Attachments:

None



Date: Monday, October 13, 2025

To: Honorable Mayor and City Council

From: Josh Baird, Public Works Director, Mark Thomson, Street Superintendent

DISCUSSION

Request:

Review of the 2025 Snow & Ice Control Policies and Procedures Manual and discussion of a potential new Snow Removal (Right-of-Way) permit process.

Time Estimate:

The discussion may take 15–20 minutes. Staff anticipates 5 minutes for questions at the end.

Background:

The City has used various methods and processes over the years to remove snow and ice on roads throughout the winter. However, until now, those processes have not been well documented. The purpose of this discussion is to present council an overview of a written manual which establishes policies and operational procedures for snow and ice control on public streets under the jurisdiction of the City of Twin Falls. This policy provides a uniform understanding of the priorities and best practices used by staff to combat the accumulation of snow and ice on City streets.

In addition to the new manual, staff would like to discuss the proposal of a new snow removal permit which would allow for snow removal on public streets by interested private parties for specific areas through a permitting process.

Approval Process:

N/A

Budget Impact:

N/A

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff would like further direction on the proposal of a new snow removal permit which would allow for snow removal on public streets by interested private parties for specific areas through a permitting process.

Attachments:

1. Snow and Ice Control Policies and Procedures Manual

TWIN FALLS STREET DEPARTMENT

SNOW AND ICE CONTROL POLICIES AND PROCEDURES MANUAL

Last Updated: October 2025



I.	INTRODUCTION.....	3
	○ PURPOSE	
	○ OBJECTIVE	
	○ SCOPE	
II.	POLICIES.....	4
	○ RESPONSIBILITY	
	○ TRAINING	
	○ WEATHER MONITORING	
	○ COMMENCEMENT OF OPERATIONS	
	○ PRIORITIES	
III.	OPERATIONS PLAN.....	5
	○ EQUIPMENT RESOURCES	
	○ STAFFING	
	○ RESPONSE PLAN	
	○ CONTINUATION AND COMPLETION	
	○ PRE-STORM APPLICATION OF SALT BRINE	
	○ SALTING	
	○ SALT STORAGE	
	○ SANDING	
	○ BRIDGES	
	○ LOADING AND HAULING OF SNOW	
	○ PUBLIC RELATIONS	
	○ DISPATCHING REQUESTS FOR SERVICE	
	○ DEVIATIONS	
IV.	LEVEL OF SERVICE STANDARDS.....	9
	○ AUTHORITY	
	○ ADDITIONAL RESOURCES	
	○ PUBLIC INFORMATION	
V.	SNOW EMERGENCY.....	11
	○ DEFINITION AND PROCEDURE	
	○ ON-STREET PARKING	
	○ PRIVATE PROPERTY SNOW REMOVAL	
	○ CUL-DE-SACS	
	○ SIDEWALKS	
	○ RESIDENTIAL DRIVEWAYS	
	○ MAIL DELIVERY	
	○ BROKEN TREE LIMBS	
	○ SAFETY TIPS	

VI. APPENDICES

- ITD MAINTENANCE AGREEMENT
- SNOWFLOW PRIORITY MAP
- PRIORITY 1 ROADWAY LANE MILES
- ZONE MAINTENANCE MAP

I. INTRODUCTION

PURPOSE

The purpose of this manual is to establish an acceptable policy and operational procedures for snow and ice control on public streets under the jurisdiction of the City of Twin Falls. This policy provides a uniform understanding of the priorities and procedures used to combat accumulation of snow and ice on City streets.

OBJECTIVE

The objective of these policies and procedures is to provide adequate traction for vehicles properly equipped for winter driving conditions. Priority is given to streets which carry the largest traffic volume. Limited resources preclude service on lower priority streets until higher priority streets have been taken care of. It should be expected that during storms of high intensity or long duration and during non-regular working hours, drivers on lower priority streets will likely encounter snow-packed or icy conditions. Snow and ice control operations will continue during regular hours and/or until priority streets have passable pavement or when plowing is no longer effective.

SCOPE

This policy applies only to public streets under the jurisdiction of Twin Falls and agreements with the Idaho Transportation Department. As of 2025, the city has over 600 lane miles of arterial, collector and residential streets it maintains.

In order to provide efficient snow removal services, the city entered into a cooperative maintenance agreement with the Idaho Transportation Department. Under this agreement, the City of Twin Falls is responsible for snow plowing on Blue Lakes Blvd, Pole Line Rd, Addison Ave W, 2nd Ave N & E, 2nd Ave S & W, and Kimberly Rd within City limits.

Snow removal from select City-owned parking lots is provided by a private contractor contracted through Utility Billing. The Parks and Recreation Department, Water Department, and Wastewater Department assist when needed.

The city ordinance assigns the responsibility of sidewalk snow removal to the adjacent property owner. (City Code 7- 5-1)

II. POLICIES

RESPONSIBILITY

The responsibility for implementing the snow and ice control policy lies with the Street Superintendent or his designee after regular working hours. The Public Works Director may choose to authorize the use of additional resources when conditions warrant.

TRAINING

Prior to the start of the snow season, the Street Department will conduct training for personnel that may be involved in snow control activities from other departments. The training will consist of hands-on equipment training, including the operation of salt spreaders, snowplows, front-end loaders and other equipment as needed.

WEATHER MONITORING

Street Department supervisors currently use the National Weather Service's daily hazard briefings to monitor weather conditions and schedule snowplow crews based on these forecasts.

COMMENCEMENT OF OPERATIONS

The Street Department will monitor weather conditions whenever there is potential for ice or snow developing on city roadways. During normal working hours the Street Department Superintendent or his designee will authorize the commencement of plowing and salting. If snow or ice begins accumulating on the streets after regular working hours the Twin Falls Police Department notifies the Street Department On-call personnel. While only one person is on call, he/she may call in others to assist in snow removal operations. If snow accumulates overnight, On-call personnel should be notified by 3:00 am. This gives the Street Department time to complete the priority 1 roads prior to traffic getting congested.

PRIORITIES

A limited number of resources and the need to provide the greatest level of safety and benefit to the traveling public in an efficient manner, necessitate priority be given to heavily used streets above those more minor in nature. Therefore, streets with higher use have a higher priority for snow removal service. Minor streets which require proportionally more time for snow removal for the amount of traffic served have lower priority.

Street priority snow removal maps are included in the appendix and are available for review on the City's website. City streets have been divided into the following two snow removal priority categories:

Priority 1: These are arterial, major and minor collector streets, which include approximately 270 lane miles.

Priority 2: All other streets not designated as Priority 1; these include approximately 396 lane miles of streets.

III. OPERATIONS PLAN

EQUIPMENT RESOURCES

The Street Department has a variety of equipment to utilize in snow removal activities. Equipment includes:

- Five (5) salt spreading trucks equipped with plows
- Four (4) salt brine trucks for pre-treatment
- One (1) front-end loader equipped with a plow
- One (1) front-end loader equipped with a snowblower
- One (1) front-end loader for loading salt
- Four (4) dump trucks
- Skid steer with plow
- Two (2) motor graders equipped with plows

The Street Department also utilizes equipment from other departments to assist with snow removal activities.

