



Twin Falls City Council Agenda

Monday, June 29, 2026, 5:00 PM
203 Main Ave E.
Twin Falls, ID 83301

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

- 1) Call Meeting to Order/Confirmation of Quorum
- 2) Pledge of Allegiance
- 3) Consent Calendar
 - a) **ACTION ITEM:** Request to approve City Council June 22, 2026, minutes.
By: Rachael Long, Deputy City Clerk
 - b) **ACTION ITEM:** Request to approve Accounts payable June 17-24, 2026.
By: Rachael Long, Deputy City Clerk
 - c) **ACTION ITEM:** Request to authorize the Mayor to sign the FBO Car Rental Operating Agreement with Jackson Jet Center and Go Rentals.
By: Matt Barnes, Airport Manager
- 4) Items of Consideration
 - a) **ACTION ITEM:** Request for Twin Falls City to Accept Twin Falls County 2026 All Hazard Mitigation Plan and Authorize the Mayor to sign it.
By: Jackie Frey, Twin Falls County Office of Emergency Management
 - b) **ACTION ITEM:** Request to award the City of Twin Falls Street Repair Project to REG Contracting in the amount of \$839,445 and authorize the Mayor to sign the contract.
By: Erin Steel, Assistant Public Works Director
 - c) **ACTION ITEM:** Authorize the use of \$65,000 of water reserves to purchase two (2) HVAC units and appurtenances for the Harrison Booster Station.
By: Austin Allen, Water Supply Tech
 - d) **ACTION ITEM:** Request City Councils approval to appropriate \$190,000.00 from reserves to cover the cost of the pre-approved Type 6 Brush Truck purchase.
By: Mitchell Brooks, Fire Chief
 - e) **ACTION ITEM:** Request to award the bid in the amount of \$769,000 to Kodiak American LLC and authorize the Mayor to sign the contract and the FAA grant application.
By: Matt Barnes, Airport Manager
 - f) **ACTION ITEM:** Request to award the bid in the amount of \$357,037.33 to Coastline Equipment and authorize the Mayor to sign the contract and the FAA grant application.
By: Matt Barnes, Airport Manager
 - g) **ACTION ITEM:** Request to award the bid in the amount of \$378,122 to Fort brand and authorize the Mayor to sign the contract and FAA grant application.
By: Matt Barnes, Airport Manager
 - h) **ACTION ITEM:** Request to award the bid in the amount of \$696,290 to American Road Maintenance and authorize the Mayor to sign the contract and the FAA grant application.
By: Matt Barnes, Airport Manager
 - i) **ACTION ITEM:** Request to sign a change order to complete the work associated with the Rock Creek Sewer replacement line near Addison and associated engineering fees
By: Troy Vitek, City Engineer

- j) **PRESENTATION:** Summer 2026 Odor Update
By: Nathan Erickson, Environmental Manager
- k) **ACTION ITEM:** Request to consider an advertising agreement between the City of Twin Falls (Ride TFT) and Rinard Media
By: Travis Rothweiler, City Manager
- 5) General Public Input
- 6) Advisory Board Report/Announcements
- 7) 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.
- 8) 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 other speakers.
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, they 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 Chair 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 Chair, 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 should 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 public will then be given the opportunity to provide their testimony regarding the request. The Mayor or Chair 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 Chair. The spokesperson shall be limited to 15 minutes.**
 - **Written comments, including e-mail, shall be received 2 business days prior to the date of the hearing to be accepted for consideration by the hearing body.**
8. Following the Public Testimony, the applicant is permitted five (5) minutes to respond.
9. Following the Public Testimony and Applicant's response, Council or Commission members, as recognized by the Mayor or Chair, 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 Chair may limit the time permitted for the answer.
10. The Mayor or Chair 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, June 22, 2026, 5:00 PM

Council Chambers

203 Main Avenue East Twin Falls, Idaho

1) Call Meeting to Order/Confirmation of Quorum

Present: Mayor Jason Brown, Council Members Christopher Reid, Nathan Murray, Cherie Vollmer, Grayson Stone, and Ruth Pierce.

Absent: Vice Mayor Craig Hawkins

Staff Present:

City Manager Travis Rothweiler, Deputy City Manager Gretchen Scott, City Attorney Bruce Castleton, Deputy City Clerk Rachael Long, URA Director Shawn Barigar, Library Director Tara Bartley, Senior City Planner Will Klaver, Parks Superintendent Chance Munns, P&R Director Wendy Davis, Police Chief Matthew Hicks, Fire Chief Mitchell Brooks

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

2) Pledge of Allegiance

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

3) Consent Calendar

MOTION: Council Member Reid moved to approve the Consent Calendar as presented. **Council Member Stone** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

- a) Request to approve City Council June 15, 2026, minutes.
- b) Request to approve accounts payable June 11-17, 2026.
- c) Request to approve June 17, 2026, Travel Requests.
- d) Request to approve 2027 Alcohol License Renewal.
- e) Request to approve new Alcohol license for River Stone Bar LLC at 602nd Ave S.
- f) Request City Council to approve the Special Event Permit for the organizers of the 12th Annual Commemorative Vietnam Veterans Welcome Home Motorcycle Ride and BBQ.
- g) Request City Council to approve the Special Event Permit for the organizers of the Dance.
- h) Request City Council to approve the Special Event Permit for the organizers of the Rotary's Annual Ice Cream Fundraiser.
- i) Request City Council to approve the Special Event Permit for the organizers of the High Plains Christian Church BBQ/
- j) Request City Council to approve the Special Event Permit for the organizers of the 15th Annual Magic Valley Beer Festival.
- k) Request City Council to approve the Special Event Permit for the organizers of the Church Softball Games.
- l) Request City Council to approve the Special Event Permit for the organizers of the Lighthouse Church Wednesday night service.

4) Items of Consideration

- a) Request to confirm the appointment of Austin Hatch and Ryan Jund to The Urban Renewal Agency of the City of Twin Falls Board of Commissioners and to reappoint Eric Smallwood for a

second term.

URA Director Barigar requested to confirm the appointment of Austin Hatch and Ryan Jund to the Urban Renewal Agency Board of Commissioners and to reappoint Eric Smallwood for a second term.

Discussion ensued as follows:

Council Member Pierce stated she was on the interview board and all candidates were great.

MOTION: Council Member Pierce moved to approve the request to appointment of Austin Hatch and Ryan Jund to the Urban Renewal Agency Board of Commissioners and to reappoint Eric Smallwood for a second term. **Council Member Vollmer** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

- b) Request to approve the special event application for the In-N-Out grand opening.

Police Chief Hicks requested approval of the special event application for the In-N-Out grand opening.

Discussion ensued as follows:

Council Member Brown thanked the Chief for all the handwork the department has done.

Council Member Murray asked if this goes past August. Would they need to fill out the application again? Does PD have an action after protocol?

Council Member Reid asked Chief how he personally felt about this plan along with his team.

Council Member Stone asked how comfortable he is with this application without a specific date?

MOTION: Council Member Pierce moved to approve the request to approve the special event application for the In-N-Out grand opening. **Council Member Reid** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 5 to 1.

- c) Request to reallocate the remaining **\$82,548** from the completed Library ADA Bathroom Project to two Library improvement projects.

Library Director Bartley requested to reallocate the remaining **\$82,548** from the completed Library ADA Bathroom Project to two Library improvement projects.

Discussion ensued as follows:

Council Member Pierce stated she is glad we were able to come in under budget for the bathroom allowing more change in the library.

MOTION: Council Member Pierce moved to approve the request to reallocate the remaining \$82,548 from the completed Library ADA Bathroom Project to two Library improvement projects. **Council Member Reid** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

- d) Request to authorize submission of an information-gathering municipal interest and readiness form to the Idaho Advanced Energy Consortium

Economic Development Director Barigar requested to authorize submission of an information-gathering municipal interest and readiness form to the Idaho Advanced Energy Consortium.

Discussion ensued as follows:

Council Member Pierce mentioned that growing up in Eastern Idaho she saw companies like this and thinks this is a great opportunity.

MOTION: Council Member Pierce moved to approve the request to authorize submission of

an information-gathering municipal interest and readiness form to the Idaho Advanced Energy Consortium. **Council Member Vollmer** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

- e) Request to adopt ordinance #O-2026-006 for a Zoning Title Amendment: an ordinance of the City Council of the City of Twin Falls, Idaho, Twin Falls City Code §10: Zoning and Subdivision regulations; Authorization publication of the ordinance by summary; and providing an effective date.

Senior City Planner Klaver requested to adopt ordinance #**O-2026-006** for a Zoning Title Amendment: an ordinance of the City Council of the City of Twin Falls, Idaho, Twin Falls City Code §10: Zoning and Subdivision regulations; Authorization publication of the ordinance by summary; and providing an effective date.

Discussion ensued as follows: none

MOTION: Council Member Reid made a motion to dispense with reading the rules and put Ordinance #**O-2026-006** on third and final reading by title only. **Council Member Pierce** seconded the motion. The Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

Mayor Brown read Ordinance #**O-2026-006** by title only.

Discussion ensued as follows: none

MOTION: Council Member Reid moved to approve the request to adopt ordinance #**O-2026-006** for a Zoning Title Amendment: an ordinance of the City Council of the City of Twin Falls, Idaho, Twin Falls City Code §10: Zoning and Subdivision regulations; Authorization publication of the ordinance by summary; and providing an effective date. **Council Member Pierce** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

- f) Parks and Recreation Update

Parks Superintendent Munns and P&R Director Davis presented the Parks & Recreation Update.

Discussion ensued as follows:

Mayor Brown thanked Wendy and staff for putting this together and bringing it forward.

Council Member Stone asked about the certifications that Parks and Rec trained in that have gone into other full-time departments within the city.

Council Member Reid asked how many pickle ball courts can go down where the fish hatchery was?

Council Member Stone asked where the water comes from at the hatchery?

Council Member Pierce asked how the maintenance has been on the new bathroom at Frontier Fields?

Mayor Brown stated he likes the way the Preserve park is coming along.

Mayor Brown stated he drives by Cascade park daily and he has noticed more youth learning tennis there.

Council Member Stone asked what is our Agreement with CSI on number 8.

Mayor Brown thanked the presenters for their presentation.

- g) A request to adopt Ordinance No. 2026-007 amending City Code to create a Council-approved waiver process for term limits on advisory boards and commissions.

City Manager Rothweiler requested to adopt Ordinance #**O-2026-007** amending the City Code to create a Council-approved waiver process for term limits on advisory boards and commissions.

Discussion ensued as follows:

Council Member Reid thanked Travis for bringing this forward to fix the issue.

Council Member Murray, is there a criterion that the City Manager wants council to follow or can someone serve as long as you want?

MOTION: Council Member Reid made a motion to dispense with reading the rules and put Ordinance #O-2026-007 on third and final reading by title only. **Council Member Vollmer** seconded the motion. The Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

Mayor Brown read Ordinance #O-2026-007 by title only.

MOTION: Council Member Reid moved to approve the request to adopt Ordinance #O-2026-007 amending the City Code to create a Council-approved waiver process for term limits on advisory boards and commissions. **Council Member Stone** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

5) General Public Input

Maria Hernandez talked about City Council as a pillar or a relic to this city.

6) Advisory Board Report/Announcements

Vice Mayor mentioned that they had their MVPO meeting and have adopted a traffic plan.

City Manager Rothweiler brought up that the budget is coming up starting July 6th and every Monday with no break until the Budget is adopted and he hopes the community will get involved.

City Manager Rothweiler welcomed back Deputy City Manager Scott back from Harvard.

Police Chief Hicks came up and gave news that the city has passed with a 100% with his department leading the way in Idaho with the Board of Police of Chiefs association.

7) Executive Session

- a) Request to adjourn to Executive Session pursuant to Idaho Code § 74-206(1)(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.

MOTION: Council Member Pierce moved to adjourn to Executive Session 74206(1) (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. **Council Member Vollmer** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 6 to 0.

8) Adjournment

Convene to Executive Session 74206(1) at 06:17 PM. Executive session ended at 6:45PM.

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



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Matt Barnes, Airport Manager

ACTION ITEM

Request:

Request to authorize the Mayor to sign the FBO Car Rental Operating Agreement with Jackson Jet Center and Go Rentals.

Time Estimate:

N/A

Background:

Jackson Jet Center has entered into a business partnership with Go Rentals to offer luxury car rental services to the FBO's clientele. Go Rentals operates at many FBO's within airports throughout the country. The intent of this business relationship is to only serve FBO clients who are looking for a luxury car rental experience, so Go Rentals will not be operating in the terminal and will not be directly competing with the airport's other car rental partners.

Approval Process:

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

Budget Impact:

The agreement allows the airport to capture a concession fee of 10% of Go Rental's gross revenue based on activity at the airport reported by Go Rentals to the airport.

Regulatory Impact:

The Car Rental Operating Agreement was reviewed by the City Attorney.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends that the Council approve the request to authorize the Mayor to sign the FBO Car Rental Agreement with Jackson Jet Center and Go Rentals.

Attachments:

None



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From:

ACTION ITEM

Request:

Request for Twin Falls City to Accept Twin Falls County 2026 All Hazard Mitigation Plan and Authorize the Mayor to sign it.

Time Estimate:

Background:

Approval Process:

Budget Impact:

Regulatory Impact:

History:

Analysis:

Conclusion:

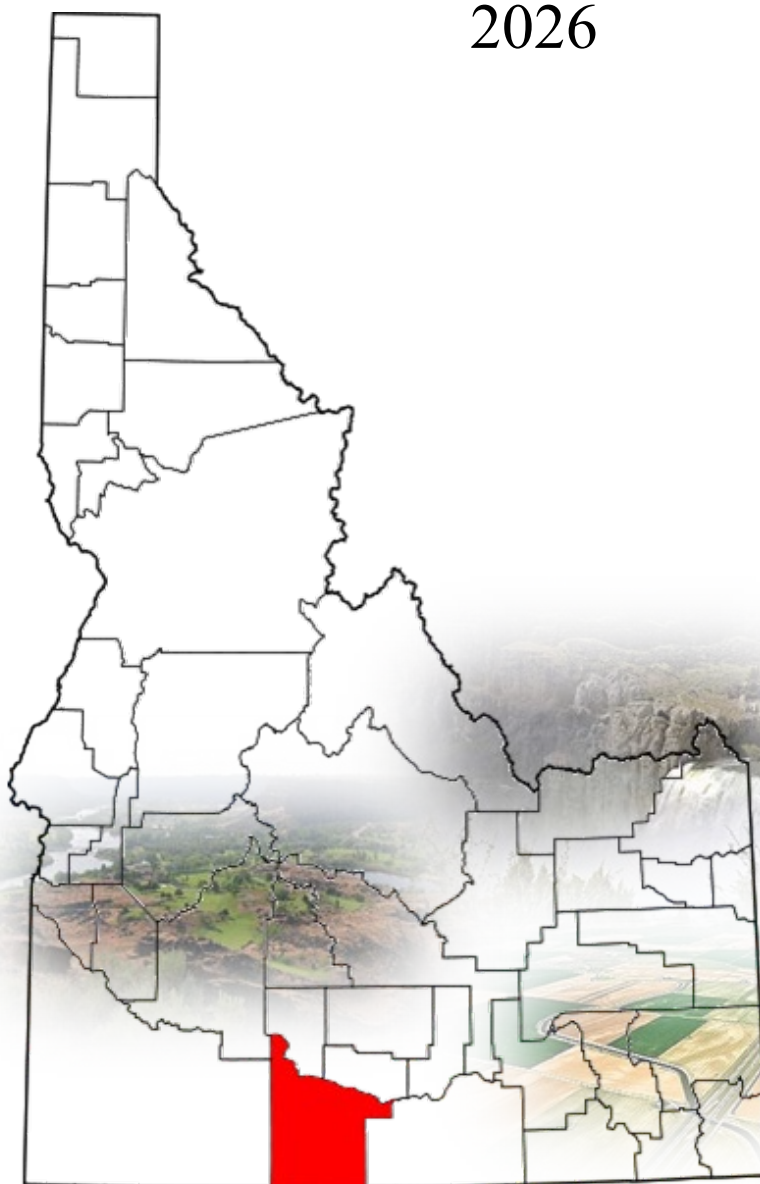
Attachments:

1. Twin Falls HMP_042926 FINAL
2. IDTwinFallsCountyAPA2026_AJ AHMP
3. Twin_Falls_Notice_of_Endorsement (1)
4. Twin_Falls_Mayor_Brown



TWIN FALLS COUNTY HAZARD MITIGATION PLAN

2026



Executive Summary

The 2026 Twin Falls County Hazard Mitigation Plan (HMP) is an update of the 2020 Plan. To fulfill federal requirements, the update includes reevaluation of hazards within the jurisdictions and update mitigation strategies. The 2026 plan complies with federal Disaster Mitigation Act mitigation planning requirements.

The Twin Falls County Hazard Mitigation Planning Project was led by Jackie Frey, Coordinator, Twin Falls County Office of Emergency Management (OEM), who, under the direction of the Twin Falls County Commissioners, is responsible for implementing the mitigation actions recommended in this Plan.

The Twin Falls County Hazard Mitigation Planning Committee was comprised of members of the Twin Falls County Local Emergency Planning Committee (LEPC), emergency services, businesses, and local entities. The methods of community involvement included: a in person survey, an electronic based community survey, an invitation to attend the local elected officials' briefings, an open forum to review projects and the public survey, and community review/input of the draft plan. Community participation was excellent. Surrounding counties, schools, and local businesses were invited to participate in the meetings, survey, and review of the plan. There was limited input by these groups.

While the focus of this Plan is on county-wide mitigation activities, it was developed through an integrated effort by representatives from many county jurisdictions. The following cities and taxation districts have also participated in the development of this Plan:

- City of Buhl
- City of Castleford
- City of Filer
- City of Hansen
- City of Hollister
- City of Kimberly
- City of Murtaugh
- City of Twin Falls
- Buhl Highway District
- Filer Highway District
- Murtaugh Highway District
- Twin Falls County
- Twin Falls Highway District
- Twin Falls County Pest Abatement District
- Twin Falls Canal Company
- Three Creek Rangeland Fire Protection Association, Inc.
- Saylor Creek Rangeland Fire Protection Association, Inc.

The update included reviewing and updating each hazard (occurrences, impacts), reviewing changes to the county and cities (growth, development), analyzing how climate impacts affect hazards, and assessing the impacts of each hazard on vulnerable populations within the county.

There were no significant changes to hazard risk or vulnerability within the county and participating jurisdictions. Changes in the county (growth, development, etc) were captured in the update as well as hazard events that had occurred over the past five years. Risk assessments were reevaluated and updated as needed based on the updated information.

There were no new changes to ordinances, codes, or laws that impacted hazards or mitigation activities over the past 5- years.

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Attachments

Attachment 1. Meeting Minutes

Attachment 2. Community Survey

Section 1. Planning Process

Introduction

Twin Falls County, Idaho, and the incorporated cities that lie within the county boundaries, are vulnerable to natural and non-natural hazards that have the potential to cause serious harm to the health, welfare, and security of its residents. The cost of response to, and recovery from, disaster events can be lessened when attention is turned to mitigating their impacts and effects before, they occur or re-occur.

This Plan seeks to identify the county's hazards, understand the vulnerabilities to those hazards, and craft solutions that, if implemented, will significantly reduce threats to life and property. With increased attention to managing natural hazards, communities can reduce the threats to citizens and, through proper land use and emergency planning, avoid creating new problems in the future. Many solutions can be implemented at minimal cost and social impact.

This is not an emergency response or management plan. The Plan can, however, be used to identify weaknesses and refocus emergency response planning. Enhanced emergency response planning is an important mitigation strategy. The focus of this Plan is to support better decision making directed toward avoidance of future risk, and to implement activities or projects that will eliminate or reduce current risks.

Plan Organization

This Hazard Mitigation Plan (HMP) is organized into the following sections:

- Section 1 – Planning Process. Provides a general overview of the process, scope, purpose, and goals of the plan.
- Section 2 – County Profile. Provides a general background of the county, including demographics, economics, cultural, and physiographic characteristics.
- Section 3 – Risk Assessment. Identifies the weather hazards and any additional hazards faced by the county.
- Sections 4 and 5 – Mitigation Goals, Objectives, Strategy, Actions, and Implementation. Identifies the mitigation goals and objectives of the county and the mitigation actions to reduce loss of life and property from hazards identified in the Risk Assessment.
- Section 6 – Plan Maintenance. Presents the county's commitment to updating the plan on a yearly and 5-year basis.

Hazard Mitigation and Hazards

Hazard mitigation is defined as cost-effective actions that have the effect of reducing, limiting, or preventing the vulnerability of people, culture, property, and the environment to potentially damaging, harmful, or costly hazards. Hazard mitigation measures that can be used to eliminate or minimize the risk to life, culture, and property fall into the following three categories:

- 1) Those that keep the hazard(s) away from people, property, and structures,
- 2) Those that keep people, property, or structures away from the hazard(s), and
- 3) Those that reduce the impact of the hazard(s) on victims (i.e., insurance).

Hazard mitigation measures must be practical, cost effective, and culturally, environmentally, and politically acceptable. Actions taken to limit the vulnerability of society to hazards must not, in themselves, be more costly than the anticipated damages.

Hazard mitigation planning is based on vulnerabilities, and its primary focus is on the point where capital investment and land use decisions are made. The placement of capital investments (whether for homes, roads, public utilities, pipelines, power plants, or public works) helps to determine, to a large extent, the nature and degree of a community's hazard vulnerability. Once a capital facility is in place, there is little opportunity to reduce hazard vulnerability through correction of errors in location or construction. It is for this reason that often the most effective mitigation tools are zoning and other ordinances that manage development in high vulnerability areas and building codes that ensure that new buildings are constructed to withstand the damaging forces of anticipated hazards.

Because disaster events are generally infrequent, the nature and magnitude of the threat is often ignored or poorly understood. Thus, the priority to implement mitigation measures is low and implementation is slowed. Mitigation success can be achieved, however, if accurate information is portrayed through complete hazard identification and impact studies, followed by effective mitigation management.

The following hazards were identified as directly impacting Twin Falls County:

Natural Hazards:

- Severe Weather
- Drought
- Flooding
- Dam/Canal Failure
- Earthquake
- Landslide/Mudslide
- Wildfire

Non-Natural Hazards:

- | | |
|-----------------------------------|--------------------|
| Structural Fire | Biological |
| Radiological Event | Cyber Security |
| Hazardous Material Event | Utility Disruption |
| Riot/Demonstration/Civil Disorder | |
| Terrorism | |

Participating Jurisdictions

This AHMP covers all areas within Twin Falls County, Idaho, and the following jurisdictions will adopt the final plan:

- City of Buhl
- City of Castleford
- City of Filer
- City of Hansen
- City of Hollister
- City of Kimberly
- City of Murtaugh
- City of Twin Falls.

Plan Purpose

The purpose of this Plan is to identify local policies and actions that can be implemented over the long term to reduce risk and future losses from hazards to Twin Falls County. The Plan identifies the current needs and values of the community in order to develop a mitigation strategy specific to Twin Falls County.

Twin Falls County Hazard Mitigation Planning Committee

The Hazard Mitigation Planning Committee is comprised of representatives from the Twin Falls County Local Emergency Planning Committee (LEPC), Twin Falls County department heads, representatives from the transportation districts and the incorporated cities, representatives from the major utility providers, interested media, stakeholders (IOEM), and members of the public. Academia (CSI), local counties, and regional services (Southern Idaho Health) were invited to participate in the plan update.

The 2025 committee members are provided in Table 1.1. Stakeholders who participated in the plan update are presented in Table 1.2

Table 1.1. 2025 Participants

Representative	Agency	Position
Jackie Frey	Twin Falls County OEM	Emergency Services Coordinator
Brent Reinke	Twin Falls County	Commissioner
Jealsy Knutz	South Central Public Health	Planner
Amy Dillon	South Central Public Health	PIO
Ron Aguirre	Rock Creek FD	Assistant Chief
Alison Walker	City of Twin Falls	Employee
Mitch Brooks	TF City Fire	Fire Chief
Stan Flint	Magic Valley Paramedics	Supervisor
Steve Mullen	Filer Fire Dept	Fire Chief

Representative	Agency	Position
Sjuni Bunderson	Kimberly City Police	Police Chief
John Darnell	Filer Police	Sergeant
Spencer Cutler	CSI/TF City Council	Councilman
Jeremy Engbaum	Buhl Police	Chief
Justin Hendricks	Twin Falls Police	Officer
Shane Smith	Twin Falls Fire Department	Assistant Chief
Gabriel Hammet	Twin Falls Fire Department	Fire Marshall
Aaron Zent	Rock Creek Fire	Chief
Mike Guerry	Three Creek Rangeland Fire	Chief
Nancy Duncan	City of Kimberly	Councilwoman
Andrew Stephens	Buhl Fire	Chief
Ben Medina	Castleford Fire	Chief
Jason Scott	Buhl Public Works	Director
Shane Smith	Twin Falls Fire	Assistant Chief
Craig Eckles	Kimberly City Administrator	City Administrator

Table 1.2. Stakeholders

Representative	Agency	Position
Rick Young	Magic Valley Babtist Disaster Relief	Volunteer
Emily Petersen	Living Independent Network Corporation	Advocacy Specialist
Dave Ayers	IOEM	Area Field Officer
Paul Hamlett	ARES/RACES	Operator
Keith Thompson	CSI	Campus Safety
Brain Maugham	St. Lukes	Security
Randy Hall	St. Lukes	Emergency Management
Marilyn Shiroma	OOA	Ombudsman Manager
Kristy Churchman	SIRCOMM	Deputy Director
Sue Switzer	DEQ	Administrator
Maria Contreras	Center for Community Health	Director
Paul Andersen	ARES/RACES	Operator
Ruth Ann Harker	United Way	Collective Impact Project Manager
Joe Adams	Williams Pipeline	Operations Technician
Kali Sherrell	Twin Falls Parks and Weeds	Supervisor
Brenda Mason	Public Health Preparedness	Manager
David Thompson	Office of Aging	Director
Kevin Arthur	Greater Twin Falls Health Care Coalition	Administrator
Tyler Senft	USDA	Emergency Coordinator
Lori Harrison	USDA	Emergency Coordinator
Nick Denny	Lineage Quality Assurance	Coordinator
Brock McCurdy	Intermountain Gas Company	Coordinator

Representative	Agency	Position
Matt Barnes	Twin Falls Airport	Supervisor

Table 1.3. Jurisdiction Participation

Representative	Agency (Jurisdiction Representing)	Position	Participation
Jackie Frey	Twin Falls County Emergency Management (Twin Falls County)	Emergency Services Coordinator	Lead update, attended meetings, reviewed plan, provided projects
Lynn Ginder	Hollister City Council (Hollister)	Councilwoman	Attended meetings, reviewed plan, provided plan input
Jason Scott	Buhl Public Works (Buhl)	Director	Attended meetings, reviewed plan, provided plan input
Dee Hunsaker	Murtaugh City Mayor (Murtaugh)	Mayor	Attended meetings, reviewed plan, provided plan input
Craig Hawkins	Twin Falls City Council (Twin Falls)	Councilman	Attended meetings, reviewed plan, provided plan input
Rocky Matthews	Twin Falls County (Twin Falls County)	Commissioner	Attended meetings, reviewed plan, provided plan input
Pam McClain	City of Buhl (Buhl)	Mayor	Attended meetings, reviewed plan, provided plan input
John Darnell	Filer Police Chief (Filer)	Police Chief	Attended meetings, reviewed plan, provided plan input
Sjuni Bunderson	Kimberly City Police (Kimberly)	Police Chief	Attended meetings, reviewed plan, provided plan input
Craig Eckles	City of Kimberly (Kimberly)	City Administrator	Attended meetings, reviewed plan, provided plan input
Stacie Darrow	Castleford City Clerk (Castleford)	City Clerk	Attended meetings, reviewed plan, provided plan input
Todd Stimpson	City of Hansen Mayor (Hansen)	Mayor	Attended meetings, reviewed plan, provided plan input

Update Process

The following strategy was taken to update the Plan. The plan update builds on the existing mitigation strategy developed during the previous planning process. All of the hazard analyses were updated. Information regarding climate impacts and vulnerable populations were added to each hazard.

The plan was updated based on changes to the community and priority changes including, growth in wildfire areas, impacts from climate change, demographics, and protecting vulnerable populations.

The planning process began in February 2025 as a collaborative process involving local and regional organizations involved in hazard mitigation activities, agencies that regulate development, and neighboring communities. The planning effort began by utilizing and convening the countywide LEPC committee.

Members of the committee were asked to review the current plan, provide feedback on mitigation projects, review existing hazards and risks, complete the online survey, participate in the open forum, and supply future mitigation projects for consideration. The committee also reviewed the draft 2026 plan prior to submittal to the state.

Following the update of the plan, the public was given a chance to review the final plan prior to submittal to the state. The community was given from October 2025 to November 2025 to review and provide comments on the plan. Correspondence is included in Attachment 1.

The planning process included the following steps:

- **Origination of Resources-** Twin Falls County hired the services of private consulting firm to assist in the planning process.
- **Collection of Data-** The consultant coordinated the collection of new data about the extent and occurrences of hazards.
- **Risk Assessment-** Hazards risks were reassessed based on updated data and discussed at meetings prior to being accepted in the updated plan.
- **Public Involvement-** A plan to include the public was discussed and implemented through surveys, public meetings, open forums, and review and adoption of the plan.
- **Mitigation Strategies-** An open forum was conducted to discuss past mitigation strategies and create new strategies that the community would like to see implemented.
- **Drafting of the Report-** Based on updated hazard data, public and committee input, the plan was drafted and sent to the public, state, and Federal Emergency Management Agency (FEMA) for review.
- **Adoption of the Plan-** Following all reviews, each jurisdiction adopted the plan.

Review of Existing Plans

Existing county and city plans were reviewed and incorporated into the 2026 HMP. The following plans were reviewed:

- Twin Falls County All- Hazard Mitigation Plan (2020)
- Twin Falls Comprehensive Plan (2008- in update process)
- Twin Falls Community Wildfire Protection Plan (2025)
- City of Twin Falls Comprehensive Plan (2016)
- City of Kimberly Comprehensive Plan (2017)
- City of Kimberly Transportation Plan (2009).

Identify Hazards

Twin Falls County hazards were identified, and their frequency of occurrence evaluated, using a number of resources, including:

- Hazard planning documents developed by state, federal, and private agencies;
- National Weather Service (NWS) weather data from the past 50 years; and
- 100-year historical analysis of hazardous event occurrences published by federal, state, and local government agencies.
- State and Federal Emergency Declarations.

To determine frequency of occurrence, the historical analysis of hazardous events was conducted. One of the difficult tasks facing hazard mitigation professionals is the determination of the potential frequency of a natural hazard occurrence. Comparing historical facts against technically determined probability allows one to establish confidence, or not, in published scientific predictions. The process whereby the frequency is determined is then expressed in an expected reoccurrence interval.

The estimated occurrence of the hazard is a useful element in the hazard assessment so one can distinguish between infrequent hazards, like volcano eruptions, and from frequent hazards, such as flooding. This calculation provides a useful indicator of the relative importance of each of the hazards that affect the jurisdictions, individually or collectively. The frequency of occurrence is a straight-forward calculation from the historical data and the length of that record in years. The number of hazard occurrences is divided by the number of years in the record. This yields the probability of the event occurring in any given year. For instance, if a hypothetical hazard “A” occurred 17 times in the county over the past 23 years, the probability of occurrence for that hazard in a given year would be $17 / 23 = .739$, or 73.9%. The reverse of this equation results in a reoccurrence interval in years. For example, the reoccurrence interval of this hazard is calculated as $23 / 17 = 1.35$. Hazard “A” can be expected to occur every 1.35 years. These frequencies are then correlated with magnitude to define the risk of a given hazard. To get the best calculation of return interval the largest span of years, i.e., 29 versus 5 is used even though the largest span may not be the most recent history. The reason for this is to get the greatest number of events across a large span of years.

Hazard Analysis

A risk analysis was conducted using the information gathered. The following information was gathered for each hazard to assess risk and include information concerning the potential amount of damage a hazard event can cause (i.e., hazard magnitude); how frequently such events are likely to occur (i.e., hazard frequency); and, if frequent, the repetitiveness of the loss. To the extent that such data can be obtained quantitatively, risk may then be determined as the product of the hazard’s magnitude and its frequency.

- 1) **Historical Frequency**- Number of historical occurrences with a community.
 - **None** - No occurrences in the last 50 years
 - **Low** - Five or less occurrences in last 50 years
 - **Medium** - 6-9 occurrences in last 50 years
 - **High** - More than 10 occurrences in last 50 years.

- 2) **Hazard Magnitude**- Assessment of severity in terms of fatalities, injuries, property/economic losses.
 - **Negligible** - Few if any injuries, minor quality of life lost, little to no property damage, brief interruption of facilities/services for less than 4 hours.
 - **Limited** - Minor injuries and illness, minor or short-term property damage that does not threaten structural stability, loss of essential facilities and services for 4 to 24 hours.
 - **Critical** - Serious injury and illness, minor short-term property damage that threatens stability, shutdown of essential facilities and services for 24 to 72 hours.

- **Catastrophic** - Multiple deaths, property destroyed or damaged beyond repair, complete shutdown of essential facilities/services for more than 72 hours.

Each hazard was given a ranking of low, medium, or high, as defined below, based on hazard frequency and magnitude, and potential future occurrences.

- **High** - This ranking carries the highest threat. The hazard has a high past occurrence and high potential of future occurrence and a critical or catastrophic hazard magnitude.
- **Medium** - This ranking carries a moderate threat level to the general public. Past occurrences are low to medium and future occurrences are low to high, but the magnitude is limited to critical with more isolated and less costly damage.
- **Low** - This ranking carries a low threat to the general public. Past and future potential occurrences are none to low and the hazard magnitude is negligible to limited.

Repetitive Loss

Repetitive loss designations are used to eliminate or reduce the damage to property and the disruption of life caused by repeated damage (i.e., flooding) of the same properties. The criteria to determine repetitive loss includes:

- Four or more losses of more than \$1,000 each in a 5-year period, or
- Two losses within a 10-year period that, in the aggregate, equal or exceed the current value of the insured property.

Quantify Risk

Once the hazard's frequency and magnitude are evaluated, an estimate of the overall risk severity associated with that hazard emerges. Risk is based on a hazard's historical occurrences, the probability of reoccurrence, magnitude of impact, vulnerability, and spatial extent.

Rank Severity

To assist in prioritizing mitigation activities, the severities of all hazards considered in the Plan are ranked relative to one another. Prioritization is also based on goals and objectives approved by the Planning Committee.

Develop Mitigation Strategy

As required by FEMA, this planning effort is centered on community supported hazard reduction goals to be implemented and evaluated based on measurable objectives. Mitigation projects are to be assessed against the established goals and objectives to ensure that the selected projects reduce risk, as desired.

Revise Plan

This Plan meets, and in some instances exceeds, the requirements set forth by FEMA for multi-hazard mitigation plans and Public Law 106-390 (44 CFR§201.6). Plan drafts in electronic copy were provided to the Committee for review. This Plan includes information on Plan adoption, including a promulgation page for the county and an agreement to participate page for each incorporated city.

Plan Review

The initial plan review was conducted by the Planning Committee and the public during development. Once the Plan was completed, it was submitted to the Idaho Office of Emergency Management (IOEM), and then to FEMA Region 10's Hazard Mitigation Officer for review. The Twin Falls County Board of County Commissioners also reviewed the Plan in a parallel time frame.

Participating Jurisdictions

To be included as an adopting jurisdiction in the Twin Falls County All Hazard Mitigation Plan, each jurisdiction is required to participate in the process. The following representatives were involved in the planning process from each adopting jurisdiction:

- Twin Falls County: Jackie Frey, Twin Falls County Emergency Manager, led the update process.
- City of Murtaugh: Dee Hunsaker, Murtaugh City Mayor, attended meetings and email with committee members, provided plan review and input.
- City of Hollister: Lynn Ginder, Hollister City Councilwoman, attended public/committee meetings, provided plan review and input.
- City of Kimberly: S juni Bunderson, Kimberly City Police Chief, meetings, email with committee members, provided plan review and input.
- City of Buhl: Pam McClain, City of Buhl Mayor, attended public/committee meetings, provided plan review and input.
- City of Filer John Darnell, Filer Police Chief, attended meetings, teleconference with committee members, provided plan review and input.
- City of Twin Falls: Craig Hawkins, Twin Falls Councilman, attended public/committee meetings, provided plan review and input.
- City of Castleford: Stacie Darrow, City Clerk, attended public/committee meetings, provided plan review and input.
- City of Hansen: Todd Stimpson, City of Hansen Mayor, teleconference and email with committee leadership, provided plan review and input.

One-on-one discussions between planning committee leadership and the representatives of the jurisdictions occurred as needed to ensure understanding and involvement in the update process. Each jurisdiction was involved in at least one public meeting over the course of the update process.

Stakeholder Participation

Email correspondence (Attachment 1) was sent to several local and regional agencies involved in hazard mitigation activities, agencies that regulate development, and neighboring communities, including the following:

- Twin Falls Planning and Zoning
- Elected Officials (mayors, county commissioners, council members)
- US Forest Service
- BLM

- Highway districts
- Canal Companies
- Fire Departments
- Hospital
- Health Department
- Weed Abatement
- Idaho OEM
- Census Bureau
- US Army Corps of Engineers
- Law Enforcement
- Public Works
- Idaho Transportation Department
- School Districts
- National Weather Service
- SIRCOMM
- Department of Environmental Quality
- Jerome OEM
- Amateur Radio Emergency Services/Radio Amateur Civil Emergency Service.

Representatives from each agency were invited to attend meetings and provide review and input during the plan update via email correspondence. As documented through meeting sign-in sheets, attendance was high at public meetings from these agencies.

Public Involvement

Public involvement was made a priority to ensure the opportunity to participate in the plan update process. Public involvement was made available through public meetings, plan review, an open forum, and the participation in an online survey.

The first public meetings were completed in conjunction with LEPC meetings to increase community participation. LEPC meetings are announced on the county website and posted in the county building foyer 10-days in advance of the meetings. Emails were also sent out to multiple agencies throughout the county and state.

Public meetings were held at the county building over the course of the update process. Notices of the meetings were published in advance, as required by open meeting laws in Idaho, by placing notices of the meetings in the local newspapers and physically posting notices in public locations. The meetings were supported by the Twin Falls County Office of Emergency Management Coordinator.

A public questionnaire was utilized to gain a subjective measure of how the public and committee participants believe that hazards impact their community. These results were then used to assist in the development of requirements for risk reduction projects. This involvement of the public serves to validate and raise awareness of the planning process and, thus, generate support for elected and appointed officials as they seek to implement the mitigation actions identified in the Twin Falls County HMP.

The Twin Falls County Office of Emergency Management hosted a booth at the county fair where mitigation information was provided to the community and public feedback about hazards impacting the community were solicited. Over 200 people visited the booth, obtained information about hazards in the county, and provided feedback.

The first kick-off meeting was held February 2, 2025, in combination with the LEPC meeting. Many of the planning meetings were held in conjunction with the Twin Falls LEPC meetings to promote the involvement of stakeholders and community members.

February 2025

- HMP Update kick-off.
- Live survey for participants.
- Discussed the update process and the 2023 FEMA changes that will be implemented

March 2025

- Meeting with Susan Cleverly to discuss update.
- CWPP Fire Meeting to discuss CWPP update in HMP.
- Meeting with Twin Falls fire to discuss HMP update.
- Meeting with North Wind and Rock Creek Fire Department.
- Meeting with Owyhee HMP planning meeting to discuss TF HMP update.

April 2025

- Meeting with representatives from Buhl, Kimberly, Hollister, Murtaugh on HMP update.
- Meeting with representative from parks/weeds to address county projects for HMP.

May 2025

- Meeting with fire to review CWPP projects

July 2025

- Meeting with Owyhee HMP planning group.
- City of Twin Falls Comprehensive Plan Survey
- LEPC meeting discussing HMP update.
- EM meeting to discuss HMP update and projects.

August 2025

- Fair booth public outreach.

September 2025

- Open forum, public, LEPC partners/city officials.

Public Comment Period

A public comment period was held from October 2025 through November 2025 to allow community members an opportunity to review the draft plan. Notice of the review was provided at the meetings and the draft plan was sent out through email (Appendix A). Comments received were incorporated into the plan prior to submittal to the state for review. The final plan will be available on the Twin Falls County website and public libraries at adopting jurisdictions.

Public Questionnaire

Risk perception is the subjective judgment that people make about the characteristics and severity of a risk. Several theories have been proposed to explain why different people make different estimates of the magnitude of risks. Risk perception is a significant part of the Public Involvement Section of the Twin Falls County Hazard Mitigation Planning Process. An electronic survey was used to gather public input and to measure the public attitudes towards the risk posed by the hazards in Twin Falls County. The survey was administered to members of the Hazard Mitigation Committee and members of the public; a total of 116 people responded to the survey. The complete results of the survey are presented in Attachment 2.

Continued Public Participation

The Twin Falls OEM is dedicated to the concept of public involvement in the planning process, including the review and updating of the HMP. Copies of the plan will be made available to the public through the agency website and by appropriate county departments and outside agencies. To this end, public meetings will be held, when deemed necessary by the Twin Falls County OEM Coordinator, providing a forum where the public can express concerns, opinions, or new alternatives. These will be recorded and considered by the committee when updating the plan. Under the direction of the Board of County Commissioners, the Twin Falls County OEM Coordinator will be responsible for using county resources to publicize public meetings and to maintain public involvement.

Section 2. County Profile

Twin Falls County is the most populous county in central Idaho. It is home to the College of Southern Idaho and the famous Shoshone Falls, sometimes called the Niagara of the West, with an impressive 212-foot drop. The county is not only a retail hub for most of central Idaho but is also a recreational hot spot for travelers. The county has eight incorporated communities, including Buhl, Castleford, Filer, Hansen, Hollister, Kimberly, Murtaugh, and Twin Falls City. Unincorporated communities include Roseworth, Berger, Rogerson, and Rock Creek. Most of these communities are located along the northern edge of the county near the Snake River.

Location

Twin Falls County is located in south-central Idaho on the north edge of the Great Basin in an area known as the Magic Valley (see Figure 2.1). It comprises 1,957 square miles and is bordered on the north by the Snake River and Gooding and Jerome Counties, on the west by Owyhee County, on the east by Cassia County, and on the south by the Nevada border.

Topography and Geography

This area and a large portion of southern Idaho are described as a semiarid steppe environment receiving approximately 8 to 10 inches of precipitation annually. Native vegetation in this climate primarily consists of 10 to 15 species of sagebrush and bunchgrasses. The map provided as Figure 2.2 shows that the vast majority of the county is relatively flat, making it ideal for extensive agricultural development. The southwest corner, however, consists mostly of gently rolling hills that extend into Nevada. These slopes are mild but unsuitable for farming and are primarily managed by the Bureau of Land Management (BLM) or privately-owned ranches. The U.S. Department of Agriculture (USDA) Forest Service owns the steeper slopes rising in the southeast corner of the county where elevation reaches a height of approximately 7,200 feet, with stunted subalpine vegetation communities on the upper slopes¹.

Lakes and Rivers

The only major body of water in the county is the Snake River, which forms the northern border of the county and runs through the Snake River Gorge. During the Great Migration over the Oregon Trail (and still today), the Snake River was a large financial entity in Twin Falls County, providing many recreational and economic resources. Other important bodies of water in the county include Murtaugh Lake, Salmon Falls Creek Reservoir, Salmon Falls Creek, Cedar Creek Reservoir, and a multitude of small streams, springs, and irrigation canals. Water areas comprise less than 1% of the total area in the county.

Hazard Risk Implications

The topography and geography have not changed since the last update; therefore, no additional hazard impacts are likely.

¹ Schlosser, William E., 2004, Twin Falls County WUI Wildfire Mitigation Plan. Page 27.

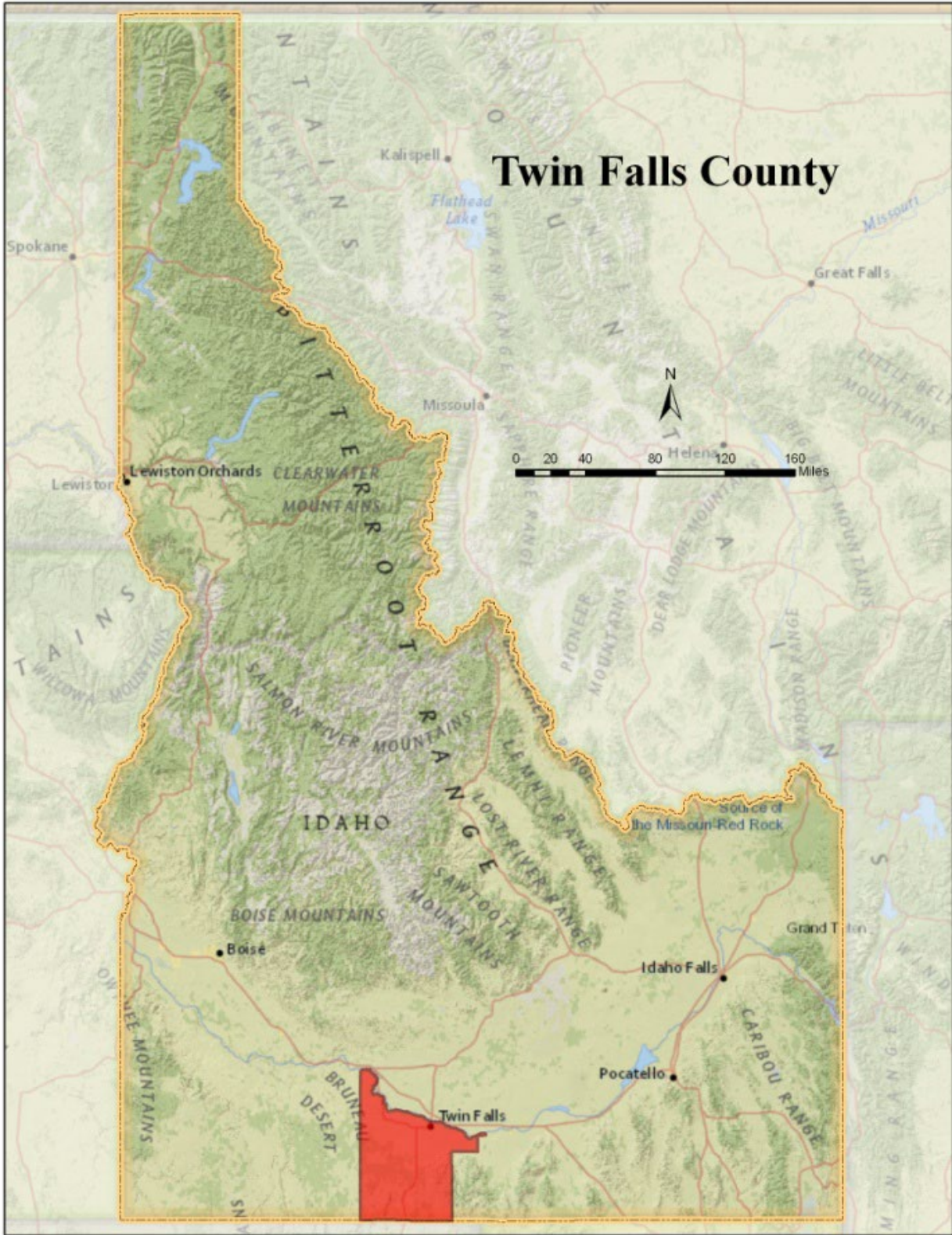


Figure 2.1. Twin Falls County Location Map

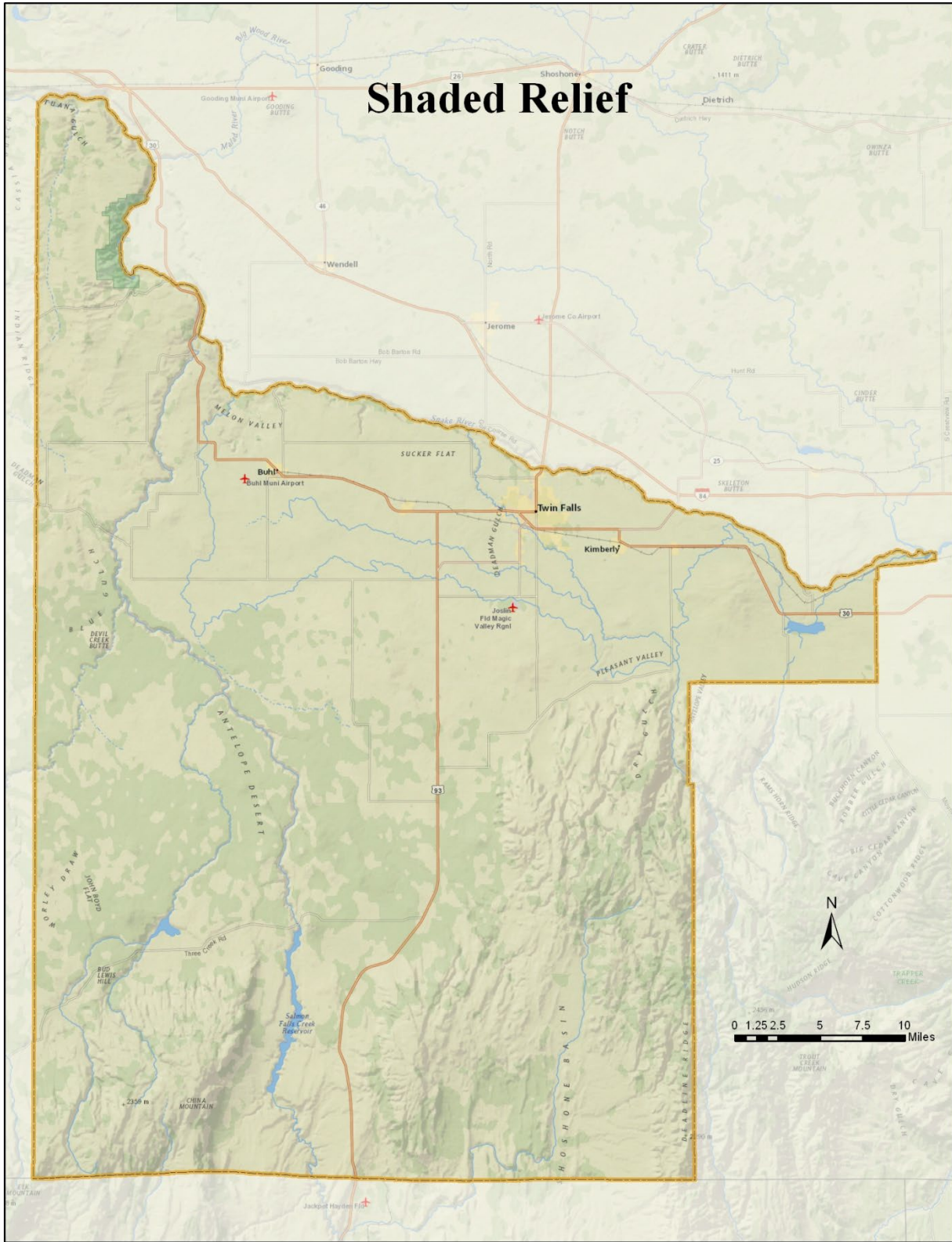


Figure 2.2. Twin Falls County Shaded Relief

Geology

Notable geological features in Twin Falls County are generally a result of two sources. The first and most prominent is volcanic activity. Figure 2.3 shows the general dispersion of volcanic deposits throughout the valley. The second is from the great flood of ancient Lake Bonneville. The map in Figure 2.3 identifies different geological formations throughout the County.

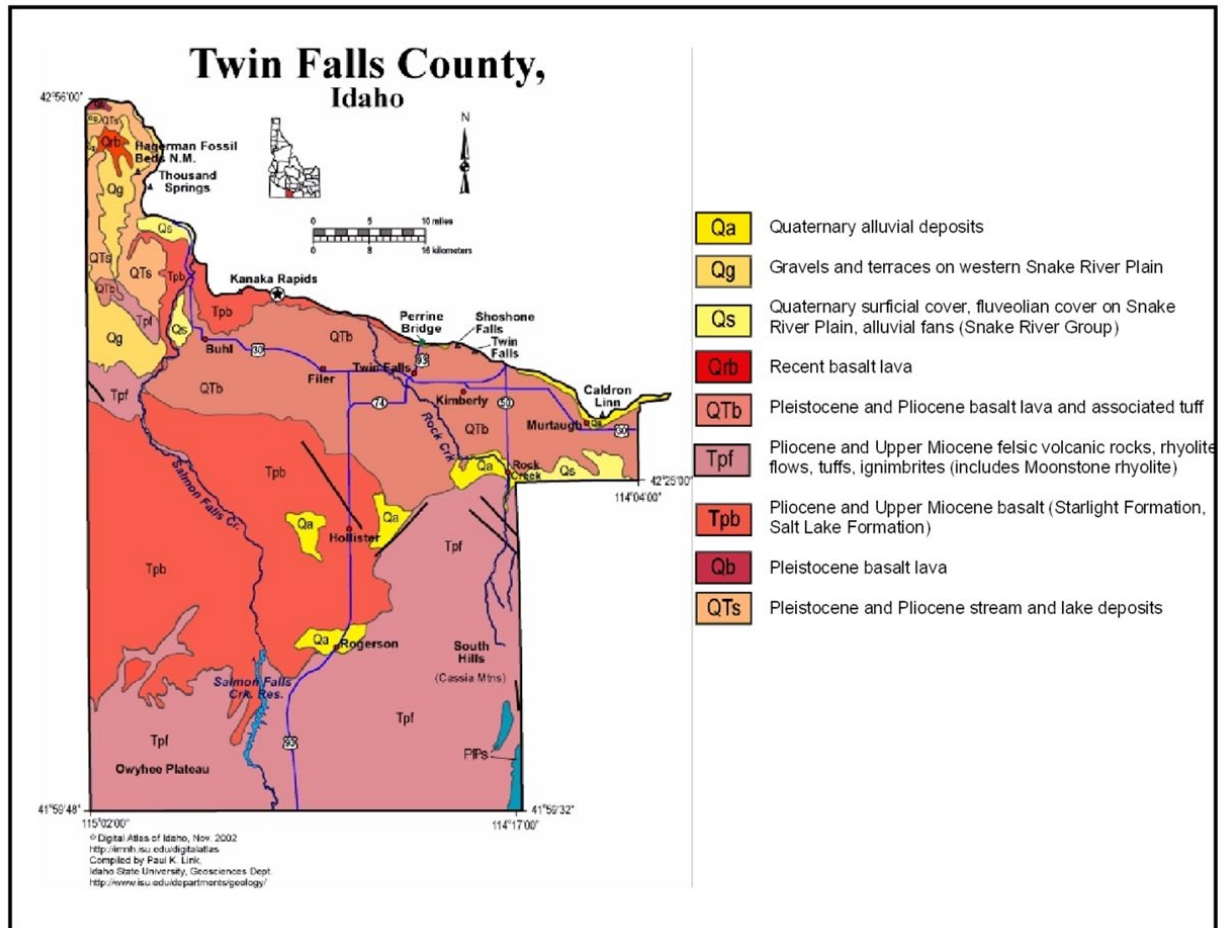


Figure 2.3 Twin Falls Geology

The southwestern area of the valley includes the South Hills or Cassia Mountains, made of a felsic pyroclastic rock. This is visible in Rock Creek Canyon as spectacular piles of north dipping rhyolite ash flows. Under these rhyolites are Pennsylvanian and Permian sedimentary rocks that consist of mixed carbonate and shale. Mesozoic marine sediments of limestone, dolomitic limestone, quartzite, and chert are also exposed in the Cassia mountains and in a small area southeast of Hollister².

To the northwest are the foothills of the Owyhee Plateau, also underlain by felsic pyroclastic and mafic volcanic flow and Miocene ignimbrites.

² Idaho Department of Water Resources, 1990, Geothermal Resources Analysis in Twin Falls County, Idaho.

The Snake River, which deepened during the Lake Bonneville Flood approximately 15,000 years ago, forms the northern boundary of the county. Shoshone Falls cascades over Miocene rhyolite of the same age as the ash flows in the South Hills. Twin Falls is cut in Quaternary basalt. Huge gravel bars of "melon gravel" line the Snake River Canyon west of Twin Falls City near Buhl and Hagerman. Large amounts of alluvial deposits left from the flood of Lake Bonneville also exist along the Snake River.

Pliocene fossils beds of Hagerman Fossil Beds National Monument are located in the northwestern corner of Twin Falls County. These river and lake beds contain diverse mammal, fish, reptile, and other fossils that are approximately 3 to 4 million years old.

Thermal water is prevalent throughout the county but is primarily found in the northern portion of the county near Buhl, Filer, and Twin Falls. The area around Hollister and Rogerson also contains springs and wells that produce thermal water, likely a result of fractures in the volcanic rock underneath³.

Hazard Risk Implications

The geology has not changed since the last update; therefore, no additional hazard impacts are likely.

Climate

Twin Falls County, at an elevation of 3,729 feet, experiences a dry climate with relatively low humidity. Average annual precipitation is 0.68 inches, and average annual snowfall is 18 inches. Table 2.1 provides an overview of the climate in Twin Falls County. Note that the highest average temperature is 87.7 degrees Fahrenheit (°F) in July, while the average low temperature is 20.3°F in December.

Table 2.1. Twin Falls Climate Summary

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (°F)	43.9	41.4	49.7	61.2	71.6	78.3	87.7	86.0	77.5	60.8	47.1	36.0	59.3
Average Min. Temperature (°F)	26.6	22.1	29.7	35.6	45.5	50.4	66.9	56.0	47.7	37.3	25.4	20.3	38.6
Average Total Precipitation (in.)	0.83	0.55	1.07	0.54	1.50	0.48	0.01	0.01	0.0	1.34	1.29	0.57	0.68
Average Total Snowfall (in.)	6.6	5.1	2.8	1.3	0.5	0	0	0	0.1	0.4	3.2	6.3	26.2

The climate divisions within Idaho are shown in Figure 2.4.

³ Idaho Department of Water Resources, 1990, Geothermal Resources Analysis in Twin Falls County, Idaho.

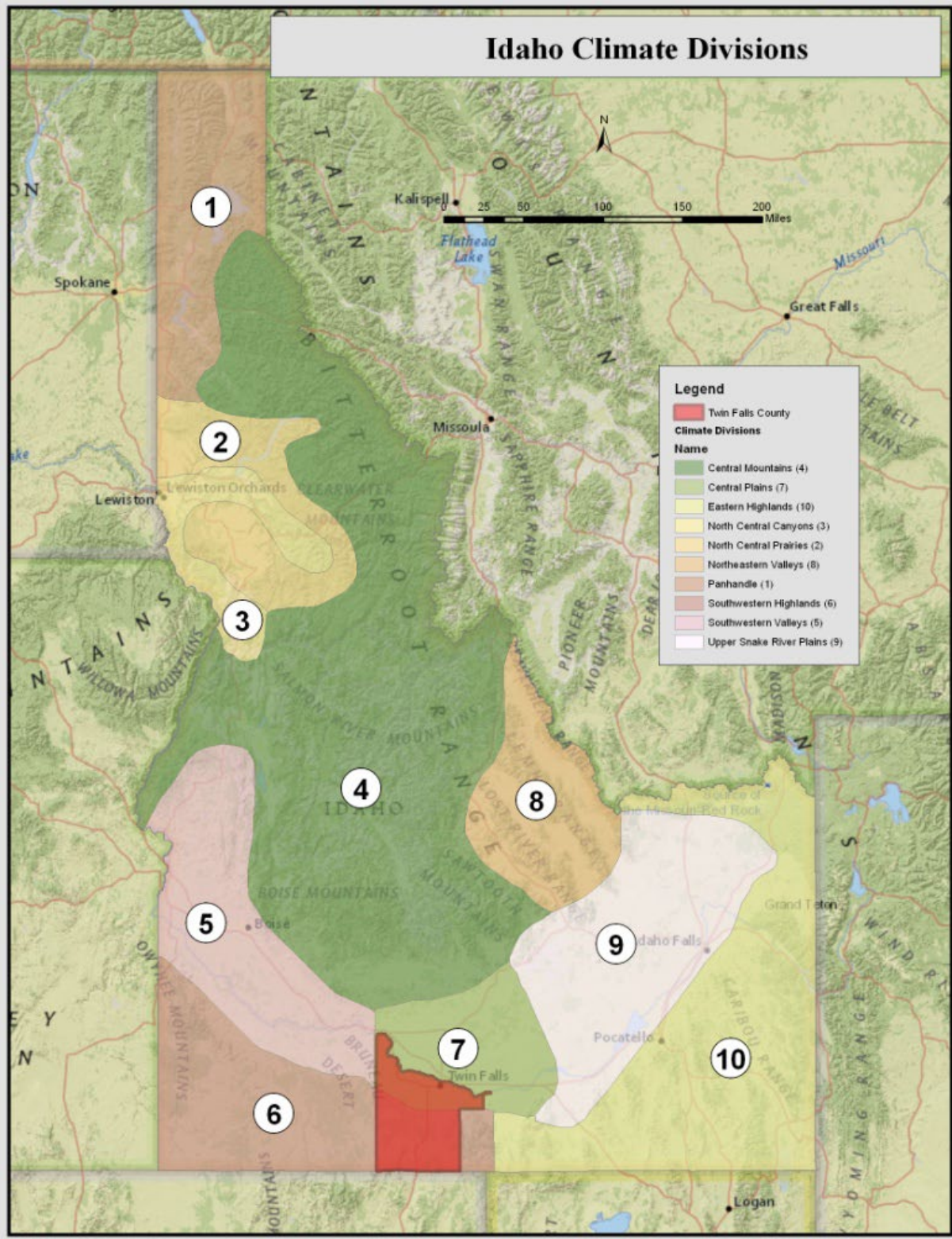


Figure 2.4. Idaho Climate Divisions

Hazard Risk Implications

Climate change has the potential to impact the severity and frequency of natural hazards. As climate patterns shift, severe weather is becoming more extreme resulting in more precipitation events, declining snowpack, increasing heat waves, and increased drought conditions across the state and county. Idaho has seen increased drought conditions, increased wildfire impacts, and more severe weather conditions with subsequent risk and costs impacts across the state.

Land Ownership and Land Use

The map provided as Figure 2.5 shows the distribution of federal and non-federal lands in Twin Falls County. Table 2.2 shows the distribution of land by type. Of the 1,233,583 total land acres within the county, approximately 619,000 acres are owned by the Federal Government (50.2% of total) and 578,000 acres are privately owned (46.8% of total), as shown in Table 2.3. There are approximately 484,000 acres of farmland, including 275,000 acres of cropland. Potatoes, corn, sugar beets, peas, grain, malt barley, and alfalfa are commonly grown in Twin Falls County. Twin Falls County is the largest producer of dry beans, second largest producer of alfalfa hay, and the third largest producer of silage corn in the State of Idaho. Other crops grown are oats, peas, apples, peaches, pears, sweet cherries, apricots, and nectarines. There are approximately 100 acres of orchards located mostly in the Snake River canyon. Commercial cattle raising operations and industries associated with beef production are also very widespread. Approximately 522,290 acres (42.3% of the total acres) in the County are managed by the BLM (Table 2.3), much of which has been leased for livestock grazing.

Table 2.2. Land use type in Twin Falls County

Land Use Type in Twin Falls County		
Land Use	Total Acres	Percent
Forest	1,730	25%
Grassland	703,142	17%
Shrubland	271,388	12%
Mixed Cropland	209,709	39%
Water	2,965	1%
Urban	6,919	3%
Other	7,660	0.6%

Table 2.3. Land Ownership Distribution in Acres

Total Area	1,233,583
Private Lands	577,491
Federal Lands	619,338
Forest Service	92,659
BLM	522,290
National Park Service	4,345
Military	45
Other Federal	0
State Lands	30,596

Table 2.3. (continued)

State Trust Lands*	0
Other State	30,596
Tribal Lands	0
Water	6,158
City, County, Other	0
Percent of Total	
Private Lands	46.8%
Federal Lands	50.2%
Forest Service	7.5%
BLM	42.3%
National Park Service	0.4%
Military	0.0%
Other Federal	0.0%
State Lands	2.5%
State Trust Lands*	0.0%
Other State	2.5%
Tribal Lands	0.0%
Water	0.5%
City, County, Other	0.0%

Hazard Risk Implications

Land Use has not changed significantly since the last update; therefore, no additional hazard impacts are likely.

Resource Dependency

The incorporated communities of Twin Falls County have been evaluated by the University of Idaho, College of Natural Resources Policy Analysis Group (PAG), for their degree of natural resource dependency. Idaho communities with more than 10% employment in resource-based sectors (i.e., wood products, travel and tourism, agriculture, and mining) were evaluated by PAG. Their findings indicate that Buhl, Filer, Hollister, Murtaugh, and Castleford are “Agriculture Only” dependent communities. Twin Falls City is considered a “Travel and Tourism” dependent community. Kimberly and Hansen are a combination of “Travel and Tourism and Agriculture” dependent. The PAG further evaluated Idaho communities based on their level of direct employment in several industrial sectors. Their findings for incorporated communities in Twin Falls County are summarized in Table 2.4.

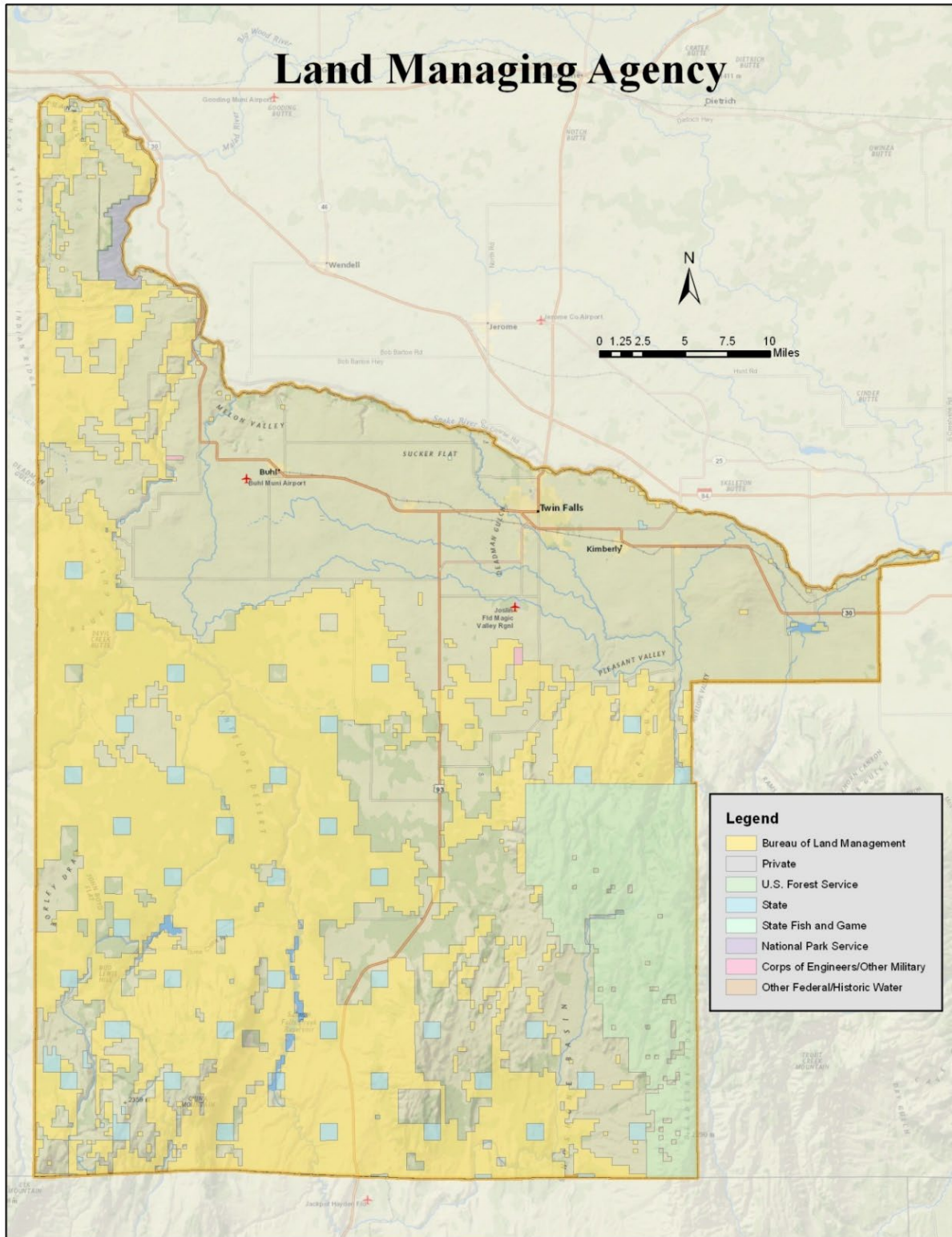


Figure 2.5. Land Managing Agency

Table 2.4. Natural resource dependency for communities in Twin Falls County

Natural Resource Dependency					
Community	Economic Diversity Index	Agriculture	Timber	Travel & Tourism	Mining & Minerals
Buhl	Med. High	Med. High	Low	Med. Low	Low
Castleford	Med. High	High	Low	Low	Low
Filer	High	Med. High	Low	Med. Low	Low
Hansen	Med. Low	Med. High	Low	Med. High	Low
Hollister	Low	High	Low	Low	Low
Kimberly	Med. High	High	Low	Med. High	Low
Murtaugh	Med. Low	High	Low	Low	Low
Twin Falls	High	Low	Low	Med. High	Low

A “low” level of direct employment represents 5% or less of total employment in a given sector, “med low” 6 to 10%; “med high” 11 to 19%; and “high” 20% or more of total employment in a given sector.

Hazard Risk Implications

Natural resource dependency has not changed significantly since the last update; therefore, no additional hazard impacts are likely.

Demographics

U.S. Census Bureau population data for Twin Falls County and its eight incorporated cities for the years 2020 and 2025 are shown in Table 2.5.

Table 2.5. Population changes for Twin Falls County and its incorporated cities

Total Population and Population Change from 2020-2025			
	2020	2025	Population change
Twin Falls County	90,046	97,826	9%
Twin Falls City	51,807	56,849	10%
Buhl	4,624	4,813	4%
Castleford	166	232	40%
Filer	2,837	3,079	9%
Hansen	1,414	1,127	-20%
Hollister	353	265	-25%
Kimberly	4,883	5,831	19%
Murtaugh	146	130	-11%

Between 2020 and 2025, the county population grew 9% from 90,046 to 97,826, as compared with the State of Idaho, which grew by 15%.

Hazard Risk Implications

The population trend has experienced significant growth throughout the county. As the population trend increases, building codes, land use policies, and strategic growth and development should deter development in hazard prone areas.

Development has increased in wildland areas, increasing the vulnerability to wildfires in these areas. No building permits have been issued in floodplain areas in Twin Falls County or participating jurisdictions. An increase in building permits have been issued in wildfire urban areas throughout Twin Falls County.

Critical Infrastructure

County Facilities

The Twin Falls County government offices and County Assistance office are housed in two main buildings in downtown Twin Falls: (1) County Courthouse at 425 North Shoshone Street, and (2) the County West Annex Building on Addison Avenue West. The County West Campus buildings include offices for the County Clerk/Auditor/Recorder, the County Commissioners (along with their hearing chambers), the Assessor, County Treasurer, and Planning and Zoning. The Prosecuting Attorney and the Sheriff's Office are located in the Courthouse.

Other government offices include the Twin Falls County Criminal Justice Facility (juvenile) and the Juvenile Detention Center at 650 Addison Ave West, the Parks and Recreation Department and Weed Bureau at 450 W. 6th Avenue, and the Adult Probation Office at 231 4th Ave North.

Public Services and Facilities

With the exception of the county Sheriff's Office, Twin Falls County does not provide any public services directly nor does the county operate any sort of coordinating public service authority, although informal cooperative agreements have been established among certain districts. All of the county's necessary services are divided among individual public service districts and city offices. Near or within the boundaries of the areas of city impact, most services are provided by the cities or their respective service districts. In other unincorporated areas of the county, services are provided either by the various public service districts or individual landowners.