This equipment includes:

- Three (3) backhoes from the Water Department
- Two (2) pickup trucks with plows from the Parks Department
- One medium duty truck with plow from the Wastewater Department.

Whenever equipment is active, Fleet Maintenance personnel may be called in to support the operation and to make necessary mechanical repairs.

STAFFING

There are currently 16 employees who work full-time for the Street Department. These employees include 13 operators and 2 supervisors that operate plows, salt spreaders, graders, and front-end loaders for snow removal. The Street Department Superintendent and Public Works Administrative Assistant support snow removal operations by logging and dispatching service requests. The City's

Public Information Officer is also utilized during snow removal operations to communicate information to the public and media.

SCHEDULE	SHIFTS	NUMBER OF EMPLOYEES
Normal Work Schedule* Monday through Thursday	7:00 am to 5:00 pm	16 employees
On-Call	24 hrs.	1 employee**
SNOW SCHEDULE*		
	Shift 1- 7:00 am to 7:00 pm	
	Shift 2- 7:00 pm to 7:00 am	
Office Staff	7:00 am to 5:00 pm After hours if needed	

***Due to the nature of snow and ice control activities, the Street Department may change schedules as needed to complete snow and ice control activities.**

**** Street Department employees rotate through the on-call schedule**

RESPONSE PLAN

When weather forecasts indicate a pending storm may deposit snow within the city, the Street Department will pre-treat Priority 1 streets with salt brine to aid in ice and snow control.

Priority 1: Priority 1 streets are the first streets that receive plowing and salting. Once Priority 1 streets are deemed safe for travel during or after a snow event, focus may be shifted to Priority 2 roads.

Priority 2: Priority 2 streets will only be addressed if Police and Fire services are impacted. **Under normal circumstances residential roads are not plowed.**

In the event Police and Fire services are impacted, operations may shift to areas impacted to aid in access for those services.

If during snow removal operations on lower priority streets, conditions deteriorate on Priority 1 streets, focus will be shifted back to higher priority streets as necessitated by the snow event.

CONTINUATION AND COMPLETION

Although no snow event is exactly the same, it could take several hours AFTER the snow stops falling to plow and salt Priority 1 streets.

During major storms, traffic on low-priority streets usually causes the snow to become packed or icy. When snow has become compacted on low-priority streets and icy conditions exist, trucks may be dispatched to apply sand for traction in those areas. These requests for service will be handled on a case-by-case basis.

It is the Street Departments intent to continue winter storm control operations until Priority 1 streets meet the **minimum** level of service described below in the level of standards section. This level of service should provide, with some exceptions, for passage by a properly equipped and prudently operated vehicle down most City streets. Some travel delays may be encountered by banked snow and surface conditions requiring slower speeds. Be aware that the amount of snow and sustained subfreezing temperatures may hinder achieving this level of service on City streets in a timely manner. To preserve resources and protect the environment, winter storm control operations will cease when a **minimum** level of service is reached for Priority 1 streets.

PRE-STORM APPLICATION OF SALT BRINE

The Street Department will begin pre-applying salt-brine to Priority 1 streets at a target rate of 40 gallons per lane mile to aid snow removal when weather forecasts indicate a pending storm is anticipated to deposit snow within the city. This application can generally be completed within 10 hours utilizing four (4) truck mounted applicators. This application helps prevent the bonding of snow and ice to the road surface on higher priority streets.

The Street Department will utilize its brine maker to produce a 23.3% salt brine solution and will strive to pre-treat all 270 lane miles of Priority 1 roadways ahead of any anticipated storm. This effort should provide increased efficiency and result in the use of less snow and ice control materials and manpower.

SALTING

Salting is generally completed in conjunction with plowing in conformance with the priority road response system.

Once operations have begun, salting will continue until the priority 1 streets have had traction restored. Depending on the weather conditions, arterial and collector streets may receive multiple applications along with other high use intersections or streets with steep inclines. To conserve salt, if temperatures are anticipated to stay below 15 degrees for an extended amount of time, only sand will be applied to enhance traction on extremely slick streets.

It is our policy to practice salt/liquid deicer conservation through careful storage and application of salt and other deicing products. Salt is very effective and economical for snow/ice control, but over

application of salt at low ambient temperatures decreases the effectiveness which wastes money and depletes critical resources.

SALT STORAGE

The City has two salt storage facilities with a capacity of approximately 600 tons. Orders for salt delivery are regularly made to keep the storage facility at capacity. When at capacity, the Street Department has enough salt to cover Priority 1 roads 12 times.

SANDING

Sanding alone is conducted when roads are icy and low ambient temperatures decrease the effectiveness of salt. Sand may be used on snow-packed roads and in residential areas to increase traction.

BRIDGES

The Street Department is responsible for the maintenance of one bridge within City limits. Bridges often become icy before the adjacent streets because the ambient air temperature is lower beneath the bridge than the ground temperature beneath the pavement. The bridge is monitored for icy conditions by Street Department personnel during normal working hours and after hours by the Police Department.

Salt brine is usually applied to the bridge deck before a snow or ice event to prevent the snow and ice from bonding to the bridge deck. If ice is present, salt or a salt and sand mixture may be spread to increase traction and melt ice.

LOADING AND HAULING OF SNOW

Loading and hauling snow from City streets is the most expensive and time-consuming snow removal activity undertaken by the Street Department. This practice is minimized to the maximum extent possible and will only be implemented when there are no other alternatives to maintain access to adjacent properties, or other extenuating circumstances.

PUBLIC RELATIONS

Providing information to the public is a vital part of the snow removal process. Residents need to know how they can help facilitate snow removal and what to expect in terms of a response by the Street Department in winter storms. Messages sent to the public can range from simple requests to remove parked vehicles from the street to notification of street closures, or other severe conditions. Prior to snow season each year, the city will convey information regarding how to sign

up for notifications, where to find information, sidewalk snow removal requirements, prohibitions against throwing or blowing snow on to City streets and snow removal priorities.

During storms, the Street Department office will be staffed appropriately to manage requests for service according to storm intensity.

The Street Department will work closely with the City's Public Information Officer to convey information regarding snow removal activities as needed and to request resident compliance with snow removal parking restrictions.

To sign up for notifications from the City of Twin Falls, go to www.tfid.org, click on the blue NOTIFY ME button, and follow the instructions on the page.

DISPATCHING REQUESTS FOR SERVICE

Requests for service will be handled by the Public Works Administrative Assistant. Since snowplow operators are already trained to follow priorities established by policies and procedures contained herein, it is inefficient to respond to individual concerns before allowing operators to respond in accordance with existing policies.

Office staff will log requests for service and periodically forward these logs to snow removal supervisors for review and potential action. Supervisors will use these logs to direct operators to areas of concern, after they have achieved the goals established within existing snow removal policies.

Supervisors will be notified immediately of hazardous conditions or new snow accumulation on higher priority streets, roadways impacted by drifting snow or other emergency conditions.

DEVIATIONS

Deviations from standard policies and procedures may occur due to unusual or extraordinary circumstances. Every winter storm has unique characteristics such as storm intensity, duration, wind, temperature, and moisture content that influence the methodology used in response to each storm. Deviations and exceptions from the general priorities and procedures may be made when, in the judgment of the authority responsible, such deviations will best support meeting established objectives and ensuring public safety.