Sewer and Water

Within the cities and the areas of impact, domestic water distribution and sewage collection and treatment systems are provided by the cities. Decisions regarding development and the availability of sewer and water in the areas of impact rest entirely with city governments. Beyond the boundaries of the areas of city impact, city service departments may opt to extend sewer or water lines only if boundaries are re-designated.

In the outlying, unincorporated areas of the county, water is supplied by individual wells, and sewage is treated by septic systems. For any parcel of land, sewer and water arrangements must meet the standards of the Idaho Department of Health. All septic systems, regardless of size or location, must be approved by the South-Central Public Health District. In addition, standards may also be enforced by the Idaho Department of Water Resources (IDWR) and the Idaho Department of Environmental Quality (IDEQ).

Water availability in Twin Falls County has become a concern because most of the county's developed water resources are concentrated near the Snake River. Surface and groundwater are available in this area, and city water systems utilize extensive well networks from the Snake

River Aquifer. Infrastructure to distribute water will remain concentrated in the northernmost part of the county.

Individual wells are the primary source of water in less developed parts of the county. The yield of such wells is sometimes marginal farther away from the Snake River. Water quality also becomes a problem for wells when recharge waters are affected by agricultural run-off or septic systems. Sewer service and discharge is provided in all incorporated cities. The City of Twin Falls treats the sewer discharge for the City of Kimberly.

Waste Management

Twin Falls County is one of the seven Magic Valley counties that own Southern Idaho Solid Waste, a special local government unit providing solid waste management services. Southern Idaho Solid Waste provides disposal facilities for Twin Falls County residents, businesses, and industries at three waste transfer stations.

Five solid waste collections companies and the City of Buhl provide residential and commercial collection services through the county. Two commercial recycling facilities, along with a residential curbside recycling program, are located in Twin Falls City, while five public satellite recycling drop-off sites and six Twin Falls School District recycling sites provide public sector recycling services in the county.

Public Utilities

The major utilities in the county are electrical, gas, telecommunications, and irrigation. Potential solar and wind power resources are also available.

Idaho Power Company supplies electric distribution lines for all homes and commercial areas of the county.

Telecommunications lines coincide with the main power transmission and distribution lines throughout most of the county. In Filer, Hollister, and Rogerson, telephone service is provided by the Filer Mutual Telephone Company.

Intermountain Gas Company provides services to cities in the northern part of the county. Most of the outlying unincorporated areas of the county rely on home heating oil, coal, or electric heat. The availability of geothermal resources and solar energy do present some feasible energy development alternatives, although minimal exploration of these resources for public use has taken place to date.

Propane services are provided by private companies and are used as an energy source in locations not served by Intermountain Gas Company.

Water Resources

This section includes discussion of existing surface and groundwater resources in the local region. Water quality and availability in the county is largely dependent on the relationship between the Snake River and the underlying aquifer beneath Twin Falls County on the south side of the river.

Surface Water

The Snake River and its tributaries are the principal sources of surface water in Twin Falls County. The Snake River supports such uses as irrigation, recreation, and wildlife and fish habitat. The Snake River watershed upstream of King Hill, Idaho, commonly called the Upper Snake River Basin, drains an area of 35,857 square miles in Idaho, Wyoming, Nevada, and Utah. At Heise, Idaho, upstream from nearly all irrigation uses, the average flow of the Snake River is approximately 5 million acre-feet per year. Irrigation diversions along the Snake River, however, reduce the flow at Milner Dam, where the river enters Twin Falls County, to 2.5 million acre-feet per year. Major tributaries of the Snake River within the Twin Falls County area include Rock Creek, Deep Creek, Mud Creek, Cedar Draw, and Salmon Falls Creek. Nearly all of these carry substantial amounts of irrigation return flow and/or groundwater discharge. Other significant surface water drainages in Twin Falls County include Cottonwood Creek, McMullen Creek, Fifth Fork of Rock Creek, Shoshone Creek, and Big Creek. Salmon Falls Reservoir has an active capacity of approximately 185,000 acre-feet, and Cedar Creek Reservoir stores roughly 30,000 acre-feet of water. Other reservoirs of significant yield are located on Deep Creek, Worley Draw, Cottonwood Creek, and along various laterals of the county's canal system.

Irrigation

Since annual rainfall is limited, irrigation is vital to crop production in Twin Falls County. Surface water is the main source of water for irrigation use with more than 83% of cropland being irrigated by surface water sources in Twin Falls County. The Twin Falls Canal Company diverts water from Milner Dam and delivers water to approximately 203,000 acres of irrigated cropland through a system consisting of 110 miles of main canals and over 1,000 miles of laterals and drains. The High-Line Canal and Low-Line Canal are the main canals that supply water to laterals and farms. The Canal Company also holds storage rights for 96,000 acre-feet at Jackson Lake and 150,000 acre-feet at American Falls. The average annual diversion for irrigation by the Twin Falls Canal Company is 1,113,700 acre-feet of water, with an average of 5 acre-feet per acre.

Milner Irrigation District in Twin Falls County diverts an average of 60,000 acre-feet of water from Milner Dam yearly. Approximately 13,500 acres in the eastern portion of Twin Falls County are served by the Milner Irrigation District. Below Milner Dam, the majority of irrigation withdrawals from the Snake River require high-lift pumping because of the steep canyon walls. Other irrigation districts include the Southwest Irrigation District, Salmon River Canal Company, Magic Water Users, Rosewood Irrigation District, and a few small independent water users' groups.

The irrigation companies included in Twin Falls County are shown in Figure 2.6.

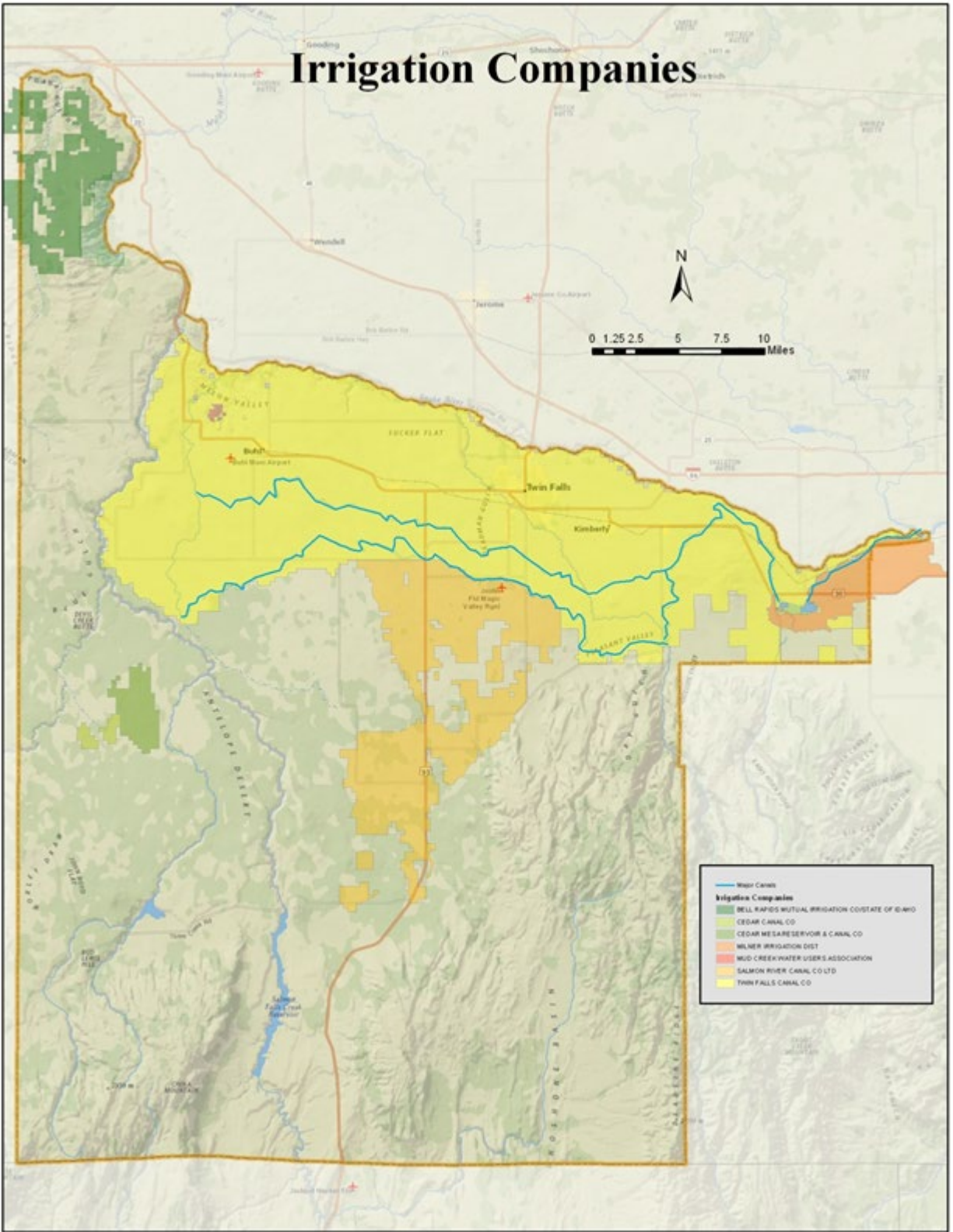


Figure 2.6. Irrigation Companies Map

Groundwater

One of the largest groundwater systems in the United States, the Snake River Plains Aquifer, borders Twin Falls County to the north. This aquifer provides the largest inflow of water to the Snake River from Milner Dam to King Hill, discharging approximately 5,700 cubic feet per second (cfs). Another, shallower aquifer in the Twin Falls County region discharges approximately 500 cfs into the Middle Snake River reach from Milner to King Hill.

The primary source of recharge to the Twin Falls aquifer groundwater system is seepage of surface irrigation water from the Twin Falls Canal Company. Other sources of recharge include the Salmon Dam Reservoir, reservoir irrigation supplies, and the precipitation accumulated and transported in drainages from the mountains bordering the county on the south.

Groundwater is the sole source of potable water for the residents of Twin Falls County. Approximately 70% of the county residents rely on municipal systems for their drinking water, all of which use groundwater as their source. Municipal systems include Twin Falls, Filer, Castleford, Kimberly, Hollister, Hansen, Rogerson, and Murtaugh. There are many other public water systems within the county, including mobile home and trailer parks, campgrounds, Recreational Vehicle (RV) parks, homeowner associations, and others.

Transportation

The safe and efficient movement of goods by an efficient transportation network is an important component of the economic strategy for Twin Falls County. Goods are transported via air, rail, and truck in Twin Falls County and all play an important role in promoting the efficiency of county transportation.

Roadways

Roads provide the primary transportation mode in Twin Falls County. A complex network of roads and highways of varying conditions consist within the county and are governed by different agencies working together to unite the region with an efficient and functional roadway system. Federal and state highways in Twin Falls County operate under the authority of the Idaho Transportation Department (ITD). The federal highways in the county are US Highways 30 and 93. The only state highway is a short section of US Highways 50 and 74. Twin Falls County has four Highway Districts: Buhl, Filer, Murtaugh, and Twin Falls. These four districts are responsible for all county highway maintenance other than those within the Cities of Twin Falls, Buhl, Filer, Kimberly, and Hansen. Each of these cities is responsible for the transportation needs within its annexed boundaries.

Bridges

There are over 100 bridges exceeding 20 feet in Twin Falls County. Six are classified in poor condition. All other bridges have ratings of fair to good according to Department of Transportation (DOT).

Airports

Twin Falls County has two airports: (1) Joslin Field Magic Valley Regional Airport located in Twin Falls and (2) Buhl Municipal Airport in Buhl. Joslin Field has daily connections to Salt Lake City, UT and will begin twice weekly service to Las Vegas, NV in the spring of 2026. Joslin Field also serves as a diversion airport for BOI, SLC, and DEN airports if those airports experience inclement weather. Joslin Field also hosts a variety of general aviation and military aircraft operations. Buhl Municipal Airport serves small private planes and crop dusters.

Railroads

There is no passenger rail service in Twin Falls County. Freight service is provided by Union Pacific Railroad, Great Northwest Railroad, and Eastern Idaho Railroad. The majority of the freight is grain, potatoes, and other agricultural commodities.

Section 3. Risk Assessment

A Hazard Risk Assessment is an integral part of the core functions of emergency management, which include (1) prepare, (2) respond, (3) recover, and (4) mitigate. Emergency management is a vital part of a community's ability to prepare and recover from an emergency. The HMP supports a community's ability to evaluate hazards facing the community and where mitigation actions can be focused.

Hazard Definitions

Hazards that pose a threat to human life, health, and well-being are myriad and no attempt is made here to compile an exhaustive list. Those that are addressed in disaster planning are generally categorized as "natural" or "non-natural." FEMA contains a thorough discussion of hazards in the section entitled "FEMA's Multi-Hazard Identification and Risk Assessment (MHIRA)"⁴. Some hazards are a threat to all geographic areas, while others (e.g., tsunami in coastal regions) are not. Hazards that have been identified as significant in this county and that are considered in this AHMP include:

Natural Hazards

- Severe Weather
- Drought
- Flooding
- Dam/Canal Failure
- Earthquake
- Landslide/Mudslide
- Wildfire.

Non-Natural Hazards

- Structural Fire
- Radiological Event
- Hazardous Material Event
- Riot/Demonstration/Civil Disorder
- Terrorism
- Biological (Pandemic, vector borne diseases)
- Cyber Security
- Utility Disruption

Based on the location, past occurrences, and historical improbability, hurricanes, cyclones, and tsunamis are not assessed in Twin Falls County.

⁴ http://www.fema.gov/plan/prevent/fhm/ft_mhira.shtm

Hazard Profile

The following information was gathered for each hazard:

- Hazard Description - Description of the hazard.
- Historical Frequency - Data to support how often the hazard has occurred.
- Hazard Impact - Potential impacts of the hazard on the community.
- Loss Estimates - Loss estimates from each hazard.

Limitations

Hazard analysis is complicated and should be considered an initial step in evaluating the community's hazards. Hazard analysis provides valuable information to help identify goals, prioritize actions, plan and prepare, and recover and mitigate future hazards. Hazard assessment is not an exact science and cannot predict future hazards or their impacts. As the community changes, so do the hazards and impacts.

Hazard Loss Modeling

To supplement the risk analysis, hazard loss modeling was utilized. The updated HAZUS, a regional multi-hazard loss estimation model that was developed by FEMA and the National Institute of Building Sciences (NIBS), along with Geographical Information System (GIS) mapping, was used to estimate the losses from potential flood and earthquakes. HAZUS estimates losses related to damage before, during, or after the disaster occurs.

Hazard Risk Determination

Due to the complexity of assessing potential risk from each hazard, the risk determination of each hazard was based on the probability of the hazard event occurring and its potential impacts. At the fundamental level, risk is a function of frequency and consequence. While defining the frequency of a hazard is straightforward, measuring consequence is more complex. Previous ratings, hazard modeling, GIS data, and planning committee members were used to measure consequences of hazards.

Emergency Declarations

Twin Falls County has had five Federal Disaster Declarations since 1950:

- 2005 Hurricane, Disaster number 3244, Hurricane Katrina
- 2017 Flood, Disaster number 4310, flooding
- 2020 Biological, Disaster number 3467, COVID-19
- 2020 Biological, Disaster number 4534, COVID-19

There have been no State Disaster Declarations in Twin Falls that did not result in Federal Declarations since 2015

Severe Weather Hazards

The impact of weather hazards may be widespread (i.e., drought) or more localized (i.e., lightning); however, all have the potential to be severe and directly life-threatening. Historical weather data are generally available in sufficient detail over long time periods, allowing for reasonably accurate risk assessment for planning purposes.

Severe weather includes those hazards that are typically found during the spring, summer, and early fall season of the year in Twin Falls County. Included in this category are extreme heat, extreme cold, lightning, hail, straight line wind, tornado, and winter storm. Each hazard is examined independently; however, it is recognized that these hazards typically occur together. There were no State or Federal Disaster Declarations for severe weather since the last update.

Probability of Future Occurrence:

Based on previous events throughout the county, as listed in the tables below, there is a 100% probability that severe weather will occur each year in Twin Falls County.

Climate change will likely result in an increase in severe storms. Increases include intense rain and snowfall, powerful winds and more destructive hailstorms. Droughts will increase in severity and frequency with a changing climate.

Repetitive Loss:

Severe weather occurs frequently in Twin Falls County, and it is assumed that there are repetitive losses especially caused by Straight Line Wind damage; however, this type of loss is not reported to a single point and thus is hard to track and quantify.

Severe Weather Hazard Evaluation

Hazard Overview			
Location:	County-Wide		
Frequency/Previous Occurrence:	High		
Impact/Consequence:	Medium		
Community Vulnerability:	Medium		
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
High	High	High	High
Kimberly	Hansen	Murtaugh	Hollister
High	High	High	High

Extreme Heat

Hazard Description

“Extreme heat,” sometimes called “heat wave,” is to some extent a relative term describing a period when weather conditions include temperatures and humidity significantly higher than those usual for a particular geographic area. The NWS issues alerts to the public based on its Heat Index (HI), which takes both temperature and humidity into account (see Figure 3.1). The NWS will initiate alert procedures when the HI is expected to exceed 105°F to 110°F (depending on local climate) for at least two consecutive days. The effects of extreme heat are often exacerbated in large urban areas due to the heat island effect and because stagnant atmospheric conditions may trap pollutants. Extreme heat conditions are not common to Idaho where, in general, humidity is low and weather patterns vary.⁵

Historical Frequencies

The record high for Twin Falls County is 110°F in the City of Twin Falls on July 10, 2003. The record high for Castleford is 105°F, which occurred on July 14, 1978. The record high temperature for the Buhl district was 106°F, occurring on July 24, 2003.

Because humidity has a rather large effect on the NWS HI, temperature and humidity data from the Twin Falls Airport were used to calculate the maximum HI for Twin Falls, Idaho. The annual maximum temperature in Twin Falls County ranges from 100°F to 110°F; however, because of the low relative humidity, the HI temperature is usually lower than the actual temperature. Table 3.1 shows the results of the HI analysis. Because exposure to full sunshine can increase the HI values by up to 15°F⁶, the adapted temperature increases the HI by 15°F.

NOAA's National Weather Service Heat Index

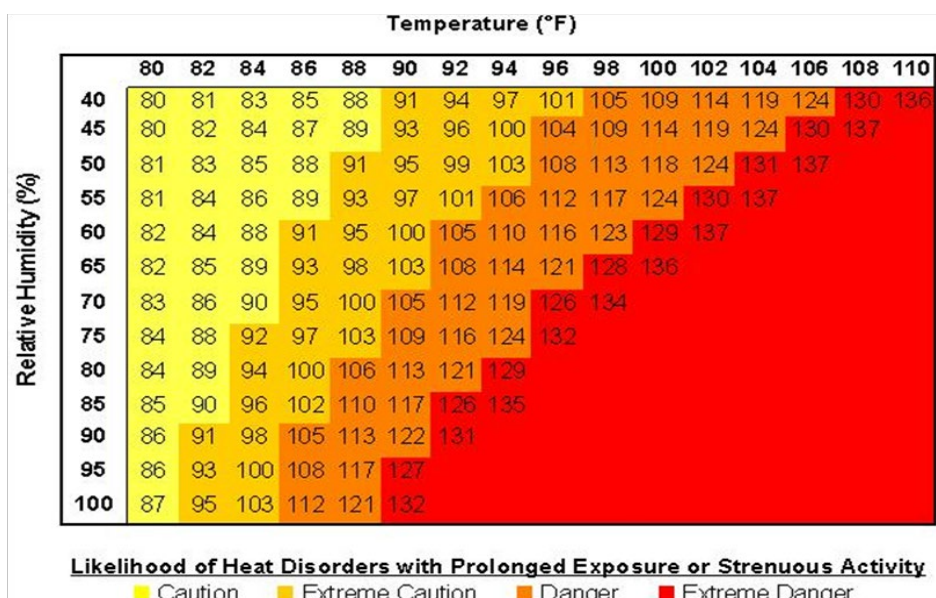


Figure 3.1. National Weather Service Heat Index Chart

⁵ http://www.nws.noaa.gov/om/brochures/heat_wave.shtml

⁶ <http://www.weatherimages.org/data/heatindex.html>

Table 3.1. Annual Maximum Temperatures

Year	Annual Maximum Temperature (F°)	Heat Index (F°)	Adapted Heat Index (F°)
1998	104	95	110
1999	99	91	106
2000	101	92	107
2001	101	92	107
2002	106	97	112
2003	107	97	112
2004	98	89	104
2005	100	91	106
2006	103	94	109
2007	105	96	111
2008	101	92	107
2009	101	92	107
2010	100	91	106
2011	99	90	105
2012	101	92	107
2013	103	94	109
2014	104	95	110
2015	102	93	108
2016	99	91	106
2017	99	91	106
2018	100	92	107

Impacts

The primary impact of extreme heat is on human health, which can cause such disorders as sunstroke, heat exhaustion, and heat cramps. Particularly susceptible are the elderly, small children, and persons with chronic illnesses. There are also undoubtedly indirect and chronic health effects from extreme heat, the magnitude of which is difficult or impossible to estimate. Environmental effects can include loss of wildlife and vegetation and increased probability of wildfires.

Based on climRR, it is anticipated that the average temperature in the county will increase by 3°F while the average minimum temperature is anticipated to increase by 3.6°F. Increased temperatures can increase the instances of extreme heat on the public, adversely impacting vulnerable populations, specifically elderly and sick people.

Increased populations will not affect the impact of extreme heat, however, emergency services and power grids can be stressed as populations increase.

Loss Estimates

Extreme heat places high demands on electrical power supplies that can lead to blackouts or brownouts. Economic impacts result from such factors as increased energy prices, loss of business (as people avoid leaving their homes to avoid the heat), and agricultural losses. The magnitude of these, and other more indirect impacts, is difficult to assess; however, losses resulting from severe heat waves have been estimated to be in the billions to hundreds of billions of dollars.

Lightning

Hazard Description

Lightning is defined by the NWS as: “A visible electrical discharge produced by a thunderstorm. The discharge may occur within or between clouds, between the cloud and air, between a cloud and the ground, or between the ground and a cloud.” A lightning discharge may be over 5 miles in length, generate temperatures upwards of 50,000°F, and carry 50,000 volts of electrical potential. Lightning is most often associated with thunderstorm clouds; however, lightning can strike as far as 5 to 10 miles from a storm. Thunder is caused by the rapid expansion of air heated by a lightning strike. Cloud-to-ground lightning strikes occur with much less frequency in the northwestern U.S. than in other parts of the country. Figure 3.2 demonstrates lightning flash density across the United States.

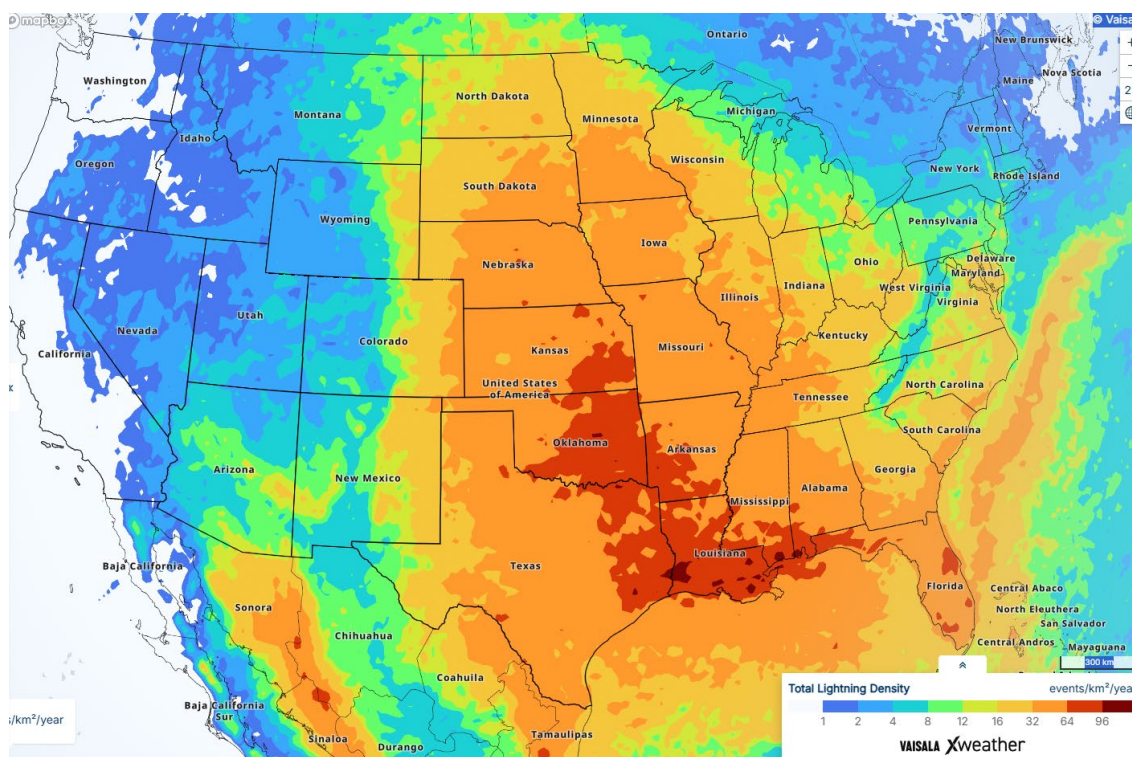


Figure 3.2. Lightning Flash Density.

Historical Frequencies

No bodily harm or economic loss has been reported in Twin Falls County in recent history. The most significant damage caused by lightning is the starting of wildfires. Those effects are discussed in the wildfire section of this HMP.

Weather data indicate that lightning occurs frequently in Twin Falls County, although strikes affecting the public are relatively rare. As can be seen in Table 3.2, however, there have been fatalities and property loss in the county due to lightning and the potential for such events is always present during thunderstorms.

Table 3.2. Twin Falls County Historical Lightning Events

Place	Date	Time	Event	Magnitude/details
Hollister	May 23, 1911	unknown	Lightning	One fatality
Filer	June 4, 1913	unknown	Lightning	Struck a house, one fatality
Twin Falls County	July 22, 1913	unknown	Lightning	One fatality, destroyed haystacks and killed several horses
Twin Falls County	June 18, 1918	unknown	Lightning	Struck a house, no fatalities
Twin Falls County	July 23, 1923	unknown	Lightning	Struck a home and burned to ground
Rogerson	July 29, 1942	unknown	Lightning	Started fire
Buhl	July 30, 1946	unknown	Lightning	Power outages, struck and killed seven cows
Twin Falls County	May 19, 1962	unknown	Lightning	Struck irrigation pump

Impacts

Lightning is the second most deadly weather phenomenon in the United States, being second only to floods. On average, 60 to 70 deaths per year are attributed to lightning nationally. In Idaho, the average is less than one per year. Despite the enormous energy carried by lightning, only about 10% of strikes are fatal. Injuries include central nervous system damage, burns, cardiac effects, hearing loss, and trauma. The effects of central nervous system injuries tend to be long-lasting and severe, leading to such disorders as depression, alcoholism, chronic fatigue, and in some cases to suicide. Lightning also strikes structures, causing fires and damaging electrical equipment. Wildland fires are often initiated by lightning strikes, as are petroleum storage tank fires. Approximately one-third of all power outages are lightning-related.

Climate changes can increase the severity of storms thus increasing the chance of lightning strikes. Climate change can also increase drought conditions, which increases the likelihood of a wildfire caused by a lightning strike.

Increased populations will not affect the impact of lightning; however, emergency services can be stressed as populations increase.

Vulnerable populations do not have increased susceptibility from lightning.

Loss Estimate

The magnitude of economic losses is difficult to estimate. Government figures suggest annual national costs at around \$30 million; however, some researchers find evidence that losses may be in the billions of dollars.

Lightning strikes occur with some regularity in Twin Falls County. Of special concern are the wide-open fields and metal farm equipment.

Hail

Hazard Description

The NWS definition of “hail” is, “Showery precipitation in the form of irregular pellets or balls of ice more than 5 mm in diameter, falling from a cumulonimbus cloud.” Its size can vary from the defined minimum, a little over a quarter of an inch, up to 4.5 inches or larger. “Severe hail” is defined as being 0.75 inches or more in diameter. The largest hailstones are formed in supercell thunderstorms because of their sustained updrafts and long duration. Hail and severe hail are relatively uncommon in Idaho. The NWS has recorded one severe hail event in the past 10 years.

Historical Frequencies

In any given year, there is a high likelihood that a severe hail event will occur that will cause damage either to personal property or agricultural crops. Damages range from broken windows to destroyed crops, with the costliest damages being to crops.

Hail events occur most frequently in the northern portion of the county, in the Snake River Plain crossing the Magic Valley. Storms also follow the US Highway 93 corridor down the center of the county into Nevada. The Magic Valley is the most populous area in the county, and the county’s major agricultural lands lie along the Snake River Plain and south across the central part of the county. Thus, both the population and the agricultural centers of Twin Falls County fall within the area most susceptible to major hailstorms.

Based on past events, hail is expected to occur every year.

Impacts

Deaths and injuries due to hail are rare but have occurred. No deaths have been reported in Twin Falls County.

Climate changes can increase the severity of storms thus increasing the chance or severity of hail storms. Hail may impact economically vulnerable groups by causing damage to structures or possessions that are costly to repair.

Increased populations will not affect the impacts of hail.

Loss Estimates

Economic loss can be extensive, especially to agriculturally based economies. Hail is very damaging to crops. Severe hail may cause extensive property damage, including damage to vehicle paint and bodywork, glass, shingles and roofs, plastic surfaces, etc. Hail loss nationally is estimated at over \$1 billion annually. Twin Falls County has only had two incidents where monetary losses were reported totaling \$8,000 (see Table 3.3).

Table 3.3. Reported Hail Storm Events with Damage

Place	Date	Event	Magnitude	Reported Damage
Twin Falls County	8/4/1991	Hail	0.75 in.	Unknown
Twin Falls City	3/17/1993	Hail	0.75 in.	Unknown
Twin Falls County	10/11/1994	Hail	Unknown	Unknown
Rogerson, Murtaugh	6/13/1996	Hail	1.00 in.	Unknown
Rogerson	6/27/1996	Hail	0.75 in.	Unknown
Kimberly	5/31/1997	Hail	0.75 in.	Unknown
Twin Falls Airport	8/7/1997	Hail	0.75 in.	Unknown
Hollister	8/12/1997	Hail	0.75 in.	Unknown
Rogerson	9/6/1997	Hail	1.25 in.	Unknown
City of Buhl	5/16/1998	Hail	0.75 in.	Unknown
Twin Falls City	6/25/1998	Hail	1.00 in.	Unknown
Twin Falls City	8/9/1998	Hail	0.88 in.	Unknown
Hollister	6/29/2004	Hail	1.00 in.	Unknown
City of Buhl	5/5/2005	Hail	0.75 in.	\$5,000
Rogerson	5/29/2005	Hail	0.75 in.	\$3,000
Twin Falls City	6/25/2005	Hail	0.75 in.	Unknown
Hollister	6/8/2006	Hail	0.88 in.	Unknown
Twin Falls City	7/6/2006	Hail	0.88 in.	Unknown
Filer	5/28/2008	Hail	1.00 in.	Unknown
Amsterdam	7/22/2008	Hail	0.75 in.	Unknown
Twin Falls	6/5/2009	Hail	0.88 in.	Unknown
Twin Falls Airport	7/5/2009	Hail	0.75 in.	Unknown
Twin Falls	7/5/2009	Hail	0.75 in.	Unknown
Hansen	9/01/2012	Hail	1.25 in.	Unknown
Filer	9/04/2013	Hail	1.00 in.	Unknown
Rock Creek	7/21/2014	Hail	1.00 in.	Unknown
Castleford	8/21/2014	Hail	1.75 in.	Unknown
Twin Falls	8/22/2014	Hail	1.00 in.	Unknown
Kimberly	5/31/2015	Hail	1.00 in.	Unknown
Rogerson	6/01/2015	Hail	1.00 in.	Unknown
Murtaugh	5/30/2018	Hail	1.25 in.	Unknown
Berger	9/9/2019	Hail	1.25 in.	Unknown
Berger	9/9/2019	Hail	1.00 in.	Unknown
Twin Falls Airport	9/9/2019	Hail	1.00 in.	Unknown
Hansen	9/9/2019	Hail	1.50 in.	Unknown
Amsterdam	5/25/2023	Hail	1.00 in.	Unknown
Hollister	5/26/2023	Hail	1.00 in.	Unknown
Hollister	5/26/2023	Hail	1.00 in.	Unknown

Tornado

Hazard Description

The NWS describes a tornado as, "...a violently rotating column of air, usually pendant to a cumulonimbus, with circulation reaching the ground. It nearly always starts as a funnel cloud and may be accompanied by a loud roaring noise. On a local scale, it is the most destructive of all atmospheric phenomena." Like hail, most tornadoes are spawned by supercell thunderstorms. They usually last only a few minutes, although some have lasted more than an hour and traveled several miles. Wind speeds within tornadoes are estimated based on the damage caused and expressed using the Fujita Scale, as defined in Table 3.4.

Table 3.4. Fujita Scale

Scale (F-number)	Wind Estimate	Typical Damage
F0	<73	<u>Light Damage</u> . Some damage to chimneys; branches broken off trees; shallow-rooted trees pushed over; sign boards damaged.
F1	73-112	<u>Moderate Damage</u> . Peels surface off roofs; mobile homes pushed off foundations or overturned; moving automobiles blown off roads.
F2	113-157	<u>Considerable Damage</u> . Roofs torn off frame houses; mobile homes demolished; boxcars overturned; large trees snapped or uprooted; light-object missiles generated; cars lifted off ground.
F3	158-206	<u>Sever Damage</u> . Roofs and some walls torn off well-constructed houses; trains overturned; most trees in forest unrooted; heavy cars lifted off the ground and thrown.
F4	207-260	<u>Devastating Damage</u> . Well-constructed houses leveled; structures with weak foundations blown away some distance; cars thrown, and large missiles generated.
F5	261-318	<u>Incredible Damage</u> . Strong frame houses leveled off foundations and swept away; automobile-sized missiles fly through the air in excess of 100 meters (109 yards); trees debarked; incredible phenomena will occur.

Idaho has relatively few tornadoes, averaging three reported per year. Tornadoes of F2 strength or greater (Table 3.4) are extremely rare in Idaho.

Historical Frequencies

According to the NWS Storm Event Database, Twin Falls County has experienced 20 tornadoes since 1930 (Table 3.5). Three of those tornadoes were magnitude F1 on the Fujita Scale. Those three events caused an estimated \$28,000 in damage. Of the remaining, six tornadoes registered F0 on the Fujita Scale and caused little to no damage. It is assumed a tornado will occur every 4.75 years.

Table 3.5. Twin Falls County Historical Tornado Events

Place	Date	Time	Event	Magnitude	Reported Damage
Twin Falls County	9/08/1930	Unknown	Tornado	UNK	Unknown
Twin Falls County	6/5/1957	3:45 PM	Tornado	F1	Unknown
Twin Falls County	9/8/1985	6:00 PM	Tornado	F1	\$25,000
Twin Falls County	6/24/1986	9:00 PM	Tornado	F1	\$3,000
Twin Falls County	4/20/1990	2:24 PM	Tornado	F0	Unknown
Twin Falls County	9/3/1990	3:15 PM	Tornado	F0	Unknown
Twin Falls County	9/10/1991	3:00 PM	Tornado	F0	Unknown
Twin Falls City	3/17/1993	6:00 PM	Tornado	F0	Unknown
Twin Falls County	3/17/1993	7:14 PM	Tornado	F0	Unknown
Twin Falls County	5/15/1993	2:45 PM	Funnel Cloud	NA	Unknown
Twin Falls County	8/11/1993	2:00 PM	Funnel Cloud	NA	Unknown
Twin Falls County	6/9/1995	2:45 PM	Funnel Cloud	NA	Unknown
Twin Falls County	6/12/1997	5:45 PM	Funnel Cloud	NA	Unknown
City of Buhl	5/12/1998	1:45 PM	Tornado	F0	Unknown
Twin Falls	6/10/1998	11:13 AM	Funnel Cloud	NA	Unknown
Twin Falls	7/22/2008	1:30 PM	Tornado	NA	Unknown
Twin Falls	3/16/2011	3:00 PM	Tornado	NA	Unknown
Twin Falls	3/6/2014	6:42 PM	Funnel Cloud	NA	Unknown
Murtaugh	9/4/2016	2:50 PM	Funnel Cloud	NA	Unknown
Kimberly	5/7/2019	3:00 PM	Tornado	F0	Unknown

Impacts

Loss of utilities (primarily due to fallen trees) is common following tornadoes and, depending on circumstances, communities might be deprived of almost any kind of goods and services, including food, water, and medical care. Agriculturally, crop and livestock losses are also possible, as is loss of timber production.

Climate change can increase the severity of storms and frequency thus increasing the likelihood of tornado occurrences.

Increased populations will not affect the impact of tornados, however, additional utilities, such as powerlines may be impacted during a tornado.

Loss Estimates

Since 1930, Twin Falls County has experienced 12 tornados, with reported losses totaling \$28,000 (Table 3.5). Only two tornados were reported to have created a property loss.

Historically, tornadoes are rare in Twin Falls County and, when they do occur, are not severe. They do, however, occur most frequently in the county's most highly populated areas.

Straight Line Wind

Hazard Description

The term “straight line wind” is used to describe any wind not associated with rotation, particularly tornadoes. Of concern is “high wind,” defined by the NWS as: “...sustained wind speeds of 40 miles per hour (mph) or greater lasting for 1 hour or longer, or winds of 58 mph or greater for any duration.” Like tornadoes, strong, straight line winds are generated by thunderstorms and can cause similar damage. Straight line wind speeds can approach 150 mph, equivalent to those in an F3 tornado.

Historical Frequencies

Table 3.6 lists high wind events in Twin Falls County. The winds follow the Snake River Plain and extend south following US Hwy 93 into Nevada. Again, these are the most populous and heavily farmed areas in the county.

High wind events are expected to occur 3-4 times per year.

Table 3.6. Wind Events

Place	Date	Event	Magnitude	Estimated Damage
Twin Falls County	3/4/1991	Thunderstorm Winds	60 kts.	\$0.00
Twin Falls County	8/4/1991	Thunderstorm Winds	55 kts.	\$0.00
Twin Falls County	8/27/1991	Thunderstorm Winds	Unknown	\$0.00
Twin Falls County	9/10/1991	Thunderstorm Winds	Unknown	\$0.00
Twin Falls County	4/17/1992	Thunderstorm Winds	60 kts.	\$0.00
Twin Falls County	4/17/1992	Thunderstorm Winds	52 kts.	\$0.00
Twin Falls County	4/17/1992	Thunderstorm Winds	Unknown	\$0.00
Twin Falls County	4/17/1992	Thunderstorm Winds	Unknown	\$0.00
Kimberly	3/17/1993	Thunderstorm Winds	Unknown	\$500,000
Twin Falls County	3/17/1993	Thunderstorm Winds	Unknown	\$5,000
Twin Falls County	5/3/1993	Thunderstorm Winds	Unknown	\$50,000
Twin Falls County	5/3/1993	Thunderstorm Winds	53 kts.	\$0.00
Twin Falls County	5/6/1994	Thunderstorm Winds	Unknown	\$500,000
Hollister	6/13/1996	Thunderstorm Winds	60 kts.	\$0.00
Filer	7/16/1996	Thunderstorm Winds	60 kts.	\$15,000
Twin Falls City	7/16/1996	Thunderstorm Winds	60 kts.	\$50,000
Filer	7/7/1998	Thunderstorm Winds	50 kts.	\$25,000
Filer	7/30/1998	Thunderstorm Winds	61 kts.	\$200,000
South TF County	2/14/2000	High Wind	74 kts.	\$0.00
Twin Falls City	8/4/2000	Thunderstorm Winds	60 kts.	\$0.00
Twin Falls Airport	6/26/2002	Thunderstorm Winds	53 kts.	\$0.00

Table 3.6. (continued)

Place	Date	Event	Magnitude	Estimated Damage
Rogerson	7/14/2002	Thunderstorm Winds	50 kts.	\$0.00
Kimberly	8/22/2003	Thunderstorm Winds	60 kts.	\$0.00
South TF County	6/13/2006	High Wind	54 kts	\$.00
Hollister	8/6/2006	Thunderstorm Winds	52 kts.	\$0.00
Twin Falls	3/29/2009	High Wind	Unknown	\$35,034
Twin Falls	12/30/2011	Thunderstorm Winds	59 kts.	\$0.00
Twin Falls	10/16/2012	Thunderstorm Winds	61 kts.	\$0.00
Twin Falls	7/04/2013	Thunderstorm Winds	52 kts.	\$0.00
Twin Falls	8/25/2013	Thunderstorm Winds	60 kts.	\$0.00
Filer	9/04/2013	Thunderstorm Winds	52 kts.	\$0.00
Rock Creek	8/13/2014	Thunderstorm Winds	71 kts.	\$0.00
Rogerson	6/11/2017	Thunderstorm Winds	52 kts.	\$0.00
Rogerson	7/15/2017	Thunderstorm Winds	52 kts.	\$0.00
Twin Falls	10/19/2019	Thunderstorm Wind	51 kts.	\$0.00
Twin Falls	10/19/2019	Thunderstorm Wind	56 kts.	\$0.00
Mc Millan	10/19/2019	Thunderstorm Wind	58 kts.	\$0.00
Twin Falls	2/23/2020	High Wind	56 kts.	\$0.00
Twin Falls	9/7/2020	High Wind	56 kts.	\$0.00
Western Magic Valley	2/26/2021	High Wind	52 kts.	\$0.00
Western Magic Valley	3/06/2021	High Wind	51 kts	\$0.00
Western Magic Valley	3/29/2021	High Wind	61 kts	\$0.00
Twin Falls Airport	6/22/2021	Thunderstorm Wind	51 kts	\$0.00
Cedar	8/16/2021	Thunderstorm Wind	65 kts	\$0.00
Southern Twin Falls	4/11/2022	High Wind	62 kts	\$0.00
Southern Twin Falls	11/06/2022	Strong Wind	43 kts	\$0.00
Southern Twin Falls	11/07/2022	High Wind	53 kts	\$0.00
Southern Twin Falls	12/21/2022	Strong Wind	44 kts	\$0.00
Southern Twin Falls	12/21/2022	Strong Wind	36 kts	\$0.00
Western Magic Valley	3/15/2023	High Wind	52 kts	\$0.00
Southern Twin Falls	3/15/2023	High Wind	56 kts	\$0.00
Southern Twin Falls	5/25/2023	Thunderstorm Wind	52 kts	\$0.00
Amsterdam	5/25/2023	High Wind	52 kts	\$0.00
Southern Twin Falls	8/21/2023	High Wind	50 kts	\$0.00
Southern Twin Falls	11/19/2023	High Wind	52 kts	\$0.00

Table 3.6. (continued)

Place	Date	Event	Magnitude	Estimated Damage
Western Magic Valley	11/19/2023	High Wind	52 kts	\$0.00
Southern Twin Falls	11/19/2023	Strong Wind	43 kts	\$0.00
Western Magic Valley	1/11/2024	High Wind	52 kts	\$0.00
Filer	5/10/2025	Thunderstorm Wind	56 kts	\$0.00
Twin Falls	5/11/2025	Thunderstorm Wind	53 kts	\$0.00
Hollister	5/11/2025	Thunderstorm Wind	50 kts	\$0.00
Southern Twin Falls	5/18/2025	High Wind	55 kts	\$0.00

Impacts

The impacts of straight-line winds are virtually the same as those from tornadoes with similar wind speeds. The damage is distinguishable from that of a tornado only in that the debris is generally deposited in nearly parallel rows. Downbursts are particularly hazardous to aircraft in flight.

Straight line wind events have occurred in nearly every part of the county but are most frequent in the Snake River Plain and along the US Highway 93 corridor. Heavy damages have occurred in some instances, and it is likely that smaller, unreported losses are often sustained.

Agricultural land maintenance practices make dust storms likely during the spring and fall. These are particularly hazardous to traffic on US Highway 93.

The Hansen and Twin Falls bridges spanning the Snake River Canyon are routinely affected by high wind gusts resulting from the wind tunnel effect of the canyon. High profile vehicles (i.e., tractor-trailers) have been blown over on these bridges during intense windstorms.

Climate change can increase the severity of storms and frequency thus increasing the likelihood of high wind occurrences.

Increased populations will not affect the impact of winds, however, additional utilities, such as powerlines may be impacted during a high wind event. High winds can also increase the spread of wildfires and increase drought conditions.

Loss Estimates

Historically, the majority of damage has affected outlying buildings and crops, with losses ranging from \$15,000 to \$500,000 (Table 3.6). It should be noted that losses reported in the NWS database are most likely seriously underreported, primarily because property owners fail to report minor damages. Given the frequency of high straight-line wind events, these minor damages undoubtedly add up to a much larger sum. Thus, the impact of severe wind events most likely greatly exceeds the total reported losses.

Repetitive Loss – There is repetitive loss annually due to straight line winds in Twin Falls County. The loss is primary to out buildings and fences. Siding is at times removed from homes and businesses. Top soil is lost in the spring, especially during the planting season where the soil is loose and little moisture is present.

Extreme Cold

Hazard Description

“Extreme cold” is another of the terms describing hazards that must be defined relative to what is considered normal in a given locale. What might be considered extreme cold varies considerably in the State of Idaho where normal winter temperatures in the southwest are appreciably more moderate than those in the northwest and far north. Very cold temperatures become a particular hazard when accompanied by winds of 10 mph or greater. The NWS has developed a formula for calculating “wind chill” based on temperature and wind speed (see Figure 3.3). In this region, the NWS issues wind chill advisories when the wind chill temperatures are predicted to be -10°F or less with winds of 10 mph or higher for 1 hour or more. Wind chill warnings are issued when wind chill temperatures will be -20°F or less with winds of 10 mph or higher for 1 hour or more. As with extreme heat, extreme cold is of greatest concern when the condition persists for an extended period of time.

Historical Frequencies

Cold events occur yearly in Twin Falls. Wind chill drives temperatures down as well. Although there are no recorded extreme cold/wind-chill events, several events have been recorded in surrounding counties.

Table 3.7 details the annual minimum temperatures since 1980.

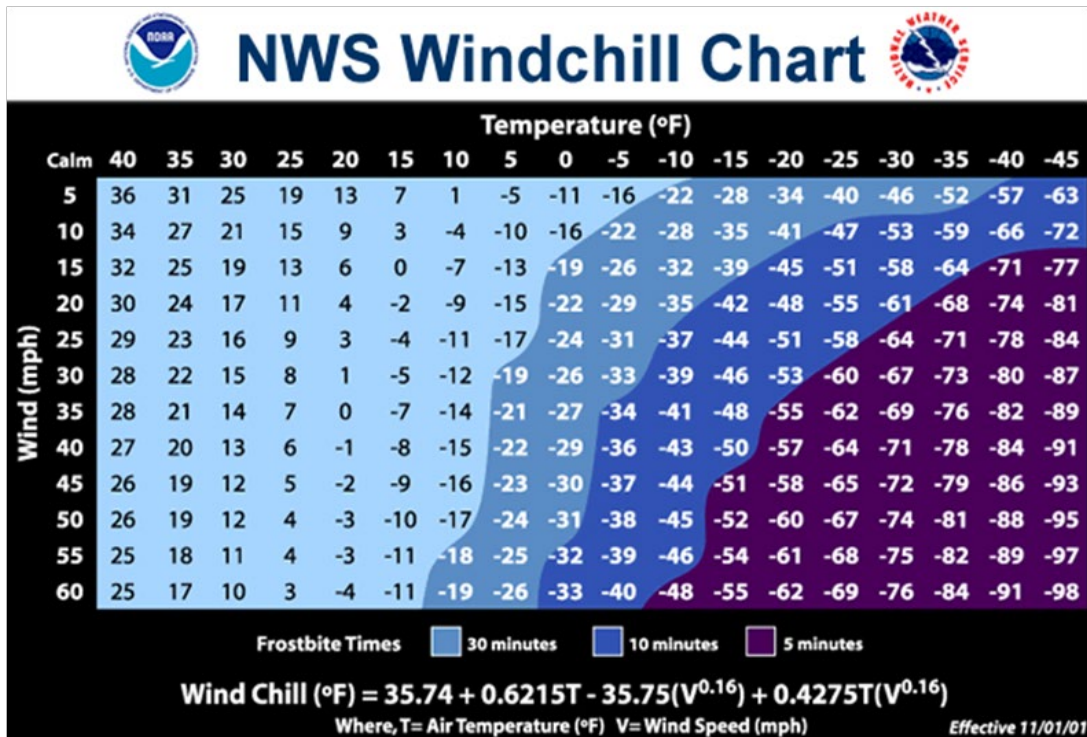


Figure 3.3. National Weather Service Windchill Chart (<http://www.weather.gov/om/windchill/index.shtml>)

Table 3.7. Annual Minimum Temperatures

Year	Annual Minimum Temperature (°F)
1980	35.6
1990	34.8
2000	38.3
2010	38.9
2020	38.1
2021	39.6
2022	36.9
2023	37.7
2024	39.1

Impacts

Health effects of exposure to extreme cold include hypothermia and frostbite, both of which can be life-threatening. Infants and the elderly are most susceptible. In the United States, nearly 700 deaths are directly attributed to hypothermia annually.

Extreme cold may cause loss of wildlife and vegetation and kill livestock and other domestic animals. Economic loss may result from flooding due to burst pipes, large demands on energy resources, and diminished business activity. River flooding may take place as a result of the formation of ice jams.

Extreme cold affects the individual, families, cities, and the county. Damage typically occurs to individual properties; however, city water systems are usually vulnerable to extreme cold. Repairs to water line freeze ups and breaks typically require the roadways to be excavated, necessitating additional maintenance and repairs during the warmer months. As demonstrated in the historical frequencies section discussed above, areas of the county can expect as much as 20 to 25 degrees difference, depending on elevation.

Extreme cold can cause death and injury especially to those working or stranded outside for prolonged periods. Economic loss is related to private individuals, businesses, and government agencies in heating of homes and facilities. Additional losses can be expected to the livestock industry. During extreme cold periods, the schools are closed to protect children traveling to and from school.

Overall, the economic losses are variable, and, depending on the time of year, agricultural, industrial, and commercial damages may occur. Because of this variability, an estimate average sum for an extreme cold event is anticipated to be in the thousands of dollars.

Low economic groups, and elderly are especially vulnerable to extreme cold. They can be left without proper shelter or finances to pay for heating costs.

Increased populations will not affect the impact of extreme cold, however, emergency services and power grids can be stressed as populations increase.

Based on climRR, the number of cooling days will increase as climate change impacts are felt. The number of cooling days is projected to increase by 368 days over the next half-century. Increased cooling days has the potential to negatively impact agriculture in the area.

Loss Estimates

During the spring, summer, and fall, temperatures can drop low enough to produce frost. While such temperatures are not low enough to damage infrastructure or require extra heating costs, it can be devastating to crops.

Warning lead times in Twin Falls County usually are approximately 1 to 2 days based on forecasts made by the NWS in Boise, ID.

Winter Storm

Hazard Description

The NWS describes “Winter Storm” as weather conditions that produce heavy snow or significant ice accumulations. For purposes of this analysis, Severe Winter Storm is defined as any winter condition where the potential exists for a blizzard (i.e., winds ≥ 35 mph and falling/drifting snow frequently reduce visibility $< \frac{1}{4}$ mile, for 2 hours or more), heavy snowfall (i.e., valleys 6 inches or more snowfall in 24 hours; mountains 9 inches or more snowfall in 24 hours), ice storm, and/or strong winds.

Historical Frequencies

Severe winter weather in Twin Falls County is infrequent; however, weather conditions can be extremely hazardous in the outlying areas due to blowing and drifting snow. While snow levels are usually not extreme, blizzard conditions (i.e., snow, high winds, and freezing temperatures) are not infrequent in Twin Falls County (Table 3.8) and can be extremely hazardous. Based on past occurrences, a severe winter storm is expected to occur every 1.5 years.

Table 3.8. Twin Falls County Historical Winter Storm Events

Place	Date	Magnitude/details
Twin Falls County	Jan 22, 1999	Winter storm with heavy snow throughout southeast Idaho, 3-5 inches fell in Southern Twin Falls County.
Twin Falls County	Feb 9, 1999	Freezing rain, light snow, and gusty winds produced hazardous driving conditions in southern Twin Falls County. About 30 minor accidents and slide-offs occurred and authorities had to close I-84 for a few hours.
Twin Falls County	Dec 1, 1999	Winter storm moving from the North Pacific across Oregon brought 3-4 inches of snow to southern Twin Falls County.
Twin Falls County	Jan 20, 2002	Winter storm with 3-6 inches of snow in southern Twin Falls County.
Twin Falls County	Dec 28-29, 2003	A major winter storm through southwest Idaho with 6-12 inches of new snow. Strong winds caused blowing and drifting.
Twin Falls County	Feb 26, 2004	Winter storm moving north from Nevada brought 7 inches of snow to southern Twin Falls County.
Twin Falls County	Jan 8, 2005	11 inches of snow fell on southern Twin Falls County. The trailing cold front caused strong winds along the Snake River.
Twin Falls County	April 20, 2005	8-12 inches of snow fell behind a cold front.
Twin Falls County	Dec 20, 2005	Winter storm with heavy snow.
Twin Falls County	Dec 21, 2006	Winter storm with heavy snow.
Twin Falls County	Feb 27, 2007	Winter storm with 4-5 inches of snow in southern Twin Falls County.

Table 3.8. (continued)

Place	Date	Magnitude/details
Twin Falls County	Mar 27, 2007	Winter storm.
Twin Falls County	Nov 23, 2010	Blizzard. 5-10 inches of new snow and drifting. Area roads closed.
Twin Falls County	Jan 10, 2013	Blizzard. Blowing winds reducing visibility to ¼ mile. Drifts up to 5 feet.
Twin Falls County	Feb 23, 2013	Blizzard. Snow squalls and high winds. Damage to trees and power lines.
Twin Falls County	Dec 1, 2014	Snow and freezing rain.
Twin Falls County	Feb 5, 2017	Severe winter weather. DR-4310. Extreme snow led to flooding.

Impacts

The impacts of the very cold temperatures that may accompany a severe winter storm are discussed above. Other life-threatening impacts are numerous. For example, motorists may be stranded by road closures or may be trapped in their automobiles in heavy snow and/or low visibility conditions. Bad road conditions cause automobiles to go out of control. People can be trapped in homes or buildings for long periods of time without food, heat, and utilities. Those who are ill may be deprived of medical care by being stranded or through loss of utilities and lack of personnel at care facilities. Use of heaters in automobiles and buildings by those who are stranded may result in fires or carbon monoxide poisoning. Fires during winter storm conditions are a particular hazard because fire service response is hindered or prevented by road conditions and because water supplies may be frozen. Disaster services may also not be available if telephone service is lost. People who attempt to walk to safety through winter storm conditions often become disoriented and lost. Downed power lines not only deprive the community of electricity for heat and light but pose an electrocution hazard. Death and injury may also occur if heavy snow accumulation causes roofs to collapse.

Climate change may increase the severity of severe storms increasing the damage to property and increased risk to public safety.

Increased populations will not affect the impact of winter storms, however, emergency services and power grids can be stressed as populations increase. Over congestion in areas can lead to decreased emergency response time.

Low economic groups, and elderly are especially vulnerable to winter storms. They can be left without proper shelter or finances to pay for heating costs.

Loss Estimate

Economic impacts arise from numerous sources, including hindered transportation of goods and services; flooding due to burst water pipes; forced closing of businesses; inability of employees to reach the workplace; damage to homes and structures, automobiles, and other belongings by downed trees and branches; and loss of livestock and vegetation.

Drought

Hazard Overview			
Location:	County-Wide		
Frequency/Previous Occurrence:	High		
Impact/Consequence:	High		
Community Vulnerability:	Medium		
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
High	High	High	High
Kimberly	Hansen	Murtaugh	Hollister
High	High	High	High

Hazard Description

Drought is an expected phase in the climactic cycle of almost any geographical region, as is the case in the State of Idaho. Objective, quantitative definitions for drought exist but most authorities agree that because of the many factors contributing to it and because its onset and relief are slow and indistinct, none is entirely satisfactory. According to the National Drought Mitigation Center, drought “originates from a deficiency of precipitation over an extended period of time, usually a season or more. This deficiency results in a water shortage for some activity, group, or environmental sector.” What is clear is that a condition perceived as “drought” in a given location is the result of a significant decrease in water supply relative to what is “normal” in that area.

It should be noted that water supply is not only controlled by precipitation (i.e., amount, frequency, and intensity) but also by other factors, including evaporation (which is increased by higher than normal heat and winds), transpiration (evaporation from foliage), and human use. According to the National Oceanic and Atmospheric Administration (NOAA) National Climactic Data Center, much of the State of Idaho most recently experienced moderate to extreme drought conditions from 2000 through 2005. Drought emergency declarations were issued for various counties by the IDWR in 2002 through 2005.

Drought risk is based on a combination of the frequency, severity, spatial extent of drought, and the degree to which a population or activity is vulnerable to the effects of drought. The degree of a region’s vulnerability depends on the environmental and social characteristics of the region and is measured by their ability to anticipate, cope with, resist, and recover from drought. Society’s vulnerability to drought is determined by a wide range of physical and social factors, such as demographic trends and geographic characteristics.

The following figures demonstrate various indices used to measure drought and impacts of drought, which include streamflow, rainfall, and evapotranspiration.

The Standard Precipitation Index (SPI) index utilizes monthly precipitation to determine accumulated water excess or deficit but has the advantage of being multi-scaler (i.e., computed over a range of time scales) (Figure 3.4).

The outlook of drought in the US is shown in Figure 3.5.

Monetary costs impacts from drought since 1980 are shown in Figure 3.6.

These indices do not take into account irrigated lands; therefore, the drought in the Twin Falls area is less severe than the figures indicate. The U.S. Drought Monitor map demonstrates drought levels at the start of the water year (Figure 3.7).

There were no State or Federal Disaster Declarations for drought since the last update.

Historical Frequencies

The IDWR reports that meteorological drought conditions existed in the state approximately 30% of the time during the period 1931-1982. The most prolonged drought in Idaho was during the 1930s. For most of the state, that drought lasted for 11 years (1929-41) despite greater than average stream flows in 1932 and 1938. A mild drought during 1959-61 occurred in southern and central Idaho. During the early 1960s, several areas in the state also experienced water shortages.

In 1977, the worst single year on record, a severe water shortage occurred throughout Idaho and the West. Area ski resorts were closed for much of the ski season. A lack of winter snowfall resulted in the lowest runoff of record at most gauges in the state. Irrigation ditches were closed well before the end of the growing season and crop yields were below normal. Domestic wells in the Big and Little Wood River basins became dry early in April 1977, and many shallow wells in six western Idaho counties became dry in June.

January through August 2025 was the driest year in Twin Falls county over the past 131 years according to the US Drought Monitor.

Stream flows were below normal from 1979 to 1981. From 1987 through 1992, water supplies were much below normal throughout the state. In southwestern and central Idaho, this 6-year drought was more severe than the 1930s drought. Low winter snowpack and prolonged periods of greater than average temperatures resulted in unseasonable early snow melt, high water demands, and the lowest stream flows since 1977.

Twin Falls County has received over 20 IDWR/state and USDA declarations since 2012, ranking among the highest in the state. The following USDA declaration have been made since 2020:

- 2020: S4921, S4925
- 2021 (S4992, S4993, S4997, S4998, S5000, S5002, S5004, S5014, S5019, S5022)
- 2022 (S5149, S5155, S5157, S5170, S5175, S5176, S5177)
- 2023 (S5375)
- 2025 (S5964, S6027, S6053)

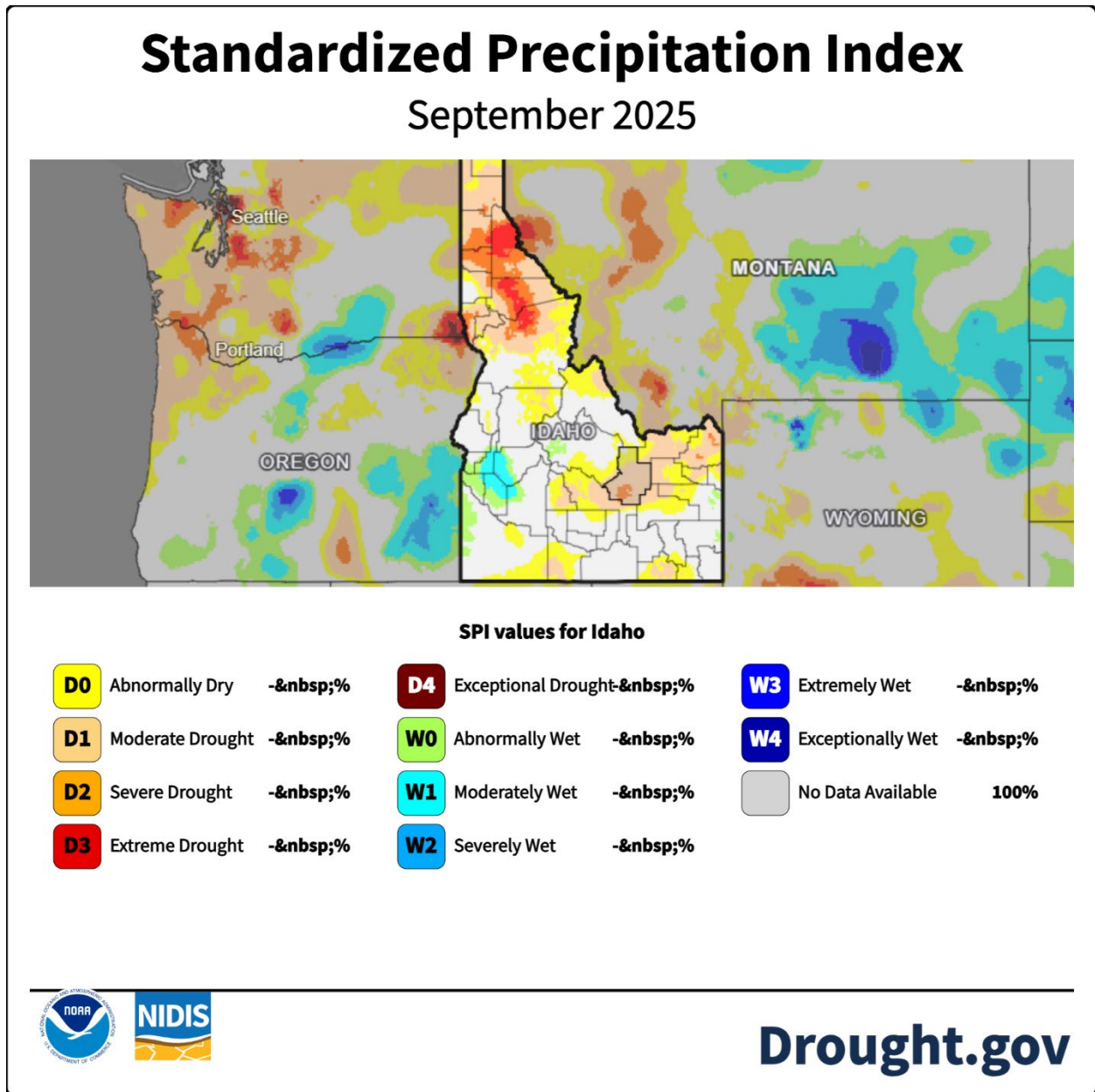
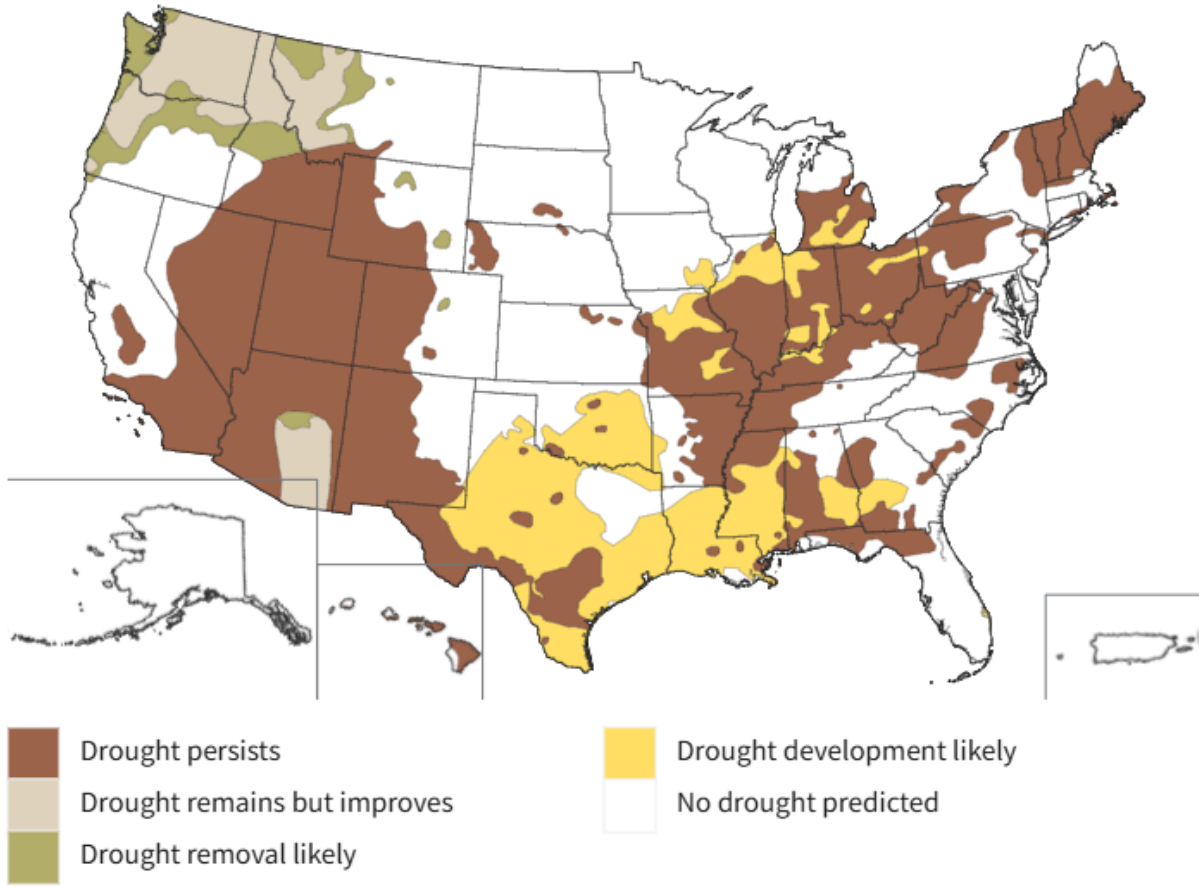


Figure 3.4. SPI for Idaho

U.S. Monthly Drought Outlook

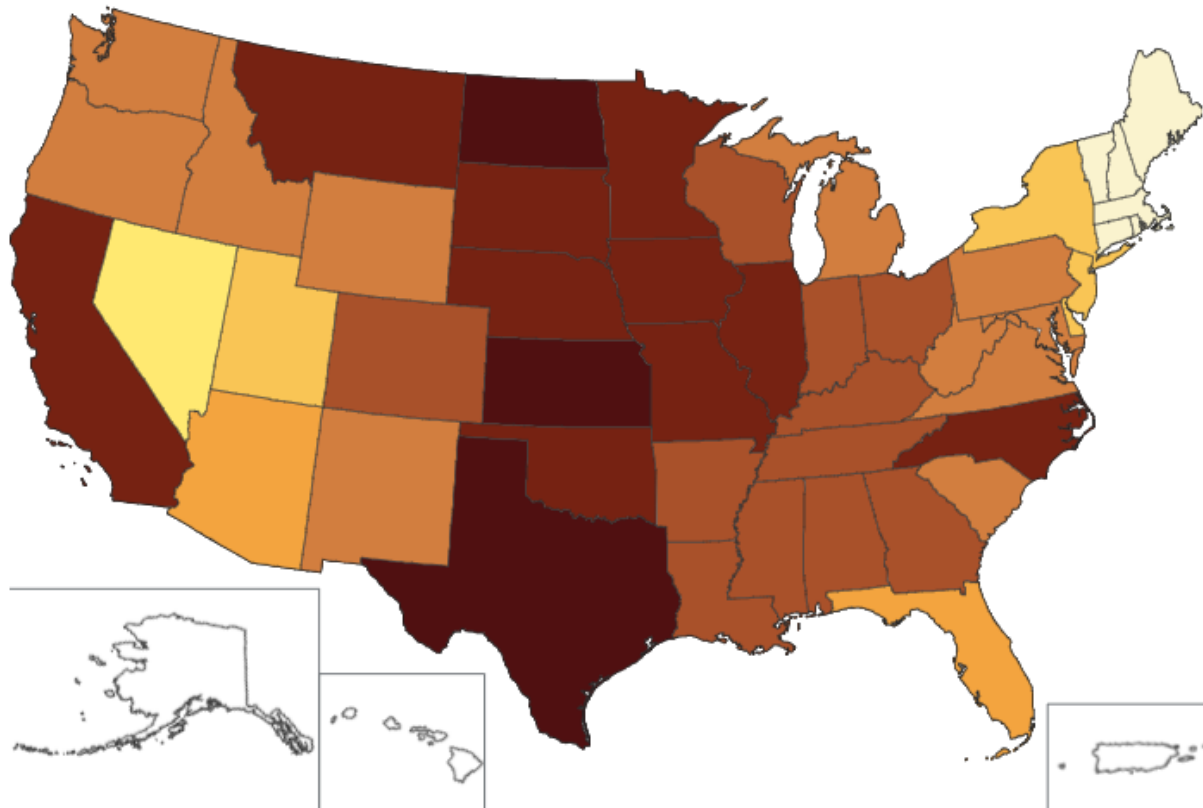


Source(s): Climate Prediction Center
Updates Monthly: 09/30/25

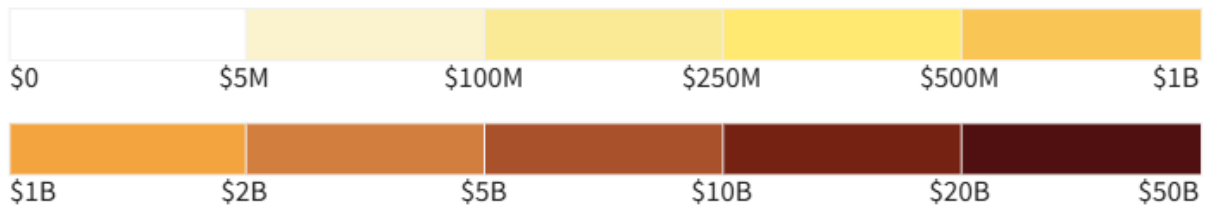
Drought.gov

Figure 3.5. Drought Outlook

Cost of U.S. Billion-Dollar Drought Disasters Since 1980



Cost of Major Drought Events Since 1980

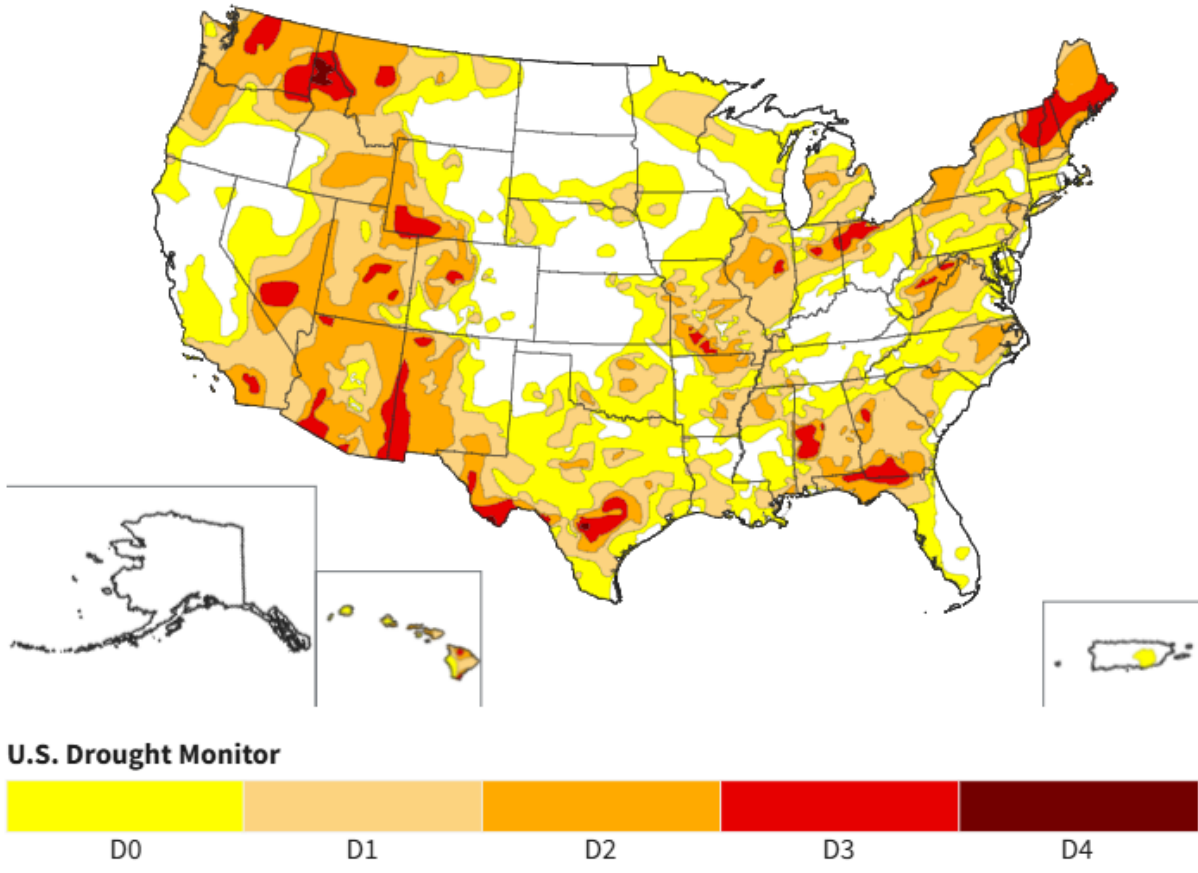


Source(s): National Centers for Environmental Information
Data Valid: 10/10/25

Drought.gov

Figure 3.6. Cost of Drought since 1980.

U.S. Drought Monitor



Source(s): NDMC, NOAA, USDA
Data Valid: 10/21/25

Drought.gov

Figure 3.7. U.S. Drought Monitor Map

Hazard Impacts

Hazard impacts are commonly referred to as direct or indirect. Reduced crop, rangeland, and forest productivity; increased fire hazard; reduced water levels; increased livestock and wildlife mortality rates; and damage to wildlife and fish habitat are a few examples of direct impacts. The consequences of these impacts illustrate indirect impacts. For example, a reduction in crop, rangeland, and forest productivity may result in reduced income for farmers and agribusiness, increased prices for food and timber, unemployment, reduced tax revenues because of reduced expenditures, increased crime, foreclosures on bank loans to farmers and businesses, migration, and disaster relief programs. Direct or primary impacts are usually biophysical. Conceptually speaking, the more removed the impact from the cause, the more complex the link to the cause. In fact, the web of impacts becomes so diffuse that it is very difficult to come up with financial estimates of damages. The impacts of drought can be categorized as economic, environmental, or social.

Many economic impacts occur in agricultural and related sectors because of the reliance of these sectors on surface and subsurface water supplies. In addition to obvious losses in yields in crop and livestock production, drought is associated with increases in insect infestations, plant disease, and wind erosion. Droughts also bring increased problems with insects and diseases to forests and reduced growth. The incidence of forest and range fires increases substantially during extended droughts, which in turn places both human and wildlife populations at higher levels of risk.

Loss Estimate

Income loss is another indicator used in assessing the impacts of drought because so many sectors are affected. Reduced income for farmers has a ripple effect. Retailers and others who provide goods and services to farmers face reduced business. This leads to unemployment, increased credit risk for financial institutions, capital shortfalls, and loss of tax revenue for local, State, and Federal government. Less discretionary income affects the recreation and tourism industries. Prices for food, energy, and other products increase as supplies are reduced. In some cases, local shortages of certain goods result in the need to import these goods from outside the stricken region. Reduced water supply impairs the navigability of rivers. Hydropower production may also be curtailed significantly.

Environmental losses are the result of damages to plant and animal species, wildlife habitat, and air and water quality; forest and range fires; degradation of landscape quality; loss of biodiversity; and soil erosion. Some of the effects are short-term and conditions quickly return to normal following the end of the drought. Other environmental effects linger for some time or may even become permanent. Wildlife habitat, for example, may be degraded through the loss of wetlands, lakes, and vegetation. However, many species will eventually recover from this temporary aberration. The degradation of landscape quality, including increased soil erosion, may lead to a more permanent loss of biological productivity of the landscape. Although environmental losses are difficult to quantify, growing public awareness and concern for environmental quality has forced public officials to focus greater attention and resources on these effects.

Social impacts mainly involve public safety, health, conflicts between water users, reduced quality of life, and inequalities in the distribution of impacts and disaster relief. Many of the impacts specified as economic and environmental have social components as well.

Hazard Evaluation

Drought and the related impacts are of serious concern to Twin Falls County. Over 97% of the county land is used for agricultural uses, including tillage and rangeland. The impacts due to drought in Twin Falls County are potentially significant, especially if the drought were to be protracted. While it is impossible to stop the occurrence of drought, the impacts can be mitigated through proper planning and management of water resources.

As discussed earlier, drought risk is based on a combination of the frequency, severity, spatial extent of drought (the physical nature of drought), and the degree to which a population or activity is vulnerable to the effects of drought. The degree of a region's vulnerability depends on the environmental and social characteristics of the region and is measured by their ability to anticipate, cope with, resist, and recover from drought. Society's vulnerability to drought is determined by a wide range of factors, both physical and social, such as demographic trends and geographic characteristics. Although the economy in Twin Falls County is diverse, it contains extensive agriculture ventures that can be adversely affected by drought conditions.

Twin Falls County and all the jurisdictions have large agriculture industries that could be greatly affected by a significant drought. An extreme and prolonged drought could result in limited availability of irrigation water causing severe crop losses throughout the country. This may also lead to increased reliance on drinking water resources to supplement drought conditions.

Climate change may impact drought by less precipitation throughout the state, increasing drought conditions, and making it harder to predict and precipitation and runoff events.

Increased drought could negatively affect surrounding agriculture resources leading to reduced quality of living conditions and increased poverty. Less surface water can also mean higher power rates as Idaho depends on hydroelectric power. Increased utility rates can increase the burden on economically vulnerable groups within the county.

Probability of Future Occurrence:

Based on past occurrences, the probability that another federal or state declared drought will occur in a given year is 90% with a drought expected to occur approximately every 1.15 years.

Repetitive Loss:

Drought occurs in cycles on the high desert plains of Idaho. The losses are significant and repetitive.

Flooding (River, Flash)

Hazard Overview			
Location:	County-Wide		
Frequency/Previous Occurrence:	Medium		
Impact/Consequence:	Medium		
Community Vulnerability:	Medium		
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
Medium	Medium	Medium	Medium
Kimberly	Hansen	Murtaugh	Hollister
Medium	Medium	Medium	Medium

Hazard Description

Flooding is defined by NWS as, “the inundation of normally dry areas as a result of increased water levels in an established water course.” River flooding, the condition where the water levels rise to overflow its natural banks, may occur due to several causes, including prolonged rainfall, locally intense thunderstorms, snowmelt, and ice jams. In addition to these natural events, there are a number of factors controlled by human activity that may cause or contribute to flooding. These include dam failure, levee failure, and activities that increase the rate and amount of runoff, such as paving, reducing ground cover, and clearing forested areas. Flooding is a periodic event along most rivers, with the frequency depending on local conditions and controls (i.e., dams and levees). The land along rivers that is identified as being susceptible to flooding is called the floodplain. The Federal standard for floodplain management under the National Flood Insurance Plan (NFIP) is the “100-year floodplain.” This area is chosen using historical data such that in any given year there is a 1% chance of a flooding occurrence in any given year. In Idaho, flooding most commonly occurs in the spring of the year and is caused by snowmelt. Floods occur in Idaho every 1 to 2 years and are considered the most serious and costly natural hazard affecting the state. The amount of damage caused by a flood is influenced by the speed and volume of the water flow, the length of time the impacted area is inundated, the amount of sediment and debris carried and deposited, and the amount of erosion that may occur.

Flooding is a dynamic natural process. A cycle of erosion and deposition is continuously rearranging and rejuvenating the aquatic and terrestrial systems along rivers, streams, and coastal bluffs. Although many plants, animals, and insects have evolved to accommodate and take advantage of these ever-changing environments, property and infrastructure damage often occurs when people develop coastal areas and floodplains and natural processes are altered or ignored.

Flooding can also threaten life, safety, and health and often results in substantial damage to infrastructure, homes, and other property. The extent of damage caused by a flood depends on the topography, soils, and vegetation in an area; the depth and duration of flooding; velocity of flow; rate of rise; and the amount and type of development in the floodplain.

A number of flood-related terms are frequently used in this AHMP and are defined below.

Flood Insurance Study (FIS): The official report provided by the Federal Insurance Administration that provides flood profiles, the flood boundary-floodway map, and the water surface elevation of the estimated 100-year base flood.

Flood Insurance Rate Map (FIRM): Official map(s) on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community. Designation on the floodplain (FIRM) maps always includes the letters A or V. FIRM floodplain zones and critical facilities for the Twin Falls area (Zone A) are shown in Figures 3.8 and 3.9.

Recurrence Interval: The average number of years between floods of a certain size is the recurrence interval or return period.

100-year Base Flood: The flood having a 1% chance of being equaled or exceeded in any given year.

Floodplain: Land adjacent to a lake, river, stream, estuary, or other water body that is subject to flooding. If left undisturbed, the floodplain serves to store and discharge excess floodwater. In riverine systems, the floodplain includes the floodway.

Floodway: The channel of a river or other watercourse and the adjacent areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than 1 foot.

Types of Flooding

Flooding can occur in a number of ways, and many times are not independent of each other and can occur simultaneously during a flood event. The types of flooding considered for this plan include:

- Heavy rainfall
- Urban storm water overflow
- Rapid snowmelt
- River ice jams
- Flash floods
- Canal failure
- Dam failure.

Flash floods differ from floods in the rapidity with which they develop. Floods generally develop over a period of several days, providing more warning time and time for preparation and evacuation. Flash floods occur with little or no warning. They may occur during thunderstorms due to rapid runoff from steep terrain, from areas where the soil is already saturated, or in urban areas where vegetation has been removed and pavement has replaced exposed soil. Flash floods may also arise as the result of dam failure or the breakup of ice jams.

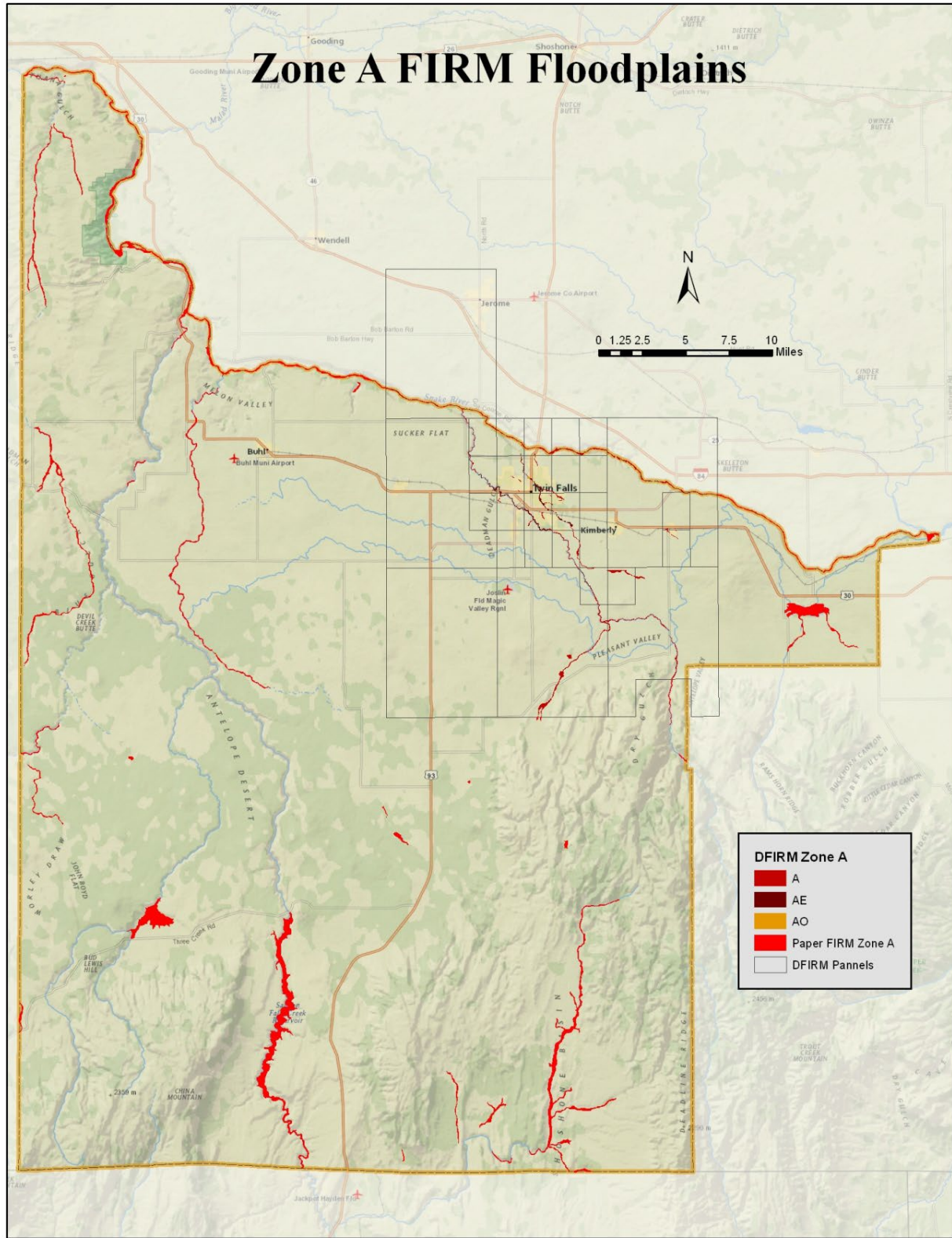


Figure 3.8. FIRM 100-Year Floodplain

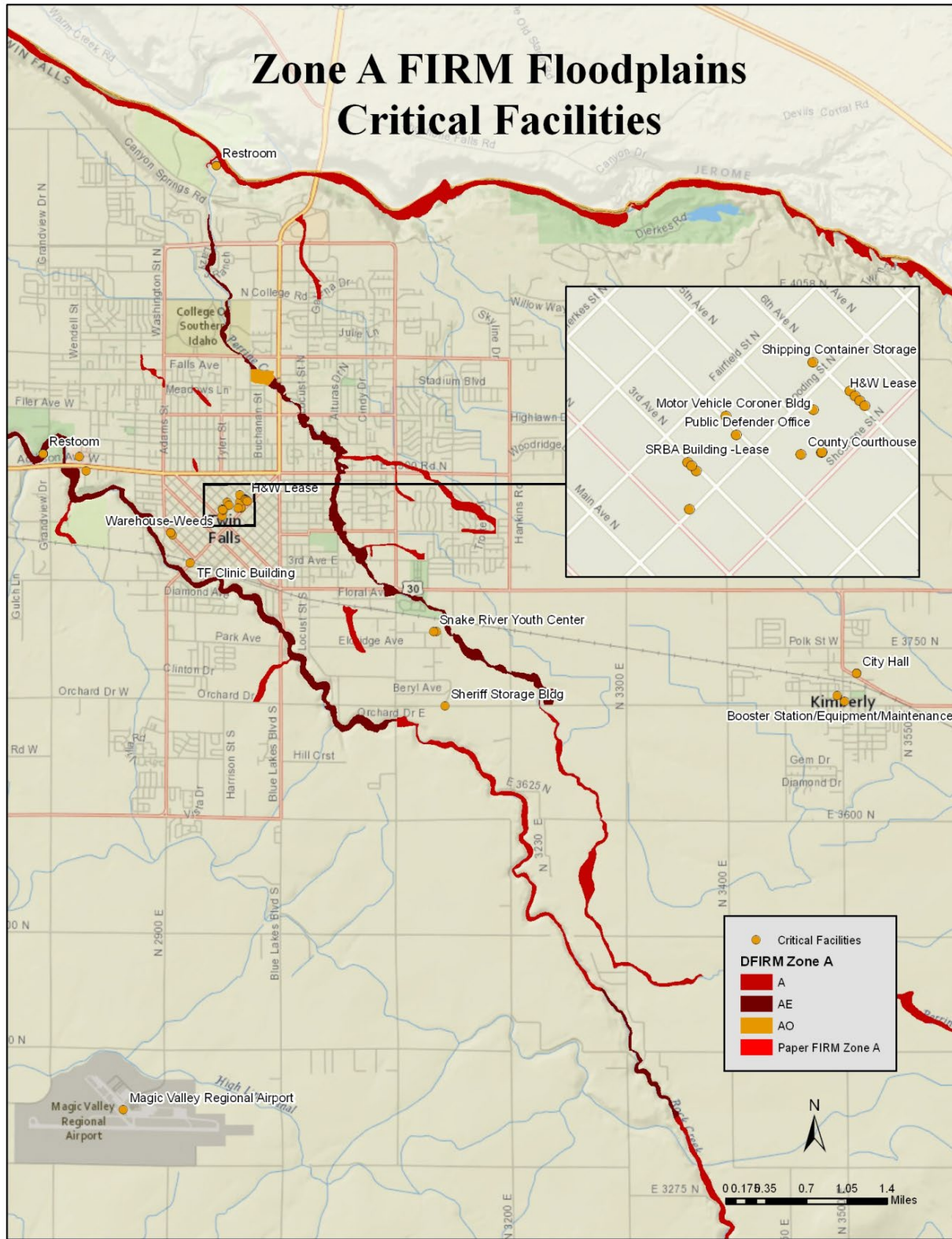


Figure 3.9. FIRM Floodplain critical facilities

Flash flood severity is primarily linked to water velocity, which, in turn, is directly linked to the slope of the affected area. Because Twin Falls County has relatively large changes in elevation, with a minimum elevation of 2,657 feet and a maximum depth of 7,828 feet above sea level, there are areas of high potential flash flooding severity within the county (Figure 3.10).

The area extending from 10 to 12 miles south of the Snake River is a flat plain that forms part of the Magic Valley. This area is mostly agricultural and developed land with little change in elevation. It is, therefore, assigned a relatively low severity potential in spite of its relatively high likelihood of flash flooding. Rolling hills exist south of the plain with minor changes in elevation. The land cover in this area consists of grass and shrub lands. The changes in topography in this region increase the possible severity of flash floods to medium. The southern and western portions of the county are primarily owned by the National Forest Service and are mountainous with major changes in elevation. This, therefore, is the portion of the county that has the potential for the most severe flash flood consequences.

Historical Frequencies

Even though damaging flood events aren't recorded with the NWS and other sources, it doesn't mean that they don't occur. Historical frequencies for Twin Falls County are provided in Table 3.9. Based on historic data, severe flooding will occur every 2 years.

There have been no state or federal disaster declarations for flooding since 2017.

Table 3.9. Twin Falls County Historical Flood Events

Location	Date	Event	Description
Filer/Twin Falls	June 7, 1996	Flash Flood	Flooding on highway.
Twin Falls	Aug 7, 1997	Flash Flood	Minor street flooding in Twin Falls.
Hollister	June 8, 2006	Flash Flood	Flooding on highway.
Rogerson	July 25, 2006	Flash Flood	Flooding on road/ road closed.
Twin Falls	July 5, 2009	Flash Flood	Unknown
Twin Falls	Aug 05, 2010	Flash Flood	Unknown
Filer	Sept 04, 2013	Flash Flood	Street flooding from thunderstorms.
Rock Creek	August 13, 2014	Flash Flood	Flooding led to washed out roadways.
Twin Falls	Feb 08, 2017	Flood	Rainfalls coupled with rapid melting of snow led to widespread flooding totaling \$2.5M in damages.

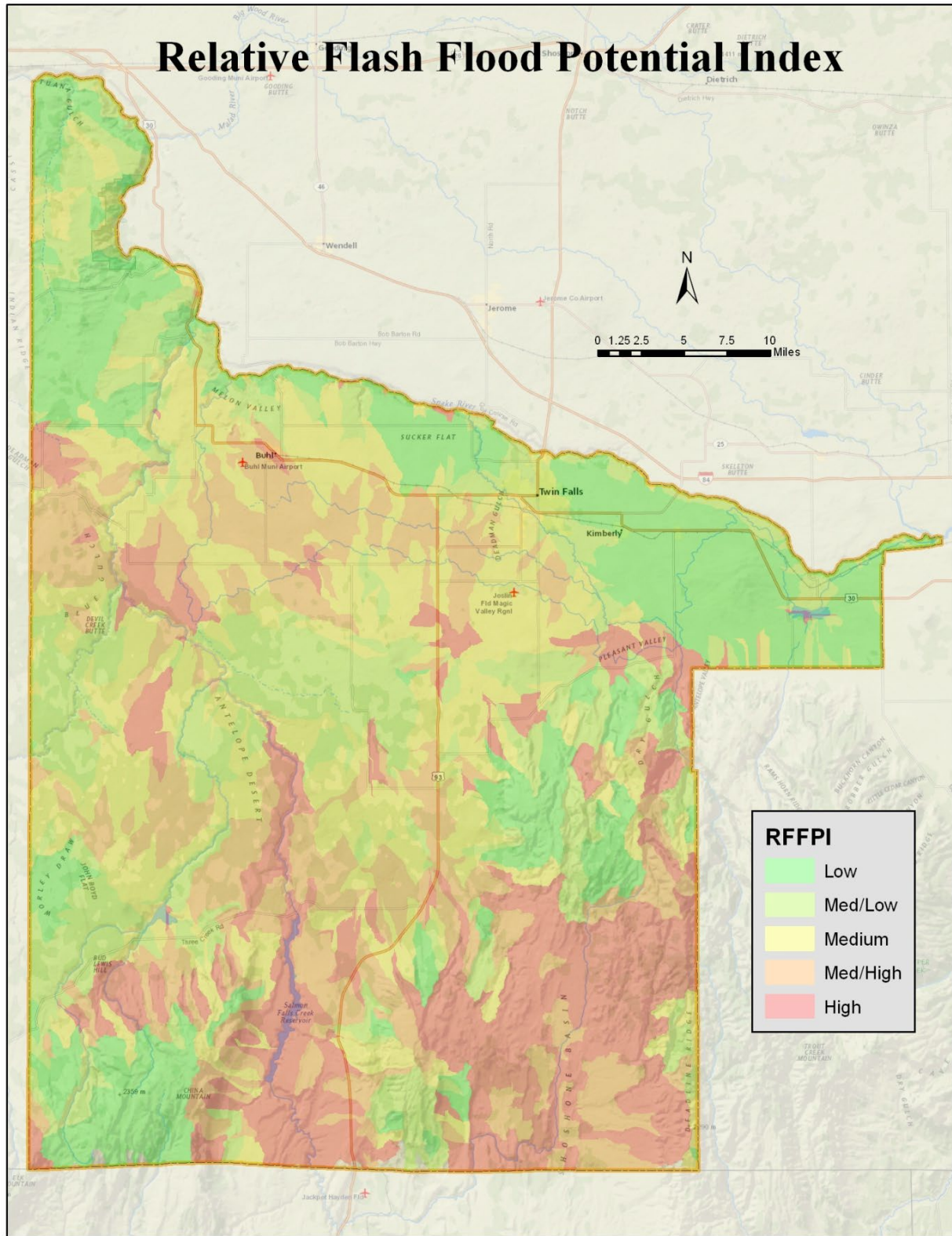


Figure 3.10. Twin Falls County Relative Flash Flood Potential Index Map

Impacts

Although human death and injury can possibly occur as a result of flooding, it is not common. Human hazards that could occur during flooding include drowning, electrocution due to downed power lines, leaking gas lines, fires and explosions, hazardous chemicals, and displaced wildlife. Economic loss and disruption of social systems are often enormous. Floods may destroy or damage structures, furnishings, and business assets, including records, crops, livestock, roads and highways, and railways. They often deprive large areas of electric service, potable water supplies, wastewater treatment, communications, and many other community services (including medical care) and may do so for long periods of time.

Areas of the county where significant development has occurred have become more prone to flash flooding because of the increased impervious surface area. As farm land is developed and housing is built in traditionally agricultural areas, additional impervious surface areas increase the need for proper storm water collection and drainage.

Flooding may be impacted by climate change from the impacts of early snowmelt and extreme precipitation events. ClimRR predicts that the maximum average temperature will increase by 2.8 C and the average minimum temperature will increase by 2.9 C. Temperature increase will increase the rate of snowmelt within the county and upstream, potentially increasing the intensity of spring flooding. Increased temperature may cause precipitation to come in the form of rain and not snow, increasing the amount of rain on frozen ground, increasing runoff potential.

Based on climRR, winter precipitation is expected to increase by 0.08 inches over a half century.

Loss Estimates

Losses from stream flooding were calculated using HAZUS. The primary purpose of HAZUS is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state, and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The selected geographical size of the region is approximately 1,928 square miles and contains 6,294 census blocks. It contains over 29,000 households and has a total population, based on the 2010 U.S. Census, of 77,230 people. There are an estimated 30,794 buildings in the region with a total building replacement value of \$7,071 million.

For a 100-year flood, HAZUS estimates that approximately 24 buildings will be at least moderately damaged, and no buildings that will be destroyed. The buildings are located mostly in Twin Falls and Kimberly. No essential facilities, which include 11 fire stations, 2 hospitals, 6 police stations, and 39 schools, would be damaged according to the HAZUS model.

HAZUS estimates the number of households that are expected to be displaced from their homes due to the flood and the associated potential evacuation. HAZUS also estimates those displaced people that will require accommodations in temporary public shelters. The model estimates 235 households in Twin Falls, Kimberly, and Filer will be displaced due to the flood. Displacement includes households evacuated from within or very near to the inundated area.

The total economic loss estimated for the flood is \$42.24 million, which represents 4.28% of the total replacement value of the scenario buildings.

The building losses are broken into two categories: (1) direct building losses and (2) business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with the inability to operate a business because of the damage sustained during the flood. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the flood.

The total building related losses were \$15.63 million. Approximately 61% of the estimated losses were related to the business interruption of the region. The residential occupancies comprised 27.46% of the total loss.

Twin Falls has approximately 4,254 structures, including some critical facilities (as shown in Figure 4.9) in a floodplain, resulting in the potential of up to \$456 million in damages.

Twin Falls County has approximately 1,326 structures in a FEMA floodplain, resulting in up to \$116 million in potential damages.

Hansen has approximately 15 structures in a FEMA floodplain that could result in up to \$1.7 million in damages.

There are no identified FEMA floodplains within the cities of Buhl, Filer, Kimberly, Castleford, Murtaugh, or Hollister. Flooding would likely be the result of plugged culverts, ditches that can't handle large volumes of water in a short period, or overloaded storm retention systems. Flooding of and public facility will impact citizen of the jurisdiction as commerce is disrupted and distribution of basic services are slowed. Minimal damage would be expected in the event of a flood within the city limits of these jurisdictions. Damage would likely be isolated to individual structures and could not be predicted from year to year.

Population increases near the Snake River, place more people and structures in flood prone areas.

Floods present various threats to public health and safety, including contaminated drinking water, unsafe food, poor sanitation, mosquitos and animals, mold and mildew, and the increased spread of illness and disease.

Vulnerable populations are less likely to recover from flood damage and may have a higher rate of displacement.

Probability of Future Occurrence:

Based on past events, the probability that significant flooding will occur in a given year is 30% and can be expected to occur every 3.3 years.

Repetitive Loss - None.

Dam/Canal Failure

Hazard Overview			
Location:		County-Wide	
Frequency/Previous Occurrence:		Low	
Impact/Consequence:		Low	
Community Vulnerability:		Low	
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
Low	Low	Low	Low
Kimberly	Hansen	Murtaugh	Hollister
Low	Low	Low	Low

Description

Dam failure is the unintended release of impounded waters. Dams can fail for one or a combination of the following reasons:

- Overtopping caused by floods that exceed the capacity of the dam,
- Deliberate acts of sabotage,
- Structural failure of materials used in dam construction,
- Poor design and/or construction methods,
- Movement and/or failure of the foundation supporting the dam,
- Settlement and cracking of concrete or embankment dams,
- Piping and internal erosion of soil in embankment dams, and/or
- Inadequate maintenance and upkeep.

Failures may be categorized into two types: (1) component failure of a structure that does not result in a significant reservoir release and (2) uncontrolled breach failure that leads to a significant release. With an uncontrolled breach failure of a manmade dam, there is a sudden release of the impounded water, sometimes with little warning. The ensuing flood wave and flooding have enormous destructive power.

The objective of canals is to reduce erosion, prevent degradation of water quality, and improve the efficient use of water by minimizing conveyance losses from seepage or structural failure. There are several types of flood threats posed by canals. The first type is a canal break or breach. This occurs when the canal walls are breached because of erosion or deterioration caused by rodents and other small animals. This has the potential to cause significant flooding, especially if the canal is elevated. The second type of flood threat posed by canals is overtopping. This can be

caused by an obstruction in the canal that causes the water to overtop the bank. This type of event usually causes erosion of the bank and causes a canal breach.

Historical Frequencies

There has been only one recorded dam failure event in Twin Falls County (Table 3.10). There have been no dam failures in current history. There is only one recorded canal failure in recent history. This is by no means an exhaustive list of canal failure events in the county; however, it does provide some insight into the historic impacts of canal failure.

There have been no state or federal disaster declarations for dam or structure failure.

Table 3.10. Dam Failure Events

Place	Date	Event	Estimated Damage
Deep Creek	3/10/1910	Dam Failure	Unknown
Shoshone Falls	3/24/1910	Canal Break	Unknown
Highline Canal	2/27/1917	Canal Break	Homes evacuated and damaged, several thousand dollars to repair canal.
Highline Canal	7/26/1917	Canal Break	Washed out property 2 miles down the draw.
Hansen	01/05/1979	Canal Break	Backed up sewer system in Twin Falls. 20-foot break in main canal flooded farms and forced evacuation of families.
Twin Falls County	8/19/2024	Canal Break	Canal breached causing flooding of roadways, homes, and structures.

Dam Classifications

Each dam inspected by IDWR is given both a size and risk classification. The IDWR is responsible for dam safety in the state. The dam safety program is described on the IDWR web site.

Dams 10 feet or higher, or which store more than 50 acre-feet of water, are regulated by the IDWR (as are mine tailings impoundment structures). The IDWR inspects these dams or tailings structures every other year unless one has a particular problem.

Size Classification

Small – 3: Twenty (20) feet high or less and a storage capacity of less than 100 acre-feet of water.

Intermediate – 2: More than 20 but less than 40 feet high or with a storage capacity of 100 to 4,000 acre-feet of water.

Large – 1: Forty (40) feet high or more or with a storage capacity of more than 4,000 acre-feet of water.

Risk Classification

This classification is used by IDWR to classify potential losses and damages anticipated in down-stream areas that could be attributable to failure of a dam during typical flow conditions.

Low Risk – 3: No permanent structures for human habitation; minor damage to land, crops, agricultural, commercial, or industrial facilities, transportation, utilities, or other public facilities or values.

Significant Risk – 2: No concentrated urban development, one (1) or more permanent structures for human habitation that are potentially inundated with flood water at a depth of 2 feet or less or at a velocity of 2 feet per second or less. Significant damage to land, crops, agricultural, commercial, or industrial facilities; loss of use; and/or damage to transportation, utilities, or other public facilities or values.

High Risk – 1: Urban development, or any permanent structure for human habitation, that is potentially inundated with flood water at a depth of more than 2 feet or at a velocity of more than 2 feet per second. Major damage to land, crops, agricultural, commercial, or industrial facilities; loss of use; and/or damage to transportation, utilities, or other public facilities or values.

The number and classification of dams located in Twin Falls County include:

- Seven (7) small
- Eight (8) intermediate sized
- Six (6) large
- Eleven (11) low-risk
- Five (5) significant risk
- Five (5) high-risk.

Table 3.11 provides a listing and ranking of the dams within Twin Falls County that are part of the IDWR Dam Safety Program.

Table 3.11. Dams in Twin Falls County

Name	Stream	Purpose	Risk Category	Size Category	Type	Storage Capacity (acre-ft)	Height (ft)
Milner Dam	Snake River	OS	1	1	Earth	36,300	83
Murtaugh Lake	Snake River	OS	1	1	Earth	7,720	39
Shoshone Falls	Snake River	P	2	2	Concrete gravity	750	22
Twin Falls	Snake River	P	2	2	Concrete gravity	1,000	26
Salmon Falls Upper	Snake River	PL	3	3	Concrete gravity	3,000	10
Salmon Falls Lower	Snake River	P	1	1	Concrete gravity	18,500	63
Salmon Falls Regulatory	Salmon Falls Creek	L	1	1	Concrete arch	230,650	217
Salmon Falls Creek	Salmon Falls Creek	O	3	3	Earth	15	13.1
Salmon Falls Creek	Salmon Falls Creek	I	3	3	Concrete gravity	60	8
Deep Creek No. 1	Deep Creek	J	3	2	Earth	135	13
Deep Creek No. 2	Deep Creek	J	2	2	Earth	1,500	39
Herziner	TR-Salmon Falls Creek	I	1	1	Earth	5	13

Table 3.11. (continued)

Name	Stream	Purpose	Risk Category	Size Category	Type	Storage Capacity (acre-ft)	Height (ft)
Cedar Creek	Cedar Creek	I	1	1	Earth	30,000	84
Cedar Creek Holding	Cedar Creek OS	I	3	2	Earth	200	19.5
McMullen	Cottonwood Creek	I	2	2	Earth	350	22
Williams	North Cottonwood Creek	I	3	1	Earth	850	43
Ray	TR-Snake River	HR	3	3	Earth	20	19
Heil	Devil Creek OS	I	3	2	Earth	480	22
Munsee	Salmon Falls Creek OS	I	3	3	Earth	90	18
Leno	Mule Creek Springs	I	3	2	Earth	25	26.7
Silver Lake	Silver Creek	I	2	3	Earth	16	29
Heil No. 2	Devil Creek OS	J	3	3	Earth	22	18.6

Loss Estimates

Impacts from dam failures can be extremely devastating, as evidenced by the failure of the Teton Dam in 1976. This failure changed the entire region's perception of hazard mitigation and emergency preparedness. The Salmon Falls Dam is the largest in the county. Based on past models, it is estimated that a failure of the Salmon Falls Dam would result in more than seven buildings being damaged, more than 10 households being displaced, and an economic loss of over \$1.25 million.

Impacts from canal failure are similar to those of flash and riverine flooding. Large amounts of debris and erosion exist as a result of canal failure flooding. Canal failure can happen without warning and residents may be stranded.

Probability of Future Occurrence:

Based on historic data, the probability that canal/dam failure will occur in a given year is 2.5%.

As climate change increases the severity and occurrence of storms, it can be expected that additional stress may be placed on dams as stormwater flows increase and cause accelerated filling and overtopping of dams.

There have been no state or federal declarations of disaster for dam failure in Twin Falls County.

Repetitive Loss – *None from dam failure. Repetitive loss from canal or drainage failures do not typically happen in the same location in Twin Falls County; however, losses seem to happen repetitively from the canal or drainage failures throughout the county due to loss of containment of canals and ditches due to burrowing rodent damage to the infrastructures.*

Earthquake

Hazard Overview			
Location:		County-Wide	
Frequency/Previous Occurrence:		Low	
Impact/Consequence:		Low	
Community Vulnerability:		Low	
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
Low	Low	Low	Low
Kimberly	Hansen	Murtaugh	Hollister
Low	Low	Low	Low

Description

The U.S. Geological Survey (USGS) defines earthquake as: “Ground shaking caused by the sudden release of accumulated strain by an abrupt shift of rock along a fracture in the Earth or by volcanic or magmatic activity, or other sudden stress changes in the Earth.” The hazards associated with earthquake are essentially secondary to ground shaking (also called seismic waves) that may cause buildings to collapse, displacement or cracking of the earth’s surface, flooding as a result of damage to dams or levees, and fires from ruptured gas lines, downed power lines, and other sources. Earthquakes are measured both in terms of their inherent “magnitude” and in terms of their local “intensity.” The magnitude of an earthquake is essentially a relative estimate of the total amount of seismic energy released and may be expressed using the familiar “Richter Scale” or using the “moment magnitude scale” now favored by most technical authorities. On either scale, significant damage can be expected from earthquakes with a magnitude of approximately 5.0 or higher. What determines the amount of damage that might occur in any given location, however, is not the magnitude of the earthquake but the intensity at that particular place. Earthquake intensity decreases with distance from the earthquake’s “epicenter” (its focal point) but also depends on local geologic features (i.e., depth of sediment and bedrock layers).

Intensity is most commonly expressed using the “Modified Mercalli Intensity (MMI) Scale” (Figure 3.11). More quantitatively, intensity may be measured in terms of “peak ground acceleration” (PGA) (Figure 3.12), expressed relative to the acceleration of gravity (g) and determined by seismographic instruments. While Mercalli and PGA intensities are arrived at differently, they correlate reasonably well. The locations most susceptible to earthquakes are known; however, there is little ability to predict an earthquake in the short term.

I. Instrumental	Generally not felt by people unless in favorable conditions.
II. Weak	Felt only by a few people at best, especially on the upper floors of buildings. Delicately suspended objects may swing.
III. Slight	Felt quite noticeably by people indoors, especially on the upper floors of buildings. Many do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibration similar to the passing of a truck. Duration estimated.
IV. Moderate	Felt indoors by many people, outdoors by few people during the day. At night, some awoken. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rock noticeably. Dishes and windows rattle alarmingly.
V. Rather Strong	Felt inside by most; may not be felt by some outside in non-favorable conditions. Dishes and windows may break, and large bells will ring. Vibrations like large train passing close to house.
VI. Strong	Felt by all; many frightened and run outdoors, walk unsteadily. Windows, dishes, glassware broken; books fall off shelves; some heavy furniture moved or overturned; a few instances of fallen plaster. Damage slight.
VII. Very Strong	Difficult to stand; furniture broken; damage negligible in building of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken. Noticed by people driving motor cars.
VIII. Destructive	Damage slight in specially designed structures; considerable in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, and walls. Heavy furniture moved.
IX. Violent	General panic; damage considerable in specially designed structures, well designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X. Intense	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundation. Rails bent.
XI. Extreme	Few, if any masonry structures remain standing. Bridges destroyed. Rails bent greatly.
XII. Cataclysmic	Total destruction – Everything is destroyed. Lines of sight and level distorted. Objects thrown into the air. The ground moves in waves or ripples. Large amounts of rock move position. Landscape altered, or leveled, by several meters. In some cases, even the routes of rivers are changed.

Figure 3.11. Modified Mercalli Intensity Scale

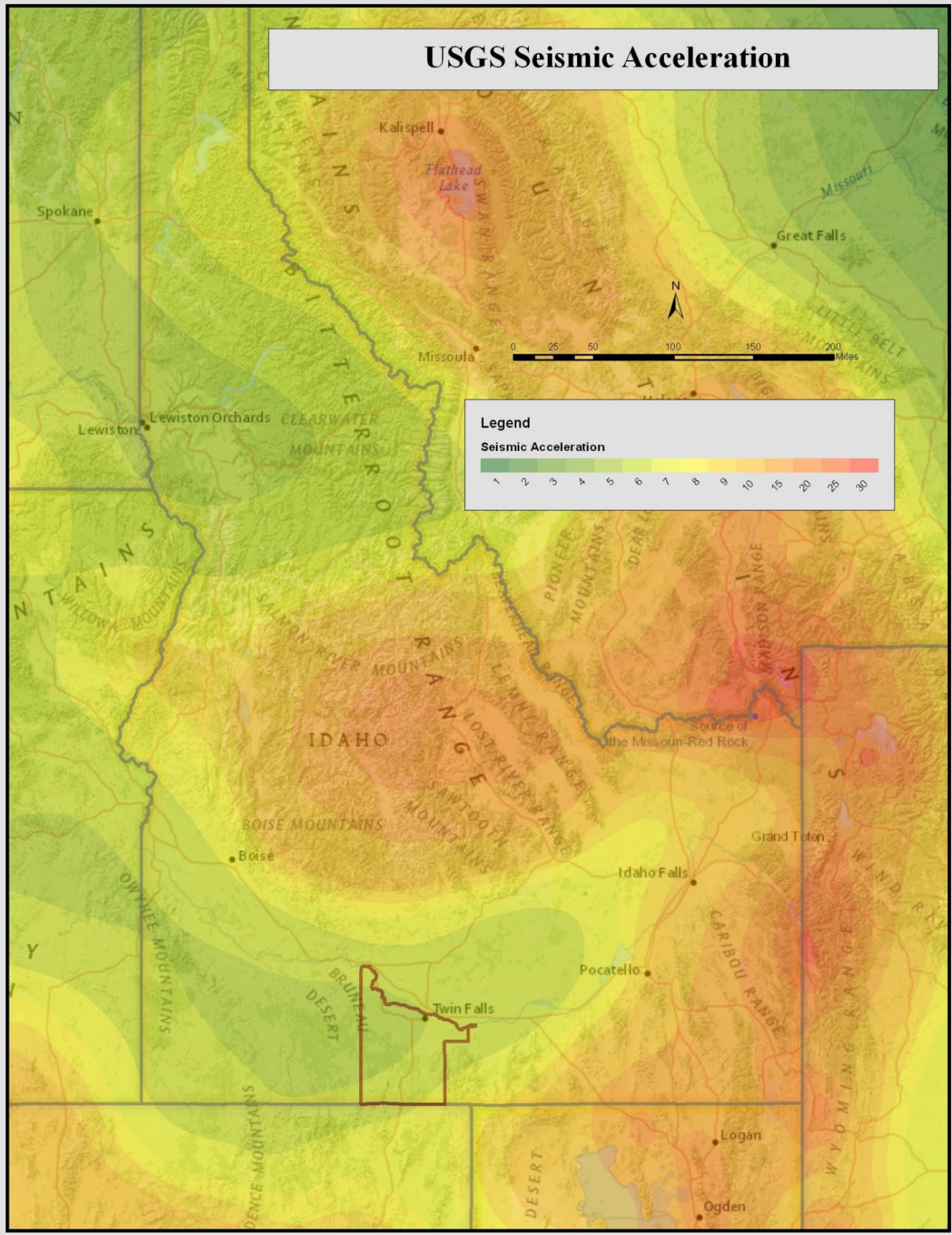


Figure 3.12. USGS Seismic Acceleration Map

Historical Frequencies

Historical data indicate that no earthquakes where the epicenter was within Twin Falls County have occurred in the past 100 years. There have, however, been reports of ground shaking in the county from earthquakes with their epicenters in surrounding areas, as discussed below.

There have been no state or federal disaster declarations for earthquake in Twin Falls county.

March 28, 1975

Earthquake Location: Ridgedale Area near Pocatello, ID

Earthquake Magnitude: 6.1

MMI Magnitude: Kimberly – 3, Murtaugh – 3, Twin Falls – 5.

October 28, 1983

Earthquake Location: Near Borah Peak, ID

Earthquake Magnitude: 6.9

MMI Magnitude: Buhl – 5, Filer – 4, Hansen – 4, Kimberly – 4, Twin Falls – 6.

February 22, 2008

Earthquake Location: 5 miles E/NE of Wells, NV

Earthquake Magnitude: 6.0

MMI Magnitude: Buhl – 3.4, Castleford – 3.1, Filer – 3.7, Hagerman – 3, Kimberly – 3.3, Murtaugh – 3.4, Twin Falls – 3.3.

National Earthquake Hazards Reduction Program and Liquefaction Analysis

In the 2014 AHMP, a National Earthquake Hazards Reduction Program Site Class (NEHRP) map was established to assign site classes to building locations based on the geotechnical properties of earth materials within 100 feet of the ground surface (Figure 3.13). These site class designations provide some measure of the potential for strong ground shaking in a particular area during an earthquake.

Additionally, a Liquefaction Susceptibility Map for Twin Falls County, which mapped soils susceptible to liquefaction from potential ground shaking from an earthquake, was also created (Figure 3.14).

These reports, which are found in Attachment 3 of the 2014 AHMP, were not based on earthquake potential or in any way attempted to predict when earthquakes might occur. They indicate the potential for hazards (i.e., damage) to occur to infrastructure based on the geotechnical properties of the subsurface. There are very few soils with liquefaction potential within Twin Falls County, and where they are mapped, there is very little (if any) infrastructure located there. This work, as stated, does not state that an earthquake would not occur in Twin Falls County but rather that the damage would be minimal.

According to the USGS, no quaternary faults lie within Twin Falls County, as demonstrated in Figure 3.15.

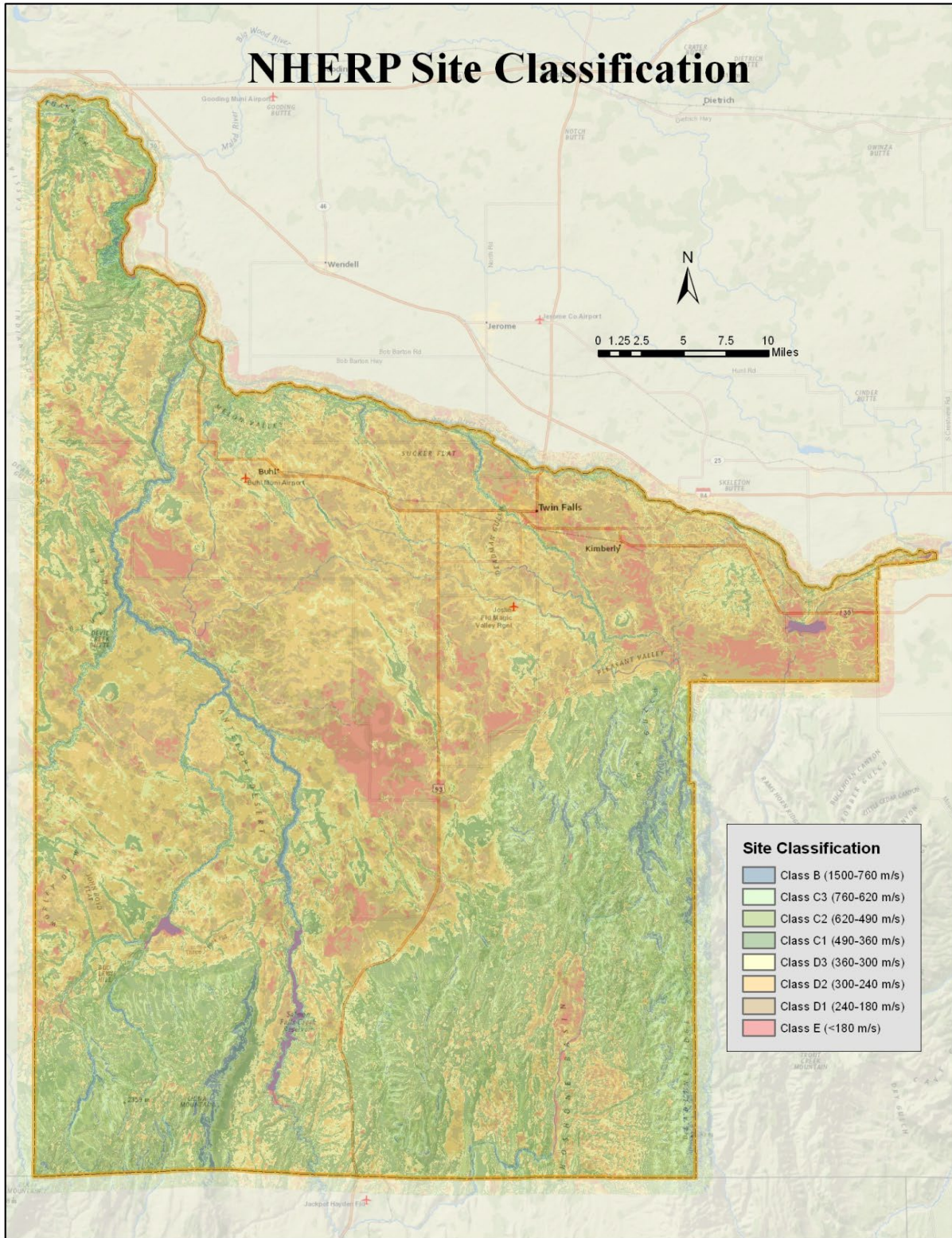


Figure 3.13. Twin Falls County NHERP Site Classification Map

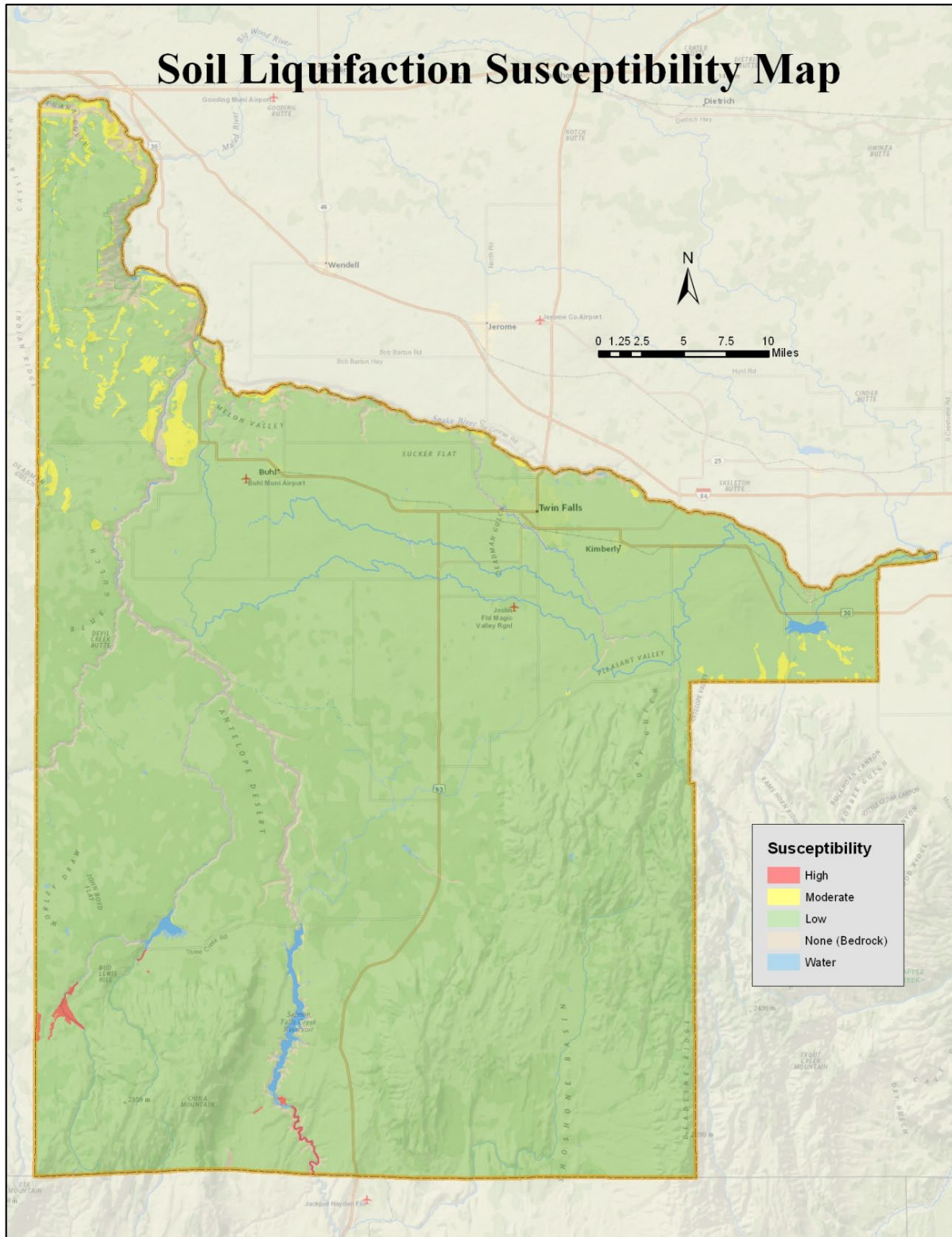


Figure 3.14. Twin Falls County Soil Liquefaction Map

U.S. Geological Survey Quaternary Faults

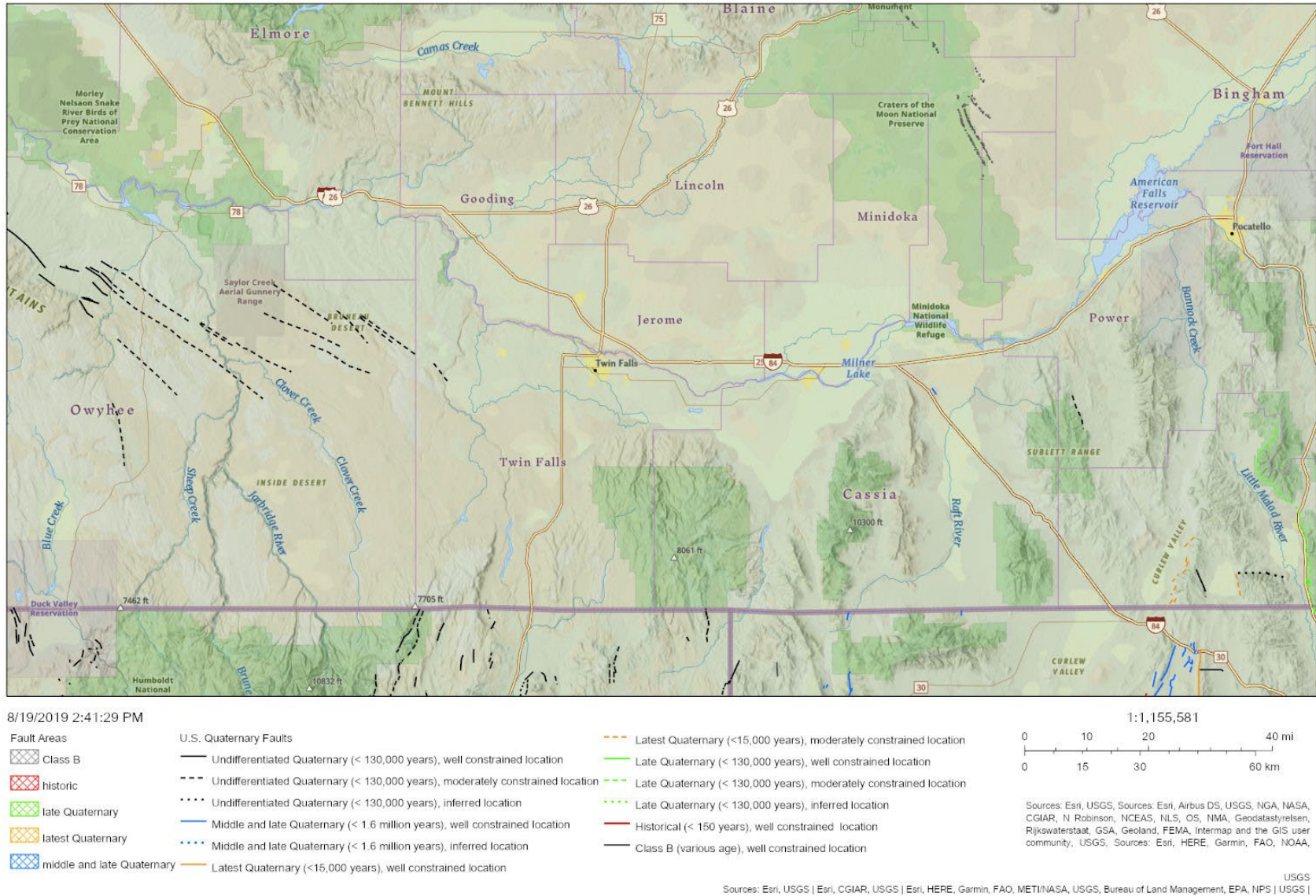


Figure 3.15. U.S. Geological Survey Quaternary Faults

Impacts

Earthquakes are capable of catastrophic consequences, especially in urban areas. Worldwide, earthquakes have been known to cost thousands of lives and enormous economic and social losses. For minor earthquakes, damage may be done only to household goods, merchandise, and other building contents, and people are occasionally injured or killed by falling objects. More violent earthquakes may cause the full or partial collapse of buildings, bridges, overpasses, and other structures. Fires due to broken gas lines, downed power lines, and other sources are common following an earthquake and often account for much of the damage. Economic losses arise from destruction of structures and infrastructure, interruption of business activity, and innumerable other sources. Utilities may be lost for long periods of time and all modes of transportation may be disrupted. Disaster services, including medical, may be both disabled and overwhelmed. In addition to broken gas lines, other hazardous materials may be released.

Loss Estimates

Losses for earthquake events were calculated using HAZUS, FEMA's loss estimation software. The analysis was completed using local data and updated NEHRP and Soil Liquefaction maps. The scenario used was a probabilistic magnitude 7 event.

HAZUS estimates that approximately 75 buildings will be at least moderately damaged. This is over 0.00% of the buildings in the region. There are an estimated 0 buildings that will be damaged beyond repair.

HAZUS estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 0 households to be displaced due to the earthquake. Of these, 0 people will seek temporary shelter in public shelters.

HAZUS estimates that there will be 1 injury requiring medical attention but not hospitalization.

The total economic loss estimated for the earthquake is \$4.75 million, which includes building and lifeline related losses based on the region's available inventory.

The building losses are broken into two categories: (1) direct building losses and (2) business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building related losses were \$4.63 million; 16% of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies, which made up over 63% of the total loss.

Hazard Evaluation

While the possibility of an earthquake in Twin Falls County exists, HAZUS loss estimates indicate that the risk is low. Moderate damage to only 235 buildings is projected with little or no debris and no fires. This represents less than 1% of the total number of buildings in the county and less than 0.2% of their replacement value for the worst-case scenario (magnitude 7.0 earthquake). Casualties would also be very limited with no deaths and only one minor injury in the worst-case scenario. It should be understood that a magnitude 7.0 earthquake would be expected to have extensive impacts. The relatively low HAZUS loss estimates for magnitude 7.0 arise because of the low probability that such an earthquake will occur.

The most vulnerable assets in all jurisdictions are unreinforced masonry structures and unreinforced chimneys of homes. Damaged or collapsed chimneys could result in the secondary hazard of fire. Nonstructural damage caused by falling and swinging objects may be considerable after any magnitude earthquake. Damage to bridges, specifically Perrine, Snake River, and Hansen bridges, could result in the isolation or slowing of services to Buhl, Twin Falls, Kimberly, Hansen, Murtaugh, Filer, Hollister, and Castleford.

Many utility lines run under the bridges and could be severely damaged during an earthquake event.

Increased populations and increased housing densities in higher earthquake hazard areas is expected to increase.

Vulnerable populations are most susceptible to their physical and financial ability to respond during a hazard. Vulnerable populations may be displaced for long periods of time due to an earthquake as their homes may be older and are less likely to meet current seismic codes.

Probability of Future Occurrence:

The probability that an earthquake will be felt in the county in a given year is 5%.

Climate change may impact seismic activity by increasing water pumped from the aquifer impacting patterns of stress loads on the Earth's crust.

Landslide/Mudslide

Hazard Overview			
Location:		County-Wide	
Frequency/Previous Occurrence:		Low	
Impact/Consequence:		Low	
Community Vulnerability:		Low	
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
Low	Low	Low	Low
Kimberly	Hansen	Murtaugh	Hollister
Low	Low	Low	Low

Description

The term “landslide” encompasses several types of occurrence (including mudslides) in which slope-forming materials such as rock and soil move downward under the influence of gravity. Such downward movement may occur as the result of an increase in the weight of slope-forming materials, an increase in the gradient (i.e., angle) of the slope, a decrease in the forces resisting downward motion (i.e., friction or material strength), or a combination of these factors. Factors that may trigger a landslide include weather related events such as heavy rainfall (one of the most common contributors), erosion, freeze-thaw weakening of geologic structures, human causes (i.e., excavation and mining, deforestation, vibration from explosions, or other sources), and geologic causes such as earthquake, volcanic activity, and shearing or fissuring. The speed of descent ranges from sudden and rapid to an almost imperceptibly slow creep where effects are only observable over a period of months or years.

Landslide deposits near Twin Falls County are shown in Figure 3.16.

Historical Frequencies

On June 27, 1913, a landslide at Shoshone Falls was caused by unusual flow of irrigation water over the rimrock above. The slide swept away trees and vegetation on the narrow draw leading to the riverbed. All access to the canyon was cut off.

Bluegill landslide is a large, naturally-occurring landslide located in south-central Idaho, approximately 22 miles west of Twin Falls and 6 miles west of Buhl (Figure 3.17). The landslide is predominantly on public land administered by the BLM, although portions of the landslide are on state and private property.

There have been no state or federal disaster declarations for landslide in Twin Falls County.

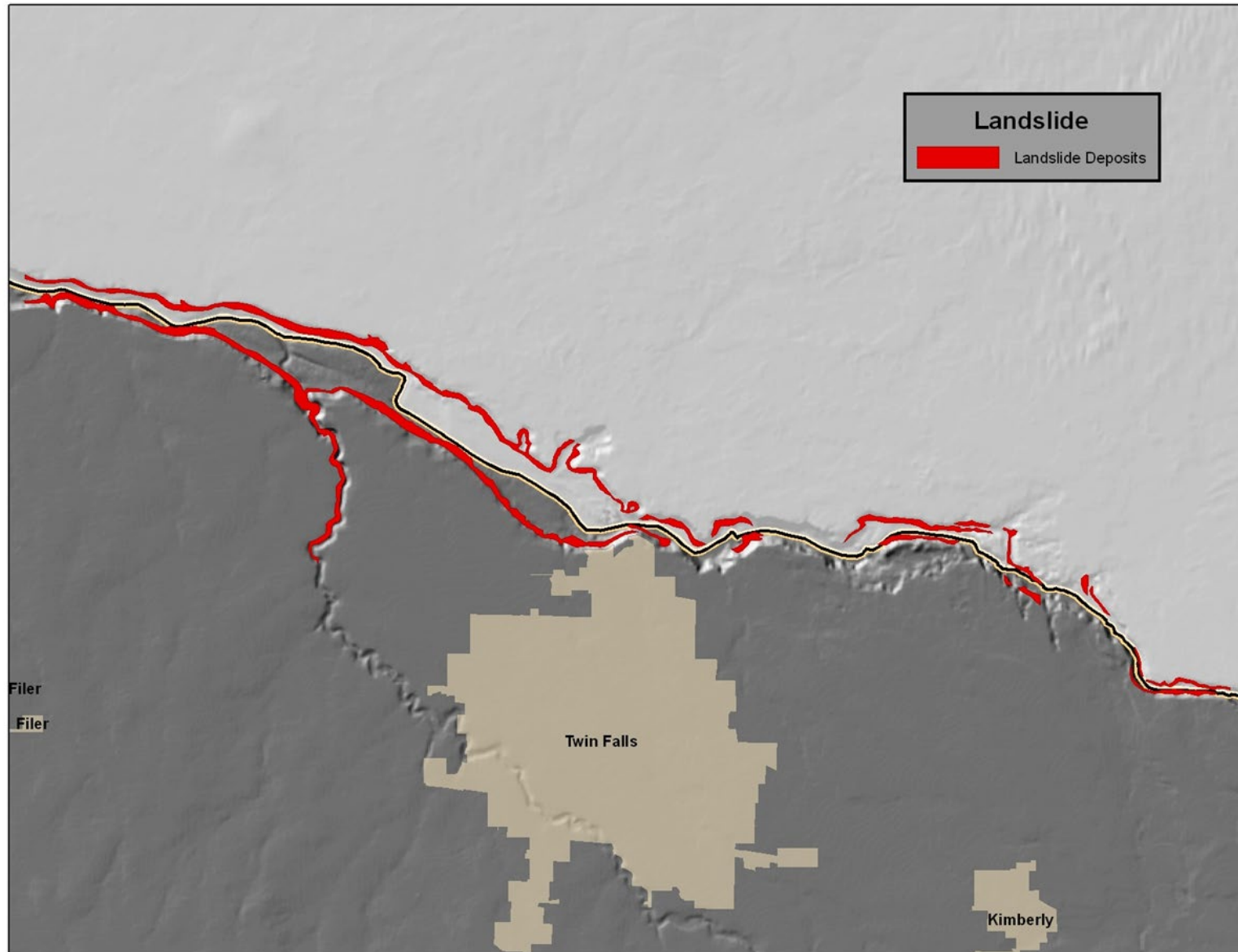


Figure 3.16. Landslide Deposits near Twin Falls County.



Figure 3.17. Bluegill Landslide

Bluegill is part of a larger landslide complex that forms an area in the Salmon Falls Creek drainage named Sinking Canyon. The last major landslide movements in Sinking Canyon occurred in the summer of 1937 when several acres of farmland were lost over a period of several days into the existing canyon. The 1937 event was likely a continuation of landslides that have occurred in this area since the inception of the canyon.

The most recent movement of the Bluegill landslide occurred in late 1998 or early 1999. Movement of the landslide was brought to the attention of BLM in 1999 when recreational rock climbers noted the formation and widening of fractures in the basalt cliffs that form the canyon rim.

Initial monitoring determined that approximately 11 acres of the canyon rim had moved over a period of several months to a year. These movements created a dam that forms a lake that is approximately 1 mile long and averages about 130 feet wide. The primary hazard currently associated with the landslide is a possible breach of the dam that could cause flooding downstream.

As part of ongoing efforts to address possible public safety concerns, the BLM, in coordination with the USGS, has conducted an assessment of the landslide, examined mitigation options, and identified alternatives for further study and monitoring of the landslide. To date, movement of the landslide is minimal and remains under observation by BLM and the USGS.

In August 1987, a land slide occurred in the Hagerman fossil beds. The slides destroyed a pump station and crippled the water delivery system for 80 shareholders of the Bell Rapids Mutual Irrigation Co. The total loss was estimated at \$1.5 million. A Hagerman quadrangle map of the Twin Falls Counties is included as Figure 3.18.

There have been no other reported landslides in current history.

Impacts

Some of the many direct and indirect impacts of landslides include:

- Human and animal deaths and injuries and resulting productivity losses,
- Damage or destruction of structures,
- Destruction or blockage of roadways and resulting transportation interruption,
- Loss of (or reduced) land usage,
- Loss of industrial, agricultural, and forest productivity,
- Reduced property values in areas threatened by landslide,
- Loss of tourist revenues and recreational opportunities,
- Damage or destroyed infrastructure and utilities,
- Damming or alteration of the course of streams and resulting flooding, and
- Reduced water quality.

Loss Estimates

Potential losses due to landslides in Twin Falls County are difficult to calculate because the most landslide prone areas in Twin Falls County are in areas where there is little loss exposure. One critical area in the Snake River Canyon is a wall rockslide adjacent to the City of Twin Falls' domestic water well and the city's sewage treatment facilities. Protection of those facilities from potential losses is critical.

Hazard Evaluation

Landslide and rockslide risks are significant along the Snake River Canyon Rim. Historical evidence indicates that rocks have fractured along the canyon walls and slid into the canyon. Infrastructure has been built on top of and below some of these historic slide areas. Engineering studies indicate that rock fractures occur when water runs behind the rocks and freezes, expanding fractures and increasing the potential for slides.

Landslides could damage structures on top and below the Snake River Canyon Rim, including bridges that cross the Snake River Canyon. Damage to bridges, specifically Perrine, Snake River, and Hansen bridges, could result in the isolation or slowing of services to Buhl, Twin Falls, Kimberly, Hansen, Murtaugh, Filer, Hollister, and Castleford.

Many utility lines run under the bridges and could be severely damaged during a landslide event.

Climate changes can impact rainfall severity which affects landslide potential. Increased wildfires can also remove vegetation and the natural protection system from landslides.

Probability of Future Occurrence:

The probability of a landslide occurring in a given year is 0.6% with a reoccurrence interval of 15.5 years.

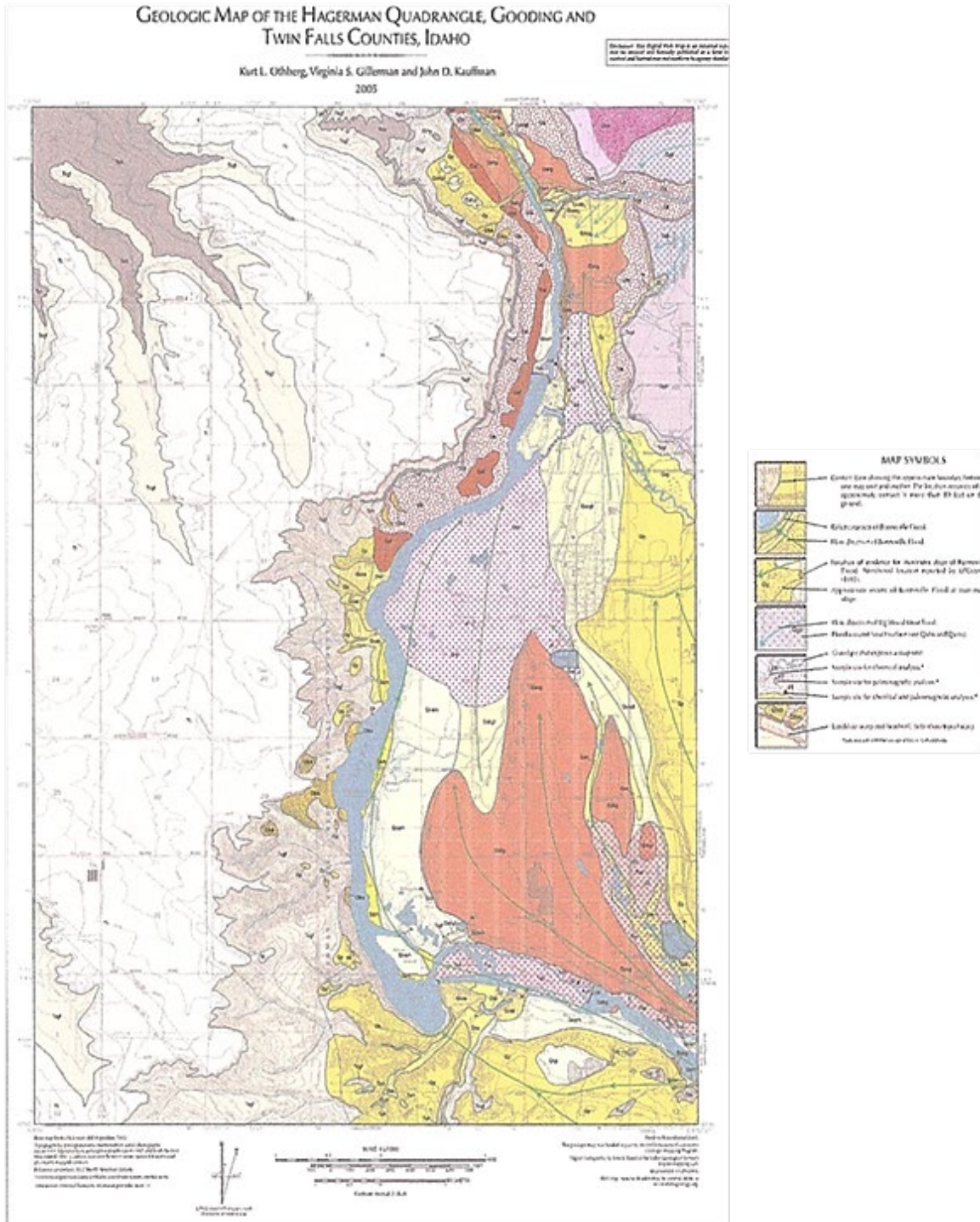


Figure 3.18. USGS Hagerman Quadrangle Map

Wildfire

Hazard Overview			
Location:	County-Wide		
Frequency/Previous Occurrence:	High		
Impact/Consequence:	High		
Community Vulnerability:	High		
Overall Hazard Ranking by Jurisdiction			
Twin Falls	Buhl	Filer	Castleford
High	High	High	High
Kimberly	Hansen	Murtaugh	Hollister
High	High	High	High

Description

Wildfire is defined by the USDA Forest Service as: “A fire naturally caused, or caused by humans, that is not meeting land management objectives.”⁷ It is generally thought of as an uncontrolled fire involving vegetative fuels occurring in wildland areas. Such fires are classified for hazard analysis purposes as either “Wildland” or “Wildland Urban Interface” (WUI) fires.