IV. LEVEL OF SERVICE STANDARDS

Snow and ice control measures are directed at achieving and maintaining relatively safe traffic movement on public streets within a reasonable time period. These operations are guided by following the priority ranking of streets and established levels of service standards. Therefore, snow and ice control efforts are first concentrated on obtaining a *minimum* level of service for

Priority #1 roadways, (main arterials and collectors, which carry most of the traffic), before residential and other low – volume streets and cul-de-sacs are serviced.

Level of standards:

- The **BEST** level of service is reached when all Priority #1 roadways are “bare pavement”, and clear of snow and ice from curb to curb. Reaching that objective takes considerable time and resources and is affected by the variables of meteorological conditions, traffic activity and the amount and type of materials applied. The width of certain streets and the number of turn lanes are also factors.
- The **MINIMUM** level of service for Priority #1 roadways is to clear and salt through lanes and left turn lanes down to bare pavement/packed snow cover. Exclusive right turn- lanes and joint center turn lanes may be left unplowed or salted during initial operations. Snow may be present along curbs / shoulders.
- The **ACCEPTABLE** level of service for residential and other low volume streets and cul-de-sacs is to provide a navigable surface. Streets may still have snow or ice packed on them, but plowing / sanding / salting should allow a vehicle to travel the street safely on at least one center lane. **Note that under normal circumstances we will not plow residential streets or cul-de-sacs.**
- During periods of continuous snowfall, plowing operations will generally be directed towards center medians, joint center turn-lanes or the middle of wide, 2 lane roadways. Depending upon meteorological conditions and the amount of accumulated snow from one or more storms in succession, this accumulation of snow may remain in these areas for a period of time. During this time, every effort will be made to provide access through these areas of deposited snow at street intersections. But the City will not provide access to individual driveway approaches through these areas of deposited snow. Nor will we remove snow from in front of individual street side mailboxes.
- Special attention will be given whenever practical to grades, curves, bridges or other locations known to be more difficult or hazardous to negotiate during periods of snowfall or freezing weather. Streets that provide access for certain institutional, academic, cultural, social or commercial areas may also receive priority treatment as time, traffic and conditions warrant.

AUTHORITY

The Street Department Superintendent, or his designee during non-working hours, has the authority to call out and direct snow removal resources. The Public Works Director may authorize additional resources from within the Department and coordinates press releases and other public information updates through the City’s Public Information Officers. The Public Works Director may also seek assistance from other Departments within the City to provide additional labor to meet the conditions

ADDITIONAL RESOURCES

- Overtime authorization
- Up to 15 employees from the street department split into two (2) crews, 12-hour shifts of five (5) employees per crew, to operate snow removal equipment.
- Additional employees from other departments as needed.

PUBLIC INFORMATION

Informational press releases, media interviews, social media posts, text alerts, City website notifications, and other notifications as deemed appropriate that may include requesting snow removal parking compliance will be coordinated through the City's Public Information Officer.

V. **SNOW EMERGENCY**

DEFINITION AND PROCEDURE

An **Emergency** is where the recorded snow depth reaches or exceeds 12 inches in the roadway assessed without consideration for redistribution caused by blowing and drifting. Resources will be committed to Priority 1 streets first. Additional resources, as described below, may be brought into clear lower-priority roads. Only after Priority 1 streets are cleared will resources be shifted to Priority 2 streets. If Police and Fire services are impacted, prioritization will be based on their needs.

In snow emergencies streets will be cleared during the normal daily scheduled hours. If during snow removal operations on lower priority streets conditions deteriorate on Priority 1 streets, focus will be shifted back to these higher priority streets as necessitated by the snow event. In this type of event, it could be several days before plows are able to cover Priority 2 roads.

The City of Twin Falls is currently broken into eight (8) maintenance zones. The Zone maintenance map is included in the appendix. Emergency plowing will follow the current maintenance zones.

Not all storms are the same and may affect different areas of the city differently. Priority may be given to areas of the city where the storm has had a bigger impact or Emergency services have been impacted.

In the event of a Snow Emergency, residents may be asked to move vehicles off streets. Every effort will be made to give a minimum of 24-hour notice to residents of zones being plowed so vehicles can be moved. Due to the narrowness and lack of on-street parking in some zones. Roads with vehicles parked on the right-of-way will be skipped.

Parking restrictions for Zones being plowed are as follows:

No parking from seven o'clock (7:00) a.m. local time until five o'clock (5:00) p.m. or until snow removal activities are determined by the Street Superintendent to be completed for the Snow Event.

Informational press releases, media interviews, social media posts, text alerts, City website notifications, and other notifications deemed appropriate will be used to notify residents of current Zones being plowed.

ON-STREET PARKING

It is dangerous and difficult to plow narrow streets that are congested with parked vehicles. Plowing around parked cars limits the effectiveness of snow removal activities. Some narrow streets may not be plowed if equipment cannot safely drive down them. The most helpful thing residents can do to facilitate snow removal is to move vehicles off the street and encourage their neighbors to do the same.

Twin Falls City Code prohibits all night parking on any street designated by the city during the hours of two o'clock (2:00) A.M. and six o'clock (6:00) A.M. (City Code 9-6-9)

Any vehicles parked on streets within Twin Falls after a Snow Event impeding snow removal will be subject to ticketing, relocation, and towing in accordance with City Code. Visit the City website for updates and more information (City Code 9-12-4)

PRIVATE PROPERTY SNOW REMOVAL

Blowing, throwing or pushing snow from driveways and sidewalks into the street creates additional work for snowplow operators and may create significant traffic hazards. Some businesses and residents have pushed large piles of snow into the street, hoping it would melt quickly. The snow pile is a hazard itself, but the ice created when the melting snow freezes can make the situation even more dangerous. Move snow onto landscaped areas in the yard or parking lot. The City Code prohibits placing snow upon any public street, sidewalk, easement, right-of-way, or public way, alleyway or sidewalk. (City Code 8-2-9 B, C)

CUL-DE-SACS

There are over 250 cul-de-sacs in the City Twin Falls. It takes considerably longer to clear snow from cul-de-sacs than continuous stretches of City streets. Because of the high cost-to-benefit ratio, cul-de-sacs and dead-end streets have the lowest priority for snow removal. In an **emergency** event, crews will make one (1) to two (2) passes around the perimeter of the cul-de-sac with a snowplow, pushing the snow to the middle of the cul-de-sac. Snow **may** be removed from the cul-de-sac at a later date.

This is a low priority activity that is generally the last activity to be completed after an emergency snow event.

SIDEWALKS

Snowplow operators try to avoid placing snow on sidewalks, but in some instances this may not be possible. The adjacent property owner is responsible for keeping sidewalks clear. (City Code 7- 5-1)

RESIDENTIAL DRIVEWAYS

One of the most frequent concerns in the removal of snow from public streets is snow being deposited at the approach to residential driveways during plowing operations. As plows travel along streets, the snow accumulated on the plow blade has no place to go but on to the adjacent street landscaping areas and in driveways. The more snow that has fallen, the greater the problem that is created. Residents can help this situation by piling snow they have shoveled from their driveways onto their property and not in the roadway.