Wildland fires occur in areas that are undeveloped except for the presence of roads, railroads, and power lines, while WUI fires occur where structures or other human development meets or is intermingled with the wildland or vegetative fuels. Wildland fire is currently considered a natural and necessary component of wildland ecology and, as such, is most often allowed to progress to the extent that it does not threaten inhabited areas or human interests and well-being. At the WUI, vigorous attempts are made to control fires; however, this becomes an increasingly difficult challenge as more and more development for recreational and living purposes takes place in wildland areas. Some wildland fires are ignited naturally (almost exclusively by lightning); however, most ignitions are a result of human activities, either careless or intentional. The rapidity with which a wildland fire spreads and the intensity with which it burns is controlled by a number of factors, including:

- Weather – wind speed and direction, temperature, and precipitation,
- Terrain – fires burn most rapidly upslope,
- Type of vegetation,
- Condition of vegetation – dryness,
- Fuel load – the amount and density of vegetation, and
- Human attempts to suppress.

⁷ http://www.fs.fed.us/fire/fireuse/education/terms/fire_terms_pg5.html

The Figures below generated by the Idaho Department of Lands (IDL) to quantify the risk of wildfires based on multiple categories, including aspect class, vegetation class, slope class, probability, WUIs and fire risk.

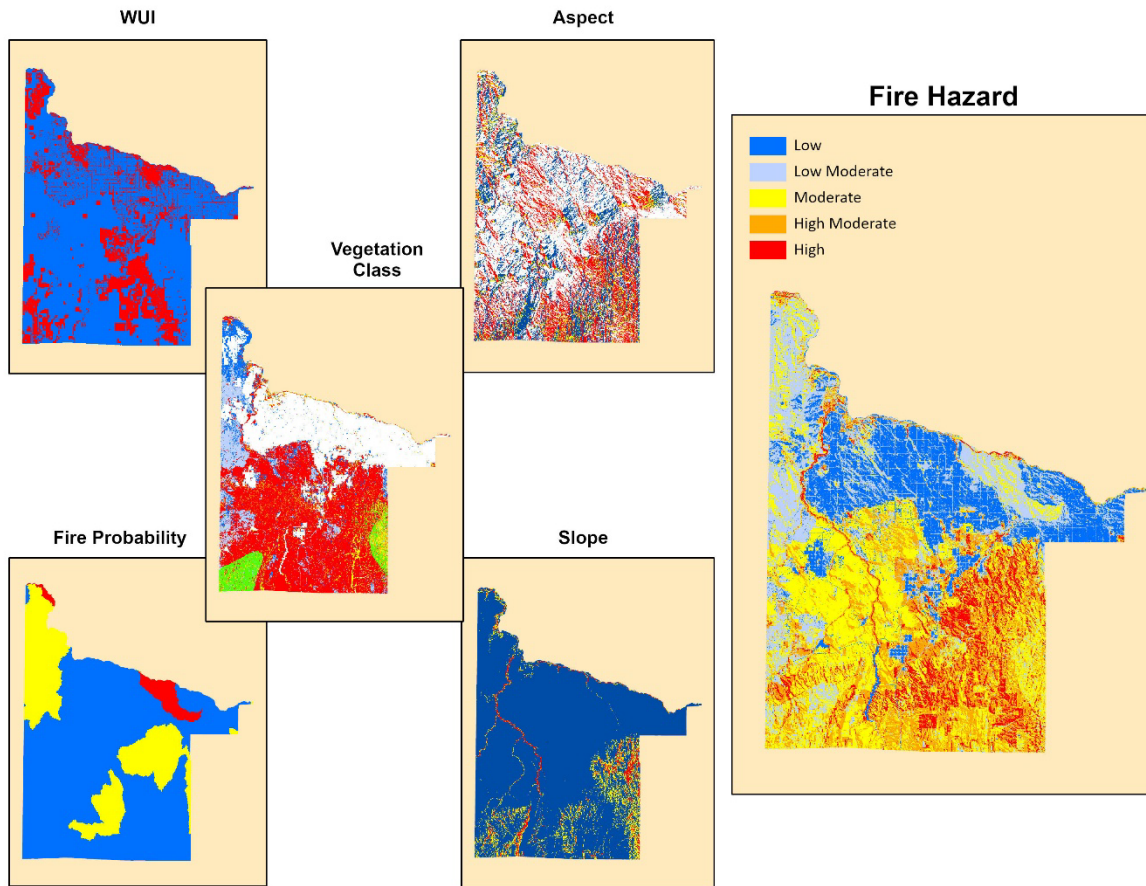


Figure 3.19. Wildfire Maps

The following cities are located within the WUI:

- Buhl
- Castleford
- Filer
- Hansen
- Hollister
- Kimberly
- Murtaugh
- Twin Falls City.

Historical Fire Events

There has been a downward trend of the number of wildfire events over the past 20 years; however, the acreage burned has increased. While wildfire can be healthy for a forest, burning too much vegetation at one time can be devastating.

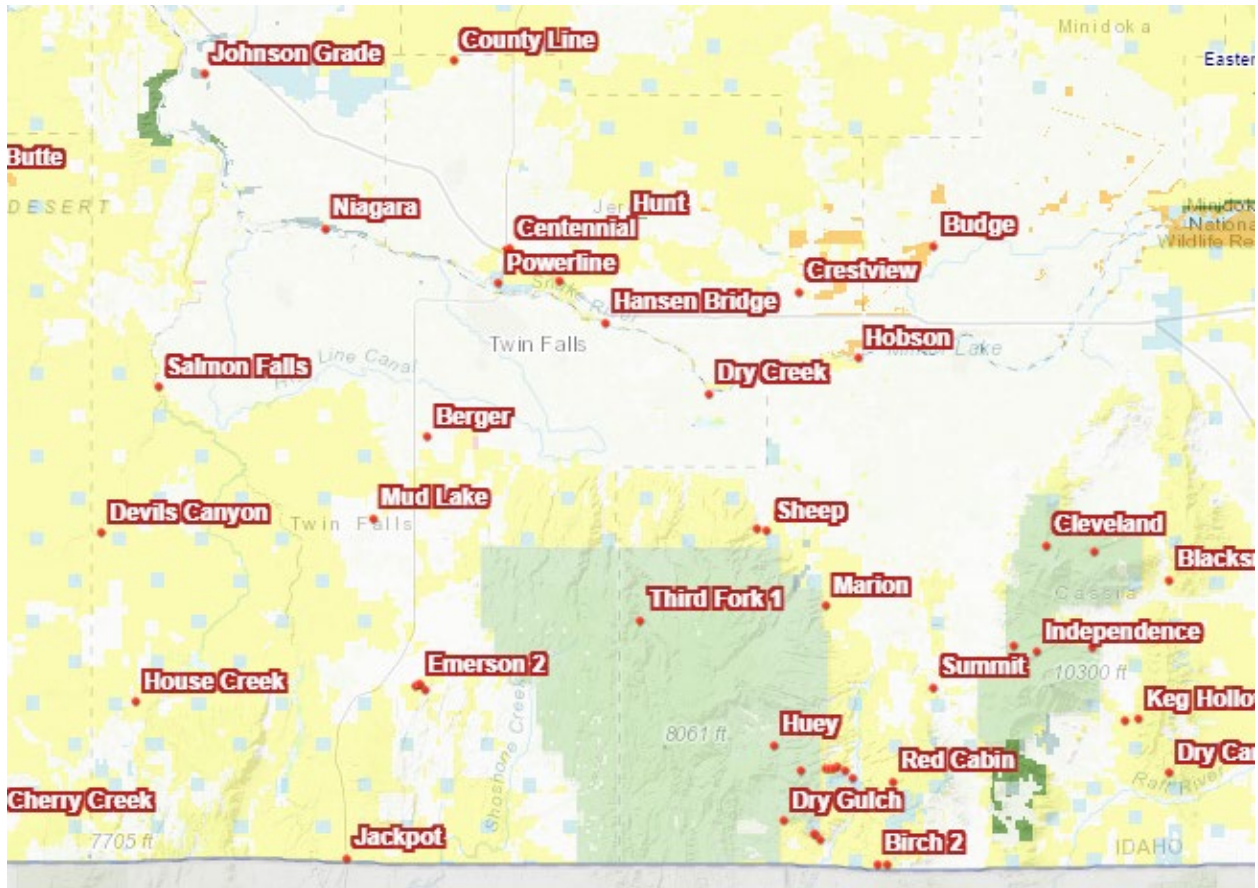


Figure 3.20. Current fires in Twin Falls County.

Impact

Wildland fires threaten the lives of anyone in their path, including hikers, campers, and other recreational users and, where suppression efforts are made, firefighters. Enormous volumes of smoke and airborne particulate materials are produced that can affect the health of persons for many miles downwind. Nearer to the fire, smoke reduces visibility, disrupting traffic and increasing the likelihood of highway accidents. As a result of wildland fire, there may be changes in water quality in the area and erosion rates may increase, along with increased rainfall runoff and flash flood threat and decreased rainfall interception and infiltration. Indirect impacts include losses to tourism, recreational and timber interests, and loss of wildlife habitat. WUI fires have most or all of the above impacts as well as those of structural fires, including injury and loss of life, and loss of structures and contents. Agricultural losses may also be sustained, including livestock, crops, fencing, and equipment.

Loss Estimates

Costs associated with wildfires include direct costs to suppress the fire, rehabilitation costs, and indirect costs such as lost tax revenue and property loss. According to the USDA Forest Service, suppression costs average \$634/acre.

Twin Falls county has a total of 141 critical facilities located in wildfire hazard areas (18.5% of its critical facilities) and approximately 21,352 (27.6% of its population) people living in wildfire hazard areas.

Hazard Evaluation

There is an average of approximately five wildfires per year in Twin Falls County, and historical evidence shows that the potential for very large wildfires exists. The fuel types and loads present in the county make possible, given adverse weather conditions, wildfire events that would overwhelm any suppression efforts using current resources. In such an event, it is probable that large economic losses would be suffered; injury and loss of life is also possible.

It is difficult to estimate potential losses from wildland fire due to the unpredictability of wildfire behavior and the nature of ignition sources. It is impossible to forecast the path a wildfire will take and what type of assets and resources, manmade and ecological, will be at risk. Thus, no value estimates were made for this hazard.

Typically, structures located in forested areas without an adequate defensible space or fire-resistant landscaping have the highest risk of loss. Nevertheless, homes and other structures and infrastructure located in the grasslands or agricultural regions are not without wildfire risk. Grass fires are often the most dangerous due to high rates of spread. Fires in this fuel type are considered somewhat easier to suppress given the appropriate resources; however, they can also be the most destructive.

The cities of Hollister, Buhl, Castleford, Murtaugh, and Hansen are the most vulnerable to wildfires due to vegetation types and proximity to WUIs.

Probability of Future Occurrence:

Based on historic occurrences and trends, wildfires will likely occur multiple times a year throughout the county and have a probability of 100% occurrence in a given year.

Mitigation Actions:

The following Mitigation Actions were developed by the Twin Falls Fire Group to reduce wildfire threats.

Rock Creek Canyon (Twin Falls)- Morrison Drive “Rock Garden Condominiums” limit ingress and egress with high fuel.

Rock Creek Park South West(Twin Falls) - the area has high fuels in the canyon area with limited ingress and egress for first responders.

Auger Falls (Twin Falls) – High Fuel area, limited access, one way ingress and egress.

East Poleline (Twin Falls) – Pilar Falls limited access for ingress and egress for first responders and resident evacuation.

River Road West of Chessmore (Buhl)- removal of cheatgrass, Russian olives, dead fall. Ingress and egress concern.

Canal Road (Buhl)- address sagebrush, cheatgrass, Russian olives, and dead fall. Fuel mitigation and reduction is needed to address heavy fuels. Access to this area is also limited. Ingress and egress concern.

Kanaka Rapids (Buhl)- hillsides below the homes have an abundance of fuels- sagebrush and cheatgrass. Ingress and egress concern.

River Road (Buhl)- excessive fuels, cheatgrass and sagebrush. These area are in the WUI and mitigation is needed to address fuel reduction and mitigation. Ingress and egress concern.

Non-Natural Hazards

Hazard mitigation plans have the option, but are not required, to include hazard assessments of non-natural hazards. This plan includes profiles of non-natural hazards that have impacted or could impact the planning area. The non-natural hazards are profiled but not as fully assessed as the natural hazards are. These hazards are not included in the risk ranking.

Burrowing Rodents- Pocket Gophers

Pocket gophers are burrowing rodents of the Geomyidae family. They are “true” gophers, though several ground squirrels of the Sciuridae family are often called gophers as well. The name “pocket gopher” on its own may be used to refer to any number of subspecies of the family.

All pocket gophers are burrowers. They are larder hoarders, and their cheek pouches are used for transporting food back to their burrows. Their presence is unambiguously announced by the appearance of mounds of fresh dirt approximately 8 inches in diameter. They like moist soil.

Pocket gophers are considered an agricultural pest. They have been known to destroy crops as well as cause the collapse of irrigation canal banks.

Impacts

Impacts from pocket gophers include:

- Damages to lawn and garden,
- Chewed and damaged underground wiring,
- Chewed and damaged irrigation lines,
- Landscape erosion,
- Compromised and leaking ditch banks and earthen dams,
- Potential injury to livestock, and
- Crop damage.

Vector Borne Diseases

"Vector-borne disease" is the term commonly used to describe an illness caused by an infectious microbe that is transmitted to people by blood-sucking arthropods. The arthropods (insects or arachnids) that most commonly serve as vectors include blood sucking insects (i.e., mosquitoes, fleas, lice, biting flies, and bugs), and blood sucking arachnids (i.e., mites and ticks). The term “vector” refers to any arthropod that transmits a disease through feeding activity.

Vectors typically become infected by a disease agent while feeding on infected vertebrates (e.g., birds, rodents, other larger animals, or humans), and then pass on the microbe to a susceptible person or other animal. In almost all cases, an infectious microbe must infect and multiply inside the arthropod before the arthropod is able to transmit the disease through its salivary glands. The most common vector-borne diseases in Idaho are carried by mosquitoes and ticks.

West Nile and other Mosquito-Borne Viruses

West Nile virus (WNV) is transmitted to people, birds, and other animals by the bite of an infected mosquito. This virus can cause serious illness in people of any age but especially in people over the age of 50 or those with other underlying medical conditions. The best form of protection is avoiding mosquito bites.

WNV infections occur in the summer and fall in Idaho when mosquitoes are active. WNV does not occur in northern states when it is too cool for mosquitoes to survive. In southern states with warmer climates and mosquitoes present year-round, the risk of infection may still be present in the winter months.

Impacts

Symptoms of WNV may include a fever, headache, body aches, a rash, and swollen glands, and may last for days or linger for weeks to months. Serious illness infecting the brain or spinal cord can occur in some individuals. Although anyone can experience the more severe form of the disease, it tends to occur in people over the age of 50 or those with other underlying medical conditions or weakened immune systems. The severe symptoms may include high fever, headache, neck stiffness, stupor, disorientation, coma, tremors, convulsions, muscle weakness, vision loss, numbness, and paralysis. These symptoms may last several weeks or more, and neurological effects may be permanent. Usually, symptoms occur from 5 to 15 days after the bite of an infected mosquito. There is no specific treatment for the infection; however, hospitalization and treatment of symptoms may improve the chances of recovery for severe infections. There is no vaccine available for humans.

The Twin Falls County Pest Abatement District has an active surveillance program for WNV. The District treats areas annually that are prone to the virus.

Lyme and other Tick-borne Disease

Tick-borne diseases, including Lyme disease and Rocky Mountain spotted fever, are serious public health problems infecting tens of thousands in the United States each year. The CDC is working closely with local communities, developing innovative control approaches and researching improved diagnostics.⁸

Impacts

Lyme disease is the most common tick-borne disease in the Northern Hemisphere. *Borrelia* is transmitted to humans by the bite of infected ticks belonging to a few species of the genus *Ixodes* ("hard ticks"). Early symptoms may include fever, headache, fatigue, depression, and a characteristic circular skin rash called erythema migrans (EM). Left untreated, later symptoms may involve the joints, heart, and central nervous system. In most cases, the infection and its symptoms are eliminated by antibiotics, especially if the illness is treated early. Delayed or

⁸ <http://www.cdc.gov/ncezid/dvbd/>

inadequate treatment can lead to the more serious symptoms, which can be disabling and difficult to treat.

Vesicular Stomatitis

Vesicular Stomatitis Virus (VSV) is a viral disease that primarily affects cattle, horses, and swine and occasionally sheep, goats, llamas, and alpacas. Humans can also become infected with the disease when handling affected animals; however, this is extremely rare.⁹

Although VSV has been extensively studied at the molecular level, many unknowns remain regarding its epidemiology. VSV is known to be transmitted directly via the transcutaneous or transmucosal route. Certain VSVs have been isolated from sand flies, black flies, mosquitoes, and other insects, suggesting that it could be insect-borne. Seasonal variation (disappearance at the end of the rainy season in tropical areas and at first frost in temperate zones) also supports vector-borne transmission hypotheses that the VSV is a plant virus present in pastures. In endemic areas, VSV maintains long-term, stable cycles between sand flies and subclinical susceptible hosts; evidence of neutralizing antibodies in domestic and wild animals in these areas exists. Morbidity rates vary (up to 90% in a herd); however, there is a low mortality rate.

Impacts

While VSV does not generally cause animals to die, it can still cause economic losses to livestock producers. The disease is particularly significant because its outward signs are similar to (although generally less severe than) those of foot-and-mouth disease, a foreign animal disease of cloven-hoofed animals that was eradicated from the United States in 1929. The clinical signs of VSV are also similar to those of swine vesicular disease, another foreign animal disease. The only way to tell these diseases apart is through laboratory tests.

VSV is recognized internationally as a reportable disease. This means that there are serious economic and regulatory repercussions associated with the diagnosis. When the disease is detected in the United States, some countries may take action to block international trade of U.S. animals and animal products. Interstate movement of animals is also impacted. Premises containing affected animals are quarantined until 21 days after the lesions in the last affected animals have healed. As a result, quarantine periods can be lengthy.

In affected livestock, the incubation period for VSV ranges from 2 to 8 days. Often, excessive salivation is the first sign of the disease. Close examination of the mouth initially reveals blanched and raised vesicles or blister-like lesions on the inner surfaces of the lips, gums, tongue, and/or dental pad. In addition, these blister-like lesions can form on the lips, nostrils, coronary band, prepuce, vulva, and teats. The blisters swell and break, which causes oral pain and discomfort and reluctance to eat or drink. Lameness and severe weight loss may follow. Body temperature may rise immediately before or at the same time lesions first appear.

Dairy cattle often suffer from teat lesions and subsequent mastitis; a severe drop in milk production commonly occurs. Some affected dairy cattle can appear to be normal with no clearly visible signs of illness but may only eat about half of their normal feed intake. If there are no

⁹ http://www.aphis.usda.gov/publications/animal_health/content/printable_version/fs_vesicular_stomatitis_07.pdf

complications (i.e., secondary infection), affected animals typically recover in approximately 2 weeks.

H5N1 “Bird Flu”

The possibility that the bird flu virus (H5N1) may mutate into a new form of human flu that would be easily spread person to person is of greatest concern. Some migratory waterfowl carry the H5N1 virus with no apparent harm but transmit the virus to susceptible domestic poultry. The highly lethal H5N1 outbreak among domestic poultry is widespread and uncontrolled and has directly infected a small number of humans. People who have close contact with infected birds or surfaces that have been contaminated with droppings from infected birds are at risk of becoming infected themselves.

Historical studies indicate that poultry consumption in infected areas is not a risk factor, provided the food was thoroughly cooked and the person was not involved in food preparation. Simply traveling to a country with ongoing outbreaks in poultry or sporadic human cases does not place a traveler at increased risk of infection, provided the person does not visit live poultry markets, farms, or other environments where exposure to diseased birds may occur. More than 200 million birds in affected countries have either died from the disease or were killed in order to try to control the outbreak.

Many Asian countries are currently dealing with bird flu outbreaks, including Cambodia, China, Indonesia, Japan, Laos, South Korea, Thailand, and Vietnam. Bird flu continues to spread geographically from its original focus in Asia. Further spread of the virus along migratory routes of wild water fowl is anticipated. So far, there has been no sustained person-to-person spread of the disease. However, a few isolated cases of possible human-to-human spread between family members are currently under investigation.

The reported symptoms of bird flu in humans range from typical influenza-like symptoms (e.g., fever, cough, sore throat, and muscle aches) to eye infections (conjunctivitis), pneumonia, acute respiratory distress, viral pneumonia, and other severe and life-threatening complications. Diarrhea, vomiting, abdominal pain, chest pain, and bleeding from the nose and gums have also been reported as early symptoms in some cases. In many cases, health deteriorates rapidly leading to a high percentage of death in those infected.

Communicable Diseases (Epidemic/Pandemic)

Epidemic is defined as a disease that appears as new cases in the human population at a rate, during a given time period and location, that substantially exceeds the number expected. It is, thus, a relative term and there is no quantitative criterion for designating a health crisis as an epidemic. In addition to its application to infectious diseases, the term is sometimes used to describe outbreaks of other adverse health effects, including those stemming from chemical exposure, sociological problems, and psychological disorders. A “pandemic” is a worldwide epidemic, while the term “outbreak” may be applied to more geographically limited medical problem as, for instance, in a single community rather than statewide or nationwide. The term “cluster” is often used with reference to non-communicable diseases.

Three factors combine to produce an epidemic include (1) an “agent” that causes the disease, (2) a “host” that is susceptible to the disease, and (3) an “environment” that permits the host to be exposed to the agent. The spread of an infectious disease depends on the chain of

transmission, which includes a source of the agent, a route of exit from the host, a mode of transmission between the susceptible host and the source, and a route of entry into another susceptible host. Modes of spread may involve direct physical contact between the infected host and the new host or airborne spread (i.e., coughing or sneezing). Indirect transmission takes place through vehicles such as contaminated water, food, or intravenous fluids, or through inanimate objects such as bedding, clothes, or surgical instruments, or through a biological vector such as a mosquito or flea.

Health agencies closely monitor for diseases with the potential to cause an epidemic and seek to develop immunizations and eliminate vectors. While this effort has been remarkably successful, there are many diseases of concern, and the human immunodeficiency virus (HIV)/acquired immunodeficiency syndrome (AIDS) pandemic is still not controlled despite more than 25 years of effort since recognition of the disease in 1981.

The Idaho Office of Emergency Management has identified the following as human disease that would contribute to a serious epidemic in the area:

- **Cholera**—A bacterial infection in the small intestine that may cause diarrhea, dehydration, and death. It spreads by ingesting food or water contaminated with feces from infected persons. Cholera outbreaks no longer exist in the United States due to water treatment and sanitation systems.
- **Diphtheria**—A contagious infection caused by bacteria affecting the upper respiratory tract and less often the skin. Coughing, sneezing, or even laughing easily transmits the disease. Complications include breathing problems, heart failure, and nervous system damage. Diphtheria is rare in the United States due to immunizations.
- **HIV/AIDS**—A viral infection transmitted by sexual intercourse, contaminated blood transfusions, or from an infected mother to child during pregnancy or breastfeeding compromises the immune system. This disease is recent compared to other pandemics, first recognized by the CDC in 1981. No current cure exists, although breakthroughs in research are promising.
- **Influenza**—An infectious viral disease of birds and mammals commonly transmitted through airborne aerosols such as coughing or sneezing. Symptoms are chills, headache, fever, nausea, muscle pain, and occasionally pneumonia. New flu strains caused pandemics in the late 19th and 20th centuries, including Russian flu, 1918 Spanish flu, Asian flu, Hong Kong flu, and A/H1N1 or the swine flu. According to the CDC, avian influenza occurs naturally among wild aquatic birds worldwide and can infect domestic poultry and other bird and animal species. Avian flu viruses do not normally infect humans. The recent avian flu strains H5N1 and H7N9 have caused human deaths but have not escalated to pandemic proportions.
- **Measles**—A serious respiratory disease caused by a virus. It spreads easily through coughing and sneezing. In rare cases, it can be deadly. The measles, mumps, and rubella vaccine protect against measles.
- **Pertussis** (also known as whooping cough)—A serious respiratory (in the lungs and breathing tubes) infection caused by the pertussis bacteria. It causes violent persistent coughing. Whooping cough is most harmful for young babies and can be deadly. The DTaP vaccine protects against whooping cough.
- **Plague**—A disease that affects humans and other mammals, caused by the bacterium *Yersinia pestis*. Humans usually get plague after rodent fleabite carrying the bacterium or

by handling an infected animal. Plague killed millions of people in Europe during the middle ages. Today, modern antibiotics are effective in treating plague. Without prompt treatment, the disease can cause serious illness or death. Human plague infections continue to occur in the western United States, but significantly more cases occur in parts of Africa and Asia.

- **Polio (or poliomyelitis)**—A disease caused by poliovirus. It can cause lifelong paralysis and can be deadly. The polio vaccine can protect against polio.
- **Q-fever**—A worldwide disease with acute and chronic stages caused by the bacterium *Coxiella burnetii*. Cattle, sheep, and goats are the primary reservoirs, although a variety of species may be infected. During birthing, the organisms are shed in high numbers within amniotic fluids and the placenta. The organism is extremely hardy and resistant to heat, drying, and many common disinfectants. Infection of humans usually occurs by inhalation of these organisms from air that contains barnyard dust contaminated by dried placental material, birth fluids, and excreta of infected animals. Other modes of transmission to humans, including tick bites, ingestion of unpasteurized milk or dairy products, and human-to-human transmission, are rare. Humans are often very susceptible to the disease, and very few organisms may be required to cause infection.
- **Severe acute respiratory syndrome (SARS)**—A viral respiratory illness caused by a coronavirus, called SARS-associated coronavirus (SARS-CoV). SARS was first reported in Asia in 2003. The illness spread to more than two dozen countries in North America, South America, Europe, and Asia before the global outbreak was contained.
- **Small Pox**—A serious, contagious, and sometimes fatal infectious disease. There is no specific treatment for smallpox disease, and the only prevention is vaccination. Smallpox outbreaks occurred from time to time for thousands of years; however, the disease is now eradicated after a successful worldwide vaccination program. The last case of smallpox in the United States was in 1949. The last naturally occurring case in the world was in Somalia in 1977. After the disease was eliminated from the world, routine vaccination against smallpox among the public was stopped because it was no longer necessary for prevention.
- **Tuberculosis (TB)**—A disease caused by a bacterium called *Mycobacterium tuberculosis*. The bacteria usually attack the lungs but can attack any part of the body, such as the kidney, spine, and brain. If not treated properly, TB can be fatal. TB is spread through the air from one person to another. The bacteria are put into the air when a person with TB coughs, sneezes, speaks, or sings.
- **Typhoid**—A bacterial infection of the intestinal tract and bloodstream. Most of the cases are acquired during foreign travel to underdeveloped countries. The germ that causes typhoid is a unique human strain of salmonella called salmonella typhi.
- **West Nile virus**—A potentially serious illness established as a seasonal epidemic in North America that flares up in the summer and continues into the fall.
- **COVID-19**- Contagious viral disease caused by coronavirus SARS-CoV-2. According to the CDC, the outbreak has been responsible for over 5 million deaths worldwide, with 1,358 deaths in Idaho in 2020 and 2, 407 deaths in 2021. From 2020-2023, 4,788 people dies from COVID-19 in Idaho. Vaccines have since been developed to reduce the spread of COVID-19.

Impacts

All populations in Twin Falls County are susceptible to pandemic outbreaks. The most vulnerable populations include the young, elderly, and those with compromised immune systems.

The South-Central Public Health District has developed and maintains a preparedness and response plan for pandemics.

Structural Fire

Structures in which fires may occur include the following occupancies: residential, non-residential, educational, health care, high-rise, and public assembly. Major causes of structural fires differ in frequency depending on occupancy type but generally include:

- Incendiary/suspicious (arson)
- Heating (including alternative heat sources)
- Cooking
- Open flame (including welding)
- Electrical distribution
- Appliances
- Children playing
- Exposure to other fires.

Structural fires produce high heat, toxic gases, and particulate material as smoke and soot. The heat produced or burning debris can, in turn, cause additional fires. Toxic gases and smoke are extreme hazards in the interior of burning structures and may also be a threat downwind of the structure. Where the building contents include toxic materials, the downwind threat can extend a mile or more. Burning structures may collapse, injuring persons inside or nearby, and floors or roofs may give way beneath those walking on them. Burning structures present electrical, explosion, and flashover hazards, and partially burned structures may themselves be physical hazards, even after the fire is extinguished.

Historical Frequencies

Structural fires are extremely common in Twin Falls County, as they are across the nation. On average, there are approximately 11 deaths per year in the State of Idaho due to structural fires.

Structural fires are a continuing hazard in Twin Falls County. Structural fires may also be associated with other hazards, such as earthquakes. Wildland fires contribute to the ongoing risk to structures in those areas identified within the WUI area.

Impacts

Indirect dollar losses, as is often the case, may be much larger than direct losses. Costs also include those for development and enforcement of fire codes and maintaining fire response capabilities. Firefighters are, additionally, at risk from such hazards as physical exhaustion and cardiac stresses, heat exhaustion or heat stroke, acute and chronic health effects from toxic exposures, hearing damage, and injuries from many sources.

Radiological

A “nuclear event” is defined as an incident involving a nuclear reaction; nuclear fission or nuclear fusion. Examples of nuclear events include nuclear weapons detonations, nuclear reactor incidents, nuclear (fissile) material production, and handling or transportation incidents. Such reactions release heat, radiation, and radioactive contamination in extremely large quantities relative to the amount of material reacting. A nuclear detonation conducted as a part of an attack scenario is, perhaps, the ultimate technological disaster. The hazards of nuclear detonation are well-known and vividly described in FEMA publications¹⁰. They include shock wave, enormous heat, and the spread of fallout (i.e., radioactive contamination). Other nuclear events would not involve a nuclear blast but still have the potential to produce widespread and long-term consequences, as exemplified by the 1986 Chernobyl accident¹¹. Of primary concern is the release of radioactive contamination in the form of airborne gases and particulate material. This radioactive material has the potential to travel great distances, and particulate material eventually is deposited in the environment and incorporated into the food chain. Such contamination may remain hazardous for many years. Direct radiation exposure is also a hazard in relatively close proximity to a nuclear event, as is exposure to high thermal energy. Nuclear events are virtually always caused by intentional or unintentional human actions.

Twin Falls County does not have a current radiological threat. Analysis of the Idaho National Laboratory’s credible accidents does not include a scenario that poses a hazard to Twin Falls County. Twin Falls County does not have nuclear waste transportation routes within its borders.

Impacts

Radiation exposure may occur due to the spread of radioactive contamination. Radioactive contamination is material containing radioisotopes. When such material becomes airborne, it can reach human victims over long distances. When it does so, it may be deposited on clothing and skin and may be internalized by inhalation, ingestion, skin absorption, or through skin breaks. Particularly when contamination is internal, the victim receives radiation exposure. Radiation exposure, whatever the source and depending on its type, intensity, and duration, can cause acute and/or chronic health effects. Acute health effects are those that appear within a relative short time period (i.e., a few hours to a few days) and may include:

- Hair loss,
- Skin burns,
- Gastrointestinal damage leading to nausea, vomiting, diarrhea, dehydration, and loss of appetite, and
- Decreased red and white blood cell and platelet production leading to infection, weakness and fatigue, and uncontrolled bleeding.

Because radioactive contamination presents such hazards, it also can render an area and anything within it uninhabitable until it is removed or has lost its radioactivity through decay. Clean-up of contaminated areas, where possible, is difficult, costly, and may be hazardous to those carrying it out.

¹⁰ e.g., http://www.fema.gov/areyouready/nuclear_blast.shtml

¹¹ <http://www.iaea.org/NewsCenter/Focus/Chernobyl/index.html>

Hazardous Materials

Substances that because of their chemical or physical characteristics are hazardous to humans and living organisms, property, and the environment are regulated by the U.S. Environmental Protection Agency (EPA) and, when transported in commerce, by the DOT.

EPA chooses to specifically list hazardous and extremely hazardous substances rather than provide objective definitions. Hazardous substances, as listed, are generally materials that, if released into the environment, tend to persist for long periods and pose long-term health hazards for living organisms. Conversely, extremely hazardous substances, while also generally toxic, are acute health hazards that, when released, are immediately dangerous to the life of humans and animals and can cause serious damage to the environment. When facilities have these materials in quantities at or above the Threshold Planning Quantity (TPQ), they must submit “Tier II” information to appropriate state and/or local agencies to facilitate emergency planning.

The following are the most common types of hazardous material incidents:

- **Fixed-Facility Hazardous Materials Incident** - Uncontrolled release of materials from a fixed site capable of posing a risk to health, safety, and property. These facilities must notify state and local authorities about the chemicals used or produced so it is possible to identify and prepare for a fixed-facility incident.
- **Hazardous Material Transportation Incident** - An incident resulting in uncontrolled release of materials during transport that can pose a risk to health, safety, and property. Transportations incidents are difficult to prepare for and can occur at any place within the county, although most occur on the interstates, state highways, or major rail lines.

More than 50 facilities in Twin Falls County submitted Tier II information reporting the presence of significant inventories of hazardous materials on site.

A multitude of hazardous materials are routinely transported on all primary and many secondary transportation arteries. Hazardous materials are also very commonly stocked and used by businesses in smaller quantities than those required to submit Tier II reports, as well as by private individuals. Thus, it is reasonably safe to consider the entire county and its inhabitants to be exposed to risk from hazardous materials. Despite their widespread use, however, hazardous materials hazard events are relatively rare and even more rarely cause death, injury, or large-scale property damage. To some extent, this is since such hazards are very effectively addressed by inspections, regulations, codes, and safety procedures, as well as by specialized emergency response training.

Impacts

Because hazardous materials are so widely used, stored, and transported, a hazardous material event could take place almost anywhere. Further, many hazardous materials are used, stored, and transported in very large quantities so the impacts of an event may be widespread and powerful. Regulations and safety practices make such large-scale events unlikely; however, smaller scale incidents may have severe impacts, including:

- Human deaths, injuries, and permanent disabilities,
- Livestock/animal deaths,
- Destruction of vegetation and crops,

- Property damage and destruction,
- Pollution of groundwater, drinking water supplies, and the environment,
- Contamination of foodstuffs, property, land, and structures,
- Temporary or long-term closure of transportation routes and/or facilities,
- Loss of business and industrial productivity,
- Utility outages,
- Clean-up and restoration costs,
- Losses and inconvenience due to evacuation, and
- Loss of valuable chemical products.

The Twin Falls Office of Emergency Management maintains a National Incident Management System and emergency operations/response plans for the entire county.

Civil Disturbances

Civil unrest includes labor unrest, strikes, civil disobedience, demonstrations, riots, and rebellions. Civil disturbances arise from acts of civil disobedience, often spontaneous, involving large groups of people and are generally caused by political grievances and urban economic conflicts.

Riots are generally thought of as being spontaneous, violent events, whereas demonstrations are usually planned events and are usually intended to be non-violent. Riots seem often to be motivated by frustration and anger, usually over some real or perceived unfair treatment of some group. Historically, riots in this and other countries have been initiated, or appear to have been initiated, over such issues as:

- Poor living or working conditions,
- Political oppression,
- Political conflicts,
- Military draft,
- Police actions,
- Taxation,
- Racial conflicts,
- Religious conflicts,
- Sporting events, and/or
- Prison conditions and treatment of prisoners (within prisons).

There are instances, however, where riots have begun during celebrations and other events where the only initiating factor seems to have been the gathering of a crowd of people. Thus, the potential for rioting exists any time people gather together. However, a number of factors are associated with the increased probability one will occur, including:

- Drug and alcohol use,
- Youth of crowd members,
- Low socio-economic status of members,
- High level of emotions,
- A history of rioting on the same or similar previous occasions, and
- Initiating event, person, or persons.

Once violent or illegal activity is initiated, it escalates, possibly at least partly because of the perception that, because all are acting together, there is little probability that any given individual will be arrested or otherwise suffer consequences. Riots may range in scope from a very few people in a small area to thousands over an entire city. Once initiated, large riots are very difficult to suppress, particularly in the United States where law enforcement is constrained by constitutional guarantees as well as personnel limits. Early and decisive action by law enforcement may be effective in suppressing a riot; however, police actions may also lead to further escalation.

There are no recorded riot events for Twin Falls County.

Impacts

Riots may result in loss of life, injury, and permanent disability to participants, bystanders, and law enforcement personnel, as well as looting, vandalism, setting of fires, and other property destruction. Law enforcement, emergency medical services and medical facilities and personnel, firefighting, and other community resources may be overwhelmed and unavailable to the community at large. Transportation routes may be closed, infrastructure and utilities damaged or destroyed, and public buildings attacked, damaged, or destroyed. Social and psychological effects may also cause great impacts. Lingering fear and resentment can be long-lasting and can greatly impair the ability of a community to function politically, socially, and economically.

The Twin Falls Emergency Operations Plan has a response plan for civil disobedience. Law enforcement and emergency response groups have response plans in place for civil disturbances.

Terrorism

According to FEMA, “Terrorism is the use of force or violence against persons or property in violation of the criminal laws of the U.S. for purposes of intimidation, coercion, or ransom.”

Terrorists often use threats to:

- Create fear among the public.
- Try to convince citizens that their government is powerless to prevent terrorism.
- Get immediate publicity for their causes.

Acts of terrorism include threats of terrorism, assassinations, kidnappings, hijackings, bomb scares and bombings, cyber-attacks, and the use of chemical, biological, nuclear, and radiological weapons.

High-risk targets for acts of terrorism include military and civilian government facilities, international airports, large cities, and high-profile landmarks. Terrorists might also target large public gatherings, water and food supplies, utilities, and corporate centers. Further, terrorists are capable of spreading fear by sending explosives or chemical and biological agents through the mail.

Thus, acts of terrorism are essentially the intentional initiation of the sorts of hazard events that have been discussed in previous sections.

There are no recorded terrorism events for Twin Falls County.

Impacts

Twin Falls County may well be one of the most vulnerable areas in the State of Idaho for Agroterrorism, which involves terrorist acts against crops or livestock. Agriculture is the life blood of Twin Falls County. Acts of Agroterrorism upon the croplands or the Confined Animal Feeding Operations (CAFOs) or dairies in the area would be devastating to the economy of Twin Falls County. While there is a potential for other terrorism targets within the county, the agricultural community poses the most significant target.

The Twin Falls Emergency Operations Plan has a response plan for terrorism. Law enforcement and emergency response groups have response plans in place for terrorism.

Cyber Disruption

Advancements in technology have increased the productivity of our nation and made daily operations and markets reliant on cyber systems. As a result, the United States has become, and will increasingly continue to be, vulnerable to non-traditional attacks, including cyberattacks on information and operations.

Cyberspace is the nervous system for all critical infrastructures and is composed of hundreds of thousands of interconnected computers, servers, routers, switches, and fiber optic cables that allow our critical infrastructures to work. Studies performed by the Government Accounting Office and the Computer Security Institute found that the number of cyber security threats to both public and private sectors are on the rise. In 2000, there were over 20,000 cyberattacks to commercial institutions and 30,000 cyberattacks to federal agencies. The aggressors range from nation-states to unorganized groups or individuals.

The attacks on computer systems can come in the form of viruses, Trojans, worms, spoofs, or hoaxes from virtually anywhere in the world. Computer viruses, ranging from devastating to simply annoying, are sent out daily by organizations and individual hackers, and intermittently by people who fail to protect their computer software.

There are many changes taking place in the computer security arena, including:

- Decline of unauthorized computer system use and reported dollar amount of annual financial losses resulting from security breaches, and
- Virus attacks and denial of service outpaced theft of proprietary information.

Cyberattacks can be divided into two main categories: (1) attacks against data and (2) attacks against physical infrastructure. Because our society is so dependent on technology, a large-scale cyberattack could overwhelm government and/or private-sector resources quickly, as well as threaten lives, property, the economy, and national security.

Attacks against data are more disruptive in nature, including:

- Denial of Service (DoS) attacks (prevents legitimate usage of service or access of data),
- Malware (virus or worm) (can be essentially harmless),
- Unauthorized intrusions (compromise confidentiality or availability), and
- Website defacement (meant to send a message).

Impacts

Cyber-attacks have increased nationwide in recent years and can have an extensive range of impacts, ranging from minimal to significant. Some of the attacks may be malicious and can result in catastrophic damages to the community's cyber infrastructure. Back-up systems, redundancy, heightened awareness, integrity restoration, and recovery will provide a means to adequately manage the consequences of an attack.

Cyber security protection systems are being implemented throughout county and city agencies.

Utility Disruption

An electric power outage (also power failure or power loss) is the loss of the electricity supply to a geographic area. The area of an outage (i.e., scale) can range from a single facility or neighborhood to a multi-state region. The length of the outage is determined by a combination of factors, including the scale of the outage, weather, and redundant equipment and capacity.

A power outage can be described as a blackout if power is lost completely, or as a brownout if the voltage level is below the normal minimum level specified for the system. The reasons for a power outage include a defect in a power station, damage to a power line or other part of the distribution system, a short circuit, or the overloading of electricity mains. 'Load shedding' is a common term for a controlled way of rotating available generation capacity between various districts or customers, thus avoiding complete wide-area blackouts.

Power outages are particularly serious for hospitals and other critical facilities and operations. Every community is extremely reliant upon life-critical medical devices, communications, and electronic information, all of which require reliable, uninterrupted electric power.

The entire energy system is complex and consists of three major parts: generation, transmission, and distribution. The control and communication between these parts are extremely important, as the failure of one part could disrupt the entire system. The energy system is reliant upon the following factors:

- Continual maintenance,
- Equipment replacement and redundancy, and
- Additional high-load capacity.

These factors have to be carefully balanced against operating cost and profit (i.e., these initiatives are expensive); however, the costs cannot be readily pushed down to the consumer due to public pressure and opinion.

Impacts

Power outages can cause a disruption in essential services, including water treatment and alarm systems, emergency response systems, critical facilities, and electrical equipment.

The Twin Falls Emergency Operations Plan includes a response plan for utility failure.

Section 4. Mitigation Goals and Objectives

The overall goals of Hazard Mitigation include:

- 1. Prevent loss of life and reduce personal injury from future hazards.**
 - Identify natural and non-natural hazards that threaten life in Twin Falls County.
- 2. Reduce loss and damage to critical facilities and private and public property.**
 - Implement forward-looking standards, codes, and construction procedures to protect life and property.
 - Implement programs and projects to protect lives by making homes, businesses, essential facilities, critical infrastructure, and other property more resistant to losses from hazards.
- 3. Increase public awareness and preparedness to reduce exposure to hazards.**
 - Conduct educational and outreach programs to various community groups in the county.
 - Provide informational items, partnership opportunities, and funding resource information to assist in implementing mitigation activities.
- 4. Increase communication and cooperation among local, state, and deferral agencies.**
 - Continue developing and strengthening multi-jurisdictional coordination and cooperation in emergency services.
- 5. Incorporate hazard mitigation into county and city plans and policies, when applicable.**
 - Increase public awareness of community hazards and how to reduce hazards by conducting educational and outreach programs to all groups in the county.
 - Provide information, educational opportunities, and funding resource information to implement mitigation actions.

Section 5. Mitigation Actions and Implementation

The core of a strong mitigation plan is identifying and implementing mitigation strategy. The mitigation strategy serves as the map for minimizing the potential losses identified in the risk assessment. The mitigation strategy describes how the community will accomplish the overall purpose of the planning process.

This section is organized as follows:

- Status of mitigation actions identified in 2020, and
- New mitigation actions identified during this update process.

The following jurisdictions demonstrated their participation and commitment to the plan by identifying, modifying, and completing projects/actions:

- Twin Falls County
- Twin Falls
- Filer
- Murtaugh
- Kimberly
- Buhl
- Castleford
- Hansen
- Hollister

Prioritization was based on a scale of High, Medium, and Low. Steering committee members ranked all the mitigation actions by hazard as High, Medium, or Low designation. The contributing factors for the planning committee included:

- Estimated cost,
- Benefit to the county or city in relation to the hazards mitigated,
- Number of hazards that would be mitigated, and
- Access to funding source and amount of funding that would likely be available.

Twin Falls County Mitigation Projects

Mitigation Actions					
Mitigation Action: Install wind breaks (trees, fencing) along wind-prone areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management, private property owners					
Mitigation Goal: Reduce damage to private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect lives, environment	\$10/linear foot	Grants, local budgets	2030
Status:	Wind breaks have been installed since 2020. Project still relevant.				
Hazard Mitigated: Severe Weather					

Mitigation Actions					
Mitigation Action: Public education campaign to keep public aware of county hazards.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management, health district, fire districts					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Increase self-preparedness	\$7,000	Grants, local budgets	2030
Status:	Education campaign implemented since 2020. Project still relevant.				
Hazard Mitigated: General					

Mitigation Actions					
Mitigation Action: Vegetation management in WUI areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management, private property owners, wildfire working group, USDA					
Mitigation Goal: Reduce damage to private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date

H	Ongoing	Protect lives, environment	\$15,000	Grants, local budgets	2030
Status:	Vegetation management implemented since 2020. Project still relevant.				
Hazard Mitigated: Wildfire					
Mitigation Actions					
Mitigation Action: Install high wind warning devices at vulnerable locations within county.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: ITD, Office of Emergency Management					
Mitigation Goal: Reduce damage to private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Complete	Protect lives, environment	\$50,000	Grants, local budgets	Completed (still implementing)
Status:	High Wind devices have been installed on both bridges.				
Hazard Mitigated: Severe Weather					

Mitigation Actions					
Mitigation Action: Promote flood insurance for communities in flood prone areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Outreach programs	\$3,000	Grants, local budgets	2027
Status:	Promotion of flood insurance implemented since 2020. Project still relevant.				
Hazard Mitigated: Flooding					

Mitigation Actions					
Mitigation Action: Mitigate effects of vector/pests (crawdads, quagga and zebra mussels, cyanobacteria, black flies) populations in canals to reduce erosion in banks and around diversion structures.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					

Responsible Agency: Twin Falls Canal Company, USDA, SCPH					
Mitigation Goal: Reduce loss and damage to facilities and private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Implement projects to reduce risk	\$75,000	Grants, local budgets	2028
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Flooding, Pandemic, wildfire					
Mitigation Actions					
Mitigation Action: Upgrade current stormwater diversion and retention areas in flood prone areas to reduce the potential for flooding in communities.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: City Public Works					
Mitigation Goal: Reduce loss and damage to facilities and private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Implement projects to reduce risk	\$1.2M	Grants, local budgets	Ongoing
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Flooding					

Mitigation Actions					
Mitigation Action: Community outreach for the “Great Shake Out.”					
Applicable Jurisdiction: County-wide					
Responsible Agency: Office of Emergency Management					
Mitigation Goal: Reduce loss and damage to facilities and private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Community outreach	\$1,000	Grants, local budgets	Ongoing
Status:	Outreach implemented since 2020. Project still relevant.				
Hazard Mitigated: Earthquake					

Mitigation Actions					
Mitigation Action: Develop a list of vulnerable structures and bridges and implement protective measures, as needed.					

Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management					
Mitigation Goal: Reduce loss and damage to facilities and private and public property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Protect the community from hazards	\$250,000	Grants, local budgets	Ongoing
Status:	Inspections on various structures has occurred since 2020. Project still relevant.				
Hazard Mitigated: Earthquake, flooding, severe weather					

Mitigation Actions					
Mitigation Action: Increase community awareness on properly reducing fuels on private property through outreach programs.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire Districts, Office of Emergency Management					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Community outreach	\$10,000	Grants, local budgets	Ongoing
Status:	Outreach programs have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Wildfire					

Mitigation Actions					
Mitigation Action: Promote Fire Wise Public Education throughout county.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire Districts, Office of Emergency Management					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Community outreach	\$1,000	Grants, local budgets	Ongoing
Status:	Fire wise promoted since 2020. Project still relevant.				
Hazard Mitigated: Wildfire					

Mitigation Actions					
Mitigation Action: Develop a listing of roads, bridges, cattle guards, culverts, and other limiting conditions and incorporate improvements into Highway District Transportation Plans.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire Districts, Highway District					
Mitigation Goal: Prevent loss of life and personal injury from future hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Protect community	\$6,000	Grants, local budgets	2020
Status:	List in progress since 2020. Project still relevant.				
Hazard Mitigated: Wildfire, flooding, severe weather, landslide					

Mitigation Actions					
Mitigation Action: Implement community outreach programs to focus on educating the community about health-related threats such as sexually transmitted diseases, vaccination preventable diseases, food-borne illnesses, opioid addiction, and septic systems.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Health District					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Community outreach	\$20,000	Grants, local budgets	Ongoing
Status:	Various outreach programs have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Pandemic					

Mitigation Actions					
Mitigation Action: Implement safety measures in schools and critical facilities for responsiveness to terror threat.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: School Districts					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazard.					

Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Protect loss of life	\$10,000	Grants, local budgets	Ongoing
Status:	Various safety measures have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Terrorism					

Mitigation Actions					
Mitigation Action: Placement of information and warning signs in open spaces.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Forest Service, BLM, IDL, IDT					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Reduce loss of life and injury	\$15,000	Grants, local budgets	Ongoing
Status:	Signs have been purchased since 2020. Project still relevant.				
Hazard Mitigated: Lightning, Wildfire, Landslide, Earthquake					

Mitigation Actions					
Mitigation Action: Provide water conservation education and focus on neighborhoods that use irrigation water. Provide education on drought resistance landscaping to public.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: U of I extension, Office of Emergency Management, Canal Companies					
Mitigation Goal: Increase public awareness and preparedness to reduce exposure to hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Increase drought resistance	\$5,000	Grants, local budgets	Ongoing
Status:	Various education programs have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Drought					

Mitigation Actions					
Mitigation Action: Create stormwater collection system to divert water away from developments.					

Applicable Jurisdiction: Kimberly, Buhl					
Responsible Agency: City Public Works					
Mitigation Goal: Reduce damage to facilities and property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect property	\$300,000	Grants, local budgets	2030
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: General					

Mitigation Actions					
Mitigation Action: Protect city drinking water system from freezing.					
Applicable Jurisdiction: Buhl, Hansen, Castleford					
Responsible Agency: City Public Works					
Mitigation Goal: Reduce damage to facilities and property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Protect property	\$600,000	Grants, local budgets	2028
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Severe Weather					

Mitigation Actions					
Mitigation Action: Develop and upgrade stormwater retention systems to reduce flooding in developed areas. Install drywells where applicable.					
Applicable Jurisdiction: Murtaugh, Burley					
Responsible Agency: City Public Works					
Mitigation Goal: Reduce loss and damage to facilities and property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect property	\$200,000	Grants, local budgets	2028
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Flooding					

Mitigation Actions					
Mitigation Action: Fuel reduction in WUI areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire District					
Mitigation Goal: Prevent loss of life and reduce injury from future hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect property	\$50,000	Grants, local budgets	Ongoing
Status:		Various projects have been implemented since 2020. Project still relevant.			
Hazard Mitigated: Wildfires					

Mitigation Actions					
Mitigation Action: Replace waterlines in cemetery to prevent lines from breaking and causing flooding.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: City Public Works					
Mitigation Goal: Prevent loss of life and reduce injury from future hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect property	\$250,000	Grants, local budgets	2030
Hazard Mitigated: Flooding					

Mitigation Actions					
Mitigation Action: Divert stormwater retention flow away from wastewater lines.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: City Public Works					
Mitigation Goal: Reduce loss and damage to facilities and property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
H	Ongoing	Protect property	\$150,000	Grants, local budgets	2030
Status:		Various projects have been implemented since 2020. Project still relevant.			

Hazard Mitigated: Terrorism, flooding

Mitigation Actions					
Mitigation Action: Upgrade failing/leaking drinking water system.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: City Public Works					
Mitigation Goal: Prevent loss of life and reduce injury from future hazard.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect property, health	\$500,000	Grants, local budgets	2030
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Flooding, Health					

Mitigation Actions					
Mitigation Action: Identify and mitigate dangerous intersections on roadways.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management, ITD					
Mitigation Goal: Prevent loss of life and reduce injury from future hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
L	Ongoing	Protect loss of life	\$50,000	Grants, local budgets	2030
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: General					

Mitigation Actions					
Mitigation Action: Implement and support Safe Driving campaign. Reduce speed signage throughout cities.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management, ITD, Health District.					
Mitigation Goal: Incorporate hazard mitigation into plans and policies.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Increase public awareness	\$15,000	Grants, local budgets	Ongoing
Status:	Campaign has been implemented since 2020. Project still relevant.				
Hazard Mitigated: General					

Mitigation Actions					
Mitigation Action: Purchase and install emergency generators in Medical Shelters, evacuation areas, critical living facilities					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Office of Emergency Management					
Mitigation Goal: Prevent loss of life and reduce injury from future hazards.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Protect loss of life	\$400,000	Grants, local budgets	2030
Status:	Some have been purchased since 2020. Project still relevant.				
Hazard Mitigated: Severe Weather					

Mitigation Actions					
Mitigation Action: Evaluate, upgrade, and harden critical utilities (power, sewer, water, gas).					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: City Public Works, power companies, gas companies					
Mitigation Goal: Reduce loss and damage to facilities and property.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date

H	Ongoing	Protect property and loss of life	\$10,000,000	Grants, local budgets	2030
Status:	Various projects have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Severe Weather, Flooding, Earthquake, Landslide					
Mitigation Actions					
Mitigation Action: Outreach programs for civil disobedience and terror attacks.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Law enforcement, OEM					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	Ongoing	Reduce loss of life	\$5,000	Grants, local budgets	2030
Status:	Programs have been implemented since 2020. Project still relevant.				
Hazard Mitigated: Terrorism					

Mitigation Actions					
Mitigation Action: Landslide protection along river					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: OEM, Soil Conservations, USDA, IDWR, IDT					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$55,000	Grants, local budgets	2028
Hazard Mitigated: Landslide, earthquake, severe weather					

Mitigation Actions					
Mitigation Action: Develop Emergency Operations Center and maintain.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: OEM, Red Cross					
Mitigation Goal: Reduce loss of life.					

Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$30,000	Grants, local budgets	2030
Hazard Mitigated: Severe Weather, earthquake, wildfire, general					

Mitigation Actions					
Mitigation Action: Conduct canal inspection to identify flood prone areas. Mitigate erosion areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Canal companies,					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$10,000	Grants, local budgets	2028
Hazard Mitigated: Severe Weather, Flooding					

Mitigation Actions					
Mitigation Action: Treat power poles in high wildfire areas, reduce vegetation around poles.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire protection, power companies					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$75,000	Grants, local budgets	2030
Hazard Mitigated: Wildfire					

Mitigation Actions					
Mitigation Action: Install evacuation sirens in small towns.					
Applicable Jurisdiction: Murtaugh, Hollister, Filer, Castleford, Hansen					
Responsible Agency: OWM					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$65,000	Grants, local budgets	2030
Hazard Mitigated: Hazardous Materials, Flooding, Earthquake, Severe Weather, Wildfire					

Mitigation Actions					
Mitigation Action: Harden and improve communication systems in rural areas.					
Applicable Jurisdiction: Twin Falls County, Twin Falls, Murtaugh, Hollister, Filer, Buhl, Kimberly, Castleford, Hansen					
Responsible Agency: Fire protection, OEM, Red Cross					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$125,000	Grants, local budgets	2030
Hazard Mitigated:, Flooding, Earthquake, Landslide, Wildfire					

Mitigation Actions					
Mitigation Action: Update Comprehensive Plan to include hazard mitigation codes, community safety and structure requirements.					
Applicable Jurisdiction: Hollister					
Responsible Agency: City council					
Mitigation Goal: Protect property, reduce loss of life					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$100,000	Grants, local budgets	2030
Hazard Mitigated: Flooding, Wildfire, Drought,					

Mitigation Actions					
Mitigation Action: Rebuild and stabilize Balanced Rock Canyon.					
Applicable Jurisdiction: Twin Falls County					
Responsible Agency: USDA					
Mitigation Goal: Protect property, reduce loss of life					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$100,000	Grants, local budgets	2030
Hazard Mitigated: Landslide					

Mitigation Actions					
Mitigation Action: Treat cheatgrass for fuels reduction					
Applicable Jurisdiction: Twin Falls County					
Responsible Agency: Idaho Fish and Game, US Forest Service, Pheasants Forever, Landowners					
Mitigation Goal: Protect property					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$225,000	Grants, local budgets	2026
Hazard Mitigated: Wildfire					

Mitigation Actions					
Mitigation Action: Riparian restoration					
Applicable Jurisdiction: Twin Falls County					
Responsible Agency: Idaho Fish and Game, BLM					
Mitigation Goal: Protect property					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$47,000	Grants, local budgets	2027
Hazard Mitigated:, Flooding, Wildfire, Landslide					

Mitigation Actions					
Mitigation Action: Plant sagebrush and native plants in previous fire areas					
Applicable Jurisdiction: Twin Falls County					
Responsible Agency: Idaho Fish and Game, BLM					
Mitigation Goal: Protect property					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$69,750	Grants, local budgets	20208
Hazard Mitigated:, Flooding, Earthquake, Landslide, Wildfire					

Mitigation Actions					
Mitigation Action: Snow fence installation along major roadways					
Applicable Jurisdiction: Hollister					
Responsible Agency: IDT, City of Hollister					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$35,000	Grants, local budgets	2026
Hazard Mitigated: Transportation, Severe Storms					

Mitigation Actions					
Mitigation Action: Emergency notification equipment and supplies (PPE, radios, etc)					
Applicable Jurisdiction: Three Creek Fire area, Saylor Fire area					
Responsible Agency: OEM, fire departments					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$35,000	Grants, local budgets	2026
Hazard Mitigated: wildfires, severe storms, earthquakes					

Mitigation Actions					
Mitigation Action: Bridge at Rock Creek Park for evacuation.					
Applicable Jurisdiction: Kimberly					
Responsible Agency: IDT, City of Twin Falls					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$250,000	Grants, local budgets	2028
Hazard Mitigated: Wildfires, Severe Storms					

Mitigation Actions					
Mitigation Action: Additional traffic control to reduce fatalities.					
Applicable Jurisdiction: Kimberly					
Responsible Agency: IDT, City of Kimberly					
Mitigation Goal: Reduce loss of life.					
Priority	Status	Benefit to Jurisdiction	Est. Cost	Funding Source	Target Date
M	New	Reduce loss of life	\$125,000	Grants, local budgets	2027
Hazard Mitigated: Transportation					

Section 6. Plan Integration

Many of the mitigation actions identified above are intertwined with other plans and policies within the counties and cities. It is important to ensure coordination, integration, and consistency within all the plans. These plans fall into the following general categories:

- Local capital improvement plans and other budget documents. These include infrastructure projects such as stormwater systems, water supplies, warning sirens, and communications equipment.
- Regulations, agreements, and related procedures.
- Existing emergency operating or response plans.

Mitigation planning is on a different schedule than comprehensive planning, with most comprehensive plans likely to be updated no more frequently than once per decade.

While the mitigation plan was not specifically referenced in most participant plans, some of the mitigation recommendations are included as comprehensive plan policies.

Stormwater management and emergency services are other common themes in many local comprehensive plans. Even so, greater effort is needed to ensure that the AHMP is considered during other local planning efforts and vice versa.

As the mitigation plan strategies reflect, Twin Falls County and incorporated cities will continue to work with the Planning and Zoning Department and local municipalities to encourage coordination and consistency between comprehensive planning and the hazard mitigation plan and provide instruction on how to incorporate mitigation strategies into their comprehensive plans and other planning mechanisms.

Twin Falls County and the incorporated cities encourage the philosophy of instilling disaster resistance in normal day-to-day operations. By implementing plan activities through existing programs and resources, the cost of mitigation is often a small portion of the overall cost of a project's design or program. Through their resolution of adoption as well as their participation on the planning committee, each jurisdiction is aware of and committed to incorporating the risk assessments and mitigation strategies contained herein. It is anticipated that the research, local knowledge, and documentation of hazard conditions coalesced in this document will serve as a tool for decision-makers as new policies, plans, and projects are evaluated.

There are several planning processes and mechanisms in Twin Falls County that will either use the risk assessment information presented in this document to inform decisions or will integrate the mitigation strategy directly into capital improvement, infrastructure enhancement, and training projects; prevention campaigns; and land use and development plans. Although not inclusive, the following is a list of mechanisms available to each jurisdiction for incorporating the mitigation requirements.

Twin Falls County Mechanisms:

1. Comprehensive Plan
2. Transportation Plan
3. Emergency Operations Plan
4. Building Codes and Ordinances
5. Department Budgets
6. Site Master Plan (wastewater treatment, landfill, etc.).

Incorporated City Mechanisms:

1. Comprehensive Plan
2. Transportation Plan
3. City Budgets
4. Building Codes and Ordinances.

The state hazard mitigation plan provides a framework for participating jurisdictions to build from. Counties typically have their own HMPs. As for most counties in Idaho, Twin Falls County and participating jurisdictions rely on the County HMP for guidance on prioritizing and funding hazard mitigation projects when developing budgets.

Twin Falls County has adopted ordinances that relate to hazard mitigation including an open burning ordinance, ordinances for disaster management, ambulance services, the emergency communications system, and an ordinance for the prohibition of irrigation water on county roadways.

The City of Buhl has adopted ordinances that relate to hazard mitigation including ordinances for the fire department, fire code, fireworks, and open burning. Other ordinances that have been adopted include, land use limitations, police regulations, traffic regulations, and irrigation water regulations.

The City of Castleford has adopted ordinances that related to hazard mitigation including ordinances for fireworks, open burning, and weed control.

The City of Filer has adopted ordinances that related to hazard mitigation including ordinances for burning restrictions, weed control, pest control, fireworks, and police regulations.

The City of Hansen has adopted open burning ordinances, building codes and regulations, and land use, including floodplain regulations. Ordinances for flood loss focus on defining flood hazard areas, reduce the annual costs of flood insurance, and minimize public and private losses due to flooding.

The City of Hollister has adopted similar ordinances that related to hazard mitigation including ordinances for fair housing, and land usage.

Murtaugh only has ordinances that oversee land use.

Kimerly has well developed city codes and ordinances to implement hazard mitigation including land usage, weed control, burning restrictions, public peace, morals, and welfare and fire protection. Kimberly also has regulations overseeing water supply management to protect their water supply.

Twin Falls has to most robust ordinance and codes in the county. Codes include weed control, fire protection, land usage, water conservation, fireworks, water supply protection, flood protection, and have developed a Comprehensive Plan to guide development and reduce hazard impacts to citizens.

Opportunities for each jurisdiction for increasing effectiveness of these capabilities include continued education and encouragement to know and implement these ordinances, encouraging the update and public availability of their Comprehensive Plan (or developing them if one does not exist), encouragement of involvement in NFIP. Challenges include the funding and personnel to update plans and ordinances and the dispersion of information to the community.

Table 6.1. Mitigation Capability Assessment

<i>Twin Falls County Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
Twin Falls County Planning and Zoning	Floodplain Management	Twin Falls County Building Dept. 630 Addison Ave. W Twin Falls, ID 83301 208-736-9490		X		Establish and enforce building codes
Twin Falls County Planning and Zoning	Landslide Management	Twin Falls County Building Dept. 630 Addison Ave. W Twin Falls, ID 83301 208-736-9490		X		Establish and enforce building codes
Twin Falls County Planning and Zoning	Comprehensive Plan	Twin Falls County Building Dept. 630 Addison Ave. W Twin Falls, ID 83301 208-736-9490		X		Physical and economic planning
Southern Idaho Solid Waste	Solid waste transfer station	Twin Falls County Solid Waste Department 2186 Orchard Dr E Twin Falls, ID 8331 208-734-3139		X		Responsible for removal of debris after an event
Road and Bridge Department	Transportation	Transportation Department 626 Eastland Dr S Twin Falls, ID 83301 208-736-3088		X		Clean gutter, storm drains, and culverts as needed
Idaho Department of Water Resources	Stream Channel Protection Program	Western Regional Office 2735 Airport Way Boise, ID 83705 (208)-334-2190			X	Oversees activities within floodplains
Idaho Department of Water Resources	Floodplain Management	Western Regional Office 2735 Airport Way Boise, ID 83705 (208)-334-2190			X	Oversees activities within floodplains

Table 6.1. (continued)

<i>Twin Falls County Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

<i>City of Twin Falls Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Twin Falls Planning and Zoning	Floodplain Management	Twin Falls Planning and Zoning 203 Main Avenue East Twin Falls, ID 83301 208-735-7267		X		Establish and enforce building codes
City of Twin Falls Planning and Zoning	Landslide Management	Twin Falls Planning and Zoning 203 Main Avenue East Twin Falls, ID 83301 208-735-7267		X		Establish and enforce building codes
City of Twin Falls Planning and Zoning	Comprehensive Plan	Twin Falls Planning and Zoning 203 Main Avenue East Twin Falls, ID 83301 208-735-7267		X		Physical and economic planning

Table 6.1. (continued)

<i>City of Twin Falls Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Twin Falls Street Department	Transportation	Street Department 159 Wall Avenue Twin Falls, ID 83301 208-736-2226		X		Clean gutter, storm drains, and culverts as needed
Idaho Department of Water Resources	Stream Channel Protection Program	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Buhl Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Buhl	Buhl City Ordinances and State Codes	Buhl Clerk’s Office 203 Broadway Av. North Wind Inc Buhl, ID 88316 208-543-5125	X			
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Castleford Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Castleford	Castleford Comprehensive Plans	City Office 475 Main Street Castleford, ID 83321 208-537-6544	X			
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Hollister Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Hollister	Government	City of Hollister 2392 Main Street Twin Falls, ID 83301 208-655-4225	X			
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Kimberly Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Kimberly	City Codes	City Clerk 242 Highway 30 E Kimberly, ID 83341 208-423-4151	X			
City of Kimberly Planning and Zoning	Comprehensive Plan	Planning and Zoning 242 Highway 30 E Kimberly, ID 83341 208-423-4151		X		Physical and economic planning
City of Kimberly Street Department	Transportation	Public Works 242 Highway 30 E Kimberly, ID 83341 208-423-4151		X		Clean gutter, storm drains, and culverts as needed
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033			X	Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Murtaugh Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Murtaugh	Government	City Office 104 South 4 Murtaugh, ID 83344 208-432-6682	X			
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033		X		Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Filer Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Filer	City Ordinances and State Codes	City of Filer 300 Main Street Filer, ID 83328 208-326-5000	X			
City of Filer	Comprehensive Plan	City of Filer 300 Main Street Filer, ID 83328 208-326-5000		X		Physical and economic planning
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033		X		Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

Table 6.1. (continued)

<i>City of Hansen Local Mitigation Capability Assessment</i>						
Agency Name	Programs, Plans, Policies, Regulations, Funding, or Practices	Entity Contact, Address, Phone Contact, Address, Phone	Effect on Loss Reduction			Comments
			Support	Facilitate	Hinder	
City of Hansen	City Ordinances and State Codes	City of Hansen 388 Main Street Hansen, ID 83334 208-423-5158	X			
Idaho Department of Water Resources	Floodplain Management	Southern Regional Office 650 Addison Ave Twin Falls, ID 83301 208-736-3033		X		Oversees activities within floodplains
Twin Falls County Office of Emergency Management	Twin Falls County Emergency Operations Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Outlines emergency response procedures during and after a disaster. City will rely on county for support if needed.
Twin Falls County Office of Emergency Management	All- Hazard Mitigation Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.
Twin Falls County Office of Emergency Management	Community Wildfire Protection Plan	Twin Falls County OEM 630 Addison Ave. W Twin Falls, ID 83301 208-736-4234		X		Guides planners during hazard mitigation activities. Cities will rely on county for support if needed.

NFIP Continuity Strategy

Twin Falls County, as well as the Cities of Twin Falls, Hansen, and Filer, participate in the NFIP.

Participation in NFIP and subsequent adoption of the International Building Codes, or more stringent local building codes, provide basic guidelines to communities on how to regulate development. When a county/city participates in the NFIP it enables property owners in the county to insure against flood losses. By employing wise floodplain management, a participating entity can protect its citizens against much of the devastating financial loss resulting from flood disasters. Careful local management of development in the floodplains results in construction practices that can reduce flood losses and the high costs associated with flood disasters to all levels of government

Twin Falls County has no communities within the 100-year flood plain hazard areas that are not participating in the NFIP. Twin Falls County has no communities under suspension or revocation of participation in the NFIP.

An important part of being an NFIP community is the availability of low-cost flood insurance for those homes and business within designated floodplains, or in areas that are subject to flooding but that are not designated as Special Flood Hazard Areas.

Potential reasons for continuing low participation in the program are:

- Current cost of insurance is prohibitive,
- A lack of knowledge about the existence of the availability of low-cost flood insurance, and/or
- Home and business owners are unaware of their vulnerability to flood events.

Table 6.2. NFIP Summary

NFIP Participation Category	Twin Falls County	City of Twin Falls	City of Hansen	City of Filer
Date of current FIRM	9/26/2008	9/26/2008	9/26/2008	9/26/2008
Number of policies	18	45	1	0
Number Claims Paid	1	10	0	0
\$ Total Claims Paid	\$5,672	\$20,524	\$732	0
Repetitive Loss	0	0	0	0

The last two reasons can be addressed through public education. The first could be addressed by all communities in the county taking advantage of the CRS. To encourage communities to go beyond the minimum requirements and further prevent and protect against flood damage, the NFIP established the CRS. To qualify for a CRS, communities can do things like make building codes more rigorous, maintain drainage systems, and inform residents of flood risk.

In exchange for becoming more flood ready, the community's residents are offered discounted premium rates. Based on the community's CRS ratings, they can qualify for up to a 45% discount of annual flood insurance premiums. FEMA has developed FIRMs for the following streams and rivers in Twin Falls County:

- Deep Creek
- Cottonwood Creek
- Hot Creek
- Lost Creek
- Perrine Coulee
- Rock Creek
- Salmon Falls Creek
- Shoshone Creek
- Snake River.

The cities of Buhl, Kimberly, Murtaugh, Hollister, and Castleford do not have any FEMA flood zones identified within city limits and do not participate in NFIP.

Twin Falls County, Twin Falls, Filer, and Hansen will continue to participate in NFIP insurance by increasing public awareness of the availability of NFIP, enforcing existing building codes or adopting more stringent building codes for structures in floodplains, and maintaining drainage systems. New developments in Twin Falls must adhere to City Codes 10-11-9, Floodplain Regulations and 10-12-5-8, Subdivisions within a Floodplain prior to building.

New developments in Twin Falls County must adhere to 2012 International Residential Code and International Building Codes, which cover flood hazard areas.

New developments in Hansen must adhere to City Codes 10-11-9, Floodplain Regulations and 10-12-5-8, Subdivisions within a Floodplain prior to building.

Section 7. Plan Maintenance

The HMP maintenance process includes a schedule for annual monitoring and evaluation of the programmatic outcomes established in the plan and for producing a formal plan revision every 5 years.