MAIL DELIVERY

City snow removal operators make every effort to remove snow as close to the curb as practical and to provide access to mailboxes for postal carriers. However, it is not always possible to provide ideal conditions and not damage mailboxes due to the size and type of equipment the City operates. If there is an accumulation of snow blocking your mailbox it needs to be removed.

BROKEN TREE LIMBS

During heavy storms, tree limbs may be broken. Please call (208) 736-2226 to report limbs blocking traffic. Broken limbs outside the roadway are the responsibility of the tree owner.

SAFETY TIPS

- When trucks are plowing snow and spreading sanding material, stay back from the vehicle 100 feet to avoid problems.
- Plow trucks occasionally must back up. There are blind spots in the mirrors. For your safety, do not pull up directly behind them. They may not be able to see you.
- When cleaning driveways or parking lots, do not put snow in the street. This can cause problems for other motorists.

Plow trucks generally push snow to the passenger side of the truck (right side when looking at it from the rear). Never attempt to pass a truck on the right since there can be much more snow on that side of the vehicle.

COPY

COOPERATIVE AGREEMENT FOR MAINTENANCE OF STATE HIGHWAYS IN Twin Falls City

THIS AGREEMENT, made and executed in duplicate this 29th day of December, 2003, by and between the IDAHO TRANSPORTATION DEPARTMENT, hereinafter called the "State," and the CITY OF Twin Falls, hereinafter referred to as the "City."

WITNESSETH:

1. RECITALS

The parties desire to provide for the maintenance of state highway routes within the City as provided in *Idaho Code, Section 40-310(5)*, and to arrange herein for the particular maintenance functions to be performed by the City and those to be performed by the State and to specify the terms and conditions under which such work will be performed.

2. AGREEMENT

This agreement shall supersede previous Cooperative Maintenance Agreements. In consideration of the mutual covenants and premises herein contained, it is agreed that the City will perform such maintenance work as is specifically delegated to and the State will perform those particular functions of maintenance delegated to it on the state highway routes or portions thereof as hereinafter described under Sections 13, 17, and 17-a hereof or as said sections may be subsequently modified with the written consent of the parties hereto acting by and through their authorized representatives.

3. MAINTENANCE DEFINED

Maintenance is defined as follows:

- a. The preservation and keeping of right-of-way and each type of roadway, structure, and facility in the safe and usable condition to which it has been improved or constructed, but does not include reconstruction or other improvement.
- b. Provisions as necessary for the safety and convenience of traffic and the upkeep of traffic control devices.
- c. The general utility services such as roadside planting and vegetation control.
- d. The special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements, or other unusual or unexpected damage to a roadway, structure or facility.
- e. Upkeep of illumination fixtures on the streets, roads, highways, and bridges, which are required for the safety of persons using the said streets, roads, highways, and bridges.

4. DEGREE OF MAINTENANCE

The degree and type of maintenance for each highway or portion thereof shall mean doing the work and furnishing the materials and equipment to maintain the highway facility herein described in a manner as near as practicable to the standard in which they were originally constructed and subsequently improved.

5. LEGAL RELATIONS AND RESPONSIBILITIES

Nothing in the provisions of this agreement is intended to affect the legal liability of either party to the contract by imposing any standard of care respecting the maintenance of state highways different from the standard of care imposed by law.

It is understood and agreed that neither the State, nor any officer, agent, servant, or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the City or in connection with any work, authority or jurisdiction delegated to the City under this Agreement for Maintenance. The City, its officers, agents, servants, or employees, shall not be responsible for any damage or liability arising in connection with work to be performed by the State which is not otherwise delegated to the City.

6. HIGHWAY

Highway, as used herein, includes the entire right-of-way which is secured or reserved for use in the construction and maintenance of the traveled way and roadsides as hereinafter described.

7. ROADWAY

Roadway means the area between the inside face of curbs or the area between the flow lines of paved gutters; otherwise, the entire width within the highway which is improved for vehicular use including improved shoulders and side slopes, if they exist.

8. IMPROVED ROADSIDES

Improved roadside is the area between the roadway, as defined under Section 7, and the right-of-way boundary lines, including curb and sidewalk.

Curb relates to a timber, concrete, asphalt, or masonry structure separating or otherwise delineating the roadway from the remainder of the highway and shall include paved gutters. Medians that separate the roadways for traffic in opposite directions are considered a part of the improved roadsides. Sidewalk applies to the paved or otherwise improved surface area between the face of curb or edge of roadway and right-of-way boundary, including paved entrances or driveways.

9. UNIMPROVED ROADSIDES

Unimproved roadsides relate to the area between the roadway and right-of-way boundary wherein curbs and sidewalks do not exist.

10. BRIDGES

Bridges are structures that span more than 20 feet measured between abutments along the centerline of the street and multiple span structures where the individual spans are in excess of 10 feet measured from center-to-center of supports along the centerline of the street. All other cross-drainage structures shall be classified as culverts.

11. TRAFFIC CONTROL DEVICES

Traffic control devices include all signs, pavement markings, and highway illumination placed on or adjacent to the street or highway for the regulations, guidance, warning and aid of pedestrian and traffic movement thereon. Traffic signals will be treated under a separate agreement.

12. FRONTAGE ROADS

Frontage roads are roads constructed on either side of the highway to provide authorized road access to adjacent properties in lieu of access directly from the highway.

13. ROUTINE MAINTENANCE

Routine maintenance to be performed on the roadway or roadsides shall consist of such work as patching, spot sealing, crack sealing, snow plowing, snow removal, sanding, care of drainage, upkeep and repair of bridges, culverts, curbs, benches and sidewalks, street sweeping and cleaning, repair of damage and cleaning up after storms and traffic accidents, control of roadside vegetation, care of landscaped areas, planters, trees or other ornamental plantings, and upkeep and operation of traffic control devices, all in the manner as hereinafter specified.

a. Roadway

- (1) Surface Repair: The patching of holes, depressed areas, spot sealing, undersealing, etc.
- (2) Crack Sealing: The cleaning, filling and sealing of cracks in pavement with sealing compounds.
- (3) Sweeping and Cleaning: The removal of dirt or litter normally coming onto the roadway from action of traffic or from natural causes, such as flood and storm debris.
- (4) Snow Removal: The removal of snow from the roadway by plowing, sweeping, and hauling and shall include applying sand and/or salt when required. The hauling away of snow need only apply on those highway sections where snow storage is limited or at such times when accumulations become greater than storage area capacity.
- (5) Utilities: Including manholes, boxes or other appurtenances shall be maintained by their owners.
- (6) Storm Sewers: Shall be kept clean and free from debris; traps and sumps cleaned as required after each storm.
- (7) Culverts: Shall be kept clean and free from debris; inlets and outlets shall be kept free of debris and growing grass or brush.

b. Bridges

Shall be inspected in accordance with the national inspection standards of *U.S. Code, Section 116(d), Title 23*, administered by the State. Bridges designed to AASHTO H-20 or better standards must be inspected on a frequency not to exceed two years. Bridges that are posted for restricted weight limits and/or designed to AASHTO HS-15 or less will be inspected on an annual basis. Inspections are to be accomplished by a qualified inspector. The State's district engineer shall be immediately notified of major defects. See current edition of *AASHTO Manual for Maintenance Inspection of Bridges* for inspector's qualifications, inspection reporting procedures, and structural analysis for load capacity of bridges.

c. Improved Roadsides

- (1) Curbs: Shall be kept in repair by cleaning, patching, lifting, and aligning.

- (2) Sidewalks: Shall be kept in repair by cleaning, patching, lifting, aligning, and regrading if of gravel or other non-cemented material.
- (3) Lawn or Grass Areas: Shall be kept mowed, watered, edges trimmed, and the watering operations shall not flood or sprinkle on the roadway.
- (4) Trees and Plantings: Shall be kept trimmed with dead material removed and hazardous limbs pruned. This agreement shall not be construed as restricting, prohibiting or otherwise relieving the City of the responsibility for inspection and upkeep of trees in a manner that will insure maximum safety to both vehicular and pedestrian traffic or to restrict or relieve the City from following the same policy and procedure generally followed by it with respect to streets of the City in the matter of requiring sidewalk repairs and control of vegetation to be made by or at the expense of abutting owners who are under legal obligation to perform such work.
- (5) Benches and Planters: Shall be kept in repair by cleaning, patching, aligning, and painting.

d. **Unimproved Roadsides**

- (1) Ditchings: Foreslopes, backslopes, and ditches shall be bladed and ditched regularly as required to keep as near as possible to the original typical cross section.
- (2) Cleaning: Foreslopes and backslopes shall be mowed as required. Trees and shrubs shall be kept trimmed, dead material removed and hazardous limbs pruned, waterways shall be kept free of debris.

e. **Traffic Control Devices**

Traffic control devices installed and maintained on the urban extensions of the State Highway System shall be in conformance with the recommendations and specifications of the current *Manual on Uniform Traffic Control Devices for Streets and Highways* as approved by the American Association of State Highway and Transportation Officials (AASHTO) and as adopted by the Idaho Transportation Department. The maintenance to be performed on these items shall consist of furnishing all necessary labor, material, services, and equipment to install, replace, operate, and/or repair in accordance with this agreement.

All traffic control devices installed inside the full control of access limits of the Interstate Highway System shall be the responsibility of the State.

- (1) Route Guide Signing: This includes all official designation guide signs at junctions of the urban extensions of the State Highway System, all entering community signs and all U.S. or State Highway System route markers necessary to properly identify and keep the motorist sure of the routes.
- (2) Other Guide Signs: This includes all other guide signs of an informational nature identifying streets, city parks, landmarks, and items of geographical or cultural interest that the community desires to sign.
- (3) Warning Signs: These will include all signs used to indicate conditions that are actually or potentially hazardous to users of the highway or street.
- (4) Speed Signs: These will include all regulatory signs to indicate speed limits that have been designated in accordance with statutory provisions.

- (5) Other Regulatory Signs: These will include all regulatory signs, other than the speed sign and lane control sign which are used to indicate the required method of traffic movement or use of the public highway or street.
- (6) Highway Lighting: This includes all fixed illumination of the roadway or sidewalks for purposes of providing better visibility of persons, vehicles or roadway features. All highway lighting shall be installed and maintained in accordance with current policies of the State. Maintenance shall include all upkeep of supports, interconnecting service, electrical energy costs, cleaning, lamp renewal, and associated labor and material costs required to maintain the lighting system in continuous nighttime operation.
- (7) Lane-Line Markings: These will include those lines dividing the roadway between traffic moving in opposite directions, lane-lines separating two or more lanes of traffic moving in the same direction, painted channelization, pavement edge markings, and no passing barrier lines where required.
- (8) Other Pavement Markings: These include all stop lines, crosswalk lines, parking space limits and word and symbol marking set into or applied upon the pavement surface or curbing or objects within or adjacent to the roadway for the purpose of regulating or warning traffic.

14. ENCROACHMENT PERMITS

If the State delegates authority to issue encroachment permits to the City, the authority shall pertain to all parts of the highway or street throughout the particular length indicated under Section 17 and/or 17-a of this agreement. Authority to issue encroachment permits shall not be assigned to the City unless they have adequate ordinances governing the encroachments together with an administrative organization and procedure capable of enforcing the ordinances.

Permits shall be issued on a form provided by the State and the City will furnish a copy of each permit to the State. The City agrees to follow current policies of the State regarding encroachment unless the City, by ordinance or other regulation, imposes more restrictive regulations as stated below. Prior approval of the State shall be secured before any permit is issued for the original installation of any utility line, driveway or other permanent encroachment within the highway right-of-way.

If the City, by ordinance or other regulation, imposes more restrictive regulations and requirements regarding signs, marquees and/or driveways than above set forth or as provided in current State policies, nothing in these provisions shall be construed to prevent the City from enforcing such restrictive regulations in the granting or refusing of permits with respect to any State Highway. Where authority to issue encroachment permits is retained by the State, all local ordinances which are more restrictive than State policy will be observed. When authority to issue Encroachment permits is retained by the State, approval of the City will be secured prior to the issuance of a permit. State permit forms will be used and a copy will be forwarded to the City for its record.

The City or State shall comply with its usual policy with respect to collecting costs from permittees in such cases as fees or charges are made by the City or State for encroachment work on streets or highways.

No signs, billboards or structures other than those authorized and installed by the State or the City as necessary for the regulating, warning, and guiding of traffic shall be permitted within or to overhang the right-of-way of any State Highway, except in accordance with these provisions:

- a. Signs or marquees extending over the sidewalk and right-of-way may be installed on a certain basis in business districts only, subject to the following restrictions:
 - No sign or marquee shall be permitted to project over the roadway nor to extend beyond a vertical line located 18 inches outside the inside face of the curb.
 - Signs extending over the sidewalk area shall have no part thereof less than 12 feet above sidewalk or ground level. Marquees extending over the sidewalk area shall have no part thereof less than eight feet above sidewalk or ground level.
- b. Displays or signs overhanging the right-of-way may be authorized on a permit basis only outside of business districts when the display is placed flat against and supported by the building and providing it does not extend more than 12 inches into the right-of-way.
- c. All signs and marquees shall conform to the city building and/or sign code excepting that minimum clearance requirements as herein specified must be complied with.

They shall at all times be maintained in a good appearing and structurally safe condition. Any existing sign or marquee suspended or projected over any portion of State Highway right-of-way, which constitutes a hazard, shall be immediately repaired or removed.

- d. Signs or displays will not be permitted which resemble, hide, or because of their color, interfere with the effectiveness of traffic signals and other traffic control devices. Illuminated signs or displays containing red, yellow, or green lights will not be permitted to overhang the right-of-way.
- e. Temporary municipal decorations may be installed and suspended over the State Highway on a permit basis only. They shall not be permitted in locations that interfere with the visibility and effectiveness of traffic control devices.

It is understood that none of the provisions listed above (a. to e. inclusive) will be in conflict the Beautification of Highways Act of 1966, *Idaho Code, Section 40, Chapter 28*.