Formal Review Process

The HMP may be reviewed on an annual basis by the Twin Falls County Office of Emergency Management Coordinator and reviewed and revised every 5 years by the Mitigation Committee to determine the effectiveness of programs and to reflect changes that may affect mitigation priorities. The Emergency Management Coordinator (or designee) will be responsible for contacting the Committee members and organizing the review. Committee members will be responsible for monitoring and evaluating the progress of the mitigation strategies in the plan. The Committee will review the goals and action items to determine their relevance to changing situations in the county as well as changes in Federal policy, and to ensure they are addressing current and expected conditions. The Committee will also review the risk assessment portion of the plan to determine if this information should be updated or modified, given any new available data. The organizations responsible for the various action items will report on the status of the projects, the success of various implementation processes, difficulties encountered, success of coordination efforts, and which strategies should be revised or removed.

The Emergency Management Coordinator (or designee) will be responsible for ensuring the updating of the plan. The Coordinator will also notify all holders of the plan and affected stakeholders when changes have been made. The updated plan will be submitted to the State of Idaho's BHS Mitigation Program and to FEMA every 5 years for review.

Continued Public Involvement

The Twin Falls County Office of Emergency Management is dedicated to involving the public directly in the review and updates of the HMP. The Coordinator is responsible for the review and updates of the plan. The public will also have the opportunity to provide input into plan revisions and updates. Copies of the HMP will be kept by appropriate county departments and outside agencies.

Public meetings will be held when deemed necessary by the Coordinator. The meetings will provide a forum where the public can express concerns, opinions, or new alternatives that can then be included in the plan. The Board of County Commissioners will be responsible for using county resources to publicize the public meetings and maintain public involvement.

To further facilitate continued public involvement in the planning process, the county will ensure that:

- Copies of the plan will be catalogued and kept on hand at all public libraries. The Twin Falls County Office of Emergency Management will keep a copy of the plan on hand at their office for review and comment by the public.

- The Twin Falls County Office of Emergency Management will conduct outreach activities after a disaster event to remind members of the importance of mitigation and to solicit mitigation ideas to be included in the plan.
- A public meeting will be held annually to provide the public with a forum for discussing concerns, opinions, and ideas with the Mitigation Steering Committee.

Monitoring, Evaluation, and Updating the Plan

To ensure it continues to provide an appropriate path for risk reduction throughout the county, it is necessary to regularly evaluate and update the HMP. The Twin Falls County Office of Emergency Management will be responsible for monitoring the status of the plan and gathering appropriate parties to report of the status of mitigation actions. The County Mitigation Steering Committee will convene on an annual basis to determine the progress of the identified mitigation actions. The Mitigation Steering Committee will also be an active participant in the next plan update. As the HMP matures, new stakeholders will be identified and encouraged to join the existing Mitigation Steering Committee.

The Twin Falls County Office of Emergency Management is responsible for contacting Committee members and organizing the annual meeting. The Committee's responsibilities include:

- Annually review each goal and objective to determine its relevance and appropriateness.
- Monitor and evaluate the mitigation strategies in this plan to ensure the document reflects current hazard analyses, development trends, code changes, and risk analyses and perceptions.
- Ensure the appropriate implementation of annual status reports and regular maintenance of the plan. The Committee will hear progress reports from the parties responsible for the various implementation actions to monitor progress.
- Create future action plans and mitigation strategies. These should be carefully assessed and prioritized using the BCA methodology that FEMA has developed.
- Ensure the public is invited to comment and be involved in mitigation plan updates.
- Ensure that the county complies with all applicable Federal statutes and regulations during the periods for which it receives grant funding, in compliance with 44 Code of Federal Regulations (CFR).
- Reassess the plan in light of any major hazard event. The committee will convene within 45 days of any major event to review all applicable data and to consider the risk assessment, plan goals, objectives, and action items given the impact of the hazard event.
- Review the hazard mitigation plan in connection to other plans, projects, developments, and other significant initiatives.
- Coordinate with appropriate municipalities and authorities to incorporate regional initiatives that transcend the boundaries of the county.
- Update the plan every 5 years and submit for FEMA approval.
- Amend the plan whenever necessary to reflect changes in State or Federal laws and statutes required in 44 CFR.

The 5-Year Action Plan

This section outlines the implementation agenda that the Mitigation Committee should follow 5 years following adoption of this plan, and then every 5 years thereafter. The Mitigation Steering Committee, led by the Twin Falls County Office of Emergency Management, is responsible to ensure the AHMP is updated every 5 years.

The Committee will consider the following schedule as an action plan for the first 5-year planning cycle:

Year 0:

- **2025:** Update AHMP, including a series of Mitigation Steering Committee meetings and public meetings. Submit 2020 AHMP for FEMA approval.

Year 1:

- **June – July 2026:** Prepare for and promote first annual plan review and public meetings.
- **August 2026:** Reconvene Committee for first annual Mitigation Steering Committee meeting. Introduce the concept of mitigation plan integration with other planning documents. Host first annual public meeting.

Year 2:

- **June – July 2027:** Prepare for and promote second annual plan review and public meetings.
- **August 2027:** Reconvene Committee for second annual Mitigation Steering Committee meeting. Review plan integration efforts. Host second annual public meeting.

Year 3:

- **June – July 2028:** Prepare for and promote third annual plan review and public meetings.
- **August 2028:** Reconvene Committee for third annual Mitigation Steering Committee meeting. Review plan integration efforts. Host second annual public meeting.

Year 4:

- **June – July 2029:** Prepare for and promote fourth annual plan review and public meetings.
- **August 2029:** Reconvene Committee for fourth annual Mitigation Steering Committee meeting. Review plan integration efforts. Host fourth annual public meeting.

Year 5:

- **January - September 2030:** Update 2025 HMP, including a series of Mitigation Steering Committee meetings and public meetings.
- **October 2030:** Submit 2030 HMP for FEMA approval. Repeat.

It should be noted that this schedule can be modified as necessary and does not include any meetings and/or activities that would be necessary following a disaster event (which would include reconvening the Mitigation Steering Committee within 45 days of a disaster or emergency to determine what mitigation projects should be prioritized during the community

recovery). If an emergency meeting of the Mitigation Steering Committee occurs, this proposed schedule may be altered to fit any new needs.

Annual Mitigation Steering Committee Meetings

During each annual Mitigation Steering Committee meeting, the Committee will be responsible for a brief evaluation of the HMP and to review the progress on mitigation actions.

Plan Evaluation

To evaluate the plan, the Mitigation Steering Committee should answer the following questions:

- Are the goals and objectives still relevant?
- Is the risk assessment still appropriate, or has the nature of the hazard and/or vulnerability changed over time?
- Are current resources appropriate for implementing this plan?
- Have lead agencies participated as originally proposed?
- Has the public been adequately involved in the process? Are their comments being heard?
- Have departments been integrating mitigation into their planning documents?

If the answer to each of the above questions is “yes,” the plan evaluation is complete. If any questions are answered with a “no,” the identified gap must be addressed.

Review of Mitigation Actions

Once the plan evaluation is complete, the Committee must review the status of the mitigation actions. To do so, the Mitigation Steering Committee should answer the following questions:

- Have the mitigation actions been implemented as planned?
- Have outcomes been adequate?
- What problems have occurred during the implementation process?

Meeting Documentation

Each annual Mitigation Steering Committee meeting must be documented, including the plan evaluation and review of mitigation actions. Mitigation actions have been formatted to facilitate the annual review process.

Implementation through Existing Programs

Hazard mitigation practices must be incorporated within existing plans, projects, and programs. Therefore, the involvement of all departments, private non-profits, private industry, and appropriate jurisdictions is necessary in order to find mitigation opportunities within existing or planned projects and programs. To execute this, the Twin Falls County Office of Emergency Management will assist and coordinate resources for the mitigation actions and provide strategic outreach to implement mitigation actions that meet the goals and objectives identified in this plan.

Attachment 1. Meeting Minutes

TFCO All Hazard Mitigation Plan Open Forum Sign In Sheet - September 25th, 2025

Name	Agency	Address	Phone	E-mail
Jackie F. Dow	TFCO OEM			
Keith Thompson	College of Southern Idaho			
Justin Hendrickson	TFFID			Kevin.Arthur@portmed.ca
Kevin Arthur	CIHCC			
Kon Aguirre	REFD			
Tyler Soft	USDA APHIS			tyler.soft@usda.gov
Paul Hamlett	AKES RACES			
Stan Flint	MVP			
Lori Harrison	USDA-			
Nick Denny	Lineage			
GABRIEL HANCOCK	TFFD			
Brent Reimetz	TFFC			
Andrew Stevens	Buhl Fire Dist			andrew@buhlfire.com
Brock McMurty	IBC			
Kelly Hemgesell	North Canyon Medical			Kelly.hemgesell@northcanyon.org
SHANE SMITH	TFFID			SSMITH@TFFID.ORG
SPENCER CUTLER	COTF / CSI			scutler@tffid.org
Brenda Mason	SEPHD			
Spencer Cutler	OSF TFCity			

Saige J. Ballock-Dixon, P.E., PMP

From: Jackie Frey <jfrey@tfco.org>
Sent: Monday, February 3, 2025 11:06 AM
To: Saige J. Ballock-Dixon, P.E., PMP
Subject: February 11th, 2025 - TFCO LEPC Meeting

Good Morning:

Please mark your calendars and attend the next Twin Falls County Local Emergency Planning Committee (LEPC) meeting on **February 11th, 2025 at 1:30** in Conference Room B at County West.

Our guest presenter will be Saige Ballock Dixon, LBYD Federal to address the revision of the Twin Falls County All Hazard Mitigation Plan.

Directions:

The meeting is held in County West, 630 Addison Avenue West; the entrance is located off of Martin Street; go to the northeast entrance of the facility (large parking area); go through the revolving door and straight past the information desk, turn right; Conference Room B is marked and directly on your left.

In closing, have a wonderful weekend and I hope you can attend!

Sincerely,

Jackie Frey, Coordinator

Twin Falls County Office of Emergency Management
P.O. Box 126
630 Addison Ave. West
Twin Falls, Idaho 83303
208-736-4234 work
208-731-6835 cell
jfrey@tfco.org

2025 AHMP meeting list to address 2025 Twin Falls County AHMP revision:

- 2-11 LEPC meeting "Start UP" meeting to address AHMP update with Saige Ballock Dixon and LEPC members: industry, hospital, SCHPHD, schools, fire, LE, EMS, elected officials, volunteer agencies, OOA, etc.
- 3-14 Office work and meeting with Susan Cleverly, IOEM Mitigation Section Chief and ISU Zachery Lifton to address "rumbling" issues in Melon Valley. NOTES: *No Magna moving, no active fault lines, no hydrological anomalies, ISU would like to address any possible artificial or natural causes; gas lines in the Snake River, possible irrigation pumps etc. Another reason for the rumbling could be natural springs streaming through basalt rock. Information was shared with homeowner TB and any site visit or the use of seismic monitors being set up was declined by homeowner.* DHS-CWMD Intelligence Division Webinar, Idaho CID meeting, and WECMD Board meeting.
- 3-19 CWPP Fire meeting with county/city fire departments and Tyre Holfeltz to address the CWPP revision/update.
- 3-21 Office work and meetings with Mitchell Brooks, Twin Falls Fire to address the AHMP.
- 3-25 Owyhee AHMP Planning meeting with those planning partners and to address the AHMP revision for Twin Falls County.
- 3-26 Office work, meeting with Saige Ballock Dixon on revision of county AHMP, and snow pack tour with Rock Creek Fire Department.
- 4-23 Projects recorded for 2025 AHMP Revision done with cities; Buhl Public Works Director, Jason Scott, Craig Eckles, City Manager for the City of Kimberly, City Councilwoman Lynn Ginder for the City of Hollister, and Dee Hunsaker, Mayor for the City of Murtaugh.
- 4-25 Meeting with Parks/Weeds Supervisor. Kali Sherell to address county projects for AHMP Revision.
- 5-7 CWPP Projects reviewed and updated with Buhl Fire Department Chief, Andrew Stevens.
- 7-1 Owyhee County AHMP meeting with those planning partners to address state line hazards between the counties.
- 7-7 City of Twin Falls Comprehensive Plan Survey done by County EM Jackie Frey.
- 7-8 Office work, LEPC meeting and ICS 300 Course in Jerome.
- 7-29 EM meeting with Saige Ballock Dixon to address TFCO AHMP Projects.
- 9-25 Open Forum with LEPC partners/city officials to address projects in the TFCO AHMP.

**TWIN FALLS COUNTY LOCAL EMERGENCY
PLANNING COMMITTEE (LEPC)
MEETING MINUTES
February 11th, 2025**

Attendance:

Rick Young, MVBDR	Mike Todd, Citizen
Brent Reinke, TFCO Commissioner	Alison Walker, City of Twin Falls
Jealsy Knutz, SCPHD	Maria Contreras, Center for Community Health
Amy Dillon, SCPHD	Paul Andersen, ARES/RACES
Emily Petersen, LINC	Brent Reinke, TFCO Commissioner
Dave Ayers, IOEM	Ruth Ann Harker, United Way
Paul Hamlett, ARES/RACES	Mitch Brooks, TF City Fire
Keith Thompson, CSI	Stan Flint, Magic Valley Paramedics
Ron Aguirre, RCFD	Steve Mullen, Filer Fire Dept.
David Thompson, OOA	Sjuni Bunderson, Kimberly City Police
Brian Maughan, St. Luke's	Brian Andreasen, Williams Pipeline
Randy Hall, St. Luke's	Joe Adams, Williams Pipeline
Marilyn Shiroma, OOA	Saige Ballock-Dixon, LBYD Federal
Kristy Churchman, SIRCOMM	John Darnell, Filer City Police
Sue Switzer, DEQ	Spencer Cutler, CSI/TF City Council
Jackie Frey, TFCO OEM	

Presenter:

Saige Ballock-Dixon, Environmental Engineer for LBYD Federal was in attendance to begin the update to the Twin Falls County All Hazard Mitigation. Saige asked the attendees to review the hazards on her list and check the 5 top hazards in TFCO. She then addressed the following:

- Process for the update to the AHMP
- What is the AHMP?
- FEMA's Requirements
- Check Lists
- CWPP Annex
- Partners supporting the revision of the TFCO AHMP
- Hazard Specific Projects
- Historical Data of Events
- FEMA/State Requirement for the AHMP to be updated every 5 Years (*Last plan done in 2020 FEMA approved*)
- Making TFCO more resilient
- Damage Assessment during an event
- Importance of Community Input; LEPC partners, citizens, elected officials
- Future Meetings
- Survey

- FYI: The All Hazard Mitigation Plan addresses natural hazards that threaten the cities and communities. The hazards considered include flooding, severe weather, landslides, earthquakes, avalanches, drought, natural rodent damage to crops/canal banks (crawfish), and wildland fire. The AHMP looks at hazard risk and vulnerability, identifies mitigation strategies, and established grant funding eligibility for disaster assistance and hazard mitigation costs.
- The Community Wildfire Protection Plan CWPP is an addendum or annex to the plan. The CWPP defines the wildland urban interface, analyzes wildfire threat, and identifies wildfire mitigation projects. Communities with CWPP are also given priority for federally funding.

Please contact me if you have any questions on this process. Also, I will continue to send out information on meetings and the survey as Saige continues to address the update. JF

No Agency Reports:

Upcoming Events/Classes/Informative Sites

A number of training classes are currently being offered. To review the course calendar and to register go to: <https://www.idahoprepares.com/>

Please note: FEMA also has a number of free Independent Study courses that can be taken online at: www.fema.gov/training

For more information on emergency preparedness go to:

1. www.ready.gov
2. www.fema.gov
3. www.weather.gov/safety
4. <https://community.fema.gov>
5. www.twinfallscounty.org (under departments click on Emergency Management)

Next Meeting:

The next Twin Falls County LEPC meeting will be held on **March 11th, 2025 at 1:30** in Conference Room B at County West. Our guest presenter(s) will be Franklin Delos Reyes and staff from Marathon Pipeline.

Directions: The meeting is held in County West, 630 Addison Avenue West; the entrance is located off of Martin Street; go to the northeast entrance of the facility (large parking area); go through the revolving door and straight past the information desk, turn right; Conference Room B is marked and directly on your left.

**TWIN FALLS COUNTY
OFFICE OF EMERGENCY MANAGEMENT**

630 Addison Avenue West
TWIN FALLS, ID. 83303-0126

(208) 736-4234

(208) -731-6835 cell

jfrey@tfco.org

Idaho Relay (TTY) 1-800-377-3529

Twin Falls County is an Equal Opportunity Employer

February 12, 2025

Dear Fire Planning Group:

The Twin Falls County Office of Emergency Management would like to invite you to a meeting to update the Community Wildfire Protection Plan (CWPP) on March 19th, 2025 at 10:00 a.m.

This 1.5-hour meeting will be facilitated by Tyre Holfeltz, Wildfire Risk Mitigation Program Manager for the Idaho Department of Lands. The meeting will be held in Conference Room B at County West 630 Addison Avenue in Twin Falls, Idaho.

The CWPP is one of the most important components of wildfire safety strategy in Twin Falls County. The CWPP defines the wildland urban interface, analyzes wildfire threat, and identifies wildfire mitigation projects. Communities with CWPP's are also given priority for federally funded hazardous fuels reduction projects.

For the CWPP projects you will need to come with projects in mind for inclusion, be specific, not general in nature, to include the project name, have a basic/brief narrative (1-2 sentences), have a time of implementation (now - 1 year, later/soon - 3 years, or considering/hoping - 5 years), who will be involved, and for our non-federal partners an estimated cost.

NOTE: The Community Wildfire Protection Plan (CWPP) is an addendum/annex in the Twin Falls County All Hazard Plan which is being updated in 2025.

In closing, it is imperative that you or a representative attend this meeting. For more information or questions about the process or clarification on any of the above. Please contact Tyre Holfeltz at 208-819-9340 or tholfeltz@idl.idaho.com

Sincerely,

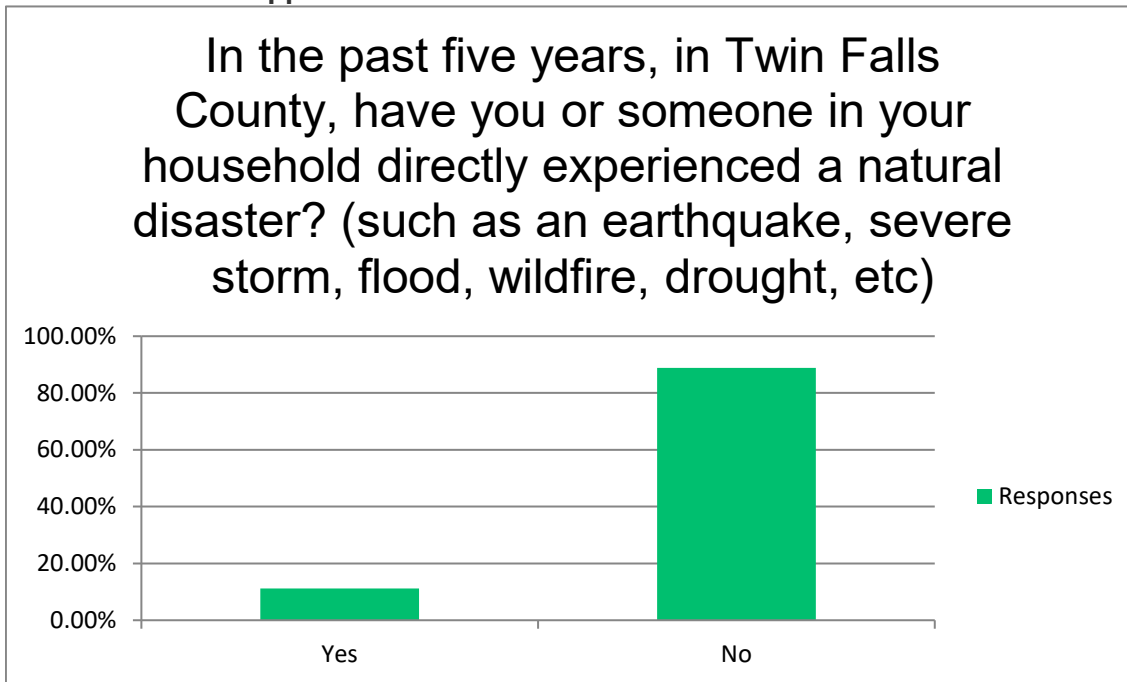
Jackie Frey, Coordinator

Attachment 2. Community Survey

2025 Twin Falls HMP Survey

In the past five years, in Twin Falls County, have you or someone in your household directly experienced a natural disaster? (such as an earthquake, severe storm, flood, wildfire, drought, etc)

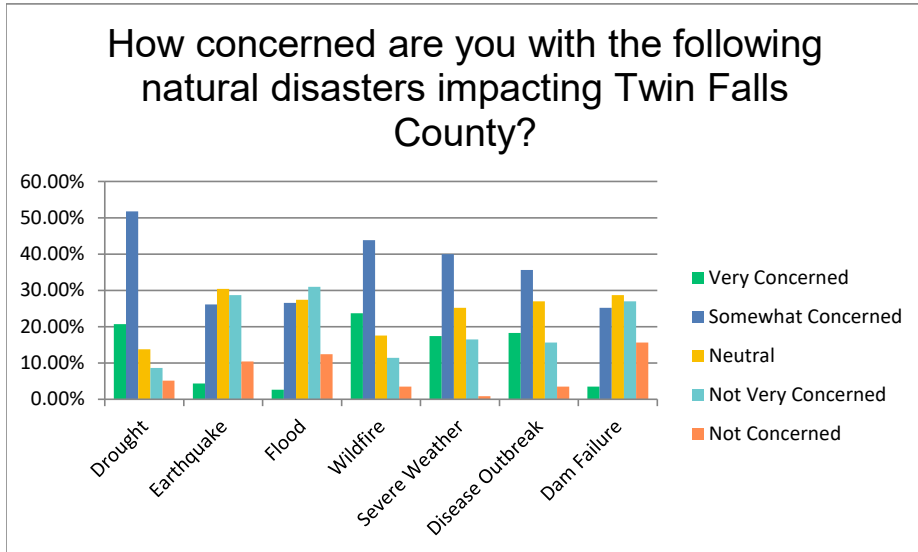
Answer Choices	Responses	
Yes	11.21%	13
No	88.79%	103
	Answered	116
	Skipped	0



2025 Twin Falls HMP Survey

How concerned are you with the following natural disasters impacting Twin Falls County?

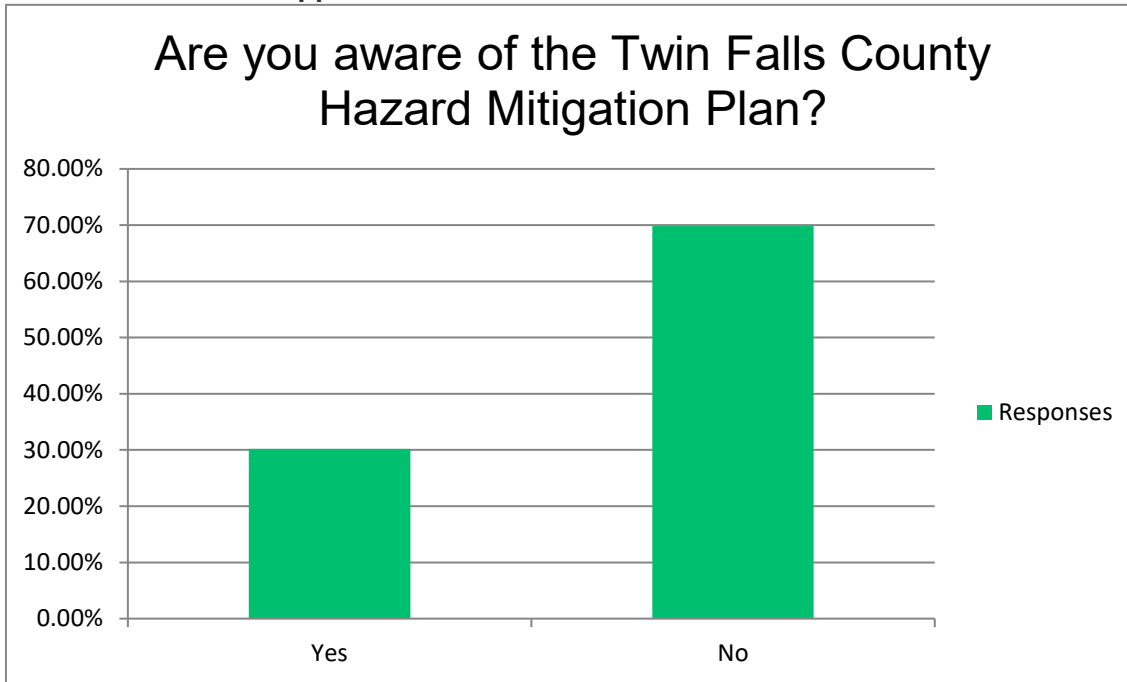
	Very Concerned	Somewhat Concerned	Neutral	Not Very Concerned	Not Concerned	Total
Drought	20.69% 24	51.72% 60	13.79% 16	8.62% 10	5.17% 6	116
Earthquake	4.35% 5	26.09% 30	30.43% 35	28.70% 33	10.43% 12	115
Flood	2.65% 3	26.55% 30	27.43% 31	30.97% 35	12.39% 14	113
Wildfire	23.68% 27	43.86% 50	17.54% 20	11.40% 13	3.51% 4	114
Severe Weather	17.39% 20	40.00% 46	25.22% 29	16.52% 19	0.87% 1	115
Disease Outbreak	18.26% 21	35.65% 41	26.96% 31	15.65% 18	3.48% 4	115
Dam Failure	3.48% 4	25.22% 29	28.70% 33	26.96% 31	15.65% 18	115
					Answered	116
					Skipped	0



2025 Twin Falls HMP Survey

Are you aware of the Twin Falls County Hazard Mitigation Plan?

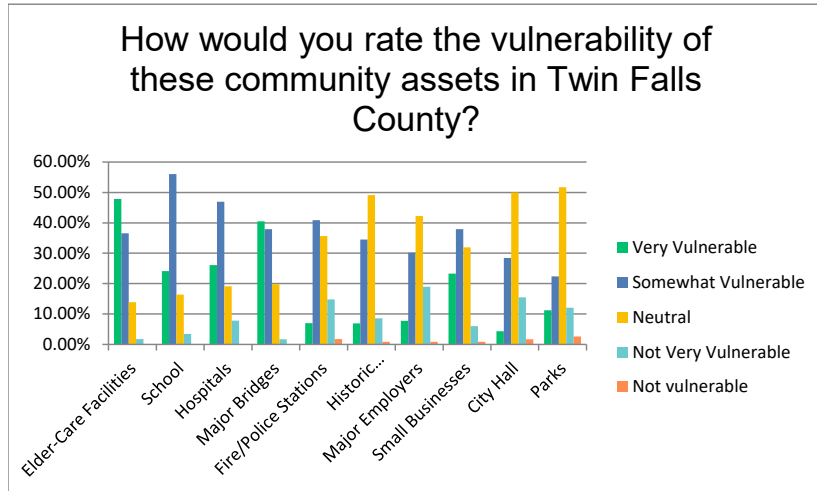
Answer Choices	Responses	
Yes	30.17%	35
No	69.83%	81
Answered		116
Skipped		0



2025 Twin Falls HMP Survey

How would you rate the vulnerability of these community assets in Twin Falls County?

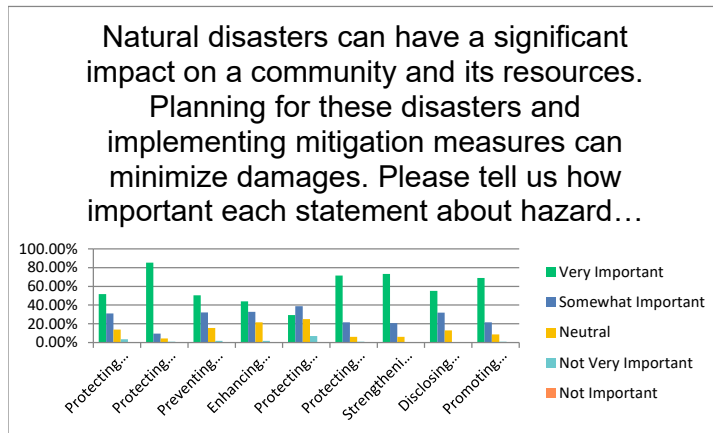
	Very Vulnerable	Somewhat Vulnerable	Neutral	Not Very Vulnerable	Not vulnerable	Total					
Elder-Care Facilities	47.83%	55	36.52%	42	13.91%	16	1.74%	2	0.00%	0	115
School	24.14%	28	56.03%	65	16.38%	19	3.45%	4	0.00%	0	116
Hospitals	26.09%	30	46.96%	54	19.13%	22	7.83%	9	0.00%	0	115
Major Bridges	40.52%	47	37.93%	44	19.83%	23	1.72%	2	0.00%	0	116
Fire/Police Stations	6.96%	8	40.87%	47	35.65%	41	14.78%	17	1.74%	2	115
Historic Museums/historic buildings	6.90%	8	34.48%	40	49.14%	57	8.62%	10	0.86%	1	116
Major Employers	7.76%	9	30.17%	35	42.24%	49	18.97%	22	0.86%	1	116
Small Businesses	23.28%	27	37.93%	44	31.90%	37	6.03%	7	0.86%	1	116
City Hall	4.31%	5	28.45%	33	50.00%	58	15.52%	18	1.72%	2	116
Parks	11.21%	13	22.41%	26	51.72%	60	12.07%	14	2.59%	3	116
										Answered	116
										Skipped	0



2025 Twin Falls HMP Survey

Natural disasters can have a significant impact on a community and its resources. Planning for these disasters and implementing mitigation measures can minimize damages. Please tell us how important each statement about hazard mitigation is to you.

	Very Important		Somewhat Important		Neutral		Not Very Important		Not Important		Total
Protecting private property	51.72%	60	31.03%	36	13.79%	16	3.45%	4	0.00%	0	116
Protecting critical infrastructure (utilities, emergency services, transp	85.34%	99	9.48%	11	4.31%	5	0.86%	1	0.00%	0	116
Preventing development in hazard areas	50.43%	58	32.17%	37	15.65%	18	1.74%	2	0.00%	0	115
Enhancing the function of natural features (streams, wetlands during	43.97%	51	32.76%	38	21.55%	25	1.72%	2	0.00%	0	116
Protecting historical and cultural landmarks	29.31%	34	38.79%	45	25.00%	29	6.90%	8	0.00%	0	116
Protecting and reducing damage to utilities	71.55%	83	21.55%	25	6.03%	7	0.86%	1	0.00%	0	116
Strengthening emergency services	73.28%	85	20.69%	24	6.03%	7	0.00%	0	0.00%	0	116
Disclosing natural hazard risks during real estate transactions	55.17%	64	31.90%	37	12.93%	15	0.00%	0	0.00%	0	116
Promoting cooperation among public agencies, citizens, non-profits o	68.97%	80	21.55%	25	8.62%	10	0.86%	1	0.00%	0	116
									Answered		116
									Skipped		0





FEMA

5/13/2026

Heidi Novich, Interim State Hazard Mitigation Officer
Idaho Office of Emergency Management
4040 W Guard St, Building 600
Boise, ID 83705

Reference: Adoption Needed to Finish Twin Falls Multi-Jurisdictional Hazard Mitigation Plan Process

Dear Heidi Novich:

The Risk Analysis Branch of FEMA Region 10 Mitigation Division has determined the multi-jurisdictional mitigation plan meets all applicable FEMA mitigation planning requirements¹. An adoption resolution by a plan participant is needed for FEMA plan approval.

Mitigation plans may include additional content to meet Element H: Additional State Requirements or content the local government included beyond applicable FEMA mitigation planning requirements. Determination that the plan is Approvable Pending Adoption (APA) does not include the review or approval of content that exceeds these applicable FEMA mitigation planning requirements.

Local governments, including special districts, with a plan status of APA are not eligible for FEMA mitigation grant programs with a mitigation plan requirement. The next step in the approval process is to formally adopt the mitigation plan and send a resolution to the state for submission to FEMA. Sample adoption resolutions can be found in Appendix A of the Local Mitigation Planning Policy Guide.

An approved local mitigation plan, including adoption by the local government, is one of the conditions for applying for and/or receiving FEMA mitigation grants.

¹ Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance Act of 1968, as amended; and National Dam Safety Program Act, as amended; C.F.R. 44 § 201, Mitigation Planning; and Local Mitigation Planning Policy Guide (FP-206-21-0002).

Interim Officer Novich

May 13, 2026

Page 2

Participating jurisdictions that adopt the plan more than one year after APA status has been issued must either:

- Validate that their information in the plan remains current with respect to both the risk assessment (no recent hazard events, no changes in development) and their mitigation strategy (no changes necessary); or
- Make the necessary updates before submitting the adoption resolution to FEMA.

We look forward to receiving the adoption resolutions and discussing options for implementing this hazard mitigation plan. If we can help in any way, please contact the FEMA Region 10 Hazard Mitigation Planning Team at FEMA-R10-MIT-Planning@fema.dhs.gov.

Sincerely,

Andrew Jones
Acting Risk Analysis Branch Chief
Mitigation Division

MB:AB

NOTICE OF ENDORSEMENT AND PARTICIPATION
Twin Falls County 2026 All-Hazard Mitigation Plan

Jurisdiction: City of Twin Falls

The City of Twin Falls acknowledges participation in the development of the Twin Falls County 2026 All-Hazard Mitigation Plan.

By this Notice, the City of Twin Falls:

1. Formally endorses and adopts the Twin Falls County 2026 All-Hazard Mitigation Plan.
2. Affirms its commitment to participate in the implementation of mitigation strategies as identified in the Plan.
3. Understands adoption is required to maintain eligibility for FEMA Hazard Mitigation Assistance (HMA) funding.
4. Agrees to coordinate with Twin Falls County in future plan maintenance updates.

Approved by the governing body of the City of Twin Falls

this ____ day of _____, 2026.

Mayor Jason Brown

ATTEST:

City Clerk



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Erin Steel, Assistant Public Works Director

ACTION ITEM

Request:

Request to award the City of Twin Falls Street Repair Project to REG Contracting in the amount of \$839,445 and authorize the Mayor to sign the contract.

Time Estimate:

5 Minutes

Background:

On June 15, 2018, a significant break occurred in one of the City's water transmission mains, requiring extensive excavation and repair on property owned by Hamilton Manufacturing Inc. (HMI). Damage resulting from this emergency repair ultimately led to an agreement between the City of Twin Falls and HMI on August 9, 2022, detailing the necessary restoration work.

The design engineer completed plans for the required street and stormwater improvements and prepared the project for public bidding. All applicable public bidding rules were followed, and one bid was received. The bid submitted by REG Contracting totaled **\$763,132.00** and was reviewed by ABCO Engineering, who verified the unit pricing, confirmed mathematical accuracy, and determined the bid to be responsive, reasonable, and in conformance with the bid documents. The engineer recommends awarding the contract to REG Contracting.

This construction contract represents Phase 1 of the overall HMI remediation project. Phase 2 design is currently underway, and staff will return to the Council with a separate funding and award request once the design is complete.

Staff recommends adding a **10 percent contingency** of \$76,313 to cover unforeseen conditions. The total requested authorization is **\$839,445**, including the contingency, and will be used only if necessary.

Approval Process:

A majority vote of the Council is required.

Budget Impact:

Approval will authorize the expenditure of up to **\$839,445** from Water Fund reserves to complete the required street and stormwater improvements associated with the HMI remediation agreement.

Regulatory Impact:

None

History:

NA

Analysis:

NA

Conclusion:

Staff recommends that the City Council award the City of Twin Falls Street Repair Project to REG Contracting for \$839,445 and authorize the Mayor to sign the contract.

Attachments:

1. 251050 - Bid Result Recommendation



June 17, 2026
Project No. 251050

Attention: Erin Steel
City of Twin Falls
Public Works

SUBJECT: Bid Acceptance Recommendation
Twin Falls City Street Repairs

For the project, Twin Falls City Street Repairs; Washington Street, S Park Ave W, Russet St, & Market Ave, ABCO Engineering attended the bid opening at the City of Twin Falls Public Works department on June 16, 2026. The City received one bid for the project from REG Contracting prior to the bidding deadline at 1:00pm. The total bid amount submitted was \$763,132.00. The unit prices in the bid appear reasonable. We verified that the summation of the unit prices equals the total bid amount submitted. It appears the bidder conformed to the requirements in the bid documents for submitting a responsive bid. We recommend that the bid submitted by REG Contracting be accepted by the City of Twin Falls and a contract be awarded to REG Contracting to perform the work.

A handwritten signature in blue ink, appearing to read 'Adam Lyman', is written over a light blue horizontal line.

Adam Lyman, PE

Attachment: Construction Estimate Jan 2026

Twin Falls City Street Repairs; Washington Street, S Park Ave W, Russet St, & Market Ave
 Estimated Construction Costs January 2026

	Sheet CG-101	CG-102	CG-103	CG-104	CG-105	CG-106	Quantities TOTAL	\$/unit	Total
Remove Curb and Gutter (LF)	220	270	8	140		130	768	\$ 10.00	\$ 7,680.00
Install Curb and Gutter (LF)	145	270	8	140		130	693	\$ 125.00	\$ 86,625.00
Valley Gutter (LF)	112			112		76	300	\$ 240.00	\$ 72,000.00
Road Slab (SF)	1255			1255		1000	3510	\$ 20.00	\$ 70,200.00
Sidewalk (SF)	375						375	\$ 12.00	\$ 4,500.00
Ped Ramp (SF)						200	200	\$ 30.00	\$ 6,000.00
Inlets (EA)	2	2	1			2	7	\$ 4,000.00	\$ 28,000.00
Surface Restoration Gravel (Tons)	24	116	1				141	\$ 60.00	\$ 8,460.00
Surface Restoration Asphalt Paving (Tons)	11		1	53		137	202	\$ 140.00	\$ 28,280.00
Saw Cutting (LF)	300	10	12	300		120	742	\$ 4.00	\$ 2,968.00
Base for paving (Tons)	76	336	1	125		485	1023	\$ 18.00	\$ 18,414.00
12" pipe (LF)		56	10			60	126	\$ 75.00	\$ 9,450.00
Sand and Grease Trap (EA)						1	1	\$ 9,000.00	\$ 9,000.00
Drain Rock Seepage Bed (CY)						139	139	\$ 350.00	\$ 48,650.00
Storm Tech (SF)		3210	1530				4740	\$ 12.00	\$ 56,880.00
Rock Excavation (CY)		357	255			28	640	\$ 300.00	\$ 192,000.00
Regular Excavation and Haul Off (CY)	120	906	300	40		430	1796	\$ 25.00	\$ 44,900.00
Landscape Surface Restoration (SF)			3500			300	3800	\$ 0.25	\$ 950.00
Mobilize									\$ 20,000.00
TOTAL									\$ 714,957.00



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Austin Allen, Water Supply Tech

ACTION ITEM

Request:

Authorize the use of \$65,000 of water reserves to purchase two (2) HVAC units and appurtenances for the Harrison Booster Station.

Time Estimate:

5 minutes

Background:

The existing HVAC units are more than 20 years old and need to be replaced. These units are critical for keeping the switchgear, variable frequency drives (VFDs), programmable logic controllers (PLCs), and motors cool during the summer months. Building temperatures must remain below 90°F, and the Water Supply team is currently having to open doors to maintain acceptable temperatures. Leaving the doors open in turn creates a security risk, as the building cannot be left unsecured.

The Water Department has received a quote of approximately \$12,000 (~\$6,000 per unit) for minimal short-term repairs to get the two units operating again. However, if the units are not replaced now, they will continue to require additional repair expenditures each year to remain in service.

Earlier this spring, staff came to Council to request use of funds originally intended for this project in the current year's budget to address another urgent need at the Hankins Pump Station. If this request is approved, the Department will not use the \$55,000 currently proposed in next year's budget for this work.

Approval Process:

Majority vote of the City Council.

Budget Impact:

There is \$55,000 included in the proposed FY 2026/27 budget for the replacement of these units. If City Council approves the use of reserve funds to complete the replacement now, those budgeted funds would not be used in the upcoming fiscal year.

Regulatory Impact:

No regulatory impact

History:

Analysis:

Conclusion:

Staff recommends replacing these units because they are essential to maintaining reliable operation of the water supply system during the hot summer months. The units have reached the end of their useful

life and should be replaced. Continuing to invest in replacement parts for equipment that is already due for full replacement is not an effective use of City funds or staff resources.

Attachments:

1. Terry's Repair Estimate
2. Prescott Replacement Estimate
3. Terry's Replacement Estimate



Terry's Heating & A/C ID, LLC
 1535 Kimberly Rd
 Twin Falls, ID 83301
 208-734-4376
 info@terrysheating.com

Estimate 129327471
 Job 59976
 Estimate Date 5/27/2026
 Customer PO

It's All A Matter Of Pride!

Billing Address
 City of Twin Falls
 PO Box 1907
 Twin Falls, ID 83303 USA

Job Address
 Harrison Pump Station
 889 Harrison Street
 Twin Falls, ID 83301 USA

Estimate Details

R22 Refrigerant Repair w/Pump Down, and other repair parts (Essential): Estimate to perform a leak search and repair as well as replace the condenser fan motor, head pressure control, & both relay sensing boards

This estimate includes a 1-year labor warranty from Terry's Heating & Air Conditioning as well as a 1-year part warranty from the manufacturer

Service #	Description	Quantity
Residential Services RR-MM	Leak Search and Repair	1.00
	<ul style="list-style-type: none"> Welding Charge Nitrogen Vacuum Pump Charge 	1.00
CF-014273	R-22 PER LB * EACH ADDITIONAL POUND	9.00
CF-087348	RETURN TRIP OR TRAVEL CHARGE, Level 1	1.00
CF-046416	SHIPPING/HANDLING FEE	1.00
ENV-Fee	Environmental Charge	1.00

Materials

Material	Description	Quantity
TRP-DHY01452	Trane, Filter Drier, Bi-flow, DHY01452, 16 cu in 3/8" ODF (DCB 163S)	1.00
CLP985	Diversitech, Stop leak, Super Seal Direct Inject 1.5 to 6 tons	1.00
Big Blue Bubbles	Big Blue Bubbles, Leak Detector, Quart Jug	1.00
*Special order material/part	Condenser Fan Motor	1.00
*Special order material/part	Motormaster Control	1.00
*Special order material/part	CLO1 Relay Sensing Board	1.00
*Special order material/part	CLO2 Relay Sensing Board	1.00

#	Description
ESA-Disc	Valued Customer Discount

Sub-Total \$5,871.30
Total \$5,871.30

Please pay from this invoice.
 Payment in full is due at the time of service.
 Thank you for your business!

This estimate is valid for 30 days from the date issued. Pricing and availability are subject to change after this period. Payment is due at the time of service unless otherwise agreed upon in writing. A finance charge of 1% per month will be applied to all past due balances.



PRESCOTT

REFRIGERATION & HVAC

3338 E. 4050 N.
Twin Falls, ID 83301
(208) 280-0089
prescottinc2001@gmail.com

Estimate

ESTIMATE#	1235
DATE	05/29/2026
PO#	

CUSTOMER
City of Twin Falls Twin Falls ID 83301

SERVICE LOCATION
City of Twin Falls 889 Harrison St Twin Falls Idaho 83301-3925

DESCRIPTION
Removal and disposal of old units and install new condensing unit and evaporator air handler down stairs. Bid includes crane, piping and startup. Bid does not include electrical.

Estimate			
Description	Qty	Rate	Total
Labor			
Labor	48.00	105.00	5,040.00
Mileage-Twin Falls			30.00
Reclaim Fee	2.00	75.00	150.00
Vacuum Pump	2.00	30.00	60.00
Torch Fee			
Torch Use	2.00	45.00	90.00
Crane	2.00	800.00	1,600.00
Condensing Unit and Air Handeler.	2.00	21,590.10	43,180.20
Pipe & Fittings	2.00	3,798.76	7,597.52
Sheet Metal	2.00	543.87	1,087.74
Thermostat	2.00	121.48	242.96

CUSTOMER MESSAGE
Estimate is good for 30 days from date on estimate. Estimate does not include electrical.

Estimate Total: \$59,078.42



It's All A Matter Of Pride!

City of Twin Falls – Harrison Pump Station
889 Harrison St, Twin Falls, ID 83301
Attention: Jon Leazer
Phone: 208-308-7225
Email: jleazer@tfid.org

Date: 6/2/2026

Project: Harrison Pump Station – 10-Ton HVAC Replacement
Scope of Work

- Evacuate and reclaim refrigerant from the two existing 10-ton outdoor condensing unit in accordance with EPA regulations.
- Remove and recycle the two existing 10-ton outdoor unit and 10-ton indoor air handler.
- Flush existing refrigeration piping to prepare for new equipment.
- Provide and install two new 10-ton indoor Air Handler to replace the existing unit.
 - Reconnect to existing electrical service and ductwork.
- Provide and install two new 10-ton AC condensing unit on the existing pad.
 - Reconnect to existing electrical service.
 - Reconnect to existing refrigeration lines, including triple evacuation and pressure testing.
- Provide and install a new programmable thermostat, configured for the new system.
- Provide crane services via Terry's Heating and Air Conditioning's subcontractor for equipment removal and placement.
- Provide necessary permits and perform system start-up, testing, and commissioning.

Exclusions

- High-voltage electrical work beyond reconnecting to existing service.
- Operation of the hoist within the pump room.
- Any repairs or replacement of existing ductwork, structural supports, condensate drainage modifications, or controls wiring beyond stated scope unless noted as additional work.
- Asbestos/lead abatement, code-required building upgrades unrelated to the new equipment, and patch/paint.

Assumptions

- Existing pad, ductwork, and refrigeration line set are in serviceable condition and appropriately sized for the new equipment.
- Adequate access for crane setup and lift is available on site.
- Power and control wiring are reusable and within code for the new equipment load.
- Work to be performed during normal business hours unless otherwise agreed.

Schedule

- Lead time and installation scheduled upon receipt of approval and equipment availability.
- Estimated on-site duration: 1–2 days after equipment arrival and crane scheduling.

1535 Kimberly Road
Twin Falls, Id. 83303

Phone 208-734-4376
Fax 208-734-4047



It's All A Matter Of Pride!

Investment

Total Investment: \$60,640.97

- Price includes equipment, labor, crane services (via subcontractor), permits, start-up, and disposal/recycling of removed equipment per scope.

Warranty

- Manufacturer's standard equipment warranty.
- Contractor workmanship warranty per our standard terms.

Reference: PWL #059980-AAA-4 (15700, 15600, 07700)

The national construction industry has experienced supply chain shortages and multiple price increases this year. This proposal is based on our current material costs. In the event of a future material price increase before your installation, we will provide you with the manufacturer's letter, and respectfully need to update your proposal to cover our new material costs. Proposals are good for 30 working days from date above.

Submitted by: _____

Tim Mills

Accepted by: _____



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Mitchell Brooks, Chief

ACTION ITEM

Request:

Request City Councils approval to appropriate \$190,000.00 from reserves to cover the cost of the pre-approved Type 6 Brush Truck purchase.

Time Estimate:

5 minutes plus any time to answer questions.

Background:

The Fire Department identified the need to replace an existing apparatus, Brush 3, through the City's long-term planning and budget process during FY 2023/24. Following a competitive bidding process, Cascade Fire Equipment Company was selected with a bid amount of \$180,003.00. The purchase was formally approved on September 9, 2024, for an amount not to exceed \$200,000.00, and the funds were encumbered in FY 2024/25 with the expectation that the apparatus would be completed by June 2026.

Because of manufacturing and building timelines associated with specialty fire apparatus, the project has extended beyond the period during which the original encumbered funds could remain available. Since the City can only carry encumbered funds forward once, the remaining purchase must now be completed through an appropriation from reserves.

The chassis has already been purchased, and the vehicle is nearing completion. Approval of this request will allow the City to complete the purchase and place the brush truck into service as planned. This apparatus is an important component of the Fire Department's operational readiness and supports response capabilities for brush and wildland fire incidents.

Approval Process:

Majority vote of the City Council.

Budget Impact:

\$190,000.00 from reserve funds.

Regulatory Impact:

None.

History:

Analysis:

Conclusion:

Staff recommends the Council allow funds to be used to fulfill the once-approved purchase agreement between the City of Twin Falls and Cascade Fire Equipment Company, located in Medford, Oregon.

Cost of the apparatus is \$180,003.00. Estimated travel costs to Oregon for conducting the acceptance test are \$2,100.00, and the remaining \$7,897.00 will be used for necessary upfitting.

Total: \$190,000.00

Attachments:

1. City Council Meeting - Agenda - Monday, September 9, 2024
2. Cascade Fire Equipment Company - Sales Contract Signed
3. Encumbrance Request Form-Brush Truck



Date: Monday, September 9, 2024
To: Honorable Mayor and City Council
From: Mandi Thompson, Assistant to the City Manager

ACTION ITEM

Request:

Request to award the bid for a Type 6 Brush Truck to Cascade Fire Equipment in the amount of \$184,253.

Time Estimate:

5 minutes plus any questions from members of the Council.

Background:

The FY 2023-24 budget included \$200,000 for the purchase of a type 6 brush truck for the fire department. Because there was not a state bid or cooperative purchasing agreement in place for this type of apparatus and the amount was over \$150,000, Idaho Code required a competitive bid. The specifications of apparatus the fire department was seeking were very specific and availability of the apparatus was a concern, so staff chose to release a request for proposals (RFP) from manufacturers and suppliers (allowed under Idaho Code). The proposals took into account the bidder's ability to meet all specifications detailed in the RFP, as well as delivery time and cost.

The RFP was released on August 1, 2024, and closed on August 23, 2024. While there were two responses to the RFP, only one was evaluated, as the other did not meet the specifications detailed in the RFP and therefore was not considered. The brush truck committee met to review the proposal received by Cascade Fire on September 26 and elected to accept their proposal for a type 6 brush truck in the amount of \$180,003.00 deliverable in 18-22 months. In addition, Cascade estimated an additional \$4,250 in fees for two members of the TFFD to travel to Medford, Oregon for the final completion and acceptance of the apparatus as well as transportation of the brush truck on a trailer.

Approval Process:

Majority vote of City Council.

Budget Impact:

\$184,253 from the general fund.

Regulatory Impact:

None.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends the Council accept the proposal from Cascade Fire for a type 6 brush truck in the amount of \$180,003 as well as \$4,250 for travel and delivery.

Attachments:

1. Twin Falls 400 spec_
2. TWIN FALLS QUO2612 FINAL QUOTE
3. TWIN FALLS QUO4340 FEES



SALES CONTRACT

CASCADE FIRE EQUIPMENT COMPANY

P.O. BOX 4248 – MEDFORD, OREGON – 97501 / (541) 779-0394

/ 800-654-7049

sales@cascadefire.com – www.cascadefire.com

This sales contract is made and entered into between Cascade Fire Equipment of Medford, Oregon, “Seller” and Twin Falls Fire Department, “Buyer”.

1.0 Product Description:

One 2026 Cascade Fire Equipment 400-gallon type 6 brush truck per specifications listed in quote number QUO2612 by Cascade Fire Equipment.

- Buyer hereby agrees to purchase and accept apparatus described in quote QUO2612.
- This sales contract shall become a contract and binding obligation by both parties only when both buyer and seller have signed section 2.0 on last page.
- Cascade Fire Equipment, excluding Ford dealership supplied chassis, covered by this contract will be completed in Medford, Oregon by June 26th, 2026 after written acceptance of this sales contract by both buyer and seller.
- Any manufacturer warranties to the truck chassis will need to go through a Ford dealership. All other warranties to the brush truck will be listed in the owner’s manual.
- Except as specifically provided above, seller disclaims all warranties, express or implied, including all warranties of merchantability, fitness for a particular purpose, and warranties that arise by operation of law, course of trade, course of performance or usage of trade.
- In no event shall the seller be liable neither for special, incidental, or consequential damages nor for any damages which exceed the purchase price of the apparatus.



CASCADE FIRE EQUIPMENT COMPANY

P.O. BOX 4248 – MEDFORD, OREGON – 97501 / (541) 779-0394 / 800-654-7049
sales@cascadefire.com – www.cascadefire.com

1.1 Pricing Description:

- Buyer agrees to pay for the apparatus described herein the total sum of:
- Subtotal of unit - \$180,003.00
- Sales tax - \$0.00
- Grand total - \$180,003.00
 - o \$80,000 due once chassis is delivered to Cascade Fire from Ford.
 - o Remaining balance due at time of completion
- All checks must be made payable to Cascade Fire Equipment only and delivered to seller's office in Medford, Oregon. Under no circumstances shall payment be made to anyone else other than seller specified in this contract.


2.0 Signatures:

- This sales contract has been duly executed by the parties hereto on the date set forth opposite their name.

Seller signatures:

By: 
Cascade Fire Equipment
Matt Brite / Apparatus Manager

Date: 9-19-24

By: 
Cascade Fire Equipment
Jeff Llyod / Vice President

Date: 9-19-24



CASCADE FIRE EQUIPMENT COMPANY

P.O. BOX 4248 – MEDFORD, OREGON – 97501 / (541) 779-0394 / 800-654-7049
sales@cascadefire.com – www.cascadefire.com

Buyer signatures:

By: *M. Brooks*

Date: 9-20-24

Printed: MITCHELL BROOKS

Title: DEPUTY CHIEF

By: _____

Date: _____

Printed: _____

Title: _____

REQUEST TO ENCUMBER FUNDS

FROM FISCAL YEAR 23-24 TO FISCAL YEAR 24-25

BUDGETED ITEMS OR PROJECT DESCRIPTION: Type 6 Brush Truck

GL ACCOUNT CONTAINING BUDGET: 127-23-10-475-00

	AMOUNT BUDGETED:	<u>\$200,000.00</u>
CONTRACT OR OTHER OBLIGATION TO PAY AMOUNT:		<u>\$180,003.00</u>
AMOUNT EXPENDED:		<u>\$0.00</u>
BALANCE REQUESTED FOR ENCUMBRANCE:		<u>\$180,003.00</u>

Please attach a copy of your "legal obligation to pay" i.e. contract, purchase order, accepted bid, etc. If it is a large document, just send the pages showing pertinent information: date of agreement, vendor, brief description of item or project, total amount of agreement, dated signature page.

ATTACHED DOCUMENT(S): Contract for apparatus from Cascade Fire Equipment

Requested by:
Name: Mitchell Brooks
Department: Fire
Phone: (208) 735-7336



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Matt Barnes, Airport Manager

ACTION ITEM

Request:

Request to award the bid in the amount of \$769,000 to Kodiak American LLC and authorize the Mayor to sign the contract and the FAA grant application.

Time Estimate:

5 minutes with additional time needed for any questions.

Background:

Sealed bids for the Equipment Procurement – High-Speed Rotary Plow project to the Magic Valley Regional Airport were received and opened at 3:00 PM on June 11, 2026.

Four sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer's Estimate		\$1,100,000.00	-
Wausau Equipment Company	Fort du Lac, Wisconsin	\$828,836.00	-24.7%
M-B Companies, Inc.	Clinton, Wisconsin	\$907,871.20	-17.5%
Fortbrand	Plainview, New York	\$1,140,675.00	3.7%
Kodiak American LLC	Burley, Idaho	\$769,000.00	-30.1%

The bid submitted by Kodiak American, LLC was reviewed for bid submittal requirements. All bidders requested a Buy American waiver. Upon the award of this contract, Kodiak will be required to submit the request for waiver as called out in the bid documents. Kodiak has a history of performing similar projects. Based on the bidding criteria, Kodiak American, LLC's bid is considered responsive.

Approval Process:

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

Budget Impact:

This contract is AIP eligible so, an FAA grant will cover 95.00% of the cost of the project with the remaining local match from the City funded through the airport's Passenger Facility Charge (PFC) funds.

Regulatory Impact:

The contract will be subject to the standard assurances associated with FAA grant projects. The City Attorney will review the contract which will be sent digitally and delivered by email.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends awarding the bid to Kodiak American LLC in the amount of \$769,000.00, authorize the Mayor to sign the contract contingent on FAA funding and legal review, and authorize the Mayor to sign the FAA grant application.

Attachments:

1. TWF_HighSpeedRotaryPlow_Airport_LetterofRecommendation



June 15, 2026

Mr. Matt Barnes
Airport Manager
Joslin Field – Magic Valley Regional Airport
492 Airport Loop
P.O. Box 1907
Twin Falls, Idaho 83303

RE: Recommendation of Award – FAA AIP 3-16-0036-060-2026
FY 2026 Airport Improvements to Joslin Field – Magic Valley Regional Airport
Equipment Procurement – High-Speed Rotary Plow

Dear Matt,

Sealed bids for the Equipment Procurement – High-Speed Rotary Plow project to the Magic Valley Regional Airport were received and opened at 3:00 PM on June 11, 2026. The project consists of one bid schedule. In accordance with paragraph 30.02 *Award of Contract, General Provision*, the total of Base Bid Schedule 1, was used to determine the lowest bidder. In conformance of FAA AIP Handbook-Order 5100.38D, below is a “Price Analysis” for the total bids received.

Price Analysis:

Four sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer’s Estimate		\$1,100,000.00	-
Wausau Equipment Company	Fort du Lac, Wisconsin	\$828,836.00	-24.7%
M-B Companies, Inc.	Clinton, Wisconsin	\$907,871.20	-17.5%
Fortbrand	Plainview, New York	\$1,140,675.00	3.7%
Kodiak American LLC	Burley, Idaho	\$769,000.00	-30.1%

The low bidder, Kodiak American, LLC located in Burley, Idaho, submitted a bid that was 30.1% lower than the Engineer’s Estimate. The average of the three low bidders was 8.61% higher than the low bidder. The closeness of the three low bidders indicates the consistency and quality of the bids in this competitive market.

Enclosed is a copy of the bid package for your files. J-U-B finds the apparent low bid submitted by Kodiak American, LLC to be competitive, fair and reasonable in accordance with FAA AIP Handbook-Order 5100.38D.

The bid submitted by Kodiak American, LLC was reviewed for bid submittal requirements. All bidders requested a Buy American waiver. Upon the award of this contract, Kodiak will be required to submit the request for waiver as called out in the bid documents. Kodiak has a history

of performing similar projects. Based on the bidding criteria, Kodiak American, LLC's bid is considered responsive.

Enclosed are copies of the bid packages for your files.

If you have any questions regarding the bid, bid results and subsequent award process, please call me at 208-733-2414.

Sincerely,

J-U-B Engineers, Inc.

A handwritten signature in black ink, appearing to read 'Kent Atkin', written over a horizontal line.

Kent Atkin, P.E.
Project Manager

Enclosures:
Bidding Summary
Kodiak American, LLC Bid Package

BID SUMMARY

PROJECT TITLE: Magic Valley Regional Airport/Joslin Field - High-Speed Rotary Plow
PROJECT NUMBER: AIP 3-16-0036-060-2026
OWNER: City of Twin Falls, Idaho
ENGINEER: J-U-B Engineers, Inc.
PROPOSAL OPENING: 06/11/2026 3:00 PM
LOCATION: City of Twin Falls, 203 Main Ave. East, Twin Falls, Idaho 83301

BID INFORMATION:

CONTRACTOR:	ENGINEERS ESTIMATE	Wausau Equipment Company	M-B Companies, Inc.	Fort Brand	Kodiak American LLC		
Bid Proposal (Signed)	-	X	X	X	X		
Bid Schedule of Items & Prices	-	X	X	X	X		
Acknowledgement of Addenda #1	-	X	X	X	X		
Bid Bond	-	X	X	X	X		
Statement of Bidders Pre-Qualifications	-	X	X	X	X		
Trade Restriction Certification	-	X	X	X	X		
Tax Delinquency and Felony Convictions	-	X	X	X	X		
Buy American Certificate	-	X	X	X	X		
Idaho Code Certificate	-	X	X	X	X		
Plan Holder	-	X	X	X	X		
Bid Total	\$1,100,000.00	\$828,836.00	\$907,871.20	\$1,140,675.00	\$769,000.00		

Magic Valley Regional Airport
Equipment Procurement
Project/Bid No: **AIP #3-16-0036-060-2026**

City of Twin Falls
203 Main Ave. East
Twin Falls, ID 83301

*Must be delivered by June 11, 2026, 3:00pm local time

KODIAK

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – HIGH_SPEED ROTARY PLOW WITH CARRIER VEHICLE
AIP #3-16-0036-060-2026

BIDDER'S CHECKLIST

Bids will only be accepted from those registered planholders who have acquired a set of Contract Documents from J-U-B ENGINEERS, Inc. **The following items shall constitute the BID PROPOSAL and shall be completed and accompany the Bid:**

- All ADDENDA shall be acknowledged on the Bid Proposal.
- The BID PROPOSAL shall be filled out and signed.
- The BID SCHEDULE OF ITEMS AND UNIT PRICES shall be complete including the extensions.
- A BID BOND or CERTIFIED CHECK in the amount of five percent (5%) of the TOTAL BID including alternates shall be included.
- STATEMENT OF BIDDERS PRE-QUALIFICATIONS form must be completed, provide both the form and Evidence of Financial Responsibility Statement with bid.
- TRADE RESTRICTION CERTIFICATION must be filled out and included.
- CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS must be filled out and included.
- BUY AMERICAN CERTIFICATE must be filled out and included. Note: Within 15 calendar days of the bid opening, the low bidder must submit to the Owner a formal waiver request and required documentation that support the type of waiver being requested.
- Bids will only be accepted from those registered planholders who have purchased a set of plans and Contract Documents from J-U-B Engineers, Inc.
- IDAHO CODE CERTIFICATION must be filled out and included.

All Bids shall contain the items listed above in complete form. ***Failure to complete and provide any of the above items may be grounds for rejection of the bid as non-responsive, at the discretion of the OWNER.***

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – HIGH_SPEED ROTARY BLOWER WITH CARRIER VEHICLE
AIP #3-16-0036-060-2026

BID PROPOSAL

Proposal of "Kodiak America" (hereinafter called "Bidder"), organized and existing under the laws of the State of Idaho, doing business as "Kodiak America LLC".

To City of Twin Falls (hereinafter called the "OWNER").

In compliance with your Advertisement for Bids for the Equipment Acquisition – High-Speed Rotary Plow with Carrier Vehicle having examined the Specifications with related documents and being familiar with all the conditions surrounding the fabrication, furnishing and delivery of equipment, including the availability of materials and labor, hereby propose to furnish all labor, materials and supplies and to complete the Work in accordance with the Contract Documents within the time set forth therein. This price is to cover all expenses incurred in performing the Work required under the Contract Documents of which this is a part.

By submission of this Bid, each Bidder certifies, and in case of a joint Bid each party thereto certifies as to their own organization, that this Bid has been arrived at independently, without consultation, communication, or agreement as to any matter relating to this Bid with any other Bidder or with any competitor.

The Bidder agrees that the Work will be substantially completed within the time identified in the Instruction for Bidders after the date when the Contract Time commences to run.

The Bidder accepts the provisions of the Agreement as to the liquidated damages in the event of failure to complete the Work on time.

* Insert "a corporation", "a partnership", or "an individual" as applicable.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – HIGH_SPEED ROTARY BLOWER WITH CARRIER VEHICLE
AIP #3-16-0036-060-2026

BID PROPOSAL (CONTINUED)

BID SCHEDULE OF ITEMS AND PRICES

The undersigned bidder, having examined the specifications and other proposed Contract Documents, the extent, the nature, and type of equipment to be provided, the condition and arrangement of existing structures affecting or affected by the proposed equipment, hereby bids to furnish equipment, instructions, and tools of the equipment acquisition as indicated on the attached bid sheets for the Magic Valley Regional Airport – Joslin Field.

PROJECT TITLE: Equipment Acquisition – High-Speed Rotary Plow with Carrier Vehicle

CONTRACTOR NAME: Kodiak America, LLC

BASE BID SCHEDULE 1

Item No.	Item No.	Item Description	Est. Qty.	Unit	Unit Price	Total Price
1.	SP-6.1	High-Speed Rotary Plow with Carrier Vehicle				
		Kodiak Single Engine Truck	1	LS	\$769,00	\$769,000
TOTAL BASE BID SCHEDULE 1						\$769,000

The undersigned acknowledges receipt of the following addenda:

Addendum No. 1 Date: June 2, 2026

Addendum No. _____ Date: _____

Addendum No. _____ Date: _____

NON-COLLUSION DECLARATION

I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.

NOTICE TO ALL BIDDERS

To report rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (USDOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
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AIP #3-16-0036-060-2026

BID PROPOSAL (CONTINUED)

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially, and caller anonymity will be respected.

CERTIFICATION OF BIDDER REGARDING DEBARMENT
2 CFR Part 180 & 2 CFR Part 1200

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”, must confirm each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract. If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES
49 CFR Part 20 Appendix A

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed

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AIP #3-16-0036-060-2026

BID PROPOSAL (CONTINUED)

by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

(Seal if Bid is By Corporation)

SUBMITTED ON (DATE) June 8 2026

BIDDERS SIGNATURE



TYPED NAME AND TITLE Wade Bybee - Sales

COMPANY NAME Kodiak America (AKA-SRM Holdings, LLC)

MAILING ADDRESS 1350 Pomerelle Ave. Burley, ID 83318

TELEPHONE (208)215-7445

CONTRACTOR'S REVENUE TAX NUMBER 87-2909341 (SRM Holdings, LLC 86-3133595)

UNIQUE IDENTITY NUMBER (UEI) T8RKLHKBZE5

CONTRACTOR'S LICENSE NUMBER RCE-39402

00430
BID BOND

BIDDER (Name and Address):

SRM-Kodiak America
1350 Pomerelle Ave
Burley, ID 83318

SURETY (Name and Address):

Merchants National Bonding, Inc.
P.O. Box 14498, Des Moines, IA 50306-3498

OWNER (Name and Address):

City of Twin Falls

BID

BID DUE DATE: June 10, 2026
PROJECT (Brief Description Including Location):
Building Snow removal equipment

BOND

BOND NUMBER: 536540
DATE (Not later than Bid due date): June 10, 2026
PENAL SUM: Five Percent of Bid Amount 5 %
(Words) (Figures)

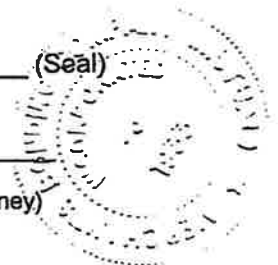
IN WITNESS WHEREOF, Surety and Bidder, intending to be legally bound hereby, subject to the terms printed on the reverse side hereof, do each cause this Bid Bond to be duly executed on its behalf by its authorized officer, agent, or representative.

BIDDER

SRM-Kodiak America (Seal)
Bidder's Name and Corporate Seal
By: [Signature] CFO
* Signature and Title

SURETY

Merchants National Bonding, Inc. (Seal)
Surety's Name and Corporate Seal
By: [Signature]
Signature and Title
(Attach Power of Attorney)
Melissa R Earl Attorney-in-Fact



Attest:

Signature and Title

Attest:

Signature and Title

Note: (1) Above addresses are to be used for giving required notice.
(2) Any singular reference to Bidder, Surety, OWNER or other party shall be considered plural where applicable.



Bid Bond Form

1. Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to pay to OWNER upon default of Bidder the penal sum set forth on the face of this Bond.
2. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by OWNER) the executed Agreement required by the Bidding Documents and any performance and payment Bonds required by the Bidding Documents.
3. This obligation shall be null and void if:
 - 3.1. OWNER accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by OWNER) the executed Agreement required by the Bidding Documents and any performance and payment Bonds required by the Bidding Documents, or
 - 3.2. All Bids are rejected by OWNER, or
 - 3.3. OWNER fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by paragraph 5 hereof).
4. Payment under this Bond will be due and payable upon default by Bidder and within 30 Calendar Days after receipt by Bidder and Surety of written notice of default from OWNER, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
5. Surety waives notice of and any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by OWNER and Bidder, provided that the total time for issuing Notice of Award including extensions shall not in the aggregate exceed 120 days from Bid due date without Surety's written consent.
6. No suit or action shall be commenced under this Bond prior to 30 Calendar Days after the notice of default required in paragraph 4 above is received by Bidder and Surety and in no case later than one year after Bid due date.
7. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which Project is located.
8. Notices required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the party concerned.
9. Surety shall cause to be attached to this Bond a current and effective Power or Attorney evidencing the authority of the officer, agent or representative who executed this Bond on behalf of Surety to execute, seal and deliver such Bond and bind the Surety thereby.
10. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute shall govern and the remainder of this Bond that is not in conflict therewith shall continue in full force and effect.
11. The term "Bid" as used herein includes a Bid, offer or proposal as applicable.

00430-2

MERCHANTS
BONDING COMPANY™
POWER OF ATTORNEY

Bond #: 536540

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa, and MERCHANTS NATIONAL INDEMNITY COMPANY, an assumed name of Merchants National Bonding, Inc., (herein collectively called the "Companies") do hereby make, constitute and appoint, individually,

Melissa R Earl

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the By-Laws adopted by the Board of Directors of the Companies.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner - Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 10th day of June, 2026.



MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.
MERCHANTS NATIONAL INDEMNITY COMPANY

By *Larry Taylor*
President

STATE OF IOWA
COUNTY OF DALLAS ss.

On this 10th day of June 2026, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.



Penni Miller
Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, Ellsabeth Sandersfeld, Secretary of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 10th day of June, 2026.



Ellsabeth Sandersfeld
Secretary

STATEMENT OF BIDDER'S PRE-QUALIFICATIONS
(TO BE SUBMITTED WITH BID)

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder and office where project will be administered:

**Kodiak America
1350 Pomerelle Ave.
Burley, ID 83318**

2. Permanent main office address.

**Kodiak America
1350 Pomerelle Ave.
Burley, ID 83318**

3. Date organized.

Kodiak America LLC was established on August 5, 2013 but the company under different names has been in business since 1969.

4. If a corporation, where incorporated,

Kodiak America is an LLC

5. Years of engagement in manufacturing similar equipment under your present firm or name?

Since 1969, Kodiak's mission has been simple: Helping to ensure the roads are open, the runway's clear and, working together, we can all get home safely.

6. Provide a list of similar equipment sold by your firm over the last 10 years.

**Adirondak Airport – Dual engine blower truck
Nevada DOT – 2 single engine Blower trucks
Mt. Rainier National Park - Single engine blower truck
Martha's Vinyard Airport – 2 Single engine blower trucks
Youngstown Ohio Airport – Dual engine truck and broom**

7. Have you ever failed to complete any work awarded to you? If so, where and why? Provide owner name and contact information.

No

8. Have you ever defaulted on a contract? Is so, where and why? Provide owner name and contact information.

No

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9. Lost any projects involving your company that have involved litigation, threatened litigation, or negotiated settlements due to quality of work, contract time or other noncompliance with specifications.

None

10. Provide evidence of financial responsibility consisting of a confidential statement or report of Contractor's financial resources and liabilities as of the last calendar year or last fiscal year. Such state or report shall be certified by a public accountant.

**CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX
DELINQUENCY AND FELONY CONVICTIONS**
(TO BE SUBMITTED WITH BID)

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (☐) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

The applicant represents that it is () is not (X) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

The applicant represents that it is () is not (X) is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the owner, who will then notify the FAA airports district office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term definitions

Felony conviction: felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: a tax delinquency is any unpaid federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.



Signature of

BUY AMERICAN CERTIFICATION

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws,¹ U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA’s Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA’s Buy American Preference and BABA.


The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

The bidder or offeror certifies procurement of certain rolling stock using FAA grant funds will prohibit airports from using Federal financial assistance to procure buses or rail car vehicle rolling stock from covered entities.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE EQUIPMENT/BUILDING PROJECT

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 U.S.C. § 50101, and other Made in America Laws, U.S. statutes, guidance, and FAA policies by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (ü) or the letter “X”.

- Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.


¹ Per Executive Order 14005 “Made in America Laws” means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to “Buy America” or “Buy American,” that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

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- c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
- d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or FAA evidence that documents the source and origin of the steel and manufactured product.
- b) To faithfully comply with providing U.S. domestic product.
- c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 waiver under 49 U.S.C. § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more that 60 percent of the cost of all components and subcomponents of the “item”. The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108 (products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.