- f. Use of state highway right-of-way for benches, planters, and trees is subject to the following conditions:
 - Benches, planters, and trees must be at least 18 inches from the face of the curb. When benches, planters, and trees are placed on sidewalks, there must be a four-foot open space for pedestrians and bicyclists measured at a right angle from the edge of the sidewalk, or as an alternative, spacing that meets city-approved standards.
 - Benches, planters, and trees should not obstruct crosswalks or wheelchair ramps, or force pedestrians into the street by their placement.
 - Benches, planters, and trees should not be placed so as to impede the sight distance of vehicles using the highway.
 - Benches, planters, and trees shall not bear markings or signs that resemble official traffic signs.
 - Cities allowing benches, planters, and trees on state highway right-of-way agree to indemnify, defend regardless of outcome, and hold harmless, ITD from all accidents or occurrences resulting in damage to property, injury, or loss of life related to bench placement on highway right-of-way within the City

15. TRANSPORTATION PERMITS

Transportation permits will be required on State Highways for all vehicles and their loads that exceed legal limitations. If authority to issue transportation permits is delegated to the City, such authority shall pertain only to travel that originates and terminates within the City corporate limits.

16. ROUTE DESCRIPTION

<u>Route No.</u>	<u>Milepost</u>	<u>Length Miles</u>	<u>Description of Routing</u>
1	216.062-220.268	4.20	US-30 from West City limits via Addison Avenue West to West Five Points; thence via the one-way couplet (eastbound traffic via Washington Street, Second Ave. West, and Second Ave. South; Westbound traffic via Blue Lakes Boulevard, Second Ave. East and Second Ave. North) to East Five Points; thence via Kimberly Road to the East City limits.
2	46.549-50.039	3.49	US-93 from West Five Points via Addison Ave. to North Five Points thence via Blue Lakes Blvd. North to North City limits at beginning Perrine Bridge.
3	.000-.910	.910	93 Spur Blue Lakes proper from East Five Points via Blue Lakes Blvd. to North Five Points.
4	4.828-7.698	2.87	SH-74 from South City limits via Washington St. South and Shoshone Street to 2 nd Ave. North.

17. DELEGATION OF MAINTENANCE

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION		AGENCY TO PERFORM WORK				
ROADWAY	** , ***	Route No. 1	Route No. 2	Route No. 3	Route No. 4	Route No.
1. Surface Repair		S	S	S	S	
2. Crack Sealing		S	S	S	S	
3. Sweeping and Cleaning		C	C	C	C	
4. Snow Removal		C	C	C	C	
5. Utilities		C	C	C	C	
6. Culverts		C	C	C	C	
7. Storm Sewers		C	C	C	C	
BRIDGES						
1. Main Structure		S	S	S	S	
2. Pedestrian Walks		C	C	C	S	
					Old Towne Br.	
IMPROVED ROADSIDES						
1. Curbs		C	C	C	C	
2. Sidewalk		C	C	C	C	
3. Lawn or Grass Areas		C	C	C	C	
4. Trees and Planting		C	C	C	C	
5. Medians		C	C	C	C	
6. Benches and Planters		C	C	C	C	
UNIMPROVED ROADSIDES						
1. Ditching		S	S	S	S	
2. Cleaning		S	S	S	S	
3. Weed Eradication		C	C	C	C	
TRAFFIC CONTROL DEVICES *						
1. Route Guide Signs		S	S	S	S	
2. Other Guide Signs		C	C	C	C	
3. Warning Signs		C	C	C	C	
4. Speed Signs		S	S	S	S	
5. Other Regulatory Signs		C	C	C	C	
6. Highway Lighting		C	C	C	C	
7. Lane-Line Markings		S	S	S	S	
8. Other Pavement Markings						
Parking Space Limits		C	C	C	C	
Crosswalks		C	C	C	C	
Stop Bars		C	C	C	C	
School Crossing		C	C	C	C	
Railroad Crossing		C	C	C	C	
Lane Control		C	C	C	C	
ISSUE PERMITS ENCROACHMENTS		S	S	S	S	
ISSUE PERMITS TRANSPORTATION		S	S	S	S	

- * The State will cooperate with the City under a separate traffic signal agreement on warranted signal installations.
- ** Maintenance of intersection of Blue Lakes and Bridge View Blvd. is under a separate agreement.
- *** Maintenance of Main Street and SH-74 intersection, between Second Ave. East and Second Ave. North is under a separate agreement.

17-A. DELEGATION OF MAINTENANCE – FRONTAGE ROADS (N/A)

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION	AGENCY TO PERFORM WORK				
	Route No.	Route No.	Route No.	Route No.	Route No.
ROADWAY					
1. Surface Repair					
2. Crack Sealing					
3. Sweeping and Cleaning					
4. Snow Removal					
5. Utilities					
6. Culverts					
7. Storm Sewers					
BRIDGES					
1. Main Structure					
2. Pedestrian Walks					
IMPROVED ROADSIDES					
1. Curbs					
2. Sidewalk					
3. Lawn or Grass Areas					
4. Trees and Planting					
5. Medians					
6. Benches and Planters					
UNIMPROVED ROADSIDES					
1. Ditching					
2. Cleaning					
3. Weed Eradication					
TRAFFIC CONTROL DEVICES					
1. Route Guide Signs					
2. Other Guide Signs					
3. Warning Signs					
4. Speed Signs					
5. Other Regulatory Signs					
6. Highway Lighting					
7. Lane-Line Markings					
8. Other Pavement Markings					
Parking Space Limits					
Crosswalks					
Stop Bars					
School Crossing					
Railroad Crossing					
Lane Control					
ISSUE PERMITS ENCROACHMENTS					
ISSUE PERMITS TRANSPORTATION					

18. **DELEGATION OF COSTS**

All agencies shall bear all costs of maintenance obligations assigned to them under this agreement.

19. **SUBSEQUENT IMPROVEMENTS**

When a highway section or portion thereof is improved to urban standards, i.e., with curbs, sidewalks, etc., the delegation of maintenance shall automatically change to conform to the provisions as provided for similar sections under this agreement.

20. **TERM OF AGREEMENT**

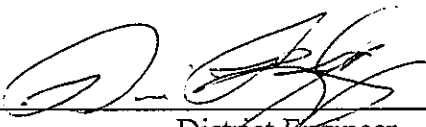
This agreement shall become effective December 31, 2003 and shall remain in full force and effect until amended or terminated.

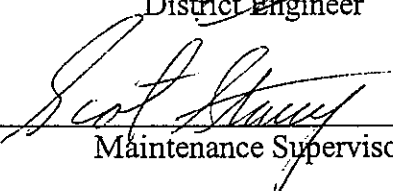
The agreement as above may be amended upon the mutual consent of the parties thereto.

The agreement as above may be terminated at any time upon 30 days' written notice by either party thereof to the other.

IN WITNESS WHEREOF, the parties have set their hands the day and year first above written.