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- d) Percentage of non-domestic component and subcomponent cost as compared to total “item” component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials, would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bidders and/or offerors;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 U.S.C. § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

6/9/2026

Date



Signature

Kodak America

Company Name

Sales

Title

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – HIGH SPEED ROTARY PLOW WITH CARRIER VEHICLE
AIP #3-16-0036-060-2026

TRADE RESTRICTION CERTIFICATION
(TO BE SUBMITTED WITH BID)

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.


Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR. list or
- (3) who incorporates in the public works project any product of a foreign country on such USTR. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

By: 
Title: Sales
Company: Kodiak America

IDAHO CODE CERTIFICATION

Contractor certifies and agrees as follows:

- A. **Anti-Boycott:** To the extent required by Idaho Code § 67-2346, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in a Boycott of goods or services from Israel or territories under Israel’s control and Contractor agrees that it will not engage in such a Boycott for the duration of the Agreement. As used in this particular provision, “Boycott” and “Company” shall be defined as stated in Idaho Code § 67-2346(3)(a)and(b).

- B. **Boycott of Particular Business Sector:** To the extent required by Idaho Code § 67-2347A, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in, and will not for the duration of the contract engage in, a Boycott of any individual or company because the individual or company engages in or supports the (a) exploration, production, utilization, transportation, sale, or manufacture of fossil fuel based energy, timber, minerals, hydroelectric power, nuclear energy, or agriculture; or (b) manufacture, distribution, sale, or use of Firearms. As used in this particular provision, “Firearms” is defined as stated in Idaho Code § 18-3302(2)(d) and the terms “Boycott” and “Company” are defined as stated in Idaho Code § 67-2347A(4).

- C. **Government of China Certification:** Contractor certifies that, as of the Effective Date, it is a Company that is not owned or operated by the Government of China and Contractor agrees that it will not be so owned or operated for the duration of the Contract. As used in this particular provision, “Government of China” and “Company” are defined.

- D. **Funds for Abortion Certification:** (per I.C. 18-8705): Contractor certifies that it is not an Abortion Provider nor an Affiliate of an Abortion Provider such that entry into this Contract is not prohibited by Idaho Code § 18-8703. For purposes of this provision, “Abortion Provider” and “Affiliate of an Abortion Provider” are defined as stated in Idaho Code § 18-8702.

By: _____
Title: _____
Company _____



SINGLE ENGINE TRUCK

AMERICAN MADE.
BUILT FOR THE EXTREME.



	
SIZE	5260
TYPE	Single Engine Truck
STANDARD SPECIFICATIONS	ALL WHEEL STEERING
PERFORMANCE CLASS	5,000+ Tons Per Hour
CASTING DISTANCE ²	>100 FT
ENGINE	CAT C-18 (772 BHP)
LIGHTING	LED
FAN DIAMETER	60"
CONTROLS	IFM TOUCHSCREEN
BATTERY	DUAL BATTERY
AUGER DIAMETER	52"
FUEL TANK CAPACITY	250 US GAL
WORKING WIDTH ³	120"
PLOWBACK HEIGHT	70"
LENGTH	307"
OVERALL HEIGHT	156"
WEIGHT ⁵	40000 LBS
FRONT AXLE	28,000 LBS CAPACITY
REAR AXLE	28,000 LBS CAPACITY
TURN RADIUS	<75 Feet

Kodiak America continues to innovate its single engine truck product line through upgraded components, improved manufacturing processes, and customer-driven engineering. The latest generation of trucks are built to reduce downtime, improve serviceability, and maximize performance in demanding snow removal environments.

WHY IT MATTERS

- More Reliable Components
- Easier Maintenance & Repairs
- Reduced Downtime
- Improved Durability
- Lower Total Cost of Ownership

STANDARD FEATURES



CAT ENGINES



CONTROLS



TELEMATICS & DATA HARDWARE



HYDROSTATIC DRIVE



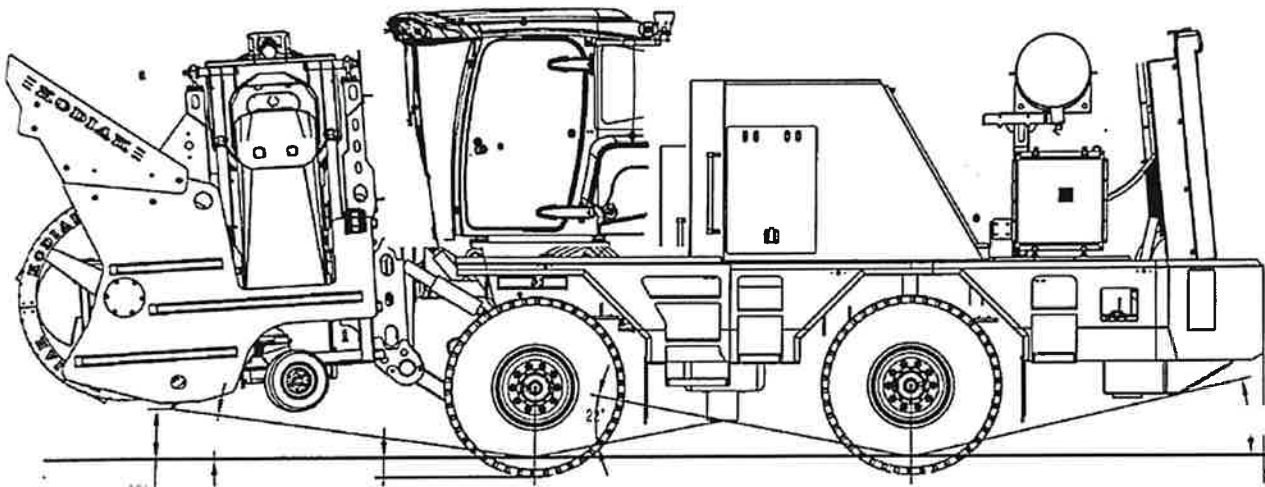
HYDRAULIC & BATTERY HEATERS



POWDER COATED

Kodiak Single Engine Truck Weight Distribution

Vehicle Weight 41,300 lbs



(Blower Head Raised)

Front Axle
23,100lbs

Rear Axle
17,800lbs

Axle Rating 27,000lbs per axle





Tel: 801-269-1818
Fax: 801-266-3481
www.bdo.com

299 South Main Street, 10th Floor
Salt Lake City, UT 84111

September 11, 2025

SRM HOLDINGS, LLC
307 S. Warm Springs Way
Heyburn, ID 83336

Dear Wayne,

Enclosed are the following tax return(s) prepared on behalf of SRM HOLDINGS, LLC for the year ended December 31, 2024:

2024 U.S. Return of Partnership Income
2024 IRS e-file Signature Authorization for Form 1065
2024 Idaho Partnership Return of Income

We suggest that you examine these returns carefully to fully acquaint yourself with all items contained therein to ensure that there are no omissions or misstatements. Attached are instructions for signing and filing each return. Please follow those instructions carefully. After reviewing your return(s) for accuracy, please sign any and all e-file authorization forms, and return them to us via mail, fax 801-266-3481, or email doder@bdo.com confirming your return(s) can be filed electronically. The signed e-file authorization forms must be returned to us before we can electronically file your return.

These return(s) were prepared from information provided by you or your representative. The preparation of tax returns does not include the independent verification of information used. Therefore, we recommend you review the return(s) before signing to ensure there are no omissions or misstatements. If you note anything which may require a change to the return(s), please contact us before filing them.

Any materials you may have furnished for use in preparing the returns will be returned to you separately via USPS unless otherwise specified. If the returns are examined by the Internal Revenue Service or respective state taxing authority, requests may be made for supporting documentation. Therefore, we recommend that you retain all pertinent records for at least seven years.

We appreciate this opportunity to serve you. Please contact us if you have any questions or if we may be of further assistance.

Sincerely,

BDO USA



Tel: 801-269-1818
Fax: 801-266-3481
www.bdo.com

299 South Main Street, 10th Floor
Salt Lake City, UT 84111

**SRM HOLDINGS, LLC
Instructions for Form 8879-PE
2024 IRS e-file Signature Authorization for Form 1065
for the year ended December 31, 2024**

The original form should be signed (using full name and title) and dated by an authorized general partner or limited liability company member manager of the partnership.

The signed form should be returned on or before September 15, 2025:

**BDO USA
299 SOUTH MAIN STREET, 10TH FLOOR
SALT LAKE CITY, UT 84101**

Or fax your signed Form to:

**BDO USA
801-266-3481
Attn: David Oder**

Or email your signed Form to: **doder@bdo.com**

DO NOT separately file a paper Form 1065 with the Internal Revenue Service. Doing so will delay the processing of your return.

We must receive your signed form before we can electronically transmit your return.

E-file Authorization for Form 1065
(For return of partnership income or administrative adjustment request)

2024

Department of the Treasury
Internal Revenue Service

For calendar year 2024, or tax year beginning

, 2024, and ending

, 20

ERO must obtain and retain completed Form 8879-PE.
Go to www.irs.gov/Form8879PE for the latest information.

Name of partnership

SRM HOLDINGS, LLC

Employer identification number

86-3133595

Part I Form 1065 Information (Whole dollars only)

1	Gross receipts or sales less returns and allowances (Form 1065, line 1c)	1	19,429,161.
2	Gross profit (Form 1065, line 3)	2	158,314.
3	Ordinary business income (loss) (Form 1065, line 23)	3	-5,449,450.
4	Net rental real estate income (loss) (Form 1065, Schedule K, line 2)	4	
5	Other net rental income (loss) (Form 1065, Schedule K, line 3c)	5	

Part II Declaration and Signature Authorization of Partner or Member or Partnership Representative

I declare under penalties of perjury that:

- 1a. If the Form 1065 is being transmitted as part of a return of partnership income, I am a partner or member of the named partnership.
- b. If the Form 1065 is being transmitted as part of an administrative adjustment request (AAR), I am the partnership representative (PR) of the named partnership for the partnership taxable year to which the AAR relates.
2. I have examined a copy of the partnership's electronic Form 1065 (whether used as return or AAR) and accompanying forms, schedules, and statements, and to the best of my knowledge and belief, it/they is/are true, correct, and complete.
3. I am fully authorized to sign the return or AAR on behalf of the partnership.
4. The amounts shown in Part I above are the amounts shown on the electronic copy of the partnership's Form 1065.
5. I consent to allow my electronic return originator (ERO), transmitter, or intermediate service provider to transmit the partnership's return or AAR to the IRS and to receive from the IRS (a) an acknowledgment of receipt or reason for rejection of the transmission and (b) the reason for any delay in processing the return or AAR.
6. I have selected a personal identification number (PIN) as my signature for the partnership's electronic return of partnership income or AAR.

Partner or Member or PR PIN: check one box only

I authorize BDO USA, P.A. to enter my PIN 73626 as my signature
ERO firm name Don't enter all zeros

on the partnership's 2024 electronically filed return of partnership income or AAR.

As a Partner or Member or PR of the partnership, I will enter my PIN as my signature on the partnership's 2024 electronically filed return of partnership income or AAR.

Partner or Member or PR signature: _____

Title: MEMBER Date: _____

Part III Certification and Authentication

ERO's EFIN/PIN. Enter your six-digit EFIN followed by your five-digit self-selected PIN.

87479213538

Don't enter all zeros

I certify that the above numeric entry is my PIN, which is my signature on the 2024 electronically filed return of partnership income or AAR for the partnership indicated above. I confirm that I am submitting this return or AAR in accordance with the requirements of **Pub. 3112**, **IRS e-file Application and Participation**, and **Pub. 4163**, **Modernized e-File (MeF) Information for Authorized IRS e-file Providers for Business Returns**.

ERO's signature: DANIELLE SULLIVAN Date: 09/15/2025

ERO Must Retain This Form - See Instructions
Don't Submit This Form to the IRS Unless Requested To Do So

For Paperwork Reduction Act Notice, see instructions.

Form **8879-PE** (2024)

Electronic Return Acknowledgement

Tax Year : 2024
Taxpayer: SRM HOLDINGS, LLC
ID No : 86-3133595

Return No: 1068SS

Return Identification Number : 2/18/2025 12:10:00 P
Return Type : 7004
Filing Type Description : FEDERAL EXTENSION
Tax Period End Date : 12/31/2024
Electronic Postmark : 2/18/2025 12:10:00 P
Return Status : ACCEPTED
Status Date : 02/18/2025

ELECTRONIC POSTMARK: THIS IS THE TRANSMISSION DATE AND TIMESTAMP AS PER CENTRAL TIME.

U.S. Return of Partnership Income

For calendar year 2024, or tax year beginning _____, 2024, ending _____, 20_____.
Go to www.irs.gov/Form1065 for instructions and the latest information.

2024

A Principal business activity MANUFACTURING	Name of partnership SRM HOLDINGS, LLC	D Employer identification number 86-3133595
B Principal product or service AGRICULTURAL EQ UIPMENT	Type Number, street, and room or suite no. If a P.O. box, see instructions. 307 S. WARM SPRINGS WAY	E Date business started 03/05/2021
C Business code number 333100	Print City or town, state or province, country, and ZIP or foreign postal code HEYBURN, ID 83336	F Total assets (see instructions) \$ 46,774,707.

G Check applicable boxes: (1) Initial return (2) Final return (3) Name change (4) Address change (5) Amended return

H Check accounting method: (1) Cash (2) Accrual (3) Other (specify): _____

I Number of Schedules K-1. Attach one for each person who was a partner at any time during the tax year: **2**

J Check if Schedules C and M-3 are attached.

K Check if partnership: (1) Aggregated activities for section 465 at-risk purposes (2) Grouped activities for section 469 passive activity purposes

Caution: Include **only** trade or business income and expenses on lines 1a through 23 below. See instructions for more information.

Income	1a Gross receipts or sales 19,752,309.	b Less returns and allowances 323,148.	c Balance	1c	19,429,161.
	2 Cost of goods sold (attach Form 1125-A)			2	19,270,847.
	3 Gross profit. Subtract line 2 from line 1c			3	158,314.
	4 Ordinary income (loss) from other partnerships, estates, and trusts (attach statement)			4	
	5 Net farm profit (loss) (attach Schedule F (Form 1040))			5	
	6 Net gain (loss) from Form 4797, Part II, line 17 (attach Form 4797)			6	7,879.
	7 Other income (loss) (attach statement) SEE. STATEMENT. 1.			7	6,013,226.
	8 Total income (loss). Combine lines 3 through 7			8	6,179,419.
Deductions (see instructions for limitations)	9 Salaries and wages (other than to partners) (less employment credits)			9	4,889,708.
	10 Guaranteed payments to partners			10	
	11 Repairs and maintenance			11	117,472.
	12 Bad debts			12	-148.
	13 Rent			13	82,148.
	14 Taxes and licenses SEE. STATEMENT. 1.			14	647,144.
	15 Interest (see instructions) SEE. STATEMENT. 1.			15	1,746,256.
	16a Depreciation (if required, attach Form 4562)	16a	552,145.		
	b Less depreciation reported on Form 1125-A and elsewhere on return	16b		16c	552,145.
	17 Depletion (Do not deduct oil and gas depletion.)			17	
	18 Retirement plans, etc.			18	197,080.
	19 Employee benefit programs			19	
	20 Energy efficient commercial buildings deduction (attach Form 7205)			20	
	21 Other deductions (attach statement) SEE. STATEMENT. 1.			21	3,397,064.
22 Total deductions. Add the amounts shown in the far right column for lines 9 through 21			22	11,628,869.	
23 Ordinary business income (loss). Subtract line 22 from line 8			23	-5,449,450.	
Tax and Payment	24 Interest due under the look-back method - completed long-term contracts (attach Form 8697)			24	
	25 Interest due under the look-back method - income forecast method (attach Form 8866)			25	
	26 BBA AAR imputed underpayment (see instructions)			26	
	27 Other taxes (see instructions)			27	
	28 Total balance due. Add lines 24 through 27			28	
	29 Elective payment election amount from Form 3800			29	
	30 Payment (see instructions)			30	
	31 Amount owed. If the sum of line 29 and line 30 is smaller than line 28, enter amount owed			31	
	32 Overpayment. If the sum of line 29 and line 30 is larger than line 28, enter overpayment			32	

Sign Here

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than partner or limited liability company member) is based on all information of which preparer has any knowledge.

MEMBER
WAYNE POWELL
Signature of partner or limited liability company member

Date **09/15/2025**

May the IRS discuss this return with the preparer shown below? See instructions. Yes No

Paid Preparer Use Only

Print/Type preparer's name DANIELLE SULLIVAN	Preparer's signature DANIELLE SULLIVAN	Date 09/15/2025	Check <input type="checkbox"/> if self-employed PTIN P01547327
Firm's name BDO USA, P.A.	Firm's EIN 13-5381590	Phone no. 801-269-1818	
Firm's address 299 S MAIN ST, 10TH FLOOR SALT LAKE CITY, UT 84111			

Schedule B Other Information

1 What type of entity is filing this return? Check the applicable box:
a Domestic general partnership
b Domestic limited partnership
c Domestic limited liability company
d Domestic limited liability partnership
e Foreign partnership
f Other:

2 At the end of the tax year:
a Did any foreign or domestic corporation, partnership (including any entity treated as a partnership), trust, or tax-exempt organization, or any foreign government own, directly or indirectly, an interest of 50% or more in the profit, loss, or capital of the partnership?
b Did any individual or estate own, directly or indirectly, an interest of 50% or more in the profit, loss, or capital of the partnership?

3 At the end of the tax year, did the partnership:
a Own directly 20% or more, or own, directly or indirectly, 50% or more, of the total voting power of all classes of stock entitled to vote of any foreign or domestic corporation? For rules of constructive ownership, see instructions. If "Yes," complete (i) through (iv) below.

Table with 4 columns: (i) Name of corporation, (ii) Employer identification number (if any), (iii) Country of incorporation, (iv) Percentage owned in voting stock.

b Own directly an interest of 20% or more, or own, directly or indirectly, an interest of 50% or more in the profit, loss, or capital in any foreign or domestic partnership (including an entity treated as a partnership) or in the beneficial interest of a trust? For rules of constructive ownership, see instructions. If "Yes," complete (i) through (v) below.

Table with 5 columns: (i) Name of entity, (ii) Employer identification number (if any), (iii) Type of entity, (iv) Country of organization, (v) Maximum percentage owned in profit, loss, or capital.

4 Does the partnership satisfy all four of the following conditions?
a The partnership's total receipts for the tax year were less than \$250,000.
b The partnership's total assets at the end of the tax year were less than \$1 million.
c Schedules K-1 are filed with the return and furnished to the partners on or before the due date (including extensions) for the partnership return.
d The partnership is not filing and is not required to file Schedule M-3. If "Yes," the partnership is not required to complete Schedules L, M-1, and M-2; item F on page 1 of Form 1065; or item L on Schedule K-1.

5 Is this partnership a publicly traded partnership, as defined in section 469(k)(2)?

6 During the tax year, did the partnership have any debt that was canceled, was forgiven, or had the terms modified so as to reduce the principal amount of the debt?

7 Has this partnership filed, or is it required to file, Form 8918, Material Advisor Disclosure Statement, to provide information on any reportable transaction?

8 At any time during calendar year 2024, did the partnership have an interest in or a signature or other authority over a financial account in a foreign country (such as a bank account, securities account, or other financial account)? See instructions for exceptions and filing requirements for FinCEN Form 114, Report of Foreign Bank and Financial Accounts (FBAR). If "Yes," enter the name of the foreign country.

9 At any time during the tax year, did the partnership receive a distribution from, or was it the grantor of, or transferor to, a foreign trust? If "Yes," the partnership may have to file Form 3520, Annual Return To Report Transactions With Foreign Trusts and Receipt of Certain Foreign Gifts. See instructions.

10 a Is the partnership making, or had it previously made (and not revoked), a section 754 election? If "Yes," enter the effective date of the election. See instructions for details regarding a section 754 election.

b For this tax year, did the partnership make an optional basis adjustment under section 743(b)? If "Yes," enter the total aggregate net positive amount \$ and the total aggregate net negative amount \$ of such section 743(b) adjustments for all partners made in the tax year. The partnership must also attach a statement showing the computation and allocation of each basis adjustment. See instructions.

Schedule B Other Information (continued)

Table with 3 columns: Question, Yes, No. Rows include questions about basis adjustments (c, d), property distribution (11), tenancy-in-common (12), foreign forms (13, 14, 15, 16a, 17, 18), payments (19), domestic entity (20), partnership type (21), interest/royalty (22), election (23), pass-through entity (24), Qualified Opportunity Fund (25), foreign partners (26), transfers (27), foreign corporation (28), and corporate stock (29).

Schedule B Other Information (continued)

	Yes	No
b Under the covered surrogate foreign corporation rules? If "Yes" to either (a) or (b), complete Form 7208. See the Instructions for Form 7208.		X
30 At any time during this tax year, did the partnership (a) receive (as a reward, award, or payment for property or services); or (b) sell, exchange, or otherwise dispose of a digital asset (or financial interest in a digital asset)? See instructions.		X
31 Reserved for future use		
32 Check this box if an election out of subchapter K under section 761 is being made. See instructions	<input type="checkbox"/>	
33 Is the partnership electing out of the centralized partnership audit regime under section 6221(b)? See instructions If "Yes," the partnership must complete Schedule B-2 (Form 1065). Enter the total from Schedule B-2, Part III, line 3 If "No," complete Designation of Partnership Representative below.		X

Designation of Partnership Representative (see instructions)

Enter below the information for the partnership representative (PR) for the tax year covered by this return.

Name of PR <u>PFI 2014, LLC</u>			
U.S. address of PR <u>930 E WEST 1ST. ST. SUITE 400</u>		U.S. phone number of PR <u>(208) 312-4532</u>	
If the PR is an entity, name of the designated individual for the PR <u>KURT HARMAN</u>			
U.S. address of designated individual <u>9905 RIVER RIM RANCH ROAD</u>		U.S. phone number of designated individual <u>(208) 312-4532</u>	
<u>TETONIA, ID 83452</u>			

Schedule K Partners' Distributive Share Items		Total amount
Income (Loss)	1 Ordinary business income (loss) (page 1, line 23)	1 -5,449,450.
	2 Net rental real estate income (loss) (attach Form 8825)	2
	3a Other gross rental income (loss)	3a
	b Expenses from other rental activities (attach statement)	3b
	c Other net rental income (loss). Subtract line 3b from line 3a	3c
	4 Guaranteed payments: a Services 4a b Capital 4b	4c
	c Total. Add lines 4a and 4b.	4c
	5 Interest income SEE. STATEMENT. 2.	5 545.
	6 Dividends and dividend equivalents: a Ordinary dividends	6a
	b Qualified dividends 6b c Dividend equivalents 6c	6c
	7 Royalties	7
8 Net short-term capital gain (loss) (attach Schedule D (Form 1065))	8	
9a Net long-term capital gain (loss) (attach Schedule D (Form 1065))	9a	
b Collectibles (28%) gain (loss)	9b	
c Unrecaptured section 1250 gain (attach statement)	9c	
10 Net section 1231 gain (loss) (attach Form 4797) SEE. STATEMENT. 2.	10 -787.	
11 Other income (loss) (see instructions) Type: STMT 2	11 500,000.	
Deductions	12 Section 179 deduction (attach Form 4562)	12
	13a Cash contributions SEE. STATEMENT. 3.	13a 450.
	b Noncash contributions	13b
	c Investment interest expense	13c
	d Section 59(e)(2) expenditures: (1) Type: (2) Amount:	13d(2)
e Other deductions (see instructions) Type:	13e	
Self-Employment	14a Net earnings (loss) from self-employment	14a
	b Gross farming or fishing income	14b
	c Gross nonfarm income	14c
Credits	15a Low-income housing credit (section 42(j)(5))	15a
	b Low-income housing credit (other)	15b
	c Qualified rehabilitation expenditures (rental real estate) (attach Form 3468, if applicable)	15c
	d Other rental real estate credits (see instructions) Type:	15d
	e Other rental credits (see instructions) Type:	15e
	f Other credits (see instructions) Type:	15f
Inter-national	16 Attach Schedule K-2 (Form 1065), Partners' Distributive Share Items - International, and check this box to indicate that you are reporting items of international tax relevance <input checked="" type="checkbox"/>	
Alternative Minimum Tax (AMT) Items	17a Post-1986 depreciation adjustment	17a
	b Adjusted gain or loss	17b
	c Depletion (other than oil and gas)	17c
	d Oil, gas, and geothermal properties - gross income	17d
	e Oil, gas, and geothermal properties - deductions	17e
	f Other AMT items (attach statement)	17f
Other Information	18a Tax-exempt interest income	18a
	b Other tax-exempt income	18b
	c Nondeductible expenses SEE. STATEMENT. 3.	18c 4,924.
	19a Distributions of cash and marketable securities	19a
	b Distributions of other property	19b
	20a Investment income SEE. STATEMENT. 3.	20a 545.
	b Investment expenses	20b
c Other items and amounts (attach statement) SEE STATEMENT 3		
21 Total foreign taxes paid or accrued	21	

Analysis of Net Income (Loss) per Return

1	Net income (loss). Combine Schedule K, lines 1 through 11. From the result, subtract the sum of Schedule K, lines 12 through 13e, and 21					1	-4,950,142.
2	(i) Corporate	(ii) Individual (active)	(iii) Individual (passive)	(iv) Partnership	(v) Exempt organization	(vi) Nominee/Other	
a	General partners						
b	Limited partners						-4,950,142.

Schedule L Balance Sheets per Books	Beginning of tax year		End of tax year	
	(a)	(b)	(c)	(d)
Assets				
1 Cash		302,920.		473,574.
2a Trade notes and accounts receivable	5,388,120.		7,513,525.	
b Less allowance for bad debts		5,388,120.		7,513,525.
3 Inventories		15,971,487.		10,246,655.
4 U.S. Government obligations				
5 Tax-exempt securities				
6 Other current assets (attach statement)	STMT 4	305,595.		218,220.
7a Loans to partners (or persons related to partners)				
b Mortgage and real estate loans				
8 Other investments (attach statement)	STMT 4	12,000,651.		12,000,000.
9a Buildings and other depreciable assets	16,499,940.		16,473,940.	
b Less accumulated depreciation	1,414,718.	15,085,222.	1,999,987.	14,473,953.
10a Depletable assets				
b Less accumulated depletion				
11 Land (net of any amortization)		500,000.		500,000.
12a Intangible assets (amortizable only)	1,279,014.		1,279,014.	
b Less accumulated amortization	24,800.	1,254,214.	32,148.	1,246,866.
13 Other assets (attach statement)	STMT 4	15,911,217.		101,914.
14 Total assets		66,719,426.		46,774,707.
Liabilities and Capital				
15 Accounts payable		4,218,271.		3,360,153.
16 Mortgages, notes, bonds payable in less than 1 year		NONE		200,000.
17 Other current liabilities (attach statement)	STMT 4	4,549,470.		6,034,976.
18 All nonrecourse loans				
19a Loans from partners (or persons related to partners)		3,012,455.		3,675,480.
b Mortgages, notes, bonds payable in 1 year or more		30,495,021.		29,133,984.
20 Other liabilities (attach statement)	STMT 5	496,885.		416,212.
21 Partners' capital accounts		23,947,324.		3,953,902.
22 Total liabilities and capital		66,719,426.		46,774,707.

Schedule M-1 Reconciliation of Income (Loss) per Books With Analysis of Net Income (Loss) per Return

Note: The partnership may be required to file Schedule M-3. See instructions.

1	Net income (loss) per books		6	Income recorded on books this year not included on Schedule K, lines 1 through 11 (itemize):	
2	Income included on Schedule K, lines 1, 2, 3c, 5, 6a, 7, 8, 9a, 10, and 11, not recorded on books this year (itemize):		a	Tax-exempt interest \$	
3	Guaranteed payments (other than health insurance)		7	Deductions included on Schedule K, lines 1 through 13e, and 21, not charged against book income this year (itemize):	
4	Expenses recorded on books this year not included on Schedule K, lines 1 through 13e, and 21 (itemize):		a	Depreciation \$	
a	Depreciation \$				
b	Travel and entertainment \$		8	Add lines 6 and 7	
5	Add lines 1 through 4		9	Income (loss) (Analysis of Net Income (Loss) per Return, line 1). Subtract line 8 from line 5	

Schedule M-2 Analysis of Partners' Capital Accounts

1	Balance at beginning of year	-2,903,531.	6	Distributions: a Cash	
2	Capital contributed: a Cash	500,000.	b	Property	
	b Property		7	Other decreases (itemize):	
3	Net income (loss) (see instructions)	-4,955,066.			
4	Other increases (itemize):		8	Add lines 6 and 7	
5	Add lines 1 through 4	-7,358,597.	9	Balance at end of year. Subtract line 8 from line 5	-7,358,597.

Cost of Goods Sold

Department of the Treasury
Internal Revenue Service

Attach to Form 1120, 1120-C, 1120-F, 1120S, or 1065.
Go to www.irs.gov/Form1125A for the latest information.

OMB No. 1545-0123

Name SRM HOLDINGS, LLC		Employer identification number 86-3133595
1	Inventory at beginning of year	1 15,971,487.
2	Purchases	2 8,021,164.
3	Cost of labor	3 1,346,232.
4	Additional section 263A costs (attach schedule),	4
5	Other costs (attach schedule) SEE STATEMENT 7	5 4,178,619.
6	Total. Add lines 1 through 5	6 29,517,502.
7	Inventory at end of year	7 10,246,655.
8	Cost of goods sold. Subtract line 7 from line 6. Enter here and on Form 1120, page 1, line 2, or the appropriate line of your tax return. See instructions.	8 19,270,847.

9a Check all methods used for valuing closing inventory. See instructions.

(i) Cost

(ii) Lower of cost or market

(iii) Other (specify method used and attach explanation) _____

For certain small business taxpayers, alternative methods of accounting for inventories:

(iv) Non-incidental materials and supplies method

(v) AFS method

(vi) Non-AFS method

b Check if there was a writedown of subnormal goods

c Check if the LIFO inventory method was adopted this tax year for any goods (if checked, attach Form 970).

d (i) If the LIFO inventory method was used for this tax year, enter amount of closing inventory figured under LIFO **9d(i)** _____

(ii) If the LIFO inventory method was used for this tax year, enter amount of the closing LIFO Reserve **9d(ii)** _____

e If property is produced or acquired for resale, do the rules of section 263A apply to the entity? See instructions . . . Yes No

f Was there any change in determining quantities, cost, or valuations between opening and closing inventory? If "Yes," attach explanation Yes No

Section references are to the Internal Revenue Code unless otherwise noted.

What's New

Small business taxpayers. For tax years beginning after December 31, 2023, if filing Form 1125-A for a small business taxpayer that uses an alternative method of accounting for inventories, check the applicable box on line 9a(iv) through 9a(vi). See the instructions for line 9.

General Instructions

Purpose of Form

Use Form 1125-A to figure and deduct cost of goods sold for certain entities.

Who Must File

Filers of Form 1120, 1120-C, 1120-F, 1120S, or 1065 must complete and attach Form 1125-A if the applicable entity reports a deduction for cost of goods sold.

Inventories

Generally, inventories are required at the beginning and end of each tax year if the production, purchase, or sale of merchandise is an income-producing factor. See Regulations section 1.471-1(a).

If inventories are required, you generally must use an accrual method of accounting for sales and purchases of inventory items.

Exception for small business taxpayers.

A small business taxpayer can account for inventory by treating the inventory as non-incidental materials and supplies (line 9a(iv)), or conforming to its treatment of inventory in an applicable financial statement (as defined in section 451(b)(3)) (line 9a(v)). If it does not have an applicable financial statement, a small business taxpayer can use the method of accounting used in its books and records prepared according to its accounting procedures (line 9a(vi)).

See the discussion on small business taxpayers in the instructions for your tax return. Also see sections 448(c) and 471(c).

For additional guidance on methods of accounting, see Pub. 538, Accounting Periods and Methods. For guidance on changing methods of accounting, see Form 3115, Application for Change in Accounting Method, and the Instructions for Form 3115.

Uniform capitalization rules. The uniform capitalization rules of section 263A generally require you to capitalize, or include in inventory, certain costs incurred in connection with the following.

- The production of real property and tangible personal property held in inventory or held for sale in the ordinary course of business.
- Real property or personal property (tangible and intangible) acquired for resale.
- The production of real property and tangible personal property for use in its trade or business or in an activity engaged in for profit.

A small business taxpayer is not required to capitalize costs under section 263A. See section 263A(i).

See the discussion on section 263A uniform capitalization rules in the instructions for your tax return before completing Form 1125-A. Also see Regulations sections 1.263A-1 through 1.263A-3. See Regulations section 1.263A-4 for rules for property produced in a farming business and Pub. 225, Farmer's Tax Guide.



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Matt Barnes, Airport Manager

ACTION ITEM

Request:

Request to award the bid in the amount of \$357,037.33 to Coastline Equipment and authorize the Mayor to sign the contract and the FAA grant application.

Time Estimate:

5 minutes with additional time needed for any questions.

Background:

Sealed bids for the Equipment Procurement – Front-Wheel Loader with Snow Bucket and Ramp Snow Plow Box project to the Magic Valley Regional Airport were received and opened at 3:15 PM on June 11, 2026.

Two sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer's Estimate		\$450,000.00	-
Western States Equipment	Kimberly, Idaho	\$386,327.72	-14.1%
Coastline Equipment	Jerome, Idaho	\$357,037.33	-20.7%

The bid submitted by Coastline Equipment was reviewed for bid submittal requirements. Both bidders requested a Buy American waiver. Upon the award of this contract, Coastline Equipment will be required to submit the request for waiver as called out in the bid documents. Coastline Equipment has a history of performing similar projects. Based on the bidding criteria, Coastline Equipment's bid is considered responsive.

Approval Process:

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

Budget Impact:

This contract is AIP eligible, so an FAA grant will cover 95.00% of the cost of the project with the remaining local match from the City funded through the airport's Passenger Facility Charge (PFC) funds.

Regulatory Impact:

The contract will be subject to the standard assurances associated with FAA grant projects. The City Attorney will review the contract which will be sent digitally and delivered by email.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends awarding the bid to Coastline Equipment in the amount of \$357,037.33, authorize the Mayor to sign the contract contingent on FAA funding and legal review, and authorize the Mayor to sign the FAA grant application.

Attachments:

1. TWF_LoaderRampPlow_Airport_LetterofRecommendation



June 15, 2026

Mr. Matt Barnes
Airport Manager
Joslin Field – Magic Valley Regional Airport
492 Airport Loop
P.O. Box 1907
Twin Falls, Idaho 83303

RE: Recommendation of Award – FAA AIP 3-16-0036-061-2026
FY 2026 Airport Improvements to Joslin Field – Magic Valley Regional Airport
Equipment Procurement – Front-Wheel Loader with Snow Bucket and Ramp Snow Plow
Box

Dear Matt,

Sealed bids for the Equipment Procurement – Front-Wheel Loader with Snow Bucket and Ramp Snow Plow Box project to the Magic Valley Regional Airport were received and opened at 3:15 PM on June 11, 2026. The project consists of one bid schedule. In accordance with paragraph 30.02 *Award of Contract, General Provision*, the total of Base Bid Schedule 1, was used to determine the lowest bidder. In conformance of FAA AIP Handbook-Order 5100.38D, below is a “Price Analysis” for the total bids received.

Price Analysis:

Four sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer’s Estimate		\$450,000.00	-
Western States Equipment	Kimberly, Idaho	\$386,327.72	-14.1%
Coastline Equipment	Jerome, Idaho	\$357,037.33	-20.7%

The low bidder, Coastline Equipment located in Jerome, Idaho, submitted a bid that was 20.7% lower than the Engineer’s Estimate. The two bids received varied from each other by 8.2%. The closeness of the two bids indicates the consistency and quality of the bids in this competitive market.

Enclosed is a copy of the bid package for your files. J-U-B finds the apparent low bid submitted by Coastline Equipment to be competitive, fair and reasonable in accordance with FAA AIP Handbook-Order 5100.38D.

The bid submitted by Coastline Equipment was reviewed for bid submittal requirements. Both bidders requested a Buy American waiver. Upon the award of this contract, Coastline Equipment will be required to submit the request for waiver as called out in the bid documents. Coastline

Equipment has a history of performing similar projects. Based on the bidding criteria, Coastline Equipment's bid is considered responsive.

Enclosed are copies of the bid packages for your files.

If you have any questions regarding the bid, bid results and subsequent award process, please call me at 208-733-2414.

Sincerely,

J-U-B Engineers, Inc.

A handwritten signature in black ink, appearing to read 'Kent Atkin', is written over the printed name.

Kent Atkin, P.E.
Project Manager

Enclosures:
Bidding Summary
Coastline Equipment Bid Package

BID SUMMARY

PROJECT TITLE: Magic Valley Regional Airport/Joslin Field - Front-Wheel Loader with Snow Bucket and Snow Plow Box
PROJECT NUMBER: AIP 3-16-0036-061-2026
OWNER: City of Twin Falls, Idaho
ENGINEER: J-U-B Engineers, Inc.
PROPOSAL OPENING: 06/11/2026 3:15 PM
LOCATION: City of Twin Falls, 203 Main Ave. East, Twin Falls, Idaho 83301

BID INFORMATION:

CONTRACTOR:	ENGINEERS ESTIMATE	Western States Equipment	Coastline Equipment					
Bid Proposal (Signed)	-	X	X					
Bid Schedule of Items & Prices	-	X	X					
Bid Bond	-	X	X					
Statement of Bidders Pre-Qualifications	-	X	X					
Trade Restriction Certification	-	X	X					
Tax Delinquency and Felony Convictions	-	X	X					
Buy American Certificate	-	X	X					
Idaho Code Certificate	-	X	X					
Plan Holder	-	X	X					
Bid Total	\$450,000.00	\$386,327.72	\$357,037.33					

Coastline Equipment
26 E 300S.
Jerome Id 83338

City of Twin Falls
203 Main Ave East
Twin Falls Id 83301

Front-wheel Loader w/ Snow Bucket
Snow Plow Box

Received
JUN 10 2026
City of Twin Falls Engineering Dept

Received
JUN 10 2026
City of Twin Falls Engineering Dept

D.H. RW

City of Twin Falls.
203 Main Ave East
Twin Falls ID 83301
Front-wheel Loader w/
Snow Bucket and Snow
Plow Box.



CASHIER'S CHECK

No. 3525513672

092,900
383

PAY SEVENTEEN THOUSAND EIGHT HUNDRED AND FIFTY ONE DOLLARS AND 87 CENTS

\$ 17,851.87

DATE: June 8, 2026

TO THE ORDER OF: CITY OF TWIN FALLS

MEMO: BID FOR MWRA REGINAL AIRPORT

Location: 3525 Five Mile & Ustick Albertsons

U.S. Bank, National Association
Minneapolis, MN 55480



AUTHORIZED SIGNATURE

⑆ 3525513672⑆ ⑆ 092900383⑆ ⑆ 50080235289⑆

CITY OF TWIN FALLS, IDAHO
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EQUIPMENT ACQUISITION – FRONT-WHEEL LOADER WITH SNOW BUCKET AND SNOW PLOW BOX
AIP #3-16-0036-061-2026

INVITATION FOR BID

Sealed proposals will be received for the Equipment Procurement – Front-Wheel Loader with Snow Bucket and Snow Plow Box project, addressed to the City of Twin Falls, 203 Main Ave. East, Twin Falls, ID 83301 until 3:15 pm local time on June 11, 2026, and then will be publicly opened and read. Bids received after the time fixed for the opening will not be considered.

The procurement action contemplated consists of furnishing the Magic Valley Regional Airport - Joslin Field in Twin Falls, ID, one (1) FRONT-WHEEL LOADER WITH SNOW BUCKET AND SNOW PLOW BOX as described in the technical specifications. The Contract will be awarded to the responsible Bidder submitting the lowest bid schedule complying with the specifications and conditions of the Contract Documents. Each bid schedule shall be independent and stand on its own.

Bidding Documents may be obtained beginning on May 18, 2026. Digital copies are available via email at no cost. Contact Thomas Leija, P.E. at TLEIJA@JUB.COM. Bidders must receive digital copies from J-U-B ENGINEERS, Inc. to be placed on the Planholders List. Bidders must be on the Planholders list to receive addenda and for their bids to be considered responsive.

All questions regarding this project should be directed Thomas Leija, P.E. at TLEIJA@JUB.COM.

Each bid must be accompanied by a certified check, cash, cashier's check, or bid bond in an amount not less than 5% of the total bid.

CIVIL RIGHTS – TITLE VI

As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21) including amendments thereto, the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

The proposed contract is also under and subject to the following federal clauses:

- Government-wide Debarment and Suspension
- Government-wide Requirements for Drug-free Workplace
- Foreign Trade Restrictions
- Buy American Preference
- Disadvantage Business Enterprise Requirements as follows:

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the City of Twin Falls to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

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All required Federal Clauses including the labor provisions, and wage rates are included in the specifications and bid documents. Each bidder must supply all of the information required by the bid documents and specifications.

This project includes Federal funds and is subject to the wage provisions of the Federal Davis-Bacon, and related acts. Payments to the Contractor will not be made unless Intent to Pay Prevailing Wages have been filed and approved for the Prime Contractor and all subcontractors.

Each bidder shall furnish the Statement of Bidders Pre-Qualifications to the OWNER with satisfactory evidence of his competency to perform the work contemplated with the bid.

The City of Twin Falls reserves the right to reject any and all proposals, waive any informalities, or irregularities, postpone the award of the Contract for a period not to exceed One Hundred Twenty (120) days, and accept the proposal that is in the best interest of the City of Twin Falls. The award of the Bid is contingent upon the receipt of Federal funding.

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BIDDER'S CHECKLIST

Bids will only be accepted from those registered planholders who have acquired a set of Contract Documents from J-U-B ENGINEERS, Inc. **The following items shall constitute the BID PROPOSAL and shall be completed and accompany the Bid:**

- All ADDENDA shall be acknowledged on the Bid Proposal.
- The BID PROPOSAL shall be filled out and signed.
- The BID SCHEDULE OF ITEMS AND UNIT PRICES shall be complete including the extensions.
- A BID BOND or CERTIFIED CHECK in the amount of five percent (5%) of the TOTAL BID including alternates shall be included.
- STATEMENT OF BIDDERS PRE-QUALIFICATIONS form must be completed, provide both the form and Evidence of Financial Responsibility Statement with bid.
- TRADE RESTRICTION CERTIFICATION must be filled out and included.
- CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS must be filled out and included.
- BUY AMERICAN CERTIFICATE must be filled out and included. Note: Within 15 calendar days of the bid opening, the low bidder must submit to the Owner a formal waiver request and required documentation that support the type of waiver being requested.
- Bids will only be accepted from those registered planholders who have purchased a set of plans and Contract Documents from J-U-B Engineers, Inc.
- IDAHO CODE CERTIFICATION must be filled out and included.

All Bids shall contain the items listed above in complete form. ***Failure to complete and provide any of the above items may be grounds for rejection of the bid as non-responsive, at the discretion of the OWNER.***

INFORMATION FOR BIDDERS

1. PREPARATION OF BID

In addition to the requirements of Section 20 of the FAA General Conditions the following shall apply:

- A. Bids will only be accepted by those registered planholders who have obtained Plans and Contract Documents from J-U-B Engineers, Inc.
- B. All bids must be submitted on the prescribed forms. Included in these specifications is a complete set of bid forms. Erasures or other changes in the bids must be initialed and explained or noted over the signature of the bidder.
- C. Bids shall be submitted in sealed envelopes bearing, on the outside, the name of the bidder, his address and the name of the project for which the bid is submitted. If forwarded by mail the sealed envelope containing the bid must be enclosed in another envelope addressed as specified.
- D. No bid will be accepted unless signed by the bidder or his authorized agent.
- E. The proposal form invites bids on definite plans and specifications. Only the amounts and information asked for in the proposal form furnished will be considered as the bid. Each bidder shall bid on the work exactly as specified and as provided in the proposal form.
- F. Prices: The quantities shown in the Bid Proposal are approximate for comparing bids, and no claim shall be made against the OWNER for excess or deficiency therein. Actual or relative payment at the above prices agreed upon will be in full for the completed work and will cover materials, supplies, labor, tools, machinery, and all other expenditures incidental to satisfactory compliance with the contract unless otherwise specifically provided. In the event of discrepancy between the prices quoted in the proposal the unit price shall control. The prices are to include the furnishing of all materials, plant, equipment, tools, scaffolds, and all other facilities and the performance of all labor and services necessary or proper for the completion of the work, except such as may be otherwise expressly provided in the contract documents.
- G. All labor, equipment, and materials required for the manufacturing and installation of this project shall be incorporated into the bid items as provided in the bid proposal. Payment for general construction items that are not listed in the Bid Proposal, but are shown or required by the Contract Documents, are indicative of the fact that the items of work not listed are considered as incidental to the bid items listed in the Bid Proposal. Unless the work to be performed is specifically called out in the Bid Proposal, measurement and payment for such work shall be included in other applicable items of the Bid Proposal.

2. QUALIFICATIONS OF BIDDER

Bidders shall be qualified by experience, financing, equipment, and organization to do the work called for in the Contract Documents. The OWNER reserves the right to take whatever action it deems necessary to ascertain the ability of the bidder to perform the work satisfactorily in accordance with Section 20-02 of the FAA General Provisions.

CONTRACTOR shall provide the “Statement of Bidders Pre-Qualifications Form” at the time of Bid.

3. INTERPRETATIONS

No oral interpretation will be made to any bidder as to the meaning of the Specifications, including Drawings. Neither the OWNER nor the ENGINEER will be responsible for oral interpretations. Every request for such an interpretation shall be made by email to Thomas Leija (tleija@jub.com) or in writing to the ENGINEER, J-U-B ENGINEERS, Inc., 2114 Village Park Ave., Ste. 100, Twin Falls, ID 83301. Any inquiry received seven or more days prior to the date fixed for opening of bids will be given consideration. Every interpretation made to a bidder will be in the form of an addendum to the specifications that, if issued, will be on file in the office of the OWNER

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and the office of the ENGINEER. In addition, addenda will be mailed to each bidder, but it shall be the bidder's responsibility to make inquiry as to addenda issued. All such addenda shall become part of the Contract and all bidders shall be bound by such addenda, whether or not received by the bidders.

4. BID MODIFICATION

Any bid modification shall be in accordance with Section 20-12 of the General Provisions.

5. BID SECURITY

Each bid must be accompanied by cashier's check, certified check, or a bid bond prepared on the form of bid bond approved, duly executed by the bidder as principal and having as surety thereon a surety company approved by the OWNER, in the amount of 5% of the bid. Such checks or bid bonds will be returned promptly after the OWNER and the accepted bidder have executed the contract, or if no award has been made within One Hundred Twenty (120) calendar days after the date of the opening of bids, upon demand of the bidder at any time thereafter, so long as he has not been notified of the acceptance of his bid.

6. LIQUIDATED DAMAGES FOR FAILURE TO ENTER INTO CONTRACT

In accordance with Section 30-08 should the successful bidder fail or refuse to execute and deliver the Contract, insurance certificates and bonds required within 15 calendar days after he has received notice of the acceptance of his bid, he shall forfeit to the OWNER as liquidated damages for such failure or refusal, the security deposited with his bid.

7. LAWS AND REGULATIONS

The bidder's attention is directed to the fact that all applicable Federal and State laws, municipal ordinances, and the rules and regulations of all authorities having jurisdiction over the project shall apply to the Contract throughout and they will be deemed to be included in the Contract the same as though herein written out in full.

CONTRACTOR is directed to Section 3 - Federal Clauses for additional Federal requirements. Contractor shall comply with all federal clauses and include applicable clauses and language in their subcontracts

8. BUY AMERICAN PREFERENCE

The Contractor must certify that its bid/offer is in compliance with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

9. DISADVANTAGED BUSINESS ENTERPRISES (DBE)

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the City of Twin Falls to practice nondiscrimination based on race, color, sex or national origin in the award or performance of this contract. The

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Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

Termination

The prime contractor must not terminate a DBE subcontractor listed in response to this contract (or an approved substitute DBE firm) without prior written consent of the Sponsor. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent. Unless Sponsor consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

Sponsor may provide such written consent only if Sponsor agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the Sponsor or J-U-B as the Sponsor representative, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise J-U-B, the Sponsor and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why they should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), DBE may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to preaward deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

10. AWARD OF CONTRACT, REJECTION OF BIDS

- A. The OWNER reserves the right to reject any or all bids and to waive any informalities, claims or irregularities in the bids or in the bidding whenever such rejections or waivers are in the interest of the OWNER. No bidder may withdraw his bid after the hour set for the opening thereof or before the award of contract unless the award is delayed for a period exceeding One Hundred Twenty (120) days. Bid withdraw for any reason during this time not deemed acceptable by the OWNER will result in the forfeiture of bid security.
- B. A person or company who bids on a contract may file a notice of protest with the OWNER regarding the awarding of the contract. The bidder shall conduct the protest as set forth in state statute regarding public works bid protests. It is the responsibility of the bidder to adhere to the state statute requirements, timing, and documentation. Any deviation from state statute will deem the bid protest denied.
- C. The contract will be awarded to the responsible bidder submitting the lowest total base bid and any alternates selected in accordance with Section 30-02 of the General Provisions, complying with the plans, specifications and conditions of the Contract Documents. The bidder to whom the award is made will be notified at the earliest practicable date.
- D. The OWNER also reserves the right to reject the bid of any bidder who has in the OWNERS opinion, previously failed to perform properly or complete on time, contracts of a similar nature; who is not in a position to perform the Contract; or who has habitually and without just cause neglected the payment of bills or otherwise disregarded his obligations to subcontractors, material vendors or employees. In determining the lowest responsible bidder, the following elements in addition to those above-mentioned will be considered: whether the business involved 1) maintains a permanent place of business; 2) has adequate equipment available to do the work properly and expeditiously; 3) has suitable financial resources to meet the obligations incidental to the work; and 4) has appropriate technical experience.

CITY OF TWIN FALLS, IDAHO
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EQUIPMENT ACQUISITION – FRONT-WHEEL LOADER WITH SNOW BUCKET AND SNOW PLOW BOX
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- E. Each bid schedule shall be independent and stand on its own and include all applicable costs to perform the work within the schedule to include all overhead, profit, administrative, insurance, mobilization, and bonding costs.
- F. An award may not be made unless sufficient funding is available. The OWNER’S administrative costs may be used as a factor in the evaluation of bids and determination of award.

11. PERFORMANCE AND PAYMENT BOND, EXECUTION OF CONTRACT

- A. Subsequent to the award and within fifteen (15) calendar days after the prescribed forms are presented for signature, the successful bidder shall execute a contract in such number of copies as the OWNER may require.
- B. Having satisfied all conditions of award as set forth elsewhere in these documents, the successful bidder shall, within the period specified above, furnish separate 100% performance and payment bonds conditioned that such person shall faithfully perform all the provisions of the Contract and pay all the laborers, mechanics and subcontractors and material vendors and all persons who shall supply such person or persons or subcontractors with supplies for the carrying on of such work. Such bonds shall bear the same date as, or a date subsequent to, the date of the Contract.
- C. On each such bond, the rate of premium shall be stated together with the total amount of the premium charged. The current power of attorney of the person who signs for any surety company shall be attached to such bond.

The failure of the successful bidder to execute such Contract and to supply the required bonds within fifteen (15) calendar days after the prescribed forms are presented for signature, or within such extended period as the OWNER may grant based upon reasons determined adequate by the OWNER, shall constitute a default, and the OWNER may either award the Contract to the next responsible bidder or re-advertise for bids, and may charge against the bidder the difference between the amount of the bid and the amount for which a contract for the work is subsequently executed up to the amount of the Bid Bond.

12. INSURANCE COVERAGES AND LIMITS

The insurance requirements as defined in subsection 70-21 of the FAA General Provisions shall provide the minimum coverages and limits.

13. BID SCHEDULE

The CONTRACTOR’S Bid Proposal shall include his/her bid to complete all work identified in the Contract Documents on the Bid Schedule of Items and Prices, including the Base Bid Schedule(s) and all Additive Alternate Bids as follows:

- **Base Bid Schedule 1 – Front-Wheel Loader with Snow Bucket and Snow Plow Box**

14. TIME OF COMPLETION

The Contract for the Work shall be substantially complete within 120 calendar days as specified in Section 80-07.

Complete training as set forth in the specification. This training will occur on site at the Magic Valley Regional Airport – Joslin Field and is included in the one hundred and twenty (120) calendar days allowed for the project.

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15. LIQUIDATED DAMAGES

The CONTRACTOR agrees to pay, as liquidated damages in accordance with Section 80-08 of the General Provisions.

16. CLAIMS AND DISPUTES

If a dispute arises between the OWNER and the CONTRACTOR regarding this project, the parties shall first attempt to resolve the dispute through non-binding mediation administered by the American Arbitration Association (AAA) under their Construction Industry Mediation Rules, as a condition precedent to litigation. Mediation shall be initiated within 30 days of a written request by either party and shall be concluded within 90 days of said request. The parties shall mutually agree to the mediator and location of the mediation, and shall share the costs of mediation equally.

17. DELIVERY POINT

The equipment to be purchased under these documents shall be delivered FOB to Magic Valley Regional Airport – Joslin Field, 202 Airport Loop, Twin Falls, ID 83301. No other delivery point will be considered. The successful Bidder shall deliver all units under the contract at the same time. Delivery of separate items in the Bid will not be received unless mutually agreed to by the OWNER and the Bidder.

18. PATENT FEES AND ROYALTIES

The Bidder shall pay any license fees or royalties and assume all costs incident to the use or incorporation of any invention, design, process, product or device which is the subject of patent rights or copyrights held by others.

The Bidder shall indemnify, defend and save harmless the OWNER from and against any and all claims arising out of any infringement of and against all claims arising out of any infringement of patent rights or copyrights resulting from the use or incorporation of any invention, design, process, product or device in supplying the equipment called for in the documents.

19. WARRANTY

Warranty period must be stated on all equipment furnished. The successful Bidder shall, at his own expense, without any cost to the Owner replace all parts failures and make all repairs that may be required or made necessary by reason of defective design, materials or workmanship, or by reason of non-conformance with the specifications. Defects in design or workmanship, as guaranteed herein, shall be rectified in all units furnished. The warranty period shall be no less than one year from the date of acceptance.

20. SERVICE

Bidder shall supply, with the bid, a list of authorized service representatives for the equipment supplied. Bidder shall include name, address, telephone number, and contact person's name of the authorized service representative(s).

21. GENERAL TERMS

All equipment furnished shall be manufacturer's latest model. Prototypes will not be accepted. Appurtenances and/or accessories not herein mentioned, but necessary to furnish a complete unit, ready for use upon delivery, shall be included in the bid proposal and conform in design, strength, quality of material and workmanship to what is usually provided to the trade in general. The unit furnished shall be a current model under standard production by the manufacturer. All unit components shall be designed for heavy duty operation. Materials shall have physical and chemical properties compatible with the intended service and with sufficient excess capacity for durability and safety.

22. Joint Purchasing Agreements (Piggyback Clause)

Pursuant to Idaho Code Section 67-2807 Joint Purchasing Agreements – Not-For-Profit Associations, the Bidder certifies, by submission of a Bid, that Bidder shall extend the same price for the equipment specified in the Contract Documents to other political subdivisions in the State of Idaho providing there is no conflict with any applicable statutes, rules, policies or procedures: City of Boise, Friedman Memorial Airport Authority, Lewiston-Nez Perce

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County Airport Authority, City of Idaho Falls, and City of Pocatello. Each entity that chooses to piggyback off this competitive sealed bid procurement shall be responsible for its own notice of award (purchase order), procurement contract; arrangements for delivery and acceptance; and payments, including applicable freight charges if outside the original geographic delivery area. Prices and terms shall remain in effect for 365 days following the bid opening.

23. LIQUIDATED DAMAGES

The CONTRACTOR agrees to pay, as liquidated damages in accordance with Section 80-08 of the General Provisions.

24. SUBCONTRACTS PROVIDED TO ENGINEER

The contractor is directed to Section 80-01 of the FAA General Provisions, the Contractor shall provide copies of all subcontracts to the Engineer **14 days PRIOR** to Subcontractors start of work. All Federal Clauses identified in Section 3 **must** be included verbatim in all subcontracts, inclusion by reference only is not acceptable.

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BID PROPOSAL

Proposal of Bragg Investment Company, Inc. DBA Coastline Equipment (hereinafter called "Bidder"), organized and existing under the laws of the State of California, doing business as * Corporation.

To City of Twin Falls (hereinafter called the "OWNER").

In compliance with your Advertisement for Bids for the Equipment Acquisition – Front-Wheel Loader with Snow Bucket and Ramp Plow Box having examined the Specifications with related documents and being familiar with all the conditions surrounding the fabrication, furnishing and delivery of equipment, including the availability of materials and labor, hereby propose to furnish all labor, materials and supplies and to complete the Work in accordance with the Contract Documents within the time set forth therein. This price is to cover all expenses incurred in performing the Work required under the Contract Documents of which this is a part.

By submission of this Bid, each Bidder certifies, and in case of a joint Bid each party thereto certifies as to their own organization, that this Bid has been arrived at independently, without consultation, communication, or agreement as to any matter relating to this Bid with any other Bidder or with any competitor.

The Bidder agrees that the Work will be substantially completed within the time identified in the Instruction for Bidders after the date when the Contract Time commences to run.

The Bidder accepts the provisions of the Agreement as to the liquidated damages in the event of failure to complete the Work on time.

* Insert "a corporation", "a partnership", or "an individual" as applicable.

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BID PROPOSAL (CONTINUED)

BID SCHEDULE OF ITEMS AND PRICES

The undersigned bidder, having examined the specifications and other proposed Contract Documents, the extent, the nature, and type of equipment to be provided, the condition and arrangement of existing structures affecting or affected by the proposed equipment, hereby bids to furnish equipment, instructions, and tools of the equipment acquisition as indicated on the attached bid sheets for the Magic Valley Regional Airport – Joslin Field.

PROJECT TITLE: Equipment Acquisition – Front-Wheel Loader with Snow Bucket and Ramp Plow Box
CONTRACTOR NAME: Bragg Investment Company, Inc. DBA Coastline Equipment

BASE BID SCHEDULE 1

Item No.	Item No.	Item Description	Est. Qty.	Unit	Unit Price	Total Price
1.	SP-6.1	Front-Wheel Loader with Snow Bucket and Ramp Plow Box				
@			1	LS	\$357,037.33	\$357,037.33
TOTAL BASE BID SCHEDULE 1						\$357,037.33

The undersigned acknowledges receipt of the following addenda:

Addendum No. _____ Date: _____

Addendum No. _____ Date: _____

Addendum No. _____ Date: _____

NON-COLLUSION DECLARATION

I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.

NOTICE TO ALL BIDDERS

To report rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (USDOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially, and caller anonymity will be respected.

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BID PROPOSAL (CONTINUED)

CERTIFICATION OF BIDDER REGARDING DEBARMENT
2 CFR Part 180 & 2 CFR Part 1200

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”, must confirm each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract. If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES
49 CFR Part 20 Appendix A

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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BID PROPOSAL (CONTINUED)

(Seal if Bid is By Corporation)

SUBMITTED ON (DATE) June 10th 2026

BIDDERS SIGNATURE 

TYPED NAME AND TITLE Terry Drown, Sales Representative

COMPANY NAME Bragg Investment Company, Inc. DBA Coastline Equipment

MAILING ADDRESS 26 East 400 South, Jerome, Idaho 83338

TELEPHONE 208-539-336

CONTRACTOR'S REVENUE TAX NUMBER 95-3565032

UNIQUE IDENTITY NUMBER (UEI) X8WGBN56J9L9

CONTRACTOR'S LICENSE NUMBER N/A

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BID BOND

Cashier's Check provided

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, _____, as Principal, and _____, as Surety, a corporation duly organized under the laws of the State of _____, having its principal place of business at _____ in the State of _____, and authorized to do business in the State of Idaho are hereby held and firmly bound unto the City of Twin Falls as OWNER in the penal sum of _____ (\$ _____) the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors, and assigns.

Signed this ____ day of _____, 20__.

The conditions of the above obligation is such that whereas the Principal has submitted to the OWNER a certain Bid, attached hereto and hereby made a part hereof to enter into a contract in writing, for the Equipment Acquisition – Front-Wheel Loader with Snow Bucket and Ramp Plow Box, **AIP 3-16-0036-061-2026**.

NOW, THEREFORE, (a) if said Bid shall be rejected, or (b) if said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said Bid) and shall furnish a Bond for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its Bond shall be in no way impaired or affected by any extension of the time within which the OWNER may accept such Bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officer, the day and year first set forth above.

Principal

By: _____
Surety

Countersigned:

By: _____ Resident Agent

The Attorney-in-Fact (Resident Agent), who executed this Bond in behalf of the Surety Company, must attach a copy of his power-of-attorney as evidence of his authority.

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the Project is located.

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STATEMENT OF BIDDER'S PRE-QUALIFICATIONS
(TO BE SUBMITTED WITH BID)

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder and office where project will be administered:
*Coastline Equipment
26 East 300 South
Jerome, Idaho 83338*
2. Permanent main office address.
*Coastline Equipment
2000 E Overland Rd.
Meridian, Idaho 83642*
3. Date organized.
1980
4. If a corporation, where incorporated,
California
5. Years of engagement in manufacturing similar equipment under your present firm or name?
over 30 years
6. Provide a list of similar equipment sold by your firm over the last 10 years.
We are a John Deere Dealership we sell, rent, provide service and parts for all John Deere Construction Equipment -Excavators, Loaders, Dozers, Skid Steers, Articulated Dump Trucks...
7. Have you ever failed to complete any work awarded to you? If so, where and why? Provide owner name and contact information. *NO*
8. Have you ever defaulted on a contract? If so, where and why? Provide owner name and contact information.
NO
9. Lost any projects involving your company that have involved litigation, threatened litigation, or negotiated settlements due to quality of work, contract time or other noncompliance with specifications.
NO
10. Provide evidence of financial responsibility consisting of a confidential statement or report of Contractor's financial resources and liabilities as of the last calendar year or last fiscal year. Such state report shall be certified by a public accountant.
Provided



List of Comparable Machines Sold by Coastline

1. 644P Sold to Double Eagle Farms
2. 644P Sold to Double A Dairy
3. 644P Sold to TLK Farms
4. 644P Sold to R&G Custom
5. 644P Sold to Simplot Inc.
6. 644P Sold to Flat Line Cost.

The Independent Auditor's Report, dated March 31, 2025, was issued by Platform Certified Public Accountants, Holiday, Utah. The accompanying Coastline Equipment-Deere Balance Sheet and Income Statement represent the subsidiary financial information that was consolidated into the financial statements of Bragg Investment Company, Inc., which formed the basis for the auditor's opinion.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Bragg Investment Company, Inc., as of December 31, 2025, and the results of its operations and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.



Shelly L Munger, CPA
Branch Controller
2000 E Overland Rd
Meridian, Idaho 83642

Financial statements are Proprietary & Confidential, to be used solely for purposes of internal credit review and not to be distributed externally.

INDEPENDENT AUDITORS' REPORT

To the Board of Directors
Bragg Investment Company, Inc.
Long Beach, California

Opinion

We have audited the financial statements of Bragg Investment Company, Inc., which comprise the balance sheet as of December 31, 2025, and the related statements of operations, cash flows, and the stockholders' equity for the year then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Bragg Investment Company, Inc., as of December 31, 2025, and the results of its operations and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Bragg Investment Company, Inc., and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Bragg Investment Company, Inc.'s ability to continue as a going concern for one year after the date that the financial statements are issued.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or

the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Bragg Investment Company, Inc.'s internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Bragg Investment Company, Inc.'s ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying supplementary Schedules I, II, and III are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

Platform CPAs, LLP

Holladay, Utah
April 1, 2026

****Financial statements are Proprietary & Confidential, to be used solely for purposes of internal credit review and not to be distributed externally.****

December 2025
Company: COASTLINE EQUIPMENT-DEERE

Description	December 2025		December 2024	
	Amount	Percent	Amount	Percent
Assets				
Cash Items	\$5,779,328	2.5%	\$14,579,222	5.6%
Accounts Receivable	\$15,378,185	6.8%	\$18,083,194	6.9%
Notes and Contracts Receivable	\$14,876,686	6.5%	\$15,547,954	6.0%
Other Receivables	(\$11,552,915)	-5.1%	(\$1,350,085)	-0.5%
Total Cash and Receivables	\$24,481,284	10.8%	\$46,860,285	18.0%
New John Deere C&F Equip.	\$28,800,652	12.7%	\$45,639,356	17.5%
Other John Deere Equipment	\$12,843,834	5.6%	\$16,693,843	6.4%
Wirtgen Equipment	\$6,977,804	3.1%	\$5,376,481	2.1%
Other Equipment and Attachments	\$13,285,470	5.8%	\$12,985,356	5.0%
Used Equipment	\$6,286,149	2.8%	\$4,084,509	1.6%
John Deere Parts	\$9,129,348	4.0%	\$8,064,982	3.1%
Wirtgen Parts	\$1,703,527	0.7%	\$1,178,121	0.5%
Other Parts and Merchandise	\$1,137,472	0.5%	\$1,173,401	0.5%
Miscellaneous Inventories	\$149,010	0.1%	\$151,568	0.1%
Inventory Reserve	\$164,524	0.1%	\$469,842	0.2%
Total Inventories	\$80,477,788	35.4%	\$95,817,457	36.8%
Prepaid Expenses	\$495,292	0.2%	\$1,843,064	0.7%
Current Assets	\$105,454,364	46.4%	\$144,520,807	55.4%
Furniture, Fixtures & Tools	\$6,274,268	2.8%	\$5,958,135	2.3%
Vehicles	\$10,956,726	4.8%	\$10,538,648	4.0%
Rental Fleet	\$133,086,660	58.5%	\$122,758,819	47.1%
Other Property	\$12,096,532	5.3%	\$10,754,442	4.1%
Total Capital Assets	\$162,414,186	71.4%	\$150,010,044	57.6%
Accumulated Depreciation	(\$42,193,388)	-18.6%	(\$35,375,565)	-13.6%
Net Capital Assets	\$120,220,798	52.9%	\$114,634,479	44.0%
Long Term Assets	\$162,609	0.1%	\$162,609	0.1%
Miscellaneous Assets	\$1,524,240	0.7%	\$1,318,334	0.5%
Total Other Assets	\$1,686,849	0.7%	\$1,480,943	0.6%
Total Assets	\$227,362,011	100.0%	\$260,636,228	100.0%
Liabilities & Owner's Equity				
Accounts Payable - Deere	\$25,757,931	11.3%	\$35,948,252	13.8%

Balance Sheet Summary

December 2025

Company: COASTLINE EQUIPMENT-DEERE

Description	December 2025		December 2024	
	Amount	Percent	Amount	Percent
Liabilities & Owner's Equity				
Other Accounts Payable	\$3,708,121	1.6%	\$3,096,072	1.2%
Short Term Notes Payable	\$1,523,729	0.7%	\$944,323	0.4%
Other Payables	\$3,120,758	1.4%	\$2,600,281	1.0%
Total Payable	\$34,110,539	15.0%	\$42,588,928	16.3%
Accrued Taxes	\$22,815	0.0%	\$23,163	0.0%
Other Accrued Liabilities	\$4,287,434	1.9%	\$6,663,801	2.6%
Total Accrued Liabilities	\$4,310,249	1.9%	\$6,686,964	2.6%
Current Liabilities	\$38,420,788	16.9%	\$49,275,892	18.9%
Total Deferred Credits	\$2,170,342	1.0%	\$2,257,435	0.9%
Long Term Debt - Floor Plan	\$93,824,707	41.3%	\$88,124,031	33.8%
Long Term Debt - Lease Obligations	\$2,536,112	1.1%	\$1,730,207	0.7%
Long Term Debt	\$96,360,819	42.4%	\$89,854,239	34.5%
Total Liabilities	\$136,951,948	60.2%	\$141,387,565	54.2%
Capital Investments	(\$36,108,203)	-15.9%	(\$2,862,628)	-1.1%
Retained Earnings	\$122,111,290	53.7%	\$109,688,419	42.1%
Profit Year to Date	\$4,406,975	1.9%	\$12,422,871	4.8%
Total Equity	\$90,410,063	39.8%	\$119,248,662	45.8%
Total Liabilities and Owner's Equity	\$227,362,011	100.0%	\$260,636,228	100.0%

****Financial statements are Proprietary & Confidential, to be used solely for purposes of internal credit review and not to be distributed externally.****

Company: COASTLINE EQUIPMENT-DEERE

Location: ALL

Department: ALL

Period: 12

Description	Current YTD		Previous YTD	
	Amount	Percent	Amount	Percent
Net Sales				
John Deere Construction and Forestry Equipment Sales	\$73,990,283	28.8%	\$87,952,368	31.1%
Other New John Deere Equipment Sales	\$27,930,948	10.9%	\$30,135,340	10.6%
Rental Revenue	\$30,366,477	11.8%	\$31,711,054	11.2%
Wirtgen Equipment Sales	\$4,479,697	1.7%	\$7,673,526	2.7%
Other Equipment and Attachments Sales	\$12,279,056	4.8%	\$13,542,668	4.8%
Used Equipment Sales	\$37,856,789	14.7%	\$28,349,233	10.0%
Total Complete Goods Sales	\$186,903,251	72.7%	\$199,364,190	70.4%
John Deere Parts and Merchandise Sales	\$39,523,092	15.4%	\$43,421,551	15.3%
Wirtgen Parts Sales	\$1,446,590	0.6%	\$1,544,533	0.5%
Other Parts and Merchandise Sales	\$4,981,886	1.9%	\$6,135,389	2.2%
Parts Special Handling	\$1,651,454	0.6%	\$1,712,739	0.6%
Parts Discount Allowed	(\$44,897)	-0.0%	(\$11,436)	-0.0%
Total Parts Sales	\$47,558,125	18.5%	\$52,802,776	18.7%
Customer Labor Sales	\$14,059,518	5.5%	\$14,481,326	5.1%
Internal Labor Sales	\$292,901	0.1%	\$6,960,759	2.5%
Manufacturer Warranty Labor Sales	\$3,062,344	1.2%	\$3,209,287	1.1%
Other Service Sales	\$5,295,144	2.1%	\$6,207,118	2.2%
Service Labor Discounts Allowed	(\$24,311)	-0.0%	(\$30,712)	-0.0%
Service Non Labor Discounts Allowed	(\$30,348)	-0.0%	(\$1,314)	-0.0%
Total Service Sales	\$22,655,247	8.8%	\$30,826,464	10.9%
Total Net Sales	\$257,116,622	100.0%	\$282,993,430	100.0%
Cost of Sales				
John Deere Construction and Forestry Equipment COS	\$66,403,520	89.7%	\$79,229,302	90.1%
Other New John Deere Equipment COS	\$24,088,604	86.2%	\$26,537,259	88.1%
Rental Revenue COS	\$21,252,834	70.0%	\$25,038,745	79.0%
Wirtgen Equipment COS	\$3,973,189	88.7%	\$6,687,220	87.1%
Other Equipment and Attachments COS	\$10,072,112	82.0%	\$11,082,035	81.8%
Used Equipment COS	\$33,222,060	87.8%	\$24,599,273	86.8%
Inventory Valuation Adjustment Complete Goods	\$322,243	-	\$125,143	-
Total Complete Goods Cost of Sales	\$159,334,563	85.2%	\$173,298,976	86.9%
John Deere Parts & Merchandise COS	\$26,087,986	66.0%	\$28,487,254	65.6%
Wirtgen Parts COS	\$1,008,163	69.7%	\$1,157,840	75.0%
Other Parts & Merchandise COS	\$3,396,481	68.2%	\$4,197,169	68.4%
Parts Special Handling	\$1,737,288	105.2%	\$1,741,835	101.7%
Parts Order Discount Earned	(\$9,527)	-	(\$667)	-
Inventory Valuation Adj. - Parts	(\$66,524)	-	(\$13,378)	-
Total Parts COS	\$32,153,867	67.6%	\$35,570,053	67.4%
Service Persons Salary	\$6,525,772	37.5%	\$8,180,683	33.2%
Other Service	\$6,843,902	129.2%	\$5,955,091	95.9%
Total Service COS	\$13,369,674	59.0%	\$14,135,774	45.9%
Total Cost of Sales	\$204,858,104	79.7%	\$223,004,803	78.8%
Gross Margin	\$52,258,518	20.3%	\$59,988,627	21.2%
Expenses & Changes to Income				
Variable Expenses	\$9,942,364	3.9%	\$13,336,205	4.7%
Volume Discount and Performance Bonus	\$444,258	0.2%	\$1,440,129	0.5%
Remaining Additions to Income	\$6,042,074	2.3%	\$4,797,318	1.7%
Deductions from Income	\$3,721,724	1.4%	\$1,472,776	0.5%
Contribution Margin	\$45,080,762	17.5%	\$51,417,093	18.2%
Fixed Expenses	\$34,581,189	13.4%	\$32,971,232	11.7%
Total Expenses	\$44,523,552	17.3%	\$46,307,436	16.4%



Income Statement Summary - Aggregation

Year-to-Date (12 Month(s) Ending December 2025)

Company: COASTLINE EQUIPMENT-DEERE
Location: ALL
Department: ALL
Period: 12

Description	Current YTD		Previous YTD	
	Amount	Percent	Amount	Percent
<u>Expenses & Changes to Income</u>				
Net Operating Income	\$10,499,574	4.1%	\$18,445,861	6.5%
Interest Expense	\$6,092,599	2.4%	\$6,022,990	2.1%
Pre-tax Income	\$4,406,975	1.7%	\$12,422,871	4.4%
After-tax Income	\$4,406,975	1.7%	\$12,422,871	4.4%

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**CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX
DELINQUENCY AND FELONY CONVICTIONS**
(TO BE SUBMITTED WITH BID)

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark () in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

The applicant represents that it is () is not () a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

The applicant represents that it is () is not () is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the owner, who will then notify the FAA airports district office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term definitions

Felony conviction: felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: a tax delinquency is any unpaid federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.