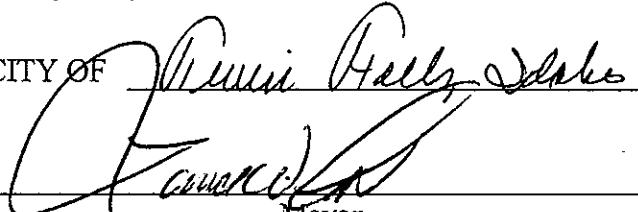
APPROVAL RECOMMENDED:

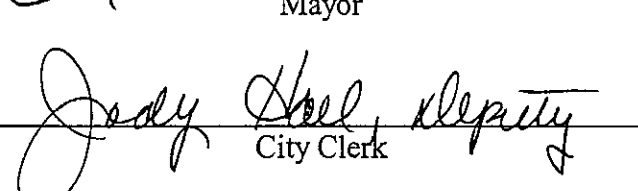


District Engineer


Maintenance Supervisor

CITY OF



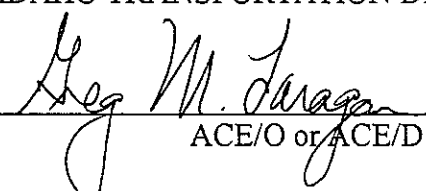
Mayor


City Clerk

ATTEST:

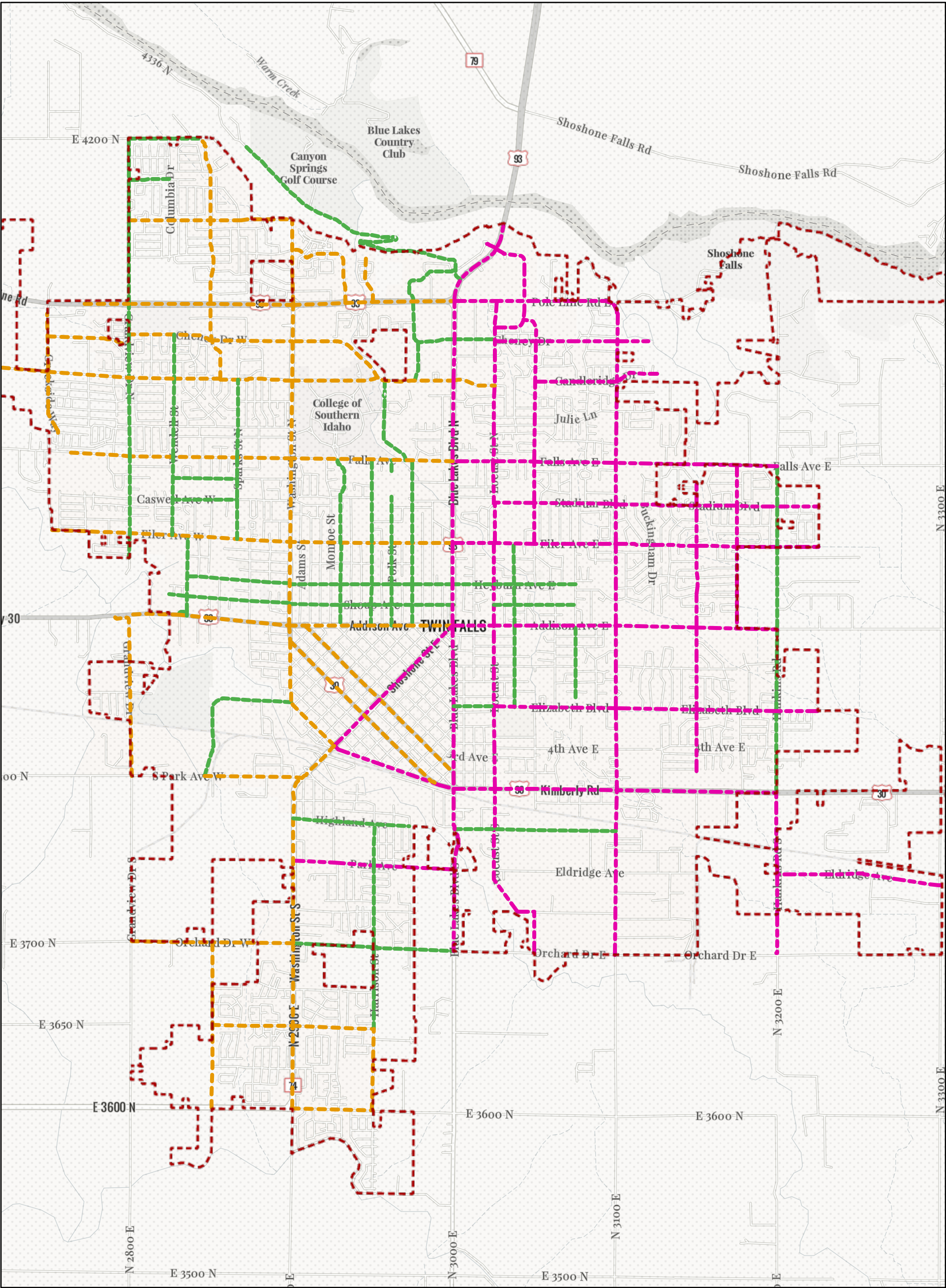
Secretary

IDAHO TRANSPORTATION DEPARTMENT



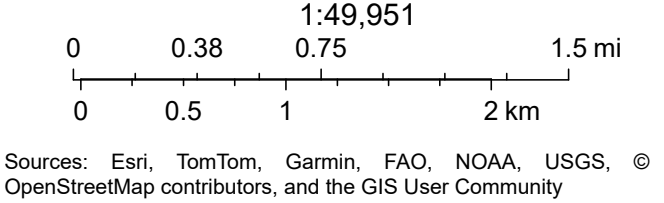
ACE/O or ACE/D

CITY OF TWIN FALLS SNOW PLOW ROUTES

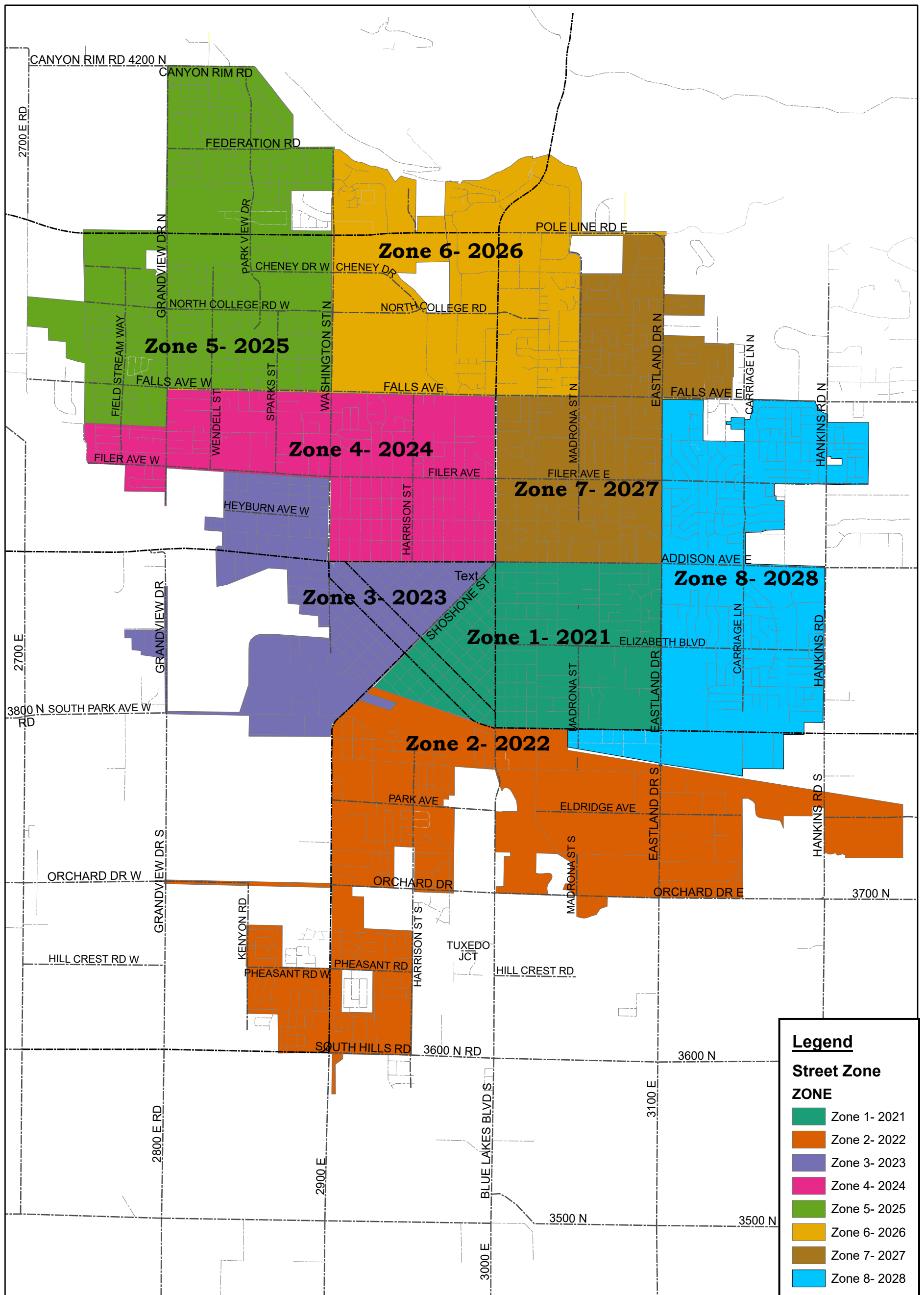


9/29/2025

- STREETS PLOW PRIORITY
- West Route
 - Single Truck Route
 - East Route
 - Public Forecast Zones
 - US States and Territories



PRIORITY # 1 Roadways	Start point	End point	Lane Miles
2nd Ave. E., W., N., and S.	All		7.44
6th Ave. E., N., and W.	All		2.18
South Hills Rd.	Washington St. S	Harrison St. S	1.28
Addison Ave.	West City Limits	Hankins Road	17.86
Blue Lakes Blvd.	Orchard Dr.	Perrine Bridge	21.01
Bridgeview Blvd.	Locust St.	Blue Lakes Blvd.	2.17
Candleridge Dr.	Madrona St	E. Dead End	2.51
Canyon Crest Dr.	Poleline Rd.	Grandview Dr.	5.70
Canyon Rim Rd.	Parkview Dr	Grandview Dr.	1.47
Canyon Springs Rd.	All		4.15
Carriage Ln.	Stadium Blvd.	9th Ave. E.	2.00
Caswell Ave W.	Sparks St. N.	Wendell St.	1.10
Cheney Dr.	North College Rd.	Grandview Dr.	6.49
Cheney Dr.	Fillmore St.	E. Dead End	4.28
Creekside Way	PoleLine	Falls Ave W.	1.45
Eastland Ave.	Orchard Dr.	Poleline Rd.	14.58
Eldridge Ave	Hankins Rd. S.	Cliff Bar Gate	1.96
Elizabeth Blvd.	Locust St.	Hankins Road	3.43
Falls Ave.	Hankins Road	Grandview Dr.	12.68
Federation Road	Washington St.	Grandview Dr.	3.68
Filedstream Way	Cheney Dr. W.	Falls Ave. W.	2.66
Filer Ave.	Carriage Ln.	West Dead End	11.58
Fillmore St.	North College Rd.	Canyon Springs Road	2.77
Fillmore St.	Addison Ave.	Falls Ave.	2.62
Frontier Rd.	Falls Ave.	North College Rd.	0.87
Grandview Dr.	South Park Ave. W	Canyon Rim Road	7.44
Hankins Road	Falls Ave.	Orchard Dr.	6.33
Harrison St.	Addison Ave.	Falls Ave.	1.98
Harrison St.	Highland Ave.	3600 N.	3.48
Harrison St. N.	Poleline Rd.	N. Dead End	0.95
Highland Ave. E.	Blue Lakes Blvd.	Eastland Dr.	1.98
Heyburn Ave. E. and W.	All		4.76
Kenyon Rd.	Orchard Dr.	3600	2.53
Kimberly Road	Blue Lakes Blvd.	East City Limits	9.94
Locust St.	Poleline Rd.	Osterloh Ave.	9.40
Madrona St. N.	Falls Ave.	Bridgeview Blvd.	1.83
Madrona St. S.	Osterloh	Orchard Dr.	0.00
Martin St.	Addison Ave.	Filer Ave.	0.96
Meadowview Dr.	Addison Ave.	Falls Ave.	2.77
Minidoka Ave.	Shoshone St.	2nd. Ave. S.	1.27
Monroe St.	Addison Ave.	Falls Ave.	2.04
North College Road	Locust St.	West Dead End	5.07
North Fork Rd.	Grandview Dr.	Columbia	0.67
Park Ave.	Washington St.	Blue Lakes Blvd.	1.97
Park View Dr.	North College Rd.	Canyon Rim Rd.	1.98
Pheasant Rd.	Kenyon Rd.	Harrison St.	1.94
Poleline Road	Eastland Ave.	Grandview Dr.	15.00
Robbins St.	Sparks St. N.	Wendell St.	1.08
Rose St.	South Park Ave. W	Victory Ave.	0.89
Shoshone St.	6th Ave W	Blue Lakes Blvd.	5.72
Shoup Ave. E. and W.	All		4.05
South Park Ave. W	Washington St.	Grandview Dr.	1.57
Southwood Ave.	Washington St S	Kenyon	1.91
Sparks St	Filer Ave.	North College Rd.	2.89
Stadium Dr	Locust St.	E. Dead End	7.00
Sunrise	Addison Ave.	Filer Ave.	1.65
Victory Ave.	Washington St.	Rose St.	0.73
Washington St.	3600 N.	Federation Road	16.81
Wendell St.	Filer Ave.	Cheney Dr.	4.35
		TOTAL	270.86





Date: Monday, October 13, 2025
To: Honorable Mayor and City Council
From: Travis Rothweiler, City Manager

DISCUSSION

Request:

A discussion regarding the merits of providing water and wastewater services to developments in the City's area of impact and also inside the City's water-sewer service boundary.

Time Estimate:

20 minutes

Background:

N/A

Approval Process:

N/A

Budget Impact:

N/A

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

N/A

Attachments:

None