Signature of

BUY AMERICAN CERTIFICATION

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws,¹ U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA’s Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA’s Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

The bidder or offeror certifies procurement of certain rolling stock using FAA grant funds will prohibit airports from using Federal financial assistance to procure buses or rail car vehicle rolling stock from covered entities.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE *EQUIPMENT/BUILDING PROJECT*

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 U.S.C. § 50101, and other Made in America Laws, U.S. statutes, guidance, and FAA policies by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (ü) or the letter “X”.

- Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.

¹ Per Executive Order 14005 “Made in America Laws” means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to “Buy America” or “Buy American,” that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – FRONT-WHEEL LOADER WITH SNOW BUCKET AND SNOW PLOW BOX
AIP #3-16-0036-061-2026

- c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
- d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or FAA evidence that documents the source and origin of the steel and manufactured product.
 - b) To faithfully comply with providing U.S. domestic product.
 - c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 waiver under 49 U.S.C. § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
 - b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
 - c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “item”. The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108 (products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – FRONT-WHEEL LOADER WITH SNOW BUCKET AND SNOW PLOW BOX
AIP #3-16-0036-061-2026

- d) Percentage of non-domestic component and subcomponent cost as compared to total “item” component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials, would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bidders and/or offerors;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 U.S.C. § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

6/8/2026
Date

Shelly M. Moya
Signature

Coastline Equipment
Company Name

Branch Controller
Title

TRADE RESTRICTION CERTIFICATION
(TO BE SUBMITTED WITH BID)

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR.);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR. list or
- (3) who incorporates in the public works project any product of a foreign country on such USTR. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

By: 

Title: Branch Controller

Company Coastline Equipment

IDAHO CODE CERTIFICATION

Contractor certifies and agrees as follows:

- A. **Anti-Boycott:** To the extent required by Idaho Code § 67-2346, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in a Boycott of goods or services from Israel or territories under Israel’s control and Contractor agrees that it will not engage in such a Boycott for the duration of the Agreement. As used in this particular provision, “Boycott” and “Company” shall be defined as stated in Idaho Code § 67-2346(3)(a)and(b).
- B. **Boycott of Particular Business Sector:** To the extent required by Idaho Code § 67-2347A, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in, and will not for the duration of the contract engage in, a Boycott of any individual or company because the individual or company engages in or supports the (a) exploration, production, utilization, transportation, sale, or manufacture of fossil fuel based energy, timber, minerals, hydroelectric power, nuclear energy, or agriculture; or (b) manufacture, distribution, sale, or use of Firearms. As used in this particular provision, “Firearms” is defined as stated in Idaho Code § 18-3302(2)(d) and the terms “Boycott” and “Company” are defined as stated in Idaho Code § 67-2347A(4).
- C. **Government of China Certification:** Contractor certifies that, as of the Effective Date, it is a Company that is not owned or operated by the Government of China and Contractor agrees that it will not be so owned or operated for the duration of the Contract. As used in this particular provision, “Government of China” and “Company” are defined.
- D. **Funds for Abortion Certification:** (per I.C. 18-8705): Contractor certifies that it is not an Abortion Provider nor an Affiliate of an Abortion Provider such that entry into this Contract is not prohibited by Idaho Code § 18-8703. For purposes of this provision, “Abortion Provider” and “Affiliate of an Abortion Provider” are defined as stated in Idaho Code § 18-8702.

By: 

Title: Branch Controller

Company Coastline Equipment

Prepared For

MAGIC VALLEY REGIONAL
AIRPORT

PO BOX 1907

TWIN FALLS, ID 833031907

(208) 308-7236

Prepared By

TERRY DROWN

Coastline Equipment Company

26 E 300 S

Jerome, ID 83338

208-324-2900

Terry.Drown@Coastlineequipment.
com

Quote Id 2175216

Creation Date 01-Jun-2026

Expiration Date 08-Jun-2026

Quote Id 2175216
09-Jun-2026

MAGIC VALLEY REGIONAL AIRPORT
PO BOX 1907
TWIN FALLS, ID 833031907
(208) 308-7236

We would like to take this opportunity to thank you for your recent interest in our equipment offerings.

It has been a pleasure serving you, and we hope to continue supporting your equipment needs now and in the future. Please feel free to reach out to us whenever we can be of further assistance. We are committed to earning your trust and confidence in both our company and the products we represent.

Sincerely,

TERRY DROWN
Coastline Equipment Company
26 E 300 S
Jerome, ID 83338
208-324-2900
Terry.Drown@Coastlineequipment.com

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Quote Summary

Equipment Summary

644 P-Tier Wheel Loader

QTY In Group

1

Equipment Total

\$357,037.33

Quote Summary

Total Selling Price

\$357,037.33

Sub-total

\$357,037.33

Balance Due

\$357,037.33

Salesperson : X _____

Accepted By : X _____

Selling Equipment

Quote # 2175216
Customer MAGIC VALLEY REGIONAL AIRPORT

644 P-Tier Wheel Loader

QTY In Group : 1

Hours ---
Serial Number ---
Stock Number ---
PUK Parent Serial # ---

Equipment Summary

Code	Description	Qty
6052DW	644 P-Tier Wheel Loader	1

Base / Options

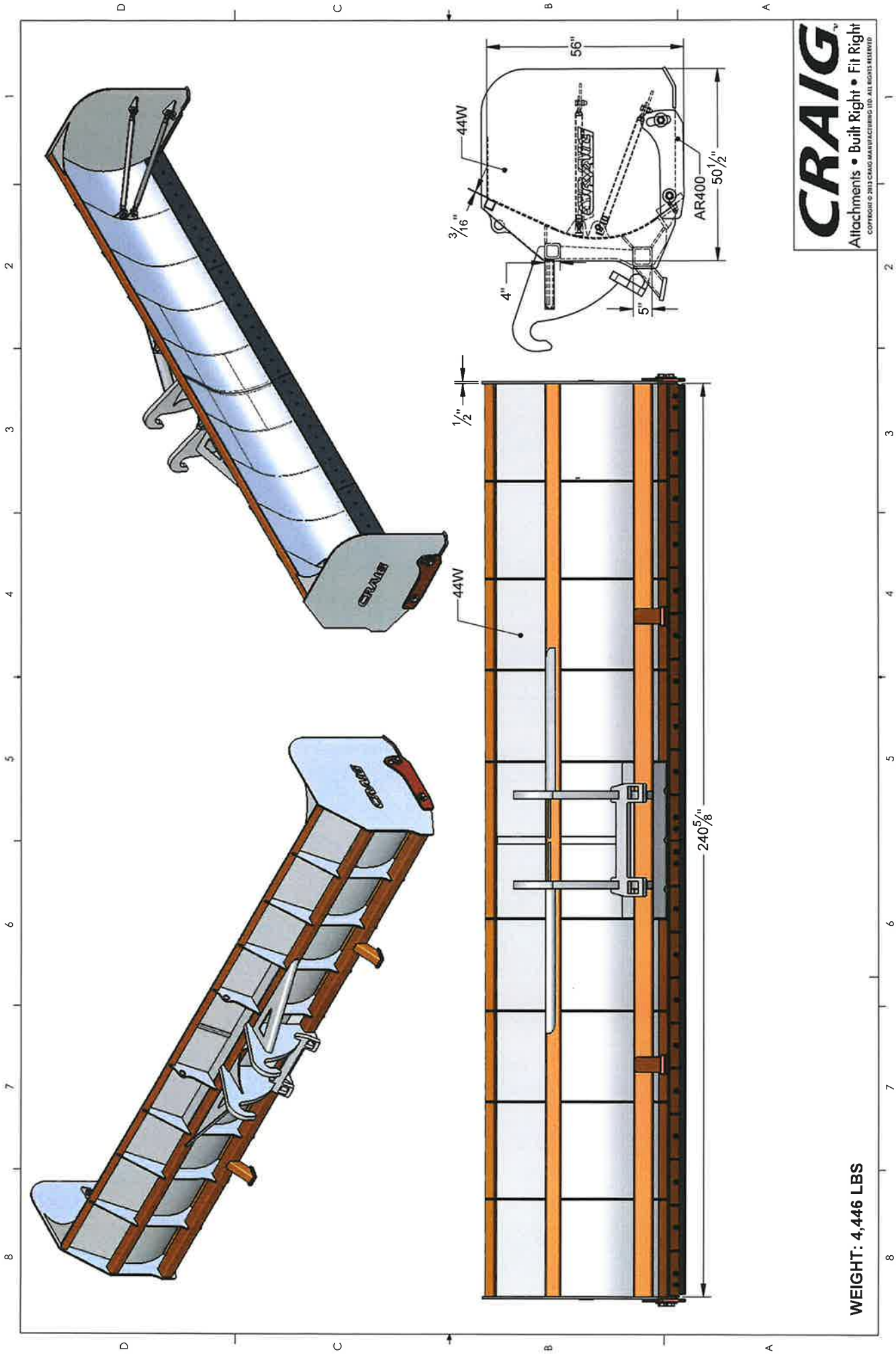
Code	Description	Qty
0202	United States	1
0259	English	1
0351	Translated Text Labels	1
0400	Standard Loader	1
0451	Standard Z-BAR	1
0614	Level 1 Trim	1
0654	Level 1 Performance	1
0951	Rear Camera (Primary Display)	1
1100	Less Detection System	1
1205	Basic Package Radio	1
1602	Steering Wheel	1
1301	Left Side Steps	1
183N	JDLink™	1
1862	Level 2 Fleet Health	1
2201	Less Payload Scale w/ Cycle Counter	1
2261	8 IN (203mm) Touchscreen Display	1
2300	Less Secondary Display	1
4095	John Deere 6.8L - FT4/SV	1
6522	Standard Hitch w/ Pin & Rear Counterweight	1
7026	Joystick Controls	1
7053	Two Function Hydraulics	1

5128	No Brand Preference - 23.5R25 L3 1-Star Radial Tires	1
5553	Full Coverage Front Fenders	1
7405	Field Coupler Ready - Pin Disconnect Plumbing	1
8295	Heated And Powered Exterior Mirrors	1
8500	Cold Weather Package	1
8508	Auxiliary Equipment Package	1
9710	23.5R25 L3 1-Star Radial Tires w/ 3 PC Rims - No Brand Preference	1
	4 yard bucket	1
	418 coupler	1
	Snow Ramp plow	1
	Airport Radio Package	1

Total Base / Options

Selling Price Subtotal

Total Selling Price



CRAIG™
 Attachments • Built Right • Fit Right
COPYRIGHT © 2013 CRAIG MANUFACTURING LTD. ALL RIGHTS RESERVED

WEIGHT: 4,446 LBS

644 \ P

Wheel Loader



JOHN DEERE



ELEVATE YOUR EXPECTATIONS



AVS ON THE G5 DISPLAY



SMARTDETECT ON THE G5 DISPLAY

VISION AND DETECTION SYSTEM OFFERINGS

Active jobsites present many operational challenges, including multiple machines, crew members, and bystanders. The John Deere Advanced Vision System (AVS) and SmartDetect™ can help enhance operator awareness to confidently navigate busy work areas:

- Optional **AVS** includes two digital cameras mounted on the rearview-mirror platforms that integrate with the rearview (backup) camera for a single display on a dedicated in-cab monitor.
- Paired with a high-resolution camera and a dedicated display, optional **Advanced Rear Object-Detection System (ARODS)** utilizes a radar system that provides audible alerts when objects are detected at the rear of the machine. ARODS helps operators visualize the loader's reversal path based on its articulation.
- Available as an easily installed field kit, optional **SmartDetect** alerts operators of objects entering the machine's projected travel path, emitting sound and visual alerts inside the cab as well as an audible alarm to detected bystanders. SmartDetect requires AVS, ARODS, and a G5 display as well as software activation.
- Building on SmartDetect capabilities, optional **SmartDetect™ Digital** is equipped with advanced cameras that integrate with a dedicated G5 display to provide elevated operator and bystander alerts. Easily accessed through the user-friendly John Deere Operations Center™ mobile app, the system notifies supervisors of near-miss events with corresponding video. Weekly reports of digital usage and jobsite events within a heat-map summary are also available.

ABOVE AND BEYOND

MEET THE P-TIER WHEEL LOADERS



**SMARTWEIGH™
PAYLOAD-WEIGHING
SOLUTION IS DEERE
DESIGNED & SUPPORTED**

When your material-handling application needs a heavy-duty lift, add a P-Tier Wheel Loader to your lineup. Combining convenient front-end features with near-parallel lift, spacious operator stations including customizable ergonomic electrohydraulic (EH) controls, streamlined electrical and hydraulic routing, and innovative options, these versatile and productive mid-size models are designed to help you take your operation to the next level.

Take control

Operators can easily control up to six functions without letting go of the ergonomically designed joystick. Two industry-exclusive multifunction buttons can each be programmed to handle any of up to 10 functions selected through the monitor, including bucket vibrate and EH Precision mode.

On your side

All daily service points including fuel refill are conveniently grouped at ground level on the left side of the machine for easy access. Routing of electrical wire harnesses and hydraulic hoses has been streamlined.

Level up

AutoLevel enables near-perfect parallelism throughout the boom-raise-and-lower cycle, letting operators set their desired attachment angle to within \pm two degrees.

At the forefront

Featuring bucket and linkage designs that improve load leveling, material retention, and visibility, P-Tier Loaders yield more productivity and performance than previous models. Enhanced-performance buckets with integrated spill guards, curved side cutters, and impressive rollback deliver elevated bucket-fill performance and material retention compared to earlier offerings.

Material matters

SmartWeigh option features dynamic weighing technology that allows operators to weigh without interrupting workflow and removes the need to lower and reraise the boom after tipoff. Shared through the onboard monitor, SmartWeigh is easy to calibrate and effortlessly integrates with the John Deere Operations Center so you can track and visualize payload data from almost anywhere. Available as a factory-installed or field-kit option, you can also try SmartWeigh at a low cost for 250 machine hours.



644 / P

WHEEL LOADER



**2 INDUSTRY-EXCLUSIVE
MULTIFUNCTION BUTTONS**



GET AHEAD[®]

MOVING FORWARD.

Designed to elevate your productivity, the 644 P-Tier Wheel Loader helps you put your best foot forward.



Have a seat

Spacious and comfortable cab features extra legroom, an improved HVAC system, additional storage, and a more adjustable seat than earlier models.



Near-parallel lift

Lift path on Z-Bar linkage is near parallel. Better load-leveling capability compared to K-Series models minimizes load rollback, reduces material spillage, and requires fewer manual adjustments. Cross-tube and boom geometry of the Z-Bar linkage has been streamlined to provide a better view to the front attachment.



Stick a fork on it

Available in 60- and 72-inch lengths, improved shaft-style forks enable better visibility to the fork tips compared to previous models.



Clear advantage

Improved visibility to the work tool helps reduce spillage as well as cycle and tool-changeover times. It also helps minimize machine damage when working on crowded jobsites or up against walls.



Connected machines

John Deere construction equipment comes with in-base connectivity — free from subscriptions or annual renewals. Analyze critical machine data, track utilization, review diagnostic alerts, and more from **the John Deere Operations Center**. The Operations Center also enables John Deere Connected Support™, which uses data from thousands of connected machines to proactively address issues before they arise. With your approval, your dealer can also remotely monitor machine health, diagnose problems, and even update machine software without a trip to the jobsite.*

*Availability varies by region and product. Options not available in every country.

644

P

644 P-TIER WHEEL LOADER SPECIFICATIONS

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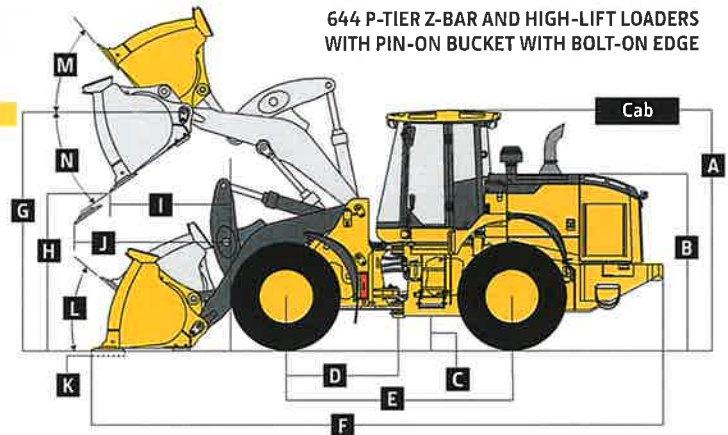
Engine		644 P-TIER Z-BAR / HIGH-LIFT	
Manufacturer and Model	John Deere PowerTech™ PSS 6068	Gross Peak Torque (ISO 9249)	1100 Nm (811 lb.-ft.) at 1,400 rpm
Non-Road Emission Standard	EPA Final Tier 4/EU Stage V	Net Torque Rise	58%
Cylinders	6	Fuel System (electronically controlled)	High-pressure common rail
Valves Per Cylinder	4	Lubrication	Full-flow spin-on filter and integral cooler
Displacement	6.8 L (415 cu. in.)	Aspiration	Series turbocharged, charge air cooled
Net Peak Power (ISO 9249)	186 kW (249 hp) at 1,800 rpm	Air Cleaner	Under-hood, dual-element dry type, restriction indicator in cab monitor for service
Gross Peak Power (ISO 9249)	194 kW (260 hp) at 1,800 rpm		
Net Peak Torque (ISO 9249)	1061 Nm (783 lb.-ft.) at 1,400 rpm		
Cooling			
Fan Drive	Hydraulically driven, proportionally controlled, fan aft of coolers		
Electrical			
Electrical System	24 volt with 100-amp alternator (140-amp alternator optional)		
Batteries (2 – 12 volt)	950 CCA (each)		
Transmission System			
Type	Countershaft-type PowerShift™		
Torque Converter	Single stage, single phase		
Motor/Generator	N/A		
Inverter	N/A		
Shift Control	Electronically modulated, adaptive, load and speed dependent		
Operator Interface	Steering-column or joystick-mounted F-N-R and gear-select lever; Quick-Shift button on hydraulic lever		
Shift Modes	Manual/auto (1st-D or 2nd-D); Quick-Shift button with 2 selectable modes: kick-down or kick-up/down; and 4 clutch cutoff settings		
	<i>Standard 5-Speed With Lockup Torque Converter</i>		<i>Optional 4-Speed</i>
Maximum Travel Speeds (with 23.5 R 25 tires)	<i>Forward</i>	<i>Reverse</i>	<i>Forward</i>
Range 1	7.1 km/h (4.4 mph)	7.5 km/h (4.7 mph)	7.2 km/h (4.5 mph)
Range 2	12.1 km/h (7.5 mph)	12.8 km/h (8.0 mph)	11.9 km/h (7.4 mph)
Range 3	20.5 km/h (12.7 mph)	26.1 km/h (16.2 mph)	22.9 km/h (14.2 mph)
Range 4	24.7 km/h (15.3 mph)	N/A	35.2 km/h (21.9 mph)
Range 5	40.0 km/h (24.9 mph)	N/A	N/A
			<i>Reverse</i>
			7.6 km/h (4.7 mph)
			12.5 km/h (7.8 mph)
			24.0 km/h (14.9 mph)
			N/A
			N/A
Axles/Brakes			
Final Drives	Heavy-duty inboard-mounted planetary		
Differentials	Hydraulic locking front with conventional rear – standard; dual locking front and rear – optional		
Rear Axle Oscillation, Stop to Stop (with 23.5 R 25 tires)	26 deg. (13 deg. each direction)		
Brakes (conform to ISO 3450)			
Service	Hydraulically actuated, inboard sun-shaft mounted, oil cooled, self adjusting, single disc		
Parking	Automatic spring applied, hydraulically released, driveline mounted, oil cooled, multi disc		
Tires/Wheels (see page 9 for complete tire adjustments)			
	<i>Tread Width</i>	<i>Width Over Tires</i>	
Michelin 23.5 R 25, 1 Star L-3	2170 mm (85.4 in.)	2875 mm (113.2 in.)	
Serviceability			
Refill Capacities		Refill Capacities (continued)	
Fuel Tank (with lockable cap)	350 L (92.6 gal.)	Transmission Reservoir With Vertical Filter	23 L (24.3 qt.)
Diesel Exhaust Fluid (DEF)	18.5 L (19.5 qt.)	Axle Oil (front and rear, each)	22 L (23 qt.)
Cooling System	44 L (47 qt.)	Hydraulic Reservoir and Filter	105.2 L (27.8 gal.)
Inverter	N/A	Park Brake Oil (wet disc)	0.65 L (22 oz.)
Engine Oil With Vertical Spin-On Filter	27 L (28.5 qt.)		
Hydraulic System/Steering			
Pump (loader and steering)	Variable-displacement, axial-piston pump; closed-center, pressure-compensating system		
Maximum Rated Flow at 6895 kPa (1,000 psi) and 2,250 rpm	310 L/m (82 gpm)		
System Relief Pressure (loader and steering)	25 166 kPa (3,650 psi)		
Loader Controls	2-function valve; joystick control or fingertip controls; hydraulic-function enable/disable; optional 3rd- and 4th-function valve with auxiliary lever		
Steering (conforms to ISO 5010)			
Type	Power, fully hydraulic		
Articulation Angle	80-deg. arc (40 deg. each direction)		
Turning Radius (measured to centerline of outside tire)	5.64 m (18 ft. 6 in.)		

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Hydraulic System/Steering (continued)	644 P-TIER Z-BAR / HIGH-LIFT	
	Z-Bar	High-Lift
Hydraulic Cycle Times		
Raise	5.3 sec.	5.3 sec.
Dump	1.4 sec.	1.4 sec.
Lower (power down)	3.8 sec.	4.0 sec.
Total	10.5 sec.	10.7 sec.

Bucket Capacity Range	
Bucket Type	
Pin-On	3.2–3.6 m ³ (4.25–4.75 cu. yd.)
Coupler	3.1–3.6 m ³ (4.0–4.75 cu. yd.)

Dimensions and Specifications With Pin-On Bucket With Bolt-On Edge



644 P-TIER Z-BAR AND HIGH-LIFT LOADERS WITH PIN-ON BUCKET WITH BOLT-ON EDGE

	Z-Bar 3.2-m ³ (4.25 cu. yd.) enhanced performance	Z-Bar 3.4-m ³ (4.5 cu. yd.) enhanced performance	High-Lift 3.2-m ³ (4.25 cu. yd.) enhanced performance
Dimensions With Bucket With Bolt-On Edge (illustration above right)			
A Height to Top of Cab	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)
B Hood Height	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)
C Ground Clearance	386 mm (15.2 in.)	386 mm (15.2 in.)	386 mm (15.2 in.)
D Length From Centerline to Front Axle	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)
E Wheelbase	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)
F Overall Length, Bucket on Ground	8.33 m (27 ft. 4 in.)	8.38 m (27 ft. 6 in.)	8.72 m (28 ft. 7 in.)
G Height to Hinge Pin, Fully Raised	4.09 m (13 ft. 5 in.)	4.09 m (13 ft. 5 in.)	4.50 m (14 ft. 9 in.)
H Dump Clearance, 45 deg., Full Height	2.87 m (9 ft. 5 in.)	2.83 m (9 ft. 4 in.)	3.28 m (10 ft. 9 in.)
I Reach, 45-deg. Dump, Full Height	1.06 m (3 ft. 6 in.)	1.09 m (3 ft. 7 in.)	1.17 m (3 ft. 10 in.)
J Reach, 45-deg. Dump, 2.13-m (7 ft. 0 in.) Clearance	1.61 m (5 ft. 3 in.)	1.62 m (5 ft. 4 in.)	2.02 m (6 ft. 8 in.)
K Maximum Digging Depth	125 mm (5 in.)	129 mm (5 in.)	262 mm (10 in.)
L Maximum Rollback at Ground Level	45 deg.	45 deg.	45 deg.
M Maximum Rollback, Boom Fully Raised	59 deg.	59 deg.	60 deg.
N Maximum Bucket Dump Angle, Fully Raised	48 deg.	48 deg.	45 deg.
Loader Clearance Circle, Bucket Carry Position	13.0 m (42 ft. 8 in.)	13.0 m (42 ft. 9 in.)	13.3 m (43 ft. 9 in.)
Specifications With Bucket With Bolt-On Edge			
Capacity, Heaped	3.3 m ³ (4.25 cu. yd.)	3.4 m ³ (4.50 cu. yd.)	3.3 m ³ (4.26 cu. yd.)
Capacity, Struck	2.7 m ³ (3.47 cu. yd.)	2.8 m ³ (3.68 cu. yd.)	2.7 m ³ (3.48 cu. yd.)
Bucket Weight With Bolt-On Cutting Edge	1844 kg (4,066 lb.)	1880 kg (4,145 lb.)	1695 kg (3,737 lb.)
Bucket Width	3.04 m (10 ft. 0 in.)	3.04 m (10 ft. 0 in.)	3.04 m (10 ft. 0 in.)
Breakout Force	15 574 kg (34,334 lb.)	15 002 kg (33,074 lb.)	15 568 kg (34,321 lb.)
Tipping Load, Straight, No Tire Deflection	15 005 kg (33,079 lb.)	14 891 kg (32,829 lb.)	12 413 kg (27,367 lb.)
Tipping Load, Straight, With Tire Deflection	14 067 kg (31,012 lb.)	13 956 kg (30,768 lb.)	11 718 kg (25,834 lb.)
Tipping Load, 40-deg. Full Turn, No Tire Deflection	12 987 kg (28,631 lb.)	12 882 kg (28,401 lb.)	10 677 kg (23,540 lb.)
Tipping Load, 40-deg. Full Turn, With Tire Deflection	11 826 kg (26,072 lb.)	11 721 kg (25,840 lb.)	9795 kg (21,594 lb.)
Rated Operating Load, 50% Full-Turn Tipping Load, No Tire Deflection (conforms to ISO 14397-1)*	6493 kg (14,315 lb.)	6441 kg (14,200 lb.)	5339 kg (11,770 lb.)
Rated Operating Load, 50% Full-Turn Tipping Load, With Tire Deflection (conforms to ISO 14397-1)*	5913 kg (13,036 lb.)	5861 kg (12,920 lb.)	4898 kg (10,797 lb.)
Operating Weight	18 709 kg (41,246 lb.)	18 744 kg (41,324 lb.)	18 894 kg (41,653 lb.)

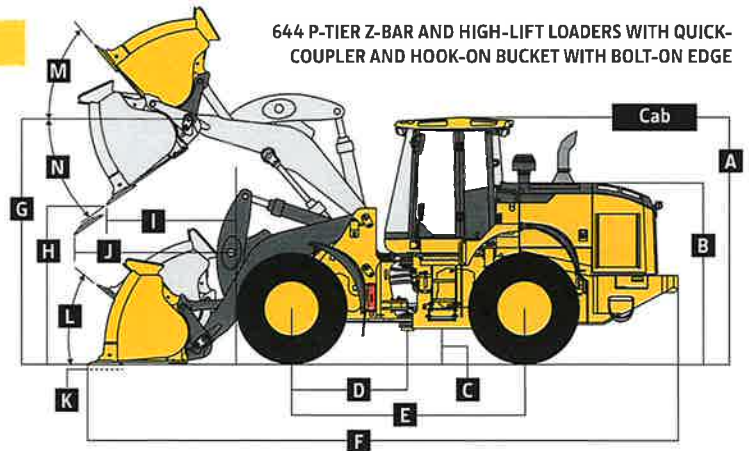
Loader operating information is based on machine with identified linkage and standard equipment, PowerTech PSS 6068 (EPA Final Tier 4/EU Stage V) engine, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator. This information is affected by changes in tires, ballast, and different attachments, and assumes no tire deflection per the standard ISO 14397-1 section 5.

*Rated operating capacity based on Deere attachments only.

644 P-TIER

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Dimensions and Specifications With Hi-Vis Coupler and Hook-On Bucket With Bolt-On Edge **644 P-TIER Z-BAR / HIGH-LIFT**



644 P-TIER Z-BAR AND HIGH-LIFT LOADERS WITH QUICK-COUPLER AND HOOK-ON BUCKET WITH BOLT-ON EDGE

Dimensions With Bucket With Bolt-On Edge (illustration above right)

	Z-Bar 3.1-m ³ (4.0 cu. yd.) enhanced performance	Z-Bar 3.2-m ³ (4.25 cu.yd.) enhanced performance	High-Lift 3.1-m ³ (4.0 cu. yd.) enhanced performance	High-Lift 3.2-m ³ (4.25 cu. yd.) enhanced performance
A Height to Top of Cab	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)
B Hood Height	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)
C Ground Clearance	386 mm (15.2 in.)	386 mm (15.2 in.)	386 mm (15.2 in.)	386 mm (15.2 in.)
D Length From Centerline to Front Axle	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)
E Wheelbase	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)
F Overall Length, Bucket on Ground	8.38 m (27 ft. 6 in.)	8.43 m (27 ft. 8 in.)	8.77 m (28 ft. 9 in.)	8.82 m (28 ft. 11 in.)
G Height to Hinge Pin, Fully Raised	4.09 m (13 ft. 5 in.)	4.09 m (13 ft. 5 in.)	4.50 m (14 ft. 9 in.)	4.50 m (14 ft. 9 in.)
H Dump Clearance, 45 deg., Full Height	2.84 m (9 ft. 4 in.)	2.81 m (9 ft. 2 in.)	3.25 m (10 ft. 8 in.)	3.22 m (10 ft. 7 in.)
I Reach, 45-deg. Dump, Full Height	1.10 m (3 ft. 7 in.)	1.13 m (3 ft. 8 in.)	1.21 m (4 ft. 0 in.)	1.24 m (4 ft. 1 in.)
J Reach, 45-deg. Dump, 2.13-m (7 ft. 0 in.) Clearance	1.63 m (5 ft. 4 in.)	1.64 m (5 ft. 5 in.)	2.05 m (6 ft. 9 in.)	2.06 m (6 ft. 9 in.)
K Maximum Digging Depth	125 mm (5 in.)	129 mm (5 in.)	262 mm (10 in.)	266 mm (10 in.)
L Maximum Rollback at Ground Level	45 deg.	45 deg.	45 deg.	45 deg.
M Maximum Rollback, Boom Fully Raised	59 deg.	59 deg.	60 deg.	60 deg.
N Maximum Bucket Dump Angle, Fully Raised	48 deg.	48 deg.	45 deg.	45 deg.
Loader Clearance Circle, Bucket Carry Position	13.0 m (42 ft. 9 in.)	13.0 m (42 ft. 9 in.)	13.5 m (44 ft. 3 in.)	13.5 m (44 ft. 4 in.)

Specifications With Bucket With Bolt-On Edge

Capacity, Heaped	3.30 m ³ (4.25 cu. yd.)	3.40 m ³ (4.50 cu. yd.)	3.07 m ³ (4.02 cu. yd.)	3.26 m ³ (4.26 cu. yd.)
Capacity, Struck	2.70 m ³ (3.47 cu. yd.)	2.80 m ³ (3.68 cu. yd.)	2.51 m ³ (3.28 cu. yd.)	2.66 m ³ (3.48 cu. yd.)
Bucket Weight With Bolt-On Cutting Edge	1844 kg (4,066 lb.)	1880 kg (4,145 lb.)	1639 kg (3,613 lb.)	1695 kg (3,737 lb.)
Bucket Width	3.04 m (10 ft. 0 in.)	3.04 m (10 ft. 0 in.)	3.04 m (10 ft. 0 in.)	3.04 m (10 ft. 0 in.)
Breakout Force	14 907 kg (32,865 lb.)	14 419 kg (31,789 lb.)	13 987 kg (30,385 lb.)	13 569 kg (29,914 lb.)
Tipping Load, Straight, No Tire Deflection	14 246 kg (31,407 lb.)	14 141 kg (31,174 lb.)	11 431 kg (25,202 lb.)	11 381 kg (25,091 lb.)
Tipping Load, Straight, With Tire Deflection	13 347 kg (29,425 lb.)	13 242 kg (29,194 lb.)	10 770 kg (23,744 lb.)	10 719 kg (23,631 lb.)
Tipping Load, 40-deg. Full Turn, No Tire Deflection	12 279 kg (27,071 lb.)	12 181 kg (26,854 lb.)	9764 kg (21,526 lb.)	9718 kg (21,426 lb.)
Tipping Load, 40-deg. Full Turn, With Tire Deflection	11 163 kg (24,610 lb.)	11 061 kg (24,385 lb.)	8919 kg (19,663 lb.)	8871 kg (19,557 lb.)
Rated Operating Load, 50% Full-Turn Tipping Load, No Tire Deflection (conforms to ISO 14397-1)*	6140 kg (13,536 lb.)	6090 kg (13,427 lb.)	4882 kg (10,763 lb.)	4859 kg (10,713 lb.)
Rated Operating Load, 50% Full-Turn Tipping Load, With Tire Deflection (conforms to ISO 14397-1)*	5582 kg (12,305 lb.)	5531 kg (12,193 lb.)	4460 kg (9,832 lb.)	4436 kg (9,779 lb.)
Operating Weight	19 134 kg (42,182 lb.)	19 190 kg (42,307 lb.)	19 449 kg (42,877 lb.)	19 465 kg (42,913 lb.)

Loader operating information is based on machine with identified linkage and standard equipment, PowerTech PSS 6068 (EPA Final Tier 4/EU Stage V) engine, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator. This information is affected by changes in tires, ballast, and different attachments, and assumes no tire deflection per the standard ISO 14397-1 section 5.

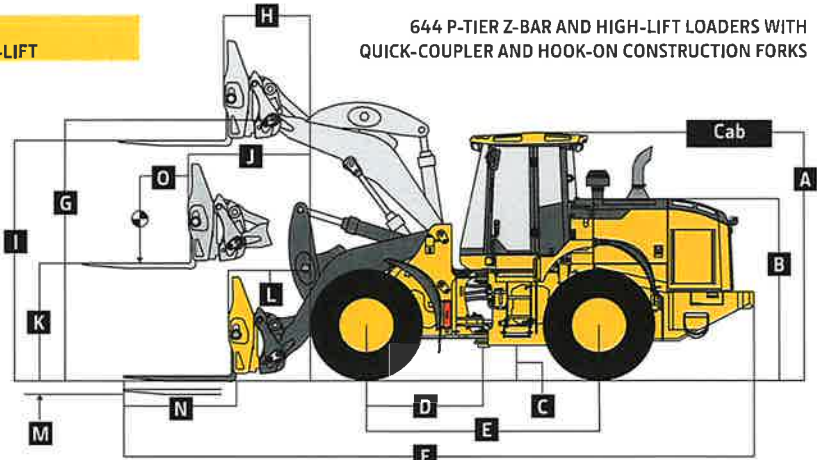
*Rated operating capacity based on Deere attachments only.

Dimensions and Specifications With Hi-Vis Coupler and Construction Forks

	Z-Bar 1.52-m (60 in.) tine length	Z-Bar 1.83-m (72 in.) tine length	High-Lift 1.52-m (60 in.) tine length	High-Lift 1.83-m (72 in.) tine length
A Height to Top of Cab	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)	3.45 m (11 ft. 4 in.)
B Hood Height	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)	2.51 m (8 ft. 3 in.)
C Ground Clearance	386 mm (15.2 in.)	386 mm (15.2 in.)	386 mm (15.2 in.)	386 mm (15.2 in.)
D Length From Centerline to Front Axle	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)	1.66 m (5 ft. 5 in.)
E Wheelbase	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)	3.31 m (10 ft. 10 in.)
F Overall Length, Forks on Ground	9.01 m (29 ft. 7 in.)	9.32 m (30 ft. 7 in.)	9.41 m (30 ft. 10 in.)	9.71 m (31 ft. 10 in.)
G Height to Hinge Pin, Fully Raised	4.09 m (13 ft. 5 in.)	4.09 m (13 ft. 5 in.)	4.50 m (14 ft. 9 in.)	4.50 m (14 ft. 9 in.)
H Reach, Fully Raised	820 mm (32 in.)	820 mm (32 in.)	930 mm (3 ft. 1 in.)	930 mm (3 ft. 1 in.)
I Fork Height, Fully Raised	3.78 m (12 ft. 5 in.)	3.78 m (12 ft. 5 in.)	4.19 m (13 ft. 9 in.)	4.19 m (13 ft. 9 in.)
J Maximum Reach, Fork Level	1.70 m (5 ft. 7 in.)	1.70 m (5 ft. 7 in.)	2.05 m (6 ft. 9 in.)	2.05 m (6 ft. 9 in.)
K Fork Height, Maximum Reach	1.70 m (5 ft. 7 in.)	1.70 m (5 ft. 7 in.)	1.74 m (5 ft. 9 in.)	1.74 m (5 ft. 9 in.)
L Reach, Ground Level	1.16 m (3 ft. 10 in.)	1.16 m (3 ft. 10 in.)	1.56 m (5 ft. 1 in.)	1.56 m (5 ft. 1 in.)
M Depth Below Ground	90 mm (3 in.)	90 mm (3 in.)	220 mm (9 in.)	220 mm (9 in.)
N Tine Length	1.52 m (60 in.)	1.83 m (72 in.)	1.52 m (60 in.)	1.83 m (72 in.)
O Load Position, 50% Tine Length	760 mm (30 in.)	910 mm (36 in.)	760 mm (30 in.)	910 mm (36 in.)

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Dimensions and Specifications With Hi-Vis Coupler and Construction Forks (continued) 644 P-TIER Z-BAR / HIGH-LIFT



644 P-TIER Z-BAR AND HIGH-LIFT LOADERS WITH QUICK-COUPLER AND HOOK-ON CONSTRUCTION FORKS

Specifications With Forks (illustration above right)

	Z-Bar	Z-Bar	High-Lift	High-Lift
Tipping Load, Straight, No Tire Deflection	9950 kg (21,935 lb.)	9436 kg (20,803 lb.)	8637 kg (19,042 lb.)	8220 kg (18,121 lb.)
Tipping Load, Straight, With Tire Deflection	9666 kg (21,310 lb.)	9171 kg (20,219 lb.)	8394 kg (18,506 lb.)	7989 kg (17,613 lb.)
Tipping Load, 40-deg. Full Turn, No Tire Deflection	8610 kg (18,981 lb.)	8156 kg (17,981 lb.)	7429 kg (16,379 lb.)	7060 kg (15,565 lb.)
Tipping Load, 40-deg. Full Turn, With Tire Deflection	8232 kg (18,148 lb.)	7803 kg (17,203 lb.)	7092 kg (15,635 lb.)	6744 kg (14,868 lb.)
Rated Operating Load, 50% Full-Turn Tipping Load, With Tire Deflection (conforms to ISO 14397-1 and SAE J1197)*	4116 kg (9,074 lb.)	3902 kg (8,601 lb.)	3546 kg (7,818 lb.)	3372 kg (7,434 lb.)
Rated Operating Load, Rough Terrain, 60% Full-Turn Tipping Load, With Tire Deflection (conforms to EN474-3)*	4939 kg (10,889 lb.)	4682 kg (10,322 lb.)	4255 kg (9,381 lb.)	4046 kg (8,921 lb.)
Rated Operating Load, Firm and Level Ground, 80% Full-Turn Tipping Load, With Tire Deflection (conforms to EN474-3)*	6586 kg (14,519 lb.)	6242 kg (13,762 lb.)	5674 kg (12,508 lb.)	5395 kg (11,894 lb.)
Operating Weight	18 603 kg (41,011 lb.)	18 663 kg (41,144 lb.)	18 787 kg (41,419 lb.)	18 847 kg (41,552 lb.)

Loader operating information is based on machine with identified linkage and standard equipment, PowerTech PSS 6068 (EPA Final Tier 4/EU Stage V) engine, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator. This information is affected by changes in tires, ballast, and different attachments, and assumes no tire deflection per the standard ISO 14397-1 section 5.

*Rated operating capacity based on Deere attachments only.

Adjustments to Operating Weights and Tipping Loads With Buckets

Adjustments to operating weights, tipping loads, and tires are based on Z-Bar machine with pin-on 3.2-m³ (4.25 cu. yd.) enhanced-performance bucket with bolt-on cutting edge, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator*

Add (+) or deduct (-) kg (lb.) as indicated for loaders with 3-piece rims Standard Z-Bar With Torque Converter Transmission	Operating Weight	Tipping Load,		Tread Width	Width Over Tires	Vertical Height
		Straight	40-deg. Full Turn			
Michelin 23.5 R 25, 1 Star L-3	0 kg (0 lb.)	0 kg (0 lb.)	0 kg (0 lb.)	0 mm (0 in.)	0 mm (0 in.)	0 mm (0 in.)
Bridgestone 23.5 R 25, 1 Star L-3	+101 kg (+223 lb.)	+771 kg (+170 lb.)	+68 kg (+150 lb.)	-3 mm (-0.1 in.)	+15 mm (+0.6 in.)	+39 mm (+1.5 in.)
Titan 23.5-25, 20 PR L-3	-271 kg (-597 lb.)	-207 kg (-456 lb.)	-183 kg (-402 lb.)	-3 mm (-0.1 in.)	+33 mm (+1.3 in.)	+29 mm (+1.1 in.)
Titan 725/70-25 16-Ply L-4T (Logger Style) ¹ §	+359 kg (+792 lb.)	+285 kg (+629 lb.)	+252 kg (+555 lb.)	+34 mm (+1.4 in.)	+119 mm (+4.7 in.)	+78 mm (+3.1 in.)
Michelin 750/65 R 25, 1 Star L-3T ¹ §	+715 kg (+1,577 lb.)	+557 kg (+1,228 lb.)	+492 kg (+1,084 lb.)	+34 mm (+1.4 in.)	+140 mm (+5.5 in.)	+42 mm (+1.7 in.)

*May change based on vehicle configuration, weight, or tire-pressure adjustments.

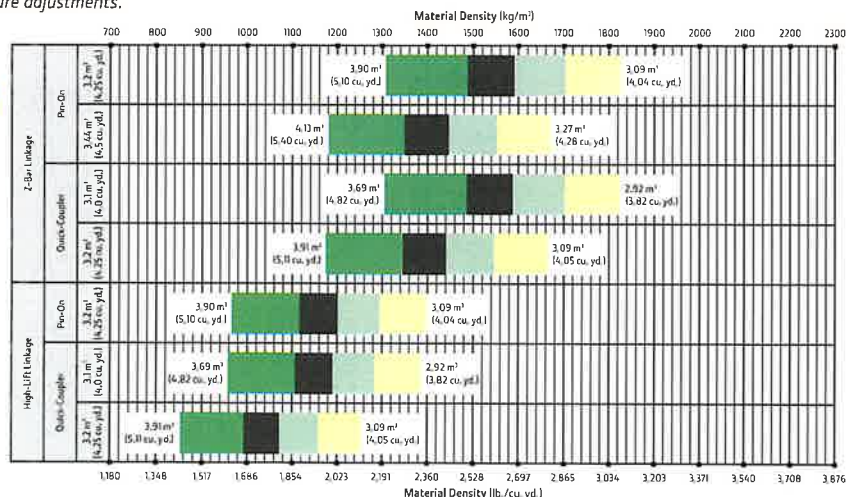
¹Equipped with 5-piece heavy-duty rims.

§CaCl₂ not recommended.

§Requires 9-deg. rear axle stops.

Bucket Selection Guides

LOOSE MATERIALS	kg/m ³	lb./cu. yd.	LOOSE MATERIALS	kg/m ³	lb./cu. yd.
Chips, pulwood	288	486	Limestone, coarse, sized	1570	2,646
Genders (coal, ashes, clinker)	673	1,134	Limestone, mixed sizes	1682	2,835
Clay and gravel, dry	1602	2,700	Limestone, pulverized or crushed	1362	2,295
Clay, compact, solid	1746	2,943	Sand, damp	2083	3,510
Clay, dry in lump loose	1009	1,701	Sand, dry	1762	2,970
Clay, excavated in water	1282	2,160	Sand, voids, full of water	2083	3,510
Coal, anthracite, broken, loose	865	1,458	Sandstone, quarried	1314	2,214
Coal, bituminous, moderately wet	801	1,350	Shale, broken crushed	1362	2,295
Earth, common loam, dry	1218	2,052	Slag, furnace granulated	1955	3,294
Earth, mud, packed	1843	3,105	Stone or gravel, 37.5 to 87.5-mm	1442	2,430
Granite, broken	1538	2,592	(1.5 to 3.5") size	1602	2,700
Gypsum	2275	3,834	Stone or gravel, 18, 75-mm (0.75") size		



Additional equipment

Key: ● Standard ▲ Optional or special

See your John Deere dealer for further information.

644

P-TIER Engine

- Wet-sleeve cylinder liners
- Programmable auto-idle and auto shutdown
- Selected idle adjustment from 900–1,250 rpm
- Starter excessive-cranking protection
- Automatic engine cool-down timer
- Automatic derating for exceeded system temperatures
- Serpentine drive belt for automatic tensioner
- Electrical fuel-priming pump
- Dual-stage fuel filter and water separator
- 500-hour vertical spin-on oil filter
- ▲ Engine-compartment light
- ▲ Chrome exhaust stack
- Automatic glow plugs for cold start
- ▲ Engine-block heater (recommended for cold starts below –23 deg. C [–10 deg. F])
- ▲ Centrifugal engine air pre-cleaner
- ▲ Throttle lock

Powertrain

- Clutch cutoff with 4 operator settings: Automatic, level ground, small slope, or steep slope
- Programmable maximum high gear
- Clutch calibration engaged from monitor
- 2,000-hour vertical spin-on transmission filter
- Transmission fill tube and sight gauge
- Transmission diagnostic ports
- ▲ 4-speed transmission with non-lockup torque converter
- 5-speed transmission with lockup torque converter
- Front locking differential
- ▲ Rear locking differential
- Brake retractors and adjusters
- ▲ Automatic differential lock
- Axle oil temperature sensing
- ▲ Wheel-spin control

Quad-Cool™ Cooling System

- Heavy-duty, trash-resistant radiator and high-ambient cooling package
- 2-side access to all coolers

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P-TIER Quad-Cool Cooling System (continued)

- Isolated from engine compartment
- Engine radiator
- Engine oil cooler
- Hydraulic oil cooler (oil to air)
- Transmission oil cooler (oil to air)
- Charge air cooler (air to air)
- Fuel cooler
- Coolant recovery tank
- Antifreeze, –37 deg. C (–34 deg. F)
- Cool-on-demand, hydraulically driven, swing-out fan
- Enclosed fan safety guard
- ▲ Automatic reversing fan drive
- Axle and service-brake coolers

Hydraulics

- Electrohydraulic (EH) controls with soft stops and adjustable settings
- In-cab adjustable automatic return-to-dig bucket positioner
- In-cab adjustable automatic boom-height kickout/return to carry
- Reservoir with sight gauge and fill strainer
- Hydraulic diagnostic ports
- 4,000-hour in-tank filter
- 2 function — joystick with F-N-R
- ▲ 2 function — 2-lever fingertip controls and steering column F-N-R
- ▲ 3 function — joystick with F-N-R and integrated 3rd-function roller
- ▲ 3 function — 3-lever fingertip controls and steering column F-N-R
- ▲ 4 function — joystick with F-N-R and integrated 3rd/4th-function rollers
- Programmable multifunction buttons (2)
- Adjustable and continuous hydraulic-flow settings
- Programmable attachment settings
- ▲ Ride control, automatic with monitor-adjustable speed settings
- ▲ Hydraulic control system for quick-coupler locking pins
- ▲ Hydra™ XR cold-temperature hydraulic fluid recommended below –25 deg. C (–13 deg. F)

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P-TIER Steering Systems

- Conventional steering wheel with spinner knob
- ▲ Joystick steering (including conventional steering column) with gearshift, F-N-R, and horn
- ▲ Secondary steering

Electrical

- Solid-state electrical power-distribution system
- Lockable master electrical-disconnect switch
- Battery-terminal safety covers
- By-pass start safety cover at starter
- Remote jump-start access in battery box
- Pre-wired for beacon/strobe light
- Lights: Halogen driving lights with guards (2) / Front (4), rear cab (2), and rear grille (2) work lights / LED front turn signals and flashers / LED stop- and taillights
- ▲ Premium LED light package (all exterior lights are heavy-duty LED)
- Programmable courtesy lights
- Horn, electric
- Reverse warning alarm
- Multifunction/multi-language 178-mm (7 in.) LCD color monitor includes: Digital instruments — Analog display (hydraulic oil temperature, engine coolant temperature, and engine oil pressure) / Digital display (engine rpm, transmission gear/direction indicator, hour meter, fuel level, diesel exhaust fluid (DEF) level, speedometer, odometer, and average fuel consumption)
- ▲ Multifunction/multi-language 127-mm (5 in.) LCD color monitor includes: Digital instruments — Analog display (hydraulic oil temperature, engine coolant temperature, transmission oil temperature, and engine oil pressure) / Digital display (engine rpm, transmission gear/direction indicator, hour meter, fuel level, DEF level, speedometer, odometer, and average fuel consumption)
- Integrated cycle counter with 5 categories

While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions per ISO 9249. No derating is required up to 3050-m (10,000 ft.) altitude. Specifications and design subject to change without notice. Specifications with the exception of bucket capacity are in accordance with all applicable ISO standards. Except where otherwise noted, these specifications are based on a unit with applicable linkage and standard equipment, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator.

Additional equipment *(cont.)*

Key: ● Standard ▲ Optional or special

See your John Deere dealer for further information.

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P-TIER Electrical *(continued)*

- Indicator lights: Standard and selected options / Amber caution and red stop
- Operator-warning messages
- Built-in diagnostics: Diagnostic-code details / Sensor values / Calibrations / Individual circuit tester
- ▲ Electrical corrosion-prevention package
- Standard AM/FM/Weather-Band (WB) radio with remote auxiliary port
- ▲ Premium AM/FM/WB radio with Bluetooth®, remote auxiliary port, and remote USB port (premium cab only)
- 24- to 12-volt, 8-amp converter and cab power ports (3)
- ▲ 24- to 12-volt, 15- or 30-amp converter and cab power ports (3)

Operator's Station

- Standard cab with air conditioning/heater (ROPS/FOPS Level 1, isolation mounted)
- ▲ Premium cab with air conditioning/heater (ROPS/FOPS Level 1, isolation mounted)
- ▲ Automatic temperature control (premium cab only)
- Rear window defrost vent
- Keyless start with multiple security modes
- Sealed-switch module with function indicators
- Seat with backrest extension, deep foam, fabric cover, and adjustable air suspension
- ▲ Premium seat with high-wide back-and headrest extension, heated and ventilated, leather/fabric cover, and adjustable heavy-duty air suspension
- Hydraulic controls integrated to seat
- High-visibility, bright-orange seat belt, 76 mm (3 in.), with retractor
- ▲ 4-point seat-belt harness
- ▲ Seat-belt indicator beacon light
- Cup holder and cup/Thermos® holder with retaining strap
- Lunch-box/cooler holder with tie-down brackets
- Coat hook

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P-TIER Operator's Station *(continued)*

- LED dome and reading light
- Rubber floor mat
- Dual-tilt steering column
- Operator's manual storage compartment
- Outside (2) and inside (1) rearview mirrors
- ▲ Heated outside mirrors with convex lens
- ▲ In-cab adjustable heated outside mirrors with convex lens (premium cab only)
- Left-side operator-station access
- Fall-arrest system anchor points tested to 2268 kg (5,000 lb.) on front of cab
- Slip-resistant steps and ergonomic handholds
- Pull-down front sun visor
- Front and rear intermittent windshield wipers and washers
- ▲ Powered cab air pre-cleaner
- ▲ Beacon bracket only
- ▲ Beacon bracket with strobe beacon
- Rearview camera
- ▲ Rearview camera with radar object-detection system
- ▲ Dedicated 178-mm (7 in.) rear camera display
- ▲ Advanced Rear Object-Detection System
- ▲ Advanced Vision System
- Payload scale ready
- ▲ SmartWeigh™ ready + trial
- ▲ SmartWeigh
- ▲ SmartDetect™
- ▲ SmartDetect™ Digital
- ▲ Fire extinguisher

Loader Linkage

- Z-Bar loader linkage (parallel lift)
- ▲ High-Lift Z-Bar loader linkage (parallel lift)

Buckets and Attachments

- ▲ Full line of Deere pin-on buckets, coupler buckets, and forks
- ▲ John Deere hydraulic coupler that accepts JRB-pattern attachments
- ▲ Hi-Vis hydraulic coupler that accepts Euro-pattern attachments (ISO)

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P-TIER Overall Vehicle

- JDLink™ wireless communication system (available in specific countries; see your dealer for details)
- NeverGrease™ rear-axle oscillation
- Front and rear tie-downs
- Rear cast bumper/counterweight with rear hitch and locking pin
- Articulation locking bar
- Loader boom service locking bar
- 40-deg. steering articulation to each side with rubber-cushion stops on frame
- Vandal protection with lockable engine enclosures, right counterweight storage, and filler access for radiator/fuel/DEF/hydraulic transmission
- Left-side service steps and handholds
- ▲ Right-side service steps and handrails
- ▲ Left-side close-mounted steps
- Storage compartment
- Fuel-tank fill strainer
- Heavy-duty fuel-tank guard
- Ground-level fuel and DEF fill
- Same-side ground-level daily servicing
- 23.5R25 tires on 3-piece rims
- ▲ 23.5R25 tires on 5-piece rims
- ▲ Tire-pressure monitoring system
- ▲ Waste handler (Z-Bar and High-Lift)
- Environmental drains and sample ports for engine, transmission, hydraulic oils, and engine coolant
- ▲ Quick fluid service (engine, transmission, hydraulic oils, and engine coolant)
- ▲ Fast-fuel system
- Fenders, front narrow
- ▲ Fenders, front full width
- ▲ Fenders, front and rear full width
- ▲ Fenders, front and rear full width with mud flaps
- ▲ Less wheels and tires with axle stops
- ▲ Rims less tires
- ▲ Transmission side-frame and bottom guards
- ▲ Special guarding for waste applications
- ▲ Lift eyes
- ▲ License-plate bracket and light

While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.

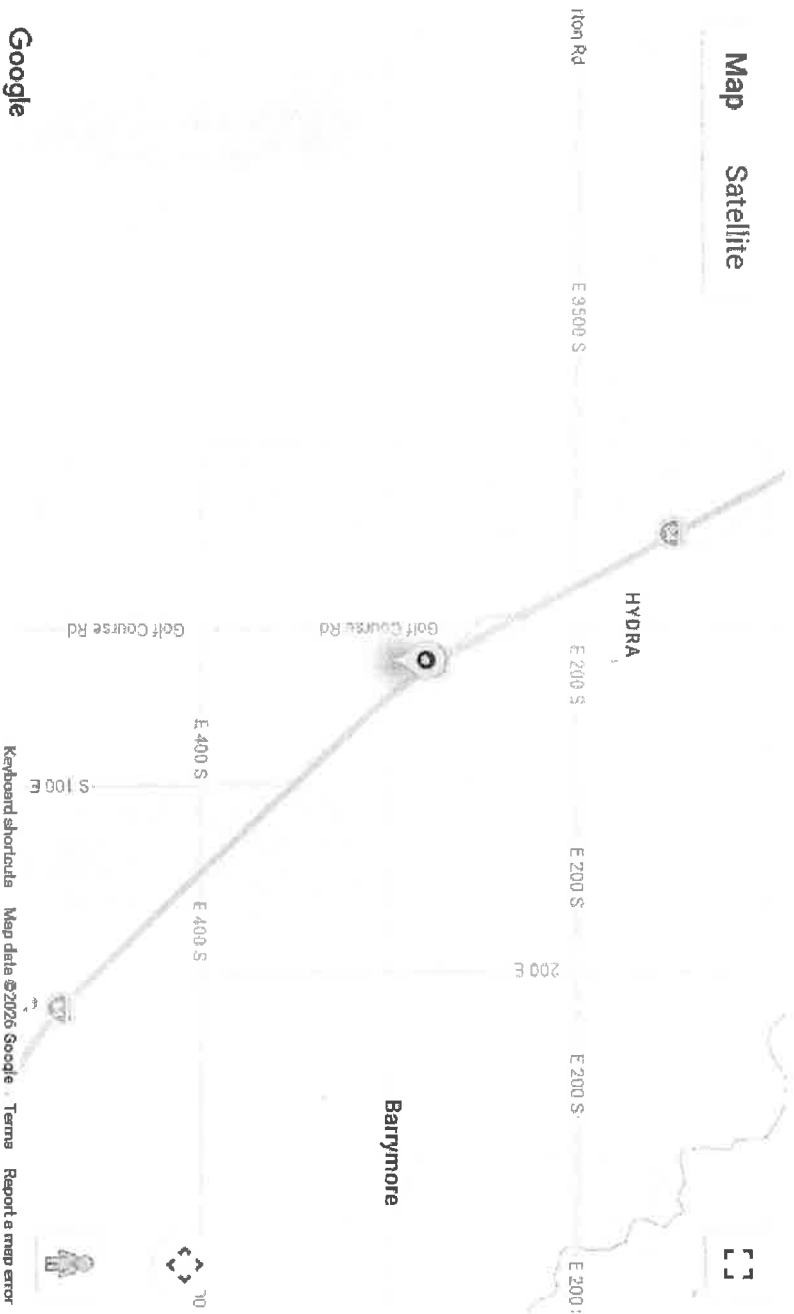
Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions per ISO 9249. No derating is required up to 3050-m (10,000 ft.) altitude. Specifications and design subject to change without notice. Specifications with the exception of bucket capacity are in accordance with all applicable ISO standards. Except where otherwise noted, these specifications are based on a unit with applicable linkage and standard equipment, ROPS cab, rear cast bumper/counterweight, transmission side-frame guards, bottom guards, standard tires, full fuel tank, and 79-kg (175 lb.) operator.



JOHN DEERE

Jerome, ID

Map Satellite



Need Assistance?

(208) 886-1151

Contact Us

Address

26 East 300 South
Jerome, ID 83338

[Driving Directions](#)

Contacts & Hours

Phone: **(208) 886-1151**

Sunday: **Closed**

Monday: **7:00am - 5:00pm**

Tuesday: **7:00am - 5:00pm**

Wednesday: **7:00am - 5:00pm**

Thursday: **7:00am - 5:00pm**

Friday: **7:00am - 5:00pm**

Saturday: **Closed**



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Matt Barnes, Airport Manager

ACTION ITEM

Request:

Request to award the bid in the amount of \$378,122 to Fortbrand and authorize the Mayor to sign the contract and FAA grant application.

Time Estimate:

5 minutes with additional time needed for any questions.

Background:

Sealed bids for the Equipment Procurement – Power Vacuum Sweeper project to the Magic Valley Regional Airport were received and opened at 3:30 PM on June 11, 2026.

One sealed bid was received and is summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer's Estimate		\$325,000.00	-
Fortbrand	Plainview, New York	\$378,122.00	16.3%

The low bidder, Fortbrand located in Plainview, New York, submitted a bid that was 16.3% higher than the Engineer's Estimate. The specifications for this project were complete, adequate, and realistic. During the bidding process, five equipment manufacturers or dealers were actively corresponding with and engaged prior to bid opening. Based on the engagement from these contractors they appeared to be willing and able to complete the work. This project was publicly advertised for one month and bids were solicited from an adequate number of known suppliers.

The bid submitted by Fortbrand was reviewed for bid submittal requirements. Fortbrand requested a Buy American waiver. Upon the award of this contract, Fortbrand will be required to submit the request for waiver as called out in the bid documents. Fortbrand has a history of performing similar projects. Based on the bidding criteria, Fortbrand's bid is considered responsive.

Approval Process:

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

Budget Impact:

This contract is AIP eligible, so an FAA grant will cover 95.00% of the cost of the project with the remaining local match from the City funded through the airport's Passenger Facility Charge (PFC) funds.

Regulatory Impact:

The contract will be subject to the standard assurances associated with FAA grant projects. The City Attorney will review the contract which will be sent digitally and delivered by email.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends awarding the bid to Fortbrand in the amount of \$378,122.00, authorize the Mayor to sign the contract contingent on FAA funding and legal review, and authorize the Mayor to sign the FAA grant application.

Attachments:

1. TWF_PowerVacSweeper_Airport_LetterofRecommendation



June 15, 2026

Mr. Matt Barnes
Airport Manager
Joslin Field – Magic Valley Regional Airport
492 Airport Loop
P.O. Box 1907
Twin Falls, Idaho 83303

RE: Recommendation of Award – FAA AIP 3-16-0036-062-2026
FY 2026 Airport Improvements to Joslin Field – Magic Valley Regional Airport
Equipment Procurement – Power Vacuum Sweeper

Dear Matt,

Sealed bids for the Equipment Procurement – Power Vacuum Sweeper project to the Magic Valley Regional Airport were received and opened at 3:30 PM on June 11, 2026. The project consists of one bid schedule. In accordance with paragraph 30.02 *Award of Contract, General Provision*, the total of Base Bid Schedule 1, was used to determine the lowest bidder. In conformance of FAA AIP Handbook-Order 5100.38D, below is a “Price Analysis” for the total bids received.

Price Analysis:

Four sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer’s Estimate		\$325,000.00	-
Fortbrand	Plainview, New York	\$378,122.00	16.3%

The low bidder, Fortbrand located in Plainview, New York, submitted a bid that was 16.3% higher than the Engineer’s Estimate. The specifications for this project were complete, adequate, and realistic. During the bidding process, five equipment manufacturers or dealers were actively corresponding with and engaged prior to bid opening. Based on the engagement from these contractors they appeared to be willing and able to complete the work. This project was publicly advertised for one month and bids were solicited from an adequate number of known suppliers.

Enclosed is a copy of the bid package for your files. J-U-B finds the apparent low bid submitted by Fortbrand to be competitive, fair and reasonable in accordance with FAA AIP Handbook-Order 5100.38D.

The bid submitted by Fortbrand was reviewed for bid submittal requirements. Fortbrand requested a Buy American waiver. Upon the award of this contract, Fortbrand will be required to submit the request for waiver as called out in the bid documents. Fortbrand has a history of performing similar projects. Based on the bidding criteria, Fortbrand’s bid is considered responsive.

Enclosed are copies of the bid packages for your files.

If you have any questions regarding the bid, bid results and subsequent award process, please call me at 208-733-2414.

Sincerely,

J-U-B Engineers, Inc.

A handwritten signature in black ink, appearing to read 'Kent Atkin', with a long horizontal flourish extending to the right.

Kent Atkin, P.E.
Project Manager

Enclosures:
Bidding Summary
Fortbrand Bid Package

BID SUMMARY

PROJECT TITLE: Magic Valley Regional Airport/Joslin Field - Power Vacuum Sweeper
PROJECT NUMBER: AIP 3-16-0036-062-2026
OWNER: City of Twin Falls, Idaho
ENGINEER: J-U-B Engineers, Inc.
PROPOSAL OPENING: 06/11/2026 3:30 PM
LOCATION: City of Twin Falls, 203 Main Ave. East, Twin Falls, Idaho 83301

BID INFORMATION:

CONTRACTOR:	ENGINEERS ESTIMATE	Fort Brand							
Bid Proposal (Signed)	-	X							
Bid Schedule of Items & Prices	-	X							
Bid Bond	-	X							
Statement of Bidders Pre-Qualifications	-	X							
Trade Restriction Certification	-	X							
Tax Delinquency and Felony Convictions	-	X							
Buy American Certificate	-	X							
Idaho Code Certificate	-	X							
Plan Holder	-								
Bid Total	\$325,000.00	\$378,122.00							

Extremely Urgent

EQUIPMENT PROCUREMENT
Puses Vacuum Sweeper
Puses # - 3-10-0036-062-2026

2565
Express

The UPS Store Smart Label
Tracking #
1ZHF1084018116 9462

CITY OF TWIN FALLS
203 MAIN AVE E
TWIN FALLS ID 83301
P: 200 S: NORTH I:
114F - 2465 X 1700
1ZHF 084018116 9462
SHIP DATE: JUN 9 08:18:32 2026
SHIP TO: HDP 25 S 0 274116

MATTHEW GABBERT
0869 463-7929
THE UPS STORE #6583
32 WEST 200 SOUTH
SALT LAKE CITY UT 84101-1603
SHIP TO:
CITY OF TWIN FALLS
203 MAIN AVE E
TWIN FALLS ID 83301-6230
SHIP WT: LTR 0.5 LBS LTR
DATE: 09 JUN 2026
QR CODE
ID 833 9-10
UPS NEXT DAY AIR 1
TRACKING #: 1Z HF1 084 01 8116 9462
BILLING: P/P
SMALL PRINT: SHIP TO: HDP 25 S 0 274116

Magic Valley Regional Airport Twin Falls, Idaho



Equipment Procurement Power Vacuum Sweeper

Project No: 3-16-0036-062-2026

May 2026

Prepared by
J-U-B ENGINEERS, Inc.
2114 Village Park Ave., Ste. 100
Twin Falls, Idaho 83301
(208) 734-2414



J-U-B ENGINEERS, INC.

A solid green horizontal bar at the bottom of the page.

Magic Valley Regional Airport Twin Falls, Idaho

Equipment Procurement Power Vacuum Sweeper

Project No: 3-16-0036-062-2026

May 2026



NOTICE AND DISCLAIMER

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2114 Village Park Ave., Ste. 100
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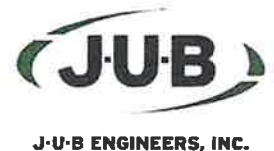


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SECTION 1 - CONTRACT DOCUMENTS

SECTION 1A - BIDDERS FORMS

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

INVITATION FOR BID

Sealed proposals will be received for the Equipment Procurement – Power Vacuum Sweeper project, addressed to the City of Twin Falls, 203 Main Ave. East, Twin Falls, ID 83301 until 3:30 pm local time on June 11, 2026 , and then will be publicly opened and read. Bids received after the time fixed for the opening will not be considered.

The procurement action contemplated consists of furnishing the Magic Valley Regional Airport - Joslin Field in Twin Falls, ID, one (1) POWER VACUUM SWEEPER as described in the technical specifications. The Contract will be awarded to the responsible Bidder submitting the lowest bid schedule complying with the specifications and conditions of the Contract Documents. Each bid schedule shall be independent and stand on its own.

Bidding Documents may be obtained beginning on May 18, 2026. Digital copies are available via email at no cost. Contact Thomas Leija, P.E. at TLEIJA@JUB.COM. Bidders must receive digital copies from J-U-B ENGINEERS, Inc. to be placed on the Planholders List. Bidders must be on the Planholders list to receive addenda and for their bids to be considered responsive.

All questions regarding this project should be directed Thomas Leija, P.E. at TLEIJA@JUB.COM.

Each bid must be accompanied by a certified check, cash, cashier's check, or bid bond in an amount not less than 5% of the total bid.

CIVIL RIGHTS – TITLE VI

As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21) including amendments thereto, the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

The proposed contract is also under and subject to the following federal clauses:

- Government-wide Debarment and Suspension
- Government-wide Requirements for Drug-free Workplace
- Foreign Trade Restrictions
- Buy American Preference
- Disadvantage Business Enterprise Requirements as follows:

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the City of Twin Falls to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

All required Federal Clauses are included in the specifications and bid documents. Each bidder must supply all of the information required by the bid documents and specifications.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

Each bidder shall furnish the Statement of Bidders Pre-Qualifications to the OWNER with satisfactory evidence of his competency to perform the work contemplated with the bid.

The City of Twin Falls reserves the right to reject any and all proposals, waive any informalities, or irregularities, postpone the award of the Contract for a period not to exceed One Hundred Twenty (120) days, and accept the proposal that is in the best interest of the City of Twin Falls. The award of the Bid is contingent upon the receipt of Federal funding.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

BIDDER'S CHECKLIST

Bids will only be accepted from those registered planholders who have acquired a set of Contract Documents from J-U-B ENGINEERS, Inc. **The following items shall constitute the BID PROPOSAL and shall be completed and accompany the Bid:**

- All ADDENDA shall be acknowledged on the Bid Proposal.
- The BID PROPOSAL shall be filled out and signed.
- The BID SCHEDULE OF ITEMS AND UNIT PRICES shall be complete including the extensions.
- A BID BOND or CERTIFIED CHECK in the amount of five percent (5%) of the TOTAL BID including alternates shall be included.
- STATEMENT OF BIDDERS PRE-QUALIFICATIONS form must be completed, provide both the form and Evidence of Financial Responsibility Statement with bid.
- TRADE RESTRICTION CERTIFICATION must be filled out and included.
- CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS must be filled out and included.
- BUY AMERICAN CERTIFICATE must be filled out and included. Note: Within 15 calendar days of the bid opening, the low bidder must submit to the Owner a formal waiver request and required documentation that support the type of waiver being requested.
- Bids will only be accepted from those registered planholders who have purchased a set of plans and Contract Documents from J-U-B Engineers, Inc.
- IDAHO CODE CERTIFICATION must be filled out and included.

All Bids shall contain the items listed above in complete form. ***Failure to complete and provide any of the above items may be grounds for rejection of the bid as non-responsive, at the discretion of the OWNER.***

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INFORMATION FOR BIDDERS

1. PREPARATION OF BID

In addition to the requirements of Section 20 of the FAA General Conditions the following shall apply:

- A. Bids will only be accepted by those registered planholders who have obtained Plans and Contract Documents from J-U-B Engineers, Inc.
- B. All bids must be submitted on the prescribed forms. Included in these specifications is a complete set of bid forms. Erasures or other changes in the bids must be initialed and explained or noted over the signature of the bidder.
- C. Bids shall be submitted in sealed envelopes bearing, on the outside, the name of the bidder, his address and the name of the project for which the bid is submitted. If forwarded by mail the sealed envelope containing the bid must be enclosed in another envelope addressed as specified.
- D. No bid will be accepted unless signed by the bidder or his authorized agent.
- E. The proposal form invites bids on definite plans and specifications. Only the amounts and information asked for in the proposal form furnished will be considered as the bid. Each bidder shall bid on the work exactly as specified and as provided in the proposal form.
- F. Prices: The quantities shown in the Bid Proposal are approximate for comparing bids, and no claim shall be made against the OWNER for excess or deficiency therein. Actual or relative payment at the above prices agreed upon will be in full for the completed work and will cover materials, supplies, labor, tools, machinery, and all other expenditures incidental to satisfactory compliance with the contract unless otherwise specifically provided. In the event of discrepancy between the prices quoted in the proposal the unit price shall control. The prices are to include the furnishing of all materials, plant, equipment, tools, scaffolds, and all other facilities and the performance of all labor and services necessary or proper for the completion of the work, except such as may be otherwise expressly provided in the contract documents.
- G. All labor, equipment, and materials required for the manufacturing and installation of this project shall be incorporated into the bid items as provided in the bid proposal. Payment for general construction items that are not listed in the Bid Proposal, but are shown or required by the Contract Documents, are indicative of the fact that the items of work not listed are considered as incidental to the bid items listed in the Bid Proposal. Unless the work to be performed is specifically called out in the Bid Proposal, measurement and payment for such work shall be included in other applicable items of the Bid Proposal.

2. QUALIFICATIONS OF BIDDER

Bidders shall be qualified by experience, financing, equipment, and organization to do the work called for in the Contract Documents. The OWNER reserves the right to take whatever action it deems necessary to ascertain the ability of the bidder to perform the work satisfactorily in accordance with Section 20-02 of the FAA General Provisions.

CONTRACTOR shall provide the “Statement of Bidders Pre-Qualifications Form” at the time of Bid.

3. INTERPRETATIONS

No oral interpretation will be made to any bidder as to the meaning of the Specifications, including Drawings. Neither the OWNER nor the ENGINEER will be responsible for oral interpretations. Every request for such an interpretation shall be made by email to Thomas Leija (tleija@jub.com) or in writing to the ENGINEER, J-U-B ENGINEERS, Inc., 2114 Village Park Ave., Ste. 100, Twin Falls, ID 83301. Any inquiry received seven or more days prior to the date fixed for opening of bids will be given consideration. Every interpretation made to a bidder will be in the form of an addendum to the specifications that, if issued, will be on file in the office of the OWNER

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and the office of the ENGINEER. In addition, addenda will be mailed to each bidder, but it shall be the bidder's responsibility to make inquiry as to addenda issued. All such addenda shall become part of the Contract and all bidders shall be bound by such addenda, whether or not received by the bidders.

4. BID MODIFICATION

Any bid modification shall be in accordance with Section 20-12 of the General Provisions.

5. BID SECURITY

Each bid must be accompanied by cashier's check, certified check, or a bid bond prepared on the form of bid bond approved, duly executed by the bidder as principal and having as surety thereon a surety company approved by the OWNER, in the amount of 5% of the bid. Such checks or bid bonds will be returned promptly after the OWNER and the accepted bidder have executed the contract, or if no award has been made within One Hundred Twenty (120) calendar days after the date of the opening of bids, upon demand of the bidder at any time thereafter, so long as he has not been notified of the acceptance of his bid.

6. LIQUIDATED DAMAGES FOR FAILURE TO ENTER INTO CONTRACT

In accordance with Section 30-08 should the successful bidder fail or refuse to execute and deliver the Contract, insurance certificates and bonds required within 15 calendar days after he has received notice of the acceptance of his bid, he shall forfeit to the OWNER as liquidated damages for such failure or refusal, the security deposited with his bid.

7. LAWS AND REGULATIONS

The bidder's attention is directed to the fact that all applicable Federal and State laws, municipal ordinances, and the rules and regulations of all authorities having jurisdiction over the project shall apply to the Contract throughout and they will be deemed to be included in the Contract the same as though herein written out in full.

CONTRACTOR is directed to Section 3 - Federal Clauses for additional Federal requirements. Contractor shall comply with all federal clauses and include applicable clauses and language in their subcontracts

8. BUY AMERICAN PREFERENCE

The Contractor must certify that its bid/offer is in compliance with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

9. DISADVANTAGED BUSINESS ENTERPRISES (DBE)

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the City of Twin Falls to practice nondiscrimination based on race, color, sex or national origin in the award or performance of this contract. The

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Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

Termination

The prime contractor must not terminate a DBE subcontractor listed in response to this contract (or an approved substitute DBE firm) without prior written consent of the Sponsor. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent. Unless Sponsor consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

Sponsor may provide such written consent only if Sponsor agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the Sponsor or J-U-B as the Sponsor representative, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise J-U-B, the Sponsor and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why they should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), DBE may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to preaward deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

10. AWARD OF CONTRACT, REJECTION OF BIDS

- A. The OWNER reserves the right to reject any or all bids and to waive any informalities, claims or irregularities in the bids or in the bidding whenever such rejections or waivers are in the interest of the OWNER. No bidder may withdraw his bid after the hour set for the opening thereof or before the award of contract unless the award is delayed for a period exceeding One Hundred Twenty (120) days. Bid withdraw for any reason during this time not deemed acceptable by the OWNER will result in the forfeiture of bid security.
- B. A person or company who bids on a contract may file a notice of protest with the OWNER regarding the awarding of the contract. The bidder shall conduct the protest as set forth in state statute regarding public works bid protests. It is the responsibility of the bidder to adhere to the state statute requirements, timing, and documentation. Any deviation from state statute will deem the bid protest denied.
- C. The contract will be awarded to the responsible bidder submitting the lowest total base bid and any alternates selected in accordance with Section 30-02 of the General Provisions, complying with the plans, specifications and conditions of the Contract Documents. The bidder to whom the award is made will be notified at the earliest practicable date.
- D. The OWNER also reserves the right to reject the bid of any bidder who has in the OWNERS opinion, previously failed to perform properly or complete on time, contracts of a similar nature; who is not in a position to perform the Contract; or who has habitually and without just cause neglected the payment of bills or otherwise disregarded his obligations to subcontractors, material vendors or employees. In determining the lowest responsible bidder, the following elements in addition to those above-mentioned will be considered: whether the business involved 1) maintains a permanent place of business; 2) has adequate equipment available to do the work properly and expeditiously; 3) has suitable financial resources to meet the obligations incidental to the work; and 4) has appropriate technical experience.

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- E. Each bid schedule shall be independent and stand on its own and include all applicable costs to perform the work within the schedule to include all overhead, profit, administrative, insurance, mobilization, and bonding costs.
- F. An award may not be made unless sufficient funding is available. The OWNER'S administrative costs may be used as a factor in the evaluation of bids and determination of award.

11. PERFORMANCE AND PAYMENT BOND, EXECUTION OF CONTRACT

- A. Subsequent to the award and within fifteen (15) calendar days after the prescribed forms are presented for signature, the successful bidder shall execute a contract in such number of copies as the OWNER may require.
- B. Having satisfied all conditions of award as set forth elsewhere in these documents, the successful bidder shall, within the period specified above, furnish separate 100% performance and payment bonds conditioned that such person shall faithfully perform all the provisions of the Contract and pay all the laborers, mechanics and subcontractors and material vendors and all persons who shall supply such person or persons or subcontractors with supplies for the carrying on of such work. Such bonds shall bear the same date as, or a date subsequent to, the date of the Contract.
- C. On each such bond, the rate of premium shall be stated together with the total amount of the premium charged. The current power of attorney of the person who signs for any surety company shall be attached to such bond.

The failure of the successful bidder to execute such Contract and to supply the required bonds within fifteen (15) calendar days after the prescribed forms are presented for signature, or within such extended period as the OWNER may grant based upon reasons determined adequate by the OWNER, shall constitute a default, and the OWNER may either award the Contract to the next responsible bidder or re-advertise for bids, and may charge against the bidder the difference between the amount of the bid and the amount for which a contract for the work is subsequently executed up to the amount of the Bid Bond.

12. INSURANCE COVERAGES AND LIMITS

The insurance requirements as defined in subsection 70-21 of the FAA General Provisions shall provide the minimum coverages and limits.

13. BID SCHEDULE

The CONTRACTOR'S Bid Proposal shall include his/her bid to complete all work identified in the Contract Documents on the Bid Schedule of Items and Prices, including the Base Bid Schedule(s) and all Additive Alternate Bids as follows:

- **Base Bid Schedule 1** – Power Vacuum Sweeper

14. TIME OF COMPLETION

The Contract for the Work shall be substantially complete within 120 calendar days as specified in Section 80-07.

Complete training as set forth in the specification. This training will occur on site at the Magic Valley Regional Airport – Joslin Field and is included in the one hundred and twenty (120) calendar days allowed for the project.

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15. LIQUIDATED DAMAGES

The CONTRACTOR agrees to pay, as liquidated damages in accordance with Section 80-08 of the General Provisions.

16. CLAIMS AND DISPUTES

If a dispute arises between the OWNER and the CONTRACTOR regarding this project, the parties shall first attempt to resolve the dispute through non-binding mediation administered by the American Arbitration Association (AAA) under their Construction Industry Mediation Rules, as a condition precedent to litigation. Mediation shall be initiated within 30 days of a written request by either party and shall be concluded within 90 days of said request. The parties shall mutually agree to the mediator and location of the mediation, and shall share the costs of mediation equally.

17. DELIVERY POINT

The equipment to be purchased under these documents shall be delivered FOB to Magic Valley Regional Airport – Joslin Field, 202 Airport Loop, Twin Falls, ID 83301. No other delivery point will be considered. The successful Bidder shall deliver all units under the contract at the same time. Delivery of separate items in the Bid will not be received unless mutually agreed to by the OWNER and the Bidder.

18. PATENT FEES AND ROYALTIES

The Bidder shall pay any license fees or royalties and assume all costs incident to the use or incorporation of any invention, design, process, product or device which is the subject of patent rights or copyrights held by others.

The Bidder shall indemnify, defend and save harmless the OWNER from and against any and all claims arising out of any infringement of and against all claims arising out of any infringement of patent rights or copyrights resulting from the use or incorporation of any invention, design, process, product or device in supplying the equipment called for in the documents.

19. WARRANTY

Warranty period must be stated on all equipment furnished. The successful Bidder shall, at his own expense, without any cost to the Owner replace all parts failures and make all repairs that may be required or made necessary by reason of defective design, materials or workmanship, or by reason of non-conformance with the specifications. Defects in design or workmanship, as guaranteed herein, shall be rectified in all units furnished. The warranty period shall be no less than one year from the date of acceptance.

20. SERVICE

Bidder shall supply, with the bid, a list of authorized service representatives for the equipment supplied. Bidder shall include name, address, telephone number, and contact person's name of the authorized service representative(s).

21. GENERAL TERMS

All equipment furnished shall be manufacturer's latest model. Prototypes will not be accepted. Appurtenances and/or accessories not herein mentioned, but necessary to furnish a complete unit, ready for use upon delivery, shall be included in the bid proposal and conform in design, strength, quality of material and workmanship to what is usually provided to the trade in general. The unit furnished shall be a current model under standard production by the manufacturer. All unit components shall be designed for heavy duty operation. Materials shall have physical and chemical properties compatible with the intended service and with sufficient excess capacity for durability and safety.

22. Joint Purchasing Agreements (Piggyback Clause)

Pursuant to Idaho Code Section 67-2807 Joint Purchasing Agreements – Not-For-Profit Associations, the Bidder certifies, by submission of a Bid, that Bidder shall extend the same price for the equipment specified in the Contract Documents to other political subdivisions in the State of Idaho providing there is no conflict with any applicable statutes, rules, policies or procedures: City of Boise, Friedman Memorial Airport Authority, Lewiston-Nez Perce

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County Airport Authority, City of Idaho Falls, and City of Pocatello. Each entity that chooses to piggyback off this competitive sealed bid procurement shall be responsible for its own notice of award (purchase order), procurement contract; arrangements for delivery and acceptance; and payments, including applicable freight charges if outside the original geographic delivery area. Prices and terms shall remain in effect for 365 days following the bid opening.

23. LIQUIDATED DAMAGES

The CONTRACTOR agrees to pay, as liquidated damages in accordance with Section 80-08 of the General Provisions.

24. SUBCONTRACTS PROVIDED TO ENGINEER

The contractor is directed to Section 80-01 of the FAA General Provisions, the Contractor shall provide copies of all subcontracts to the Engineer **14 days PRIOR** to Subcontractors start of work. All Federal Clauses identified in Section 3 **must** be included verbatim in all subcontracts, inclusion by reference only is not acceptable.

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BID PROPOSAL

Proposal of Fortbrand Services LLC (hereinafter called "Bidder"), organized and existing under the laws of the State of New York, doing business as

* Fortbrand Services.

To City of Twin Falls (hereinafter called the "OWNER").

In compliance with your Advertisement for Bids for the Equipment Acquisition – Power Vacuum Sweeper having examined the Specifications with related documents and being familiar with all the conditions surrounding the fabrication, furnishing and delivery of equipment, including the availability of materials and labor, hereby propose to furnish all labor, materials and supplies and to complete the Work in accordance with the Contract Documents within the time set forth therein. This price is to cover all expenses incurred in performing the Work required under the Contract Documents of which this is a part.

By submission of this Bid, each Bidder certifies, and in case of a joint Bid each party thereto certifies as to their own organization, that this Bid has been arrived at independently, without consultation, communication, or agreement as to any matter relating to this Bid with any other Bidder or with any competitor.

The Bidder agrees that the Work will be substantially completed within the time identified in the Instruction for Bidders after the date when the Contract Time commences to run.

The Bidder accepts the provisions of the Agreement as to the liquidated damages in the event of failure to complete the Work on time.

* Insert "a corporation", "a partnership", or "an individual" as applicable.

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BID PROPOSAL (CONTINUED)

BID SCHEDULE OF ITEMS AND PRICES

The undersigned bidder, having examined the specifications and other proposed Contract Documents, the extent, the nature, and type of equipment to be provided, the condition and arrangement of existing structures affecting or affected by the proposed equipment, hereby bids to furnish equipment, instructions, and tools of the equipment acquisition as indicated on the attached bid sheets for the Magic Valley Regional Airport – Joslin Field.

PROJECT TITLE: Equipment Acquisition – Power Vacuum Sweeper

CONTRACTOR NAME: Fortrand Services LLC

BASE BID SCHEDULE 1

Item No.	Item No.	Item Description	Est. Qty.	Unit	Unit Price	Total Price
1.	SP-6.1	Power Vacuum Sweeper				
@			1	LS	\$378,122	378,122
TOTAL BASE BID SCHEDULE 1						378,122

The undersigned acknowledges receipt of the following addenda:

Addendum No. N/A Date: N/A

Addendum No. _____ Date: _____

Addendum No. _____ Date: _____

NON-COLLUSION DECLARATION

I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.

NOTICE TO ALL BIDDERS

To report rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (USDOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

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BID PROPOSAL (CONTINUED)

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially, and caller anonymity will be respected.

CERTIFICATION OF BIDDER REGARDING DEBARMENT

2 CFR Part 180 & 2 CFR Part 1200

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”, must confirm each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract. If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

49 CFR Part 20 Appendix A

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed

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BID PROPOSAL (CONTINUED)

by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

(Seal if Bid is By Corporation)

SUBMITTED ON (DATE) 6/5/2026

BIDDERS SIGNATURE



TYPED NAME AND TITLE Matt Gabbert Director, AME Sales

COMPANY NAME Fortbrand Services LLC

MAILING ADDRESS 50 Fairchild Court Plainview, NY 11803

TELEPHONE 516-576-3200

CONTRACTOR'S REVENUE TAX NUMBER 11-3154205

UNIQUE IDENTITY NUMBER (UEI) LK85FZMAFKF2

CONTRACTOR'S LICENSE NUMBER _____

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BID BOND

Bond No. CIC1951798

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, Fortbrand Services, LLC, as Principal, and Capitol Indemnity Corporation, as Surety, a corporation duly organized under the laws of the State of Wisconsin, having its principal place of business at P.O. Box 5900, Madison, WI 53705 in the State of Wisconsin, and authorized to do business in the State of Idaho are hereby held and firmly bound unto the City of Twin Falls as OWNER in the penal sum of Five Percent (5%) of Total Amount Bid (\$ 5% TAB) the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors, and assigns.

Signed this 5th day of June, 2026.

The conditions of the above obligation is such that whereas the Principal has submitted to the OWNER a certain Bid, attached hereto and hereby made a part hereof to enter into a contract in writing, for the Equipment Acquisition – Power Vacuum Sweeper, **AIP 3-16-0036-062-2026**.

NOW, THEREFORE, (a) if said Bid shall be rejected, or (b) if said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said Bid) and shall furnish a Bond for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its Bond shall be in no way impaired or affected by any extension of the time within which the OWNER may accept such Bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officer, the day and year first set forth above.

Fortbrand Services, LLC

Principal

By: _____

Surety Capitol Indemnity Corporation

By: Sean McCauley, Jr.
Sean McCauley, Jr., Attorney-in-Fact

The Attorney-in-Fact (Resident Agent), who executed this Bond in behalf of the Surety Company, must attach a copy of his power-of-attorney as evidence of his authority.

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the Project is located.

CAPITOL INDEMNITY CORPORATION
POWER OF ATTORNEY

CIC1951798

Bond Number

KNOW ALL MEN BY THESE PRESENTS, That the CAPITOL INDEMNITY CORPORATION, a corporation of the State of Wisconsin, having its principal offices in the City of Middleton, Wisconsin, does make, constitute and appoint

-----SEAN MCCAULEY, JR.; BRIDGET TRUXILLO-----

its true and lawful Attorney(s)-in-fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed, any and all bonds, undertakings and contracts of suretyship, provided that no bond or undertaking or contract of suretyship executed under this authority shall exceed in amount the sum of

----- ALL WRITTEN INSTRUMENTS IN AN AMOUNT NOT TO EXCEED: \$20,000,000-----

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of CAPITOL INDEMNITY CORPORATION at a meeting duly called and held on the 15th day of May, 2002.

"RESOLVED, that the President, Executive Vice President, Vice President, Secretary or Treasurer, acting individually or otherwise, be and they hereby are granted the power and authorization to appoint by a Power of Attorney for the purposes only of executing and attesting bonds and undertakings, and other writings obligatory in the nature thereof, one or more resident vice-presidents, assistant secretaries and attorney(s)-in-fact, each appointee to have the powers and duties usual to such offices to the business of this company; the signature of such officers and seal of the Company may be affixed to any such power of attorney or to any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company, and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking or other writing obligatory in the nature thereof to which it is attached. Any such appointment may be revoked, for cause, or without cause, by any of said officers, at any time."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner - Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

IN WITNESS WHEREOF, the CAPITOL INDEMNITY CORPORATION has caused these presents to be signed by its officer undersigned and its corporate seal to be hereto affixed duly attested, this 1st day of September, 2022.

Attest:

RJ Byrnes

Ryan J. Byrnes
Senior Vice President,
Chief Financial Officer and Treasurer

Todd Burrick

Todd Burrick
Chief Underwriting Officer



CAPITOL INDEMNITY CORPORATION

Adam L. Sills

Adam L. Sills
Chief Executive Officer and President

STATE OF WISCONSIN }
COUNTY OF DANE } S.S.:

On the 1st day of September, 2022 before me personally came Adam L. Sills, to me known, who being by me duly sworn, did depose and say: that he resides in the County of New York, State of New York; that he is Chief Executive Officer and President of CAPITOL INDEMNITY CORPORATION, the corporation described in and which executed the above instrument; that he knows the seal of the said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation and that he signed his name thereto by like order.



David J. Regele

David J. Regele
Notary Public, Dane Co., WI
My Commission Is Permanent

STATE OF WISCONSIN }
COUNTY OF DANE } S.S.:

I, the undersigned, duly elected to the office stated below, now the incumbent in CAPITOL INDEMNITY CORPORATION, a Wisconsin Corporation, authorized to make this certificate, DO HEREBY CERTIFY that the foregoing attached Power of Attorney remains in full force and has not been revoked; and furthermore, that the Resolution of the Board of Directors, set forth in the Power of Attorney is now in force.

Signed and sealed at the City of Middleton, State of Wisconsin this 5th day of June 20 26



Suzanne M. Broadbent

Suzanne M. Broadbent
Secretary

State of Idaho Department of Insurance

CERTIFICATE OF AUTHORITY

Number 1025

THIS CERTIFIES THAT

CAPITOL INDEMNITY CORPORATION

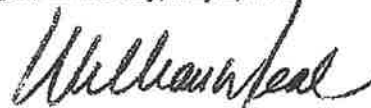
a Stock Company domiciled in Wisconsin

subject to the provisions of its Articles of Incorporation, and having presented satisfactory evidence of compliance with the requirements of the laws regulating the insurance business in the State of Idaho, has been granted authority to transact such business, in this State, of the class or classes of insurance as indicated below:

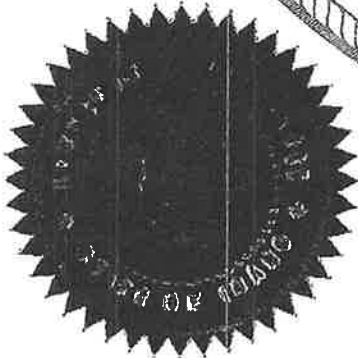
Casualty, Including Workers' Compensation
Disability, Excluding Managed Care
Marine and Transportation
Property
Surety

Expiration Conditions: This Certificate of Authority is expressly conditioned upon the holder hereof remaining in full compliance with, and not in violation of, any of the applicable laws and requirements of the State of Idaho. It shall at all times remain the property of the State of Idaho, and shall continue and remain in full force and effect from the date shown hereon, until expired, suspended, revoked or until otherwise terminated, subject to payment of the continuation fee and filing of a properly completed annual statement with the Director of Insurance on or before the first day of March of each year. Expiration, suspension, revocation or failure to pay the annual continuation fee or to timely file its properly compiled annual statement shall automatically terminate the insured's authority to conduct the business of insurance in the State of Idaho and this Certificate of Authority must forthwith be returned to the Department of Insurance of the State of Idaho.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the Department of Insurance to be affixed at Boise, Idaho, on this day, May 2, 1973.



William W. Deal
Director
Reissued May 1, 2010



CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

STATEMENT OF BIDDER'S PRE-QUALIFICATIONS
(TO BE SUBMITTED WITH BID)

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder and office where project will be administered:

Fortbrand Services LLC
50 Fairchild Court
Plainview, NY 11803

Project administration will be managed through Fortbrand Services LLC's AME (Airport Maintenance Equipment) Division.

2. Permanent main office address:

Fortbrand Services LLC
50 Fairchild Court
Plainview, NY 11803

3. Date organized:

1983

4. If a corporation, where incorporated:

Delaware

5. Years of engagement in manufacturing similar equipment under your present firm or name?

The proposed equipment will be manufactured by Bucher Municipal North America. Bucher Municipal North America and its predecessor organizations have been engaged in the design, manufacture, and support of airport sweepers, airport service vehicles, glycol recovery vehicles, and specialized airfield maintenance equipment for more than forty (40) years.

Bucher/Beam manufactured airport vehicles are currently operating at more than 130 airports worldwide, with more than 825 units in service.

6. Provide a list of similar equipment sold by your firm over the last 10 years.

Fortbrand Services LLC is the authorized North American distributor and support provider for Bucher Municipal North America airport equipment.

Representative Bucher airport equipment installations include:

- Dallas Love Field Airport (DAL) – Bucher V90t XPowa Airport Sweeper (2026)
- Greater Toronto Airports Authority (YYZ) – Three (3) Bucher CityCat V20e Sweepers (2025)
- Richmond International Airport (RIC) – Bucher A2000 Airport Service Vehicle / Glycol Recovery Vehicle
- Cleveland Hopkins International Airport (CLE) – Bucher A9000 Glycol Recovery Vehicle

In addition to the installations listed above, Bucher Municipal North America has supplied airport sweepers, glycol recovery vehicles, and airport service vehicles to commercial, regional, military, and international airports throughout North America and worldwide. Additional references available upon request.

7. Have you ever failed to complete any work awarded to you? If so, where and why? Provide owner name and contact information.

No.

Fortbrand Services LLC has not failed to complete any contract awarded to the company.

8. Have you ever defaulted on a contract? If so, where and why? Provide owner name and contact information.

No.

Fortbrand Services LLC has not defaulted on any contract.

9. Lost any projects involving your company that have involved litigation, threatened litigation, or negotiated settlements due to quality of work, contract time or other noncompliance with specifications.

No.

Fortbrand Services LLC has not been involved in litigation, threatened litigation, or negotiated settlements arising from quality of work, contract schedule performance, or noncompliance with project specifications.

10. Provide evidence of financial responsibility consisting of a confidential statement or report of Contractor's financial resources and liabilities as of the last completed fiscal year.

Fortbrand Services LLC will provide financial information under separate confidential cover upon request. Financial statements and supporting documentation are available for review by the Owner and funding agencies as required.

**CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX
DELINQUENCY AND FELONY CONVICTIONS**
(TO BE SUBMITTED WITH BID)

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (☐) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

The applicant represents that it is is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

The applicant represents that it is is not is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the owner, who will then notify the FAA airports district office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term definitions

Felony conviction: felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: a tax delinquency is any unpaid federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Signature of

BUY AMERICAN CERTIFICATION

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws,¹ U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA’s Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA’s Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

The bidder or offeror certifies procurement of certain rolling stock using FAA grant funds will prohibit airports from using Federal financial assistance to procure buses or rail car vehicle rolling stock from covered entities.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE *EQUIPMENT/BUILDING PROJECT*

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 U.S.C. § 50101, and other Made in America Laws, U.S. statutes, guidance, and FAA policies by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (ü) or the letter “X”.

- Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including

¹ Per Executive Order 14005 “Made in America Laws” means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to “Buy America” or “Buy American,” that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

- polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
- c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or FAA evidence that documents the source and origin of the steel and manufactured product.
 - b) To faithfully comply with providing U.S. domestic product.
 - c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 waiver under 49 U.S.C. § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
 - b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
 - c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “item”. The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
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listing and products excluded by Federal Acquisition Regulation Subpart 25.108 (products of unknown origin must be considered as non-domestic products in their entirety).

- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “item” component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials, would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bidders and/or offerors;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 U.S.C. § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

6/5/2026

Date



Signature

Fortbrand Services LLC

Company Name

Director, AME Sales

Title

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
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TRADE RESTRICTION CERTIFICATION
(TO BE SUBMITTED WITH BID)

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR.);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR. list or
- (3) who incorporates in the public works project any product of a foreign country on such USTR. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

By: Matt Gabbert

Title: Director, AME Sales

Company Fortbrand Services LLC

IDAHO CODE CERTIFICATION

Contractor certifies and agrees as follows:

- A. **Anti-Boycott:** To the extent required by Idaho Code § 67-2346, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in a Boycott of goods or services from Israel or territories under Israel’s control and Contractor agrees that it will not engage in such a Boycott for the duration of the Agreement. As used in this particular provision, “Boycott” and “Company” shall be defined as stated in Idaho Code § 67-2346(3)(a)and(b).

- B. **Boycott of Particular Business Sector:** To the extent required by Idaho Code § 67-2347A, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in, and will not for the duration of the contract engage in, a Boycott of any individual or company because the individual or company engages in or supports the (a) exploration, production, utilization, transportation, sale, or manufacture of fossil fuel based energy, timber, minerals, hydroelectric power, nuclear energy, or agriculture; or (b) manufacture, distribution, sale, or use of Firearms. As used in this particular provision, “Firearms” is defined as stated in Idaho Code § 18-3302(2)(d) and the terms “Boycott” and “Company” are defined as stated in Idaho Code § 67-2347A(4).

- C. **Government of China Certification:** Contractor certifies that, as of the Effective Date, it is a Company that is not owned or operated by the Government of China and Contractor agrees that it will not be so owned or operated for the duration of the Contract. As used in this particular provision, “Government of China” and “Company” are defined.

- D. **Funds for Abortion Certification:** (per I.C. 18-8705): Contractor certifies that it is not an Abortion Provider nor an Affiliate of an Abortion Provider such that entry into this Contract is not prohibited by Idaho Code § 18-8703. For purposes of this provision, “Abortion Provider” and “Affiliate of an Abortion Provider” are defined as stated in Idaho Code § 18-8702.

By: Matt Gabbert

Title: Director, AME Sales

Company Fortbrand Services LLC

R65m

BUCHER municipal



113.5

113" CA
164"-178" WB (chassis dependent)

296"

92"

Dimensions

Length (cowl and hopper)	158" (4015 mm)
Width	92" (2340 mm)
Height*	113" (2880 mm)
Wheelbase*	164"-178" (3150 mm)

Noise level cab

<75 dB(A) generally (chassis dependent)

Chassis

GVM	Up to 33,000 lbs
Gearbox	Allison 3500 RDS
Rear Axle	6.50/8 87
Tires	11R22

* Dependent on chassis and/or option selected



Gutterbroom Extension Override

allowing variable positioning of the gutterbrooms from in the cab by overriding the extended position.



Rear Mounted Wanderhose

for catch basin suction and drain clearance with pendant control to aid the operator.



Wireless Pendant

allowing the operator to walk around the sweeper and check surroundings before tipping or opening the hopper.

R65m

Controls

Center cab mounted master control panel with JVM providing information on a wide range of sweeper functions plus data capture download. Up to four optional cameras can also be viewed on the JVM screen. Separate palm rest controller housing controls for the main sweeping functions.

Exhauster fan

Heavy duty, dynamically balanced impeller with multivane corrosion resistant blades. Operational speed between 2400 and 3000 rpm drive via a Hydraulic Motor.

Gutter brooms

Large 44", hydraulic driven, leading arm, digger type, free floating gutter brooms with in-cab adjustable speed and down pressure insure aggressive cleaning of curbs and gutters.

The Gutter brooms feature a heavy duty steel disc, drilled for either four or five segment broom sections. The broom material is tempered steel tines, 26" long.

At the operator's discretion, from in-the cab, the dual brooms can extend out to achieve a 144" total reach to facilitate cul-de-sac and curve sweeping.

Pick up hood

Low noise suction system with 14" diameter suction and blast hoses.

Dust suppression system

Dust suppression sprays located at the pick up hood, channel brush(es) and across the front of the pick up hood.
Pressadrain water purging system.

Electrical system

12 volt only.
All external loom connections are full automotive IP67 rated.

Exterior noise / Sound power level

LWA 110 dB(A) for standard power engines measured in accordance with EC directive 2000/14/EC.

Hopper

Body comprises of hopper & integral water tank. Fabricated from heavy duty stainless steel plate. Single lock rear door latching system with de-watering function.

Rear discharge chute, twin rear caged beacons.

Automatic body propping mechanism.

Hopper voided volume**	8.5 yd ³ (6.55m ³)
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Discharge angle	55° nominal
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Door opening angle	125° nominal
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Filter mesh area	1.60 yds ² (1.21m ²)
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Water system

Water tank incorporates anti-surge baffles and filled via a type 'A' water hydrant fill. A twin diaphragm pump runs continuously and is able to run dry.

Water capacity	290 US gal (1100 l)
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Dust spray pump output	up to 9.2 gal (35 l/min)
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Dust spray water pressure	51 psi (3.5 bar)
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Water tank capacity	290 gal (1100 l)
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Options

- Camera monitoring system.
- Hydrant layflat hose.
- Pneumatic mesh shakers.
- Rear mounted Wanderhose, 8", hydraulically powered.
- Rear mudflaps.
- Rotatilt (with auto flatten).
- Supawash - high pressure washing system.
- Handlance, slim hose reel, and front spraybar
- Rear LED Work lights.
- Bonded Intake Duct.
- Additional 700 litre water tank.
- Mesh shakers, air operated cleaning system

A range of options are available – contact us for more information.

Subject to change without notice.

Scan for your free report



The 5 Things
You Must Know
Before Buying a
Street Sweeper

Driven by better

Bucher Municipal North America Inc.

105 Motorsports Road
Mooresville, NC 28115
Tel. +1 704 658 1333
info.us@buchermunicipal.com

www.buchermunicipal.com

FORTBRAND



JOSLIN FIELD

MAGIC VALLEY REGIONAL AIRPORT

TWIN FALLS, IDAHO

**Proposal for Equipment Procurement:
Power Vacuum Sweeper**

FOR

**Magic Valley Regional Airport – Joslin Field (TWF)
Twin Falls, Idaho**

AIP Project No. 3-16-0036-062-2026

**Proposed Equipment:
Bucher MaxPowa R65m Regenerative Air Sweeper**



6/11/2026



FORTBRAND SERVICES LLC
50 FAIRCHILD COURT
PLAINVIEW, NY 11803
516.576.3200

June 2026

City of Twin Falls
Magic Valley Regional Airport- Joslin Field
Twin Falls, Idaho

Dear Evaluation Committee,

Fortbrand Services LLC is pleased to submit this proposal for the procurement of one (1) Power Vacuum Sweeper for Magic Valley Regional Airport – Joslin Field (TWF). To satisfy the requirements of this procurement, Fortbrand is proposing the Bucher R65 Regenerative Air Sweeper, manufactured by Bucher Municipal North America. The proposed equipment meets or exceeds the requirements outlined in the bid specifications and is specifically designed for airport FOD removal and airfield sweeping operations.

The Bucher R65 is a purpose-built regenerative air sweeper engineered to deliver exceptional debris collection performance, reliability, and operational efficiency in demanding airport environments. Equipped with a high-capacity regenerative air sweeping system, dual gutter brooms, a 93-inch pickup head, and an 8.5 cubic yard debris hopper, the R65 provides efficient removal and containment of foreign object debris from runways, taxiways, aprons, and other critical airfield surfaces.

As a leading supplier of Airport Maintenance Equipment throughout North America, Fortbrand provides specialized airfield maintenance solutions to commercial airports, military airfields, and aviation facilities. Our team understands the importance of maintaining safe and efficient airfield operations and is committed to delivering equipment that provides long-term performance and value.

Fortbrand will provide complete project management, delivery coordination, commissioning, operator and maintenance training, warranty support, and ongoing technical assistance. We appreciate the opportunity to participate in this procurement and look forward to supporting Magic Valley Regional Airport's airfield maintenance program.

Sincerely,

Fortbrand Services LLC

FORTBRAND

Proposed Equipment

Bucher R65 Regenerative Air Sweeper

The Bucher R65 is a purpose-built regenerative air sweeper engineered specifically for airport FOD removal and airfield sweeping operations. Designed to efficiently collect and contain foreign object debris from runways, taxiways, aprons, and other critical airfield surfaces, the R65 delivers exceptional sweeping performance, operational reliability, and long-term durability. Equipped with a high-capacity regenerative air system, dual gutter brooms, a 93-inch pickup head, and an 8.5 cubic yard debris hopper, the R65 provides efficient debris collection while minimizing dust and maximizing airfield cleanliness. Its heavy-duty chassis, advanced operator controls, and airport-proven design make it an ideal solution for maintaining safe and efficient airfield operations at Magic Valley Regional Airport- Joslin Field.

Included with This Equipment

- Freightliner M2 heavy-duty chassis
- Dual gutter brooms for efficient edge and runway sweeping
- 93-inch pickup head with regenerative air debris collection system
- 8.5 cubic yard stainless steel debris hopper
- Variable vacuum enhancer system
- Large object pickup capability
- In-cab broom, pickup head, and sweeping controls
- Rear-view camera system
- LED warning and work lighting package
- Heated and climate-controlled operator cab
- Air ride suspension and automatic transmission

Pricing Summary

One (1) Bucher R65 Regenerative Air Sweeper

Airport Power Vacuum Sweeper

Total Price: \$397,622.00

Included in Pricing

- Two (2) Year / 2,000 Hour Manufacturer's Warranty
- Operator and maintenance training
- Full commissioning upon delivery
- Delivery to Magic Valley Regional Airport – Joslin Field



Why the Bucher R65 for Magic Valley Regional Airport

Magic Valley Regional Airport requires a dependable and efficient solution for maintaining clean, debris-free airfield surfaces. Foreign Object Debris (FOD) poses a significant risk to aircraft operations, making routine sweeping and debris removal essential to maintaining safe runway, taxiway, and apron conditions. The Bucher R65 Regenerative Air Sweeper provides a purpose-built solution designed specifically for airport sweeping and FOD management operations.

1. Purpose-Built for Airport FOD Removal

The Bucher R65 is specifically engineered to remove and contain foreign object debris from runways, taxiways, aprons, and other critical airfield surfaces. Its regenerative air sweeping system effectively captures debris while minimizing dust, helping airport personnel maintain safe operating conditions for both aircraft and ground operations.

2. High-Capacity Sweeping Performance

Equipped with a 93-inch pickup head, dual gutter brooms, and an 8.5 cubic yard debris hopper, the R65 provides exceptional sweeping productivity and debris containment. The large hopper capacity reduces unloading frequency, allowing operators to maximize operational efficiency and minimize interruptions during sweeping operations.

3. Designed for Airfield Safety and Operational Efficiency

The R65 is designed specifically for airport environments where cleanliness, visibility, and debris control are critical. Its regenerative air system, large object pickup capability, rear-view camera system, and advanced operator controls provide efficient debris removal while helping maintain safe operating conditions throughout the airfield.

FORTBRAND

4. Built for Reliability and Continuous Operation

The Bucher R65 is engineered for demanding airport maintenance operations and is designed to provide reliable performance throughout extended operating periods. Key features include:

- Heavy-duty Freightliner chassis
- Automatic transmission and air ride suspension
- Heated and climate-controlled operator cab
- Ergonomic operator controls
- Enhanced visibility and camera package
- Maintenance-friendly design and service access

These features help reduce operator fatigue, improve situational awareness, and support safe, uninterrupted sweeping operations.

5. Long-Term Value and Support

The Bucher R65 combines proven sweeping performance, durable construction, and efficient debris collection into a single airport-focused platform. Supported by Fortbrand's commissioning, training, warranty, parts, and technical support services, the R65 provides Magic Valley Regional Airport with a dependable long-term solution for maintaining clean, safe, and operationally ready airfield surfaces.



Buy American Compliance

Fortbrand understands the importance of complying with the Buy American requirements associated with FAA Airport Improvement Program (AIP) funded procurements. The proposed Bucher R65 Regenerative Air Sweeper is being offered in accordance with the applicable Buy American provisions outlined in the Contract Documents and associated federal requirements.

Fortbrand will provide all required certifications, affidavits, and supporting documentation necessary to address Buy American compliance requirements and will work closely with the Airport, Engineer, FAA, and OEM throughout the procurement process to ensure all applicable requirements are properly addressed.

Delivery Commitment

Fortbrand is committed to delivering a fully assembled, tested, commissioned, and operational Bucher R65 Regenerative Air Sweeper to Magic Valley Regional Airport – Joslin Field within the delivery requirements established by the Contract Documents. Delivery will include factory-authorized commissioning, operator training, maintenance training, and all required technical documentation to ensure airport personnel are fully prepared to safely operate and maintain the equipment upon acceptance.

Our project management team will coordinate all aspects of manufacturing, transportation, delivery, startup, training, and documentation to ensure a smooth implementation process and successful project completion. Fortbrand will remain actively involved throughout the project to provide ongoing communication, technical support, and customer service from award through final acceptance.

LEADERSHIP AND SALES



Jared Verano President

Before being named President of Fortbrand, Jared served as Fortbrand's CFO after having spent 17 years serving as VP of Finance and CFO for Bertelsmann Media.



Carlton Braley, AAE Senior Vice President AME

As an Accredited Airport Executive, Carl has 40+ years of Snow Fighting Experience, 27 years managing Operations and Facilities at Manchester-Boston Regional Airport, serving as Assistant Airport Director and Head of Winter Operations.



Matthew Gabbert Director of AME Sales

With over 28 years of airfield operations experience at Cincinnati/Northern Kentucky International Airport, Matt brings unmatched operational insight to his role at Fortbrand. His background in field maintenance, winter operations, and equipment management allows him to guide airports in selecting the most effective and reliable airfield maintenance solutions.



Andrew Perrone Vice President AME

Prior to his time with Fortbrand, Andy spent thirty-five years at the Port Authority of New York and New Jersey, Mr. Perrone held positions at LGA, EWR and JFK.

FORTBRAND

OPERATIONAL SUPPORT

Commissioning

Upon the delivery of the proposed equipment, Fortbrand Services Director Operations Services (Roger Huot), designee and Director Technical Services (Steve Haegele), or designee will visit to commission and provide a detailed on-site training program to equipment operators and equipment maintenance personnel.



Parts and Service

Fortbrand has service facilities in Plainview, NY, and Ottumwa, IA, with an extensive inventory, service vehicles, and trained technicians available within hours. Fortbrand is committed to providing exceptional service, even for units over 25 years old.

Training

Operator training includes complete training in all aspects of the operation of the equipment. The course includes a lecture, PowerPoint presentation, hands-on operation, light maintenance training, and questions and answers. Fortbrand Services will also provide a technical training course for maintenance personnel covering preventative maintenance, troubleshooting, fault diagnosis, and repairs.



SERVICE AND OPERATIONS



Steve Haegele
Director
Technical Services

Steve has twenty years of experience in the maintenance and technical support of ground support equipment (GSE) and AME, including management of GSE maintenance shops and facilities for both airlines and aviation services companies.



Roger Huot
Director
Product Management

During his 24 years with Fortbrand, Roger has worked with Airfield Maintenance and Operations groups around the world. Developing airfield operational snow plans to utilize equipment and resources effectively.



Chuck Hinkle
Manager,
Equipment Service and Training

Chuck has over 25 years of experience in the maintenance and management of runway snow and ice removal equipment. As former Winter Weather Shop Supervisor at DFW International Airport, he led preventative maintenance programs, diagnostics, and repairs for deicers, blowers, and MTEs, ensuring fleet readiness during critical winter operations.

AFTERMARKET SUPPORT

Fortbrand goes beyond distribution by providing comprehensive aftermarket support activities for its AME. This includes:

- **Commissioning of delivered vehicles**
- **Operator and maintenance training**
- **Technical support through Fortbrand and the Factories**
- **Warranty Implementation.**
- **Continuous Improvement through Manufacturers' Product Improvement Programs (PIP)**
- **Spare parts sales**

Fortbrand's experienced and factory-trained personnel, are well-equipped to provide the highest quality of support when needed and expected.

ADDITIONAL ACTIVITIES

In addition to its core distribution and aftermarket support activities, Fortbrand engages in related services, such as equipment appraisals, Snow and Ice Control Plan development, and special equipment project consulting, further enhancing its value proposition to clients.

THE FORTBRAND ADVANTAGE

Fortbrand provides options that no other AME or SRE manufacturer can. We can offer rental and lease programs, along with reconditioned and refurbished VAMMAS products, to help you procure the equipment you need when needed.

Fortbrand leadership and Key Personnel have decades of Airport Experience. Fortbrand employees understand your business because they come from your business. Multiple Key Personnel have decades of Airport Operations and Maintenance experience.



A Trusted Partner

On behalf of Fortbrand Services LLC, I would like to extend our sincere appreciation to the City of Twin Falls and Magic Valley Regional Airport – Joslin Field for the opportunity to submit our proposal for the Equipment Acquisition – Power Vacuum Sweeper project.

We appreciate your consideration and are proud to offer the Bucher R65 Regenerative Air Sweeper, a purpose-built airport sweeping solution designed to provide exceptional FOD removal performance, reliability, and operational efficiency. The proposed equipment delivers high-capacity debris collection, regenerative air sweeping technology, and proven performance in demanding airport environments while meeting the requirements outlined in the Contract Documents.

Fortbrand is committed to providing complete lifecycle support for every unit we supply. Through factory-authorized commissioning, operator and maintenance training, warranty support, technical assistance, and ongoing parts availability, our team is dedicated to helping Magic Valley Regional Airport maximize equipment performance and maintain operational readiness throughout the equipment's service life.

We welcome the opportunity to support Magic Valley Regional Airport's continued commitment to safe, efficient, and reliable airfield operations and look forward to partnering with your team on this important project.

Warm regards,

A handwritten signature in black ink, appearing to read "Matt Gabbert". The signature is fluid and cursive.

Matt Gabbert
Director, AME Sales
Fortbrand Services LLC

Extremely Urgent

This envelope is for use with the following services: **UPS Next Day Air®**
UPS Worldwide Express®
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Visit **ups.com®** or call **1-800-PICK-UPS®** (1-800-742-5877)
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UPS Exp

Note: Exp
containin
or cash e

**Insert shipping documents
under window from the top.**

MATTHEW GABBERT
5165763200
FORTBRAND SERVICES LLC
50 FAIRCHILD COURT
PLAINVIEW NY 11803

SHIP TO:
MAGIC VALLEY REG. AIRPORT
2087731100
CITY OF TWIN FALLS
JOSLIN FIELD
202 AIRPORT LOOP
TWIN FALLS ID 83301

0.1 LBS LTR **1 OF 1**

ID 833 9-10

UPS NEXT DAY AIR **1**

TRACKING #: 1Z F08 A55 01 9979 5829

BILLING: P/P

CARBON NEUTRAL SHIPPING

UPS

XOL26.04.01 NV45 24.DA.06/2026*

Submitted by:
Fortbrand Services LLC
50 Fairchild Court
Plainview, NY 11803

Project:
Magic Valley Regional Airport – Joslin Field
Equipment Acquisition – Power Vacuum Sweeper
AIP No. 3-16-0036-062-2026

CITY OF TWIN FALLS
202 AIRPORT LOOP
TWIN FALLS ID 83301

P: 100 S: WEST
218 – 1525

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US 8330 JUN 9 09:04:33 2026

1700

100% Recycled fiber
80% Post-Consumer

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International Shipping Notice — Carriage hereunder may be subject to the rules relating to liability and other terms and/or conditions established by the Convention for the Unification of Certain Rules Relating to International Carriage by Air (the "Warsaw Convention") and/or the Convention on the Contract for the International Carriage of Goods by Road (the "CMR Convention"). These commodities, technology or software were exported from the U.S. in accordance with the Export Administration Regulations. Diversion contrary to U.S. law prohibited.

010195103 1/10 PAC United Parcel Service, Louisville, KY

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
EQUIPMENT ACQUISITION – POWER VACUUM SWEEPER
AIP #3-16-0036-062-2026

BID BOND

Bond No. CIC1951798

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, Fortbrand Services, LLC, as Principal, and Capitol Indemnity Corporation, as Surety, a corporation duly organized under the laws of the State of Wisconsin, having its principal place of business at P.O. Box 5900, Madison, WI 53705 in the State of Wisconsin, and authorized to do business in the State of Idaho are hereby held and firmly bound unto the City of Twin Falls as OWNER in the penal sum of Five Percent (5%) of Total Amount Bid (\$ 5% TAB) the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors, and assigns.

Signed this 5th day of June, 2026.

The conditions of the above obligation is such that whereas the Principal has submitted to the OWNER a certain Bid, attached hereto and hereby made a part hereof to enter into a contract in writing, for the Equipment Acquisition – Power Vacuum Sweeper, **AIP 3-16-0036-062-2026**.

NOW, THEREFORE, (a) if said Bid shall be rejected, or (b) if said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said Bid) and shall furnish a Bond for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its Bond shall be in no way impaired or affected by any extension of the time within which the OWNER may accept such Bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officer, the day and year first set forth above.

Fortbrand Services, LLC

Principal

By: 

Surety Capitol Indemnity Corporation

By: 

Sean McCauley, Jr., Attorney-in-Fact

The Attorney-in-Fact (Resident Agent), who executed this Bond in behalf of the Surety Company, must attach a copy of his power-of-attorney as evidence of his authority.

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the Project is located.

CAPITOL INDEMNITY CORPORATION
POWER OF ATTORNEY

CIC1951798

Bond Number

KNOW ALL MEN BY THESE PRESENTS, That the CAPITOL INDEMNITY CORPORATION, a corporation of the State of Wisconsin, having its principal offices in the City of Middleton, Wisconsin, does make, constitute and appoint

-----SEAN MCCAULEY, JR.; BRIDGET TRUXILLO-----

its true and lawful Attorney(s)-in-fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed, any and all bonds, undertakings and contracts of suretyship, provided that no bond or undertaking or contract of suretyship executed under this authority shall exceed in amount the sum of

----- ALL WRITTEN INSTRUMENTS IN AN AMOUNT NOT TO EXCEED: \$20,000,000-----

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of CAPITOL INDEMNITY CORPORATION at a meeting duly called and held on the 15th day of May, 2002.

“RESOLVED, that the President, Executive Vice President, Vice President, Secretary or Treasurer, acting individually or otherwise, be and they hereby are granted the power and authorization to appoint by a Power of Attorney for the purposes only of executing and attesting bonds and undertakings, and other writings obligatory in the nature thereof, one or more resident vice-presidents, assistant secretaries and attorney(s)-in-fact, each appointee to have the powers and duties usual to such offices to the business of this company; the signature of such officers and seal of the Company may be affixed to any such power of attorney or to any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company, and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking or other writing obligatory in the nature thereof to which it is attached. Any such appointment may be revoked, for cause, or without cause, by any of said officers, at any time.”

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner – Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

IN WITNESS WHEREOF, the CAPITOL INDEMNITY CORPORATION has caused these presents to be signed by its officer undersigned and its corporate seal to be hereto affixed duly attested, this 1st day of September, 2022.

Attest:

RJ Byrnes
Ryan J. Byrnes
Senior Vice President,
Chief Financial Officer and Treasurer
Todd Burrick
Todd Burrick
Chief Underwriting Officer



CAPITOL INDEMNITY CORPORATION

Adam L. Sills
Adam L. Sills
Chief Executive Officer and President

STATE OF WISCONSIN }
COUNTY OF DANE } S.S.:

On the 1st day of September, 2022 before me personally came Adam L. Sills, to me known, who being by me duly sworn, did depose and say: that he resides in the County of New York, State of New York; that he is Chief Executive Officer and President of CAPITOL INDEMNITY CORPORATION, the corporation described in and which executed the above instrument; that he knows the seal of the said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation and that he signed his name thereto by like order.



David J. Regele
David J. Regele
Notary Public, Dane Co., WI
My Commission Is Permanent

STATE OF WISCONSIN }
COUNTY OF DANE } S.S.:

I, the undersigned, duly elected to the office stated below, now the incumbent in CAPITOL INDEMNITY CORPORATION, a Wisconsin Corporation, authorized to make this certificate, DO HEREBY CERTIFY that the foregoing attached Power of Attorney remains in full force and has not been revoked; and furthermore, that the Resolution of the Board of Directors, set forth in the Power of Attorney is now in force.

Signed and sealed at the City of Middleton, State of Wisconsin this 5th day of June, 2026



Suzanne M. Broadbent
Suzanne M. Broadbent
Secretary

State of Idaho Department of Insurance

CERTIFICATE OF AUTHORITY

Number 1025

THIS CERTIFIES THAT

CAPITOL INDEMNITY CORPORATION

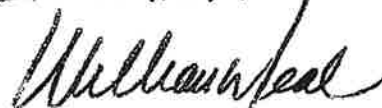
a Stock Company domiciled in Wisconsin

subject to the provisions of its Articles of Incorporation, and having presented satisfactory evidence of compliance with the requirements of the laws regulating the insurance business in the State of Idaho, has been granted authority to transact such business, in this State, of the class or classes of insurance as indicated below:

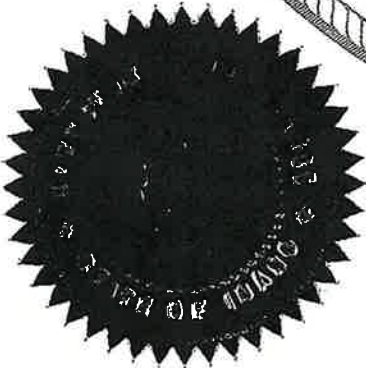
Casualty, Including Workers' Compensation
Disability, Excluding Managed Care
Marine and Transportation
Property
Surety

Expiration Conditions: This Certificate of Authority is expressly conditioned upon the holder hereof remaining in full compliance with, and not in violation of, any of the applicable laws and requirements of the State of Idaho. It shall at all times remain the property of the State of Idaho, and shall continue and remain in full force and effect from the date shown hereon, until expired, suspended, revoked or until otherwise terminated, subject to payment of the continuation fee and filing of a properly completed annual statement with the Director of Insurance on or before the first day of March of each year. Expiration, suspension, revocation or failure to pay the annual continuation fee or to timely file its properly compiled annual statement shall automatically terminate the insured's authority to conduct the business of insurance in the State of Idaho and this Certificate of Authority must forthwith be returned to the Department of Insurance of the State of Idaho.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the Department of Insurance to be affixed at Boise, Idaho, on this day, May 2, 1973.



William W. Deal
Director
Reissued May 1, 2010





Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Matt Barnes, Airport Manager

ACTION ITEM

Request:

Request to award the bid in the amount of \$696,290 to American Road Maintenance and authorize the Mayor to sign the contract and the FAA grant application.

Time Estimate:

5 minutes with additional time needed for any questions.

Background:

Sealed bids for the Pavement Rehabilitation project to the Magic Valley Regional Airport were received and opened at 3:00 PM on June 9, 2026.

Five sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer's Estimate		\$617,665.00	-
HI-LITE Airfield Services LLC	Watertown, NT	\$738,482.50	19.6%
Maxwell Asphalt Inc.	Salt Lake City, UT	\$825,293.00	33.6%
American Road Maintenance, Inc.	Tucson, AZ	\$696,290.00	12.7%
Straight Stripe Painting, Inc.	Saint George, UT	\$803,160.00	30.0%
CR Contracting LLC	Bend, OR	\$864,925.00	40.0%

The bid submitted by American road Maintenance, Inc. was reviewed for bid submittal requirements. American road Maintenance, Inc. is a licensed public works contractor in the State of Idaho and has a history of performing similar projects. Based on the bidding criteria, American road Maintenance, Inc.'s bid is considered responsive.

Approval Process:

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

Budget Impact:

Project will be funded with AIP FAA grant with 95% federal match and 5% local match. The FAA is planning to issue two grants to cover the cost of the project (companion grants). The local match will be funded by PFC application.

Regulatory Impact:

The contract will be subject to the standard assurances associated with FAA grant projects. The City Attorney will review the contract which will be sent digitally and delivered by email.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends awarding the bid to American Road Maintenance in the amount of \$696,290.00, authorize the Mayor to sign the contract contingent on FAA funding and legal review, and authorize the Mayor to sign two FAA grant applications.

Attachments:

1. TWF_PavementRehab2026_Airport_LetterofRecommendation_Revised



June 10, 2026

Mr. Matt Barnes
Airport Manager
Joslin Field – Magic Valley Regional Airport
492 Airport Loop
P.O. Box 1907
Twin Falls, Idaho 83303

RE: Recommendation of Award – FAA AIP 3-16-0036-059-2026
FY 2026 Airport Improvements to Joslin Field – Magic Valley Regional Airport
Pavement Rehabilitation

Dear Matt,

Sealed bids for the Pavement Rehabilitation project to the Magic Valley Regional Airport were received and opened at 3:00 PM on June 9, 2026. The project consists of one bid schedule. In accordance with paragraph 30.02 *Award of Contract, General Provision*, the total of base bid Schedule A, was used to determine the lowest bidder. In conformance of FAA AIP Handbook-Order 5100.38D, below is a “Price Analysis” for the total bids received.

Price Analysis:

Five sealed bids were received and are summarized in the following table:

Contractor	Location	Base Bid Schedule A	% Within Estimate
Engineer’s Estimate		\$617,665.00	-
HI-LITE Airfield Services LLC	Watertown, NT	\$738,482.50	19.6%
Maxwell Asphalt Inc.	Salt Lake City, UT	\$825,293.00	33.6%
American Road Maintenance, Inc.	Tucson, AZ	\$696,290.00	12.7%
Straight Stripe Painting, Inc.	Saint George, UT	\$803,160.00	30.0%
CR Contracting LLC	Bend, OR	\$864,925.00	40.0%

The low bidder, American road Maintenance, Inc., submitted a bid that was 12.7% higher than the Engineer’s Estimate. Further evaluation was taken to identify variability in bid items that may better explain the variance in the Engineer’s Estimate verse the bids received. The evaluation of individual bid items show that one specific bid item across all five received bids was significantly higher than the Engineer’s Estimate. Specifically, Item P-608-R which was an average of 65% higher than the Engineer’s Estimate. This line item accounts for approximately 70% of the total project cost for the Engineer’s Estimate and an average of 66% of the total project cost across all five received bids. The remaining unit prices for the other bid items varied between bids as seen in the attached Bid Summary spreadsheet but those variances are small in value and minor in impact of the total project cost.

The high bid and the low bid were 24.2% of each other and is attributed to the volatility of current world events and the unpredictability of costs of oil for construction.

Enclosed is a copy of the bid package for your files. Based on the current market climate and the additional considerations listed above, J-U-B finds the apparent low bid submitted by American road Maintenance, Inc. to be competitive, fair and reasonable in accordance with FAA AIP Handbook-Order 5100.38D.

The bid submitted by American road Maintenance, Inc. was reviewed for bid submittal requirements. American road Maintenance, Inc. is a licensed public works contractor in the State of Idaho and has a history of performing similar projects. Based on the bidding criteria, American road Maintenance, Inc.'s bid is considered responsive.

Enclosed are copies of the bid packages for your files.

If you have any questions regarding the bid, bid results and subsequent award process, please call me at 208-733-2414.

Sincerely,

J-U-B Engineers, Inc.



Kent Atkin, P.E.
Project Manager

Enclosures:
Bidding Summary
American Road Maintenance, Inc. Bid Package

BID SUMMARY

PROJECT TITLE: Magic Valley Regional Airport/Joslin Field - Pavement Rehabilitation
PROJECT NUMBER: AIP 3-16-0036-059-2026
OWNER: City of Twin Falls, Idaho
ENGINEER: J-U-B Engineers, Inc.
PROPOSAL OPENING: 06/09/2026 3:00 PM
LOCATION: City of Twin Falls, 203 Main Ave. East, Twin Falls, Idaho 83301

BID INFORMATION:

CONTRACTOR:	ENGINEER'S ESTIMATE	HI-LITE Airfield Services LLC	Maxwell Asphalt Inc.	American Road Maintenance, Inc.	Straight Stripe Painting, Inc.	CR Contracting LLC
Bid Proposal (Signed)	-	X	X	X	X	X
Bid Schedule of Items & Prices	-	X	X	X	X	X
Acknowledgement of Addenda #1	-	X	X	X	X	X
Bid Bond	-	X	X	X	X	X
Statement of Bidders Pre-Qualifications	-	X	X	X	X	X
Trade Restriction Certification	-	X	X	X	X	X
Tax Delinquency and Felony Convictions	-	X	X	X	X	X
Bidders List	-	X	X	X	X	X
Buy American Certificate	-	X	X	X	X	X
Idaho Code Certificate	-	X	X	X	X	X
Plan Holder	-	X	X	X	X	X
Bid Total	\$617,665.00	\$738,482.50	\$825,293.00	\$696,290.00	\$803,160.00	\$864,925.00

BID SCHEDULE "A" Pavement Rehabilitation
City of Twin Falls, Idaho
MAGIC VALLEY REGIONAL AIRPORT - JOSLIN FIELD
AIRPORT IMPROVEMENT PROGRAM FY 20256
FAA AIP PROJECT NO. 3-16-0036-059-2026

Item No.	Spec. No.	Description	Estimated Quantity	Unit Measure	Engineer's Estimate		HI-LITE Airfield Services LLC		Maxwell Asphalt Inc.		CR Contracting LLC		Straight Stripe Painting, Inc.		American Road Maintenance, Inc.	
					Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	c-105-6	Mobilization	1	LS	\$40,000.00	\$40,000.00	\$25,000.00	\$25,000.00	\$80,000.00	\$80,000.00	\$80,000.00	\$80,000.00	\$50,000.00	\$50,000.00	\$35,000.00	\$35,000.00
2	SP-1	Airport Access and Security	1	LS	\$50,000.00	\$50,000.00	\$12,500.00	\$12,500.00	\$2,000.00	\$2,000.00	\$30,000.00	\$30,000.00	\$9,000.00	\$9,000.00	\$10,000.00	\$10,000.00
3	SP-2	Construction Safety	1	LS	\$15,000.00	\$15,000.00	\$8,500.00	\$8,500.00	\$5,000.00	\$5,000.00	\$30,000.00	\$30,000.00	\$3,500.00	\$3,500.00	\$10,000.00	\$10,000.00
4	P-101-5.1	Removal of Existing Pavement Markings	32,500	SF	\$1.25	\$40,625.00	\$0.85	\$27,625.00	\$1.50	\$48,750.00	\$0.65	\$21,125.00	\$0.65	\$21,125.00	\$0.70	\$22,750.00
5	P-605-5.1	Crack Sealing Filler	5	TON	\$5,000.00	\$25,000.00	\$9,450.00	\$47,250.00	\$7,500.00	\$37,500.00	\$6,900.00	\$34,500.00	\$4,250.00	\$21,250.00	\$4,000.00	\$20,000.00
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	250,000	SY	\$1.25	\$312,500.00	\$1.95	\$487,500.00	\$1.95	\$487,500.00	\$2.05	\$512,500.00	\$2.45	\$612,500.00	\$1.90	\$475,000.00
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	60,000	SF	\$0.65	\$39,000.00	\$0.65	\$39,000.00	\$0.78	\$46,800.00	\$0.70	\$42,000.00	\$0.65	\$39,000.00	\$0.70	\$42,000.00
8	P-620-5.2	Yellow Marking with Glass Beads	60,000	SF	\$0.75	\$45,000.00	\$0.70	\$42,000.00	\$1.00	\$60,000.00	\$0.75	\$45,000.00	\$0.45	\$27,000.00	\$0.70	\$42,000.00
9	P-620-5.3	Temporary White Marking without Glass Beads	1,100	SF	\$0.65	\$715.00	\$0.70	\$770.00	\$0.78	\$858.00	\$4.00	\$4,400.00	\$0.65	\$715.00	\$0.70	\$770.00
10	P-620-5.4	White Marking with Glass Beads	1,100	SF	\$0.75	\$825.00	\$0.75	\$825.00	\$1.00	\$1,100.00	\$4.00	\$4,400.00	\$0.45	\$495.00	\$0.70	\$770.00
11	P-620-5.5	Temporary Red Marking without Glass Beads	3,250	SF	\$1.00	\$3,250.00	\$1.85	\$6,012.50	\$0.78	\$2,535.00	\$4.00	\$13,000.00	\$0.65	\$2,112.50	\$2.00	\$6,500.00
12	P-620-5.6	Red Marking with Glass Beads	3,250	SF	\$1.00	\$3,250.00	\$2.00	\$6,500.00	\$1.00	\$3,250.00	\$4.00	\$13,000.00	\$0.45	\$1,462.50	\$2.00	\$6,500.00
13	P-620-5.7	Black Marking Outline without Glass Beads	50,000	SF	\$0.85	\$42,500.00	\$0.70	\$35,000.00	\$1.00	\$50,000.00	\$0.70	\$35,000.00	\$0.30	\$15,000.00	\$0.50	\$25,000.00
BID SCHEDULE "A" TOTAL						\$617,665.00		\$738,482.50		\$825,293.00		\$864,925.00		\$803,160.00		\$696,290.00

BID SCHEDULE "A" Pavement Rehabilitation
City of Twin Falls, Idaho
MAGIC VALLEY REGIONAL AIRPORT - JOSLIN FIELD
AIRPORT IMPROVEMENT PROGRAM FY 2026
FAA AIP PROJECT NO. 3-16-0036-059-2026

Item No.	Spec. No.	Description	Total Price	Low Bid Total Price	% from Engineer's	% Total Cost
1	c-105-6	Mobilization	\$40,000.00	\$35,000.00	-12.5%	5.0%
2	SP-1	Airport Access and Security	\$50,000.00	\$10,000.00	-80.0%	1.4%
3	SP-2	Construction Safety	\$15,000.00	\$10,000.00	-33.3%	1.4%
4	P-101-5.1	Removal of Existing Pavement Markings	\$40,625.00	\$22,750.00	-44.0%	3.3%
5	P-605-5.1	Crack Sealing Filler	\$25,000.00	\$20,000.00	-20.0%	2.9%
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	\$312,500.00	\$475,000.00	52.0%	68.2%
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	\$39,000.00	\$42,000.00	7.7%	6.0%
8	P-620-5.2	Yellow Marking with Glass Beads	\$45,000.00	\$42,000.00	-6.7%	6.0%
9	P-620-5.3	Temporary White Marking without Glass Beads	\$715.00	\$770.00	7.7%	0.1%
10	P-620-5.4	White Marking with Glass Beads	\$825.00	\$770.00	-6.7%	0.1%
11	P-620-5.5	Temporary Red Marking without Glass Beads	\$3,250.00	\$6,500.00	100.0%	0.9%
12	P-620-5.6	Red Marking with Glass Beads	\$3,250.00	\$6,500.00	100.0%	0.9%
13	P-620-5.7	Black Marking Outline without Glass Beads	\$42,500.00	\$25,000.00	-41.2%	3.6%
BID SCHEDULE "A" TOTAL			\$617,665.00	\$696,290.00	12.7%	

Item No.	Spec. No.	Description	Total Price	HI-LITE Airfield Services LLC	% from Engineer's	% Total Cost
1	c-105-6	Mobilization	40000	\$25,000.00	-37.5%	3.6%
2	SP-1	Airport Access and Security	50000	\$12,500.00	-75.0%	1.8%
3	SP-2	Construction Safety	15000	\$8,500.00	-43.3%	1.2%
4	P-101-5.1	Removal of Existing Pavement Markings	40625	\$27,625.00	-32.0%	4.0%
5	P-605-5.1	Crack Sealing Filler	25000	\$47,250.00	89.0%	6.8%
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	\$312,500.00	\$487,500.00	56.0%	70.0%
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	39000	\$39,000.00	0.0%	5.6%
8	P-620-5.2	Yellow Marking with Glass Beads	45000	\$42,000.00	-6.7%	6.0%
9	P-620-5.3	Temporary White Marking without Glass Beads	715	\$770.00	7.7%	0.1%
10	P-620-5.4	White Marking with Glass Beads	825	\$825.00	0.0%	0.1%
11	P-620-5.5	Temporary Red Marking without Glass Beads	3250	\$6,012.50	85.0%	0.9%
12	P-620-5.6	Red Marking with Glass Beads	3250	\$6,500.00	100.0%	0.9%
13	P-620-5.7	Black Marking Outline without Glass Beads	42500	\$35,000.00	-17.6%	5.0%
BID SCHEDULE "A" TOTAL			\$617,665.00	\$738,482.50	19.6%	

Item No.	Spec. No.	Description	Total Price	Maxwell Asphalt Inc.	% from Engineer's	% Total Cost
1	c-105-6	Mobilization	40000	\$80,000.00	100.0%	11.5%
2	SP-1	Airport Access and Security	50000	\$2,000.00	-96.0%	0.3%
3	SP-2	Construction Safety	15000	\$5,000.00	-66.7%	0.7%
4	P-101-5.1	Removal of Existing Pavement Markings	40625	\$48,750.00	20.0%	7.0%
5	P-605-5.1	Crack Sealing Filler	25000	\$37,500.00	50.0%	5.4%
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	\$312,500.00	\$487,500.00	56.0%	70.0%
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	39000	\$46,800.00	20.0%	6.7%
8	P-620-5.2	Yellow Marking with Glass Beads	45000	\$60,000.00	33.3%	8.6%
9	P-620-5.3	Temporary White Marking without Glass Beads	715	\$858.00	20.0%	0.1%
10	P-620-5.4	White Marking with Glass Beads	825	\$1,100.00	33.3%	0.2%
11	P-620-5.5	Temporary Red Marking without Glass Beads	3250	\$2,535.00	-22.0%	0.4%
12	P-620-5.6	Red Marking with Glass Beads	3250	\$3,250.00	0.0%	0.5%
13	P-620-5.7	Black Marking Outline without Glass Beads	42500	\$50,000.00	17.6%	7.2%
BID SCHEDULE "A" TOTAL			\$617,665.00	\$825,293.00	33.6%	

Item No.	Spec. No.	Description	Total Price	CR Contracting LLC	% from Engineer's	% Total Cost
1	c-105-6	Mobilization	40000	\$80,000.00	100.0%	11.5%
2	SP-1	Airport Access and Security	50000	\$30,000.00	-40.0%	4.3%
3	SP-2	Construction Safety	15000	\$30,000.00	100.0%	4.3%
4	P-101-5.1	Removal of Existing Pavement Markings	40625	\$21,125.00	-48.0%	3.0%
5	P-605-5.1	Crack Sealing Filler	25000	\$34,500.00	38.0%	5.0%
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	\$312,500.00	\$512,500.00	64.0%	73.6%
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	39000	\$42,000.00	7.7%	6.0%
8	P-620-5.2	Yellow Marking with Glass Beads	45000	\$45,000.00	0.0%	6.5%
9	P-620-5.3	Temporary White Marking without Glass Beads	715	\$4,400.00	515.4%	0.6%
10	P-620-5.4	White Marking with Glass Beads	825	\$4,400.00	433.3%	0.6%
11	P-620-5.5	Temporary Red Marking without Glass Beads	3250	\$13,000.00	300.0%	1.9%
12	P-620-5.6	Red Marking with Glass Beads	3250	\$13,000.00	300.0%	1.9%
13	P-620-5.7	Black Marking Outline without Glass Beads	42500	\$35,000.00	-17.6%	5.0%
BID SCHEDULE "A" TOTAL			\$617,665.00	\$864,925.00	40.0%	

Item No.	Spec. No.	Description	Total Price	Straight Stripe Painting, Inc.	% from Engineer's	% Total Cost
1	c-105-6	Mobilization	40000	\$50,000.00	25.0%	7.2%
2	SP-1	Airport Access and Security	50000	\$9,000.00	-82.0%	1.3%
3	SP-2	Construction Safety	15000	\$3,500.00	-76.7%	0.5%
4	P-101-5.1	Removal of Existing Pavement Markings	40625	\$21,125.00	-48.0%	3.0%
5	P-605-5.1	Crack Sealing Filler	25000	\$21,250.00	-15.0%	3.1%
6	P-608-R-8.1	Asphalt Surface Treatment with Aggregate	\$312,500.00	\$612,500.00	96.0%	88.0%
7	P-620-5.1	Temporary Yellow Marking without Glass Beads	39000	\$39,000.00	0.0%	5.6%
8	P-620-5.2	Yellow Marking with Glass Beads	45000	\$27,000.00	-40.0%	3.9%
9	P-620-5.3	Temporary White Marking without Glass Beads	715	\$715.00	0.0%	0.1%
10	P-620-5.4	White Marking with Glass Beads	825	\$495.00	-40.0%	0.1%
11	P-620-5.5	Temporary Red Marking without Glass Beads	3250	\$2,112.50	-35.0%	0.3%
12	P-620-5.6	Red Marking with Glass Beads	3250	\$1,462.50	-55.0%	0.2%
13	P-620-5.7	Black Marking Outline without Glass Beads	42500	\$15,000.00	-64.7%	2.2%
BID SCHEDULE "A" TOTAL			\$617,665.00	\$803,160.00	30.0%	

FROM (BIDDER):

American Road Maintenance, Inc.

4554 E Eco Industrial Pl

Tucson, AZ 85756

Phone: 480-309-7102

Idaho Public Works Contractor License No.: ACE-54132, 026092

SEALED BID — DO NOT OPEN

SEALED BID ENCLOSED FOR:

Pavement Rehabilitation

Magic Valley Regional Airport – Joslin Field

Twin Falls, Idaho

Project No.: AIP 3-16-0036-059-2026

BID OPENING: 3:00 P.M. local time, Tuesday, June 9, 2026

DELIVER / MAIL TO:

City of Twin Falls

Attn: City Clerk – Bid Opening

203 Main Ave. East

Twin Falls, ID 83301

If forwarded by mail, this sealed bid envelope must be enclosed in an additional outer envelope addressed as above.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BIDDER'S CHECKLIST

Bids will only be accepted from those registered planholders who have purchased a set of Plans and Contract Documents from J-U-B ENGINEERS, Inc. **The following items shall constitute the BID PROPOSAL and shall be completed and accompany the Bid:**

- All ADDENDA shall be acknowledged on the Bid Proposal.
- The BID PROPOSAL shall be filled out and signed.
- The BID SCHEDULE OF ITEMS AND UNIT PRICES shall be complete including the extensions.
- A BID BOND or CERTIFIED CHECK in the amount of five percent (5%) of the TOTAL BID including alternates shall be included.
- STATEMENT OF BIDDERS PRE-QUALIFICATIONS form must be completed, provide both the form and Evidence of Financial Responsibility Statement with bid.
- TRADE RESTRICTION CERTIFICATION must be filled out and included.
- CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS must be filled out and included.
- BIDDERS LIST must be filled out and included.
- BUY AMERICAN CERTIFICATE must be filled out and included. Note: Within 15 calendar days of the bid opening, the low bidder must submit to the Owner a formal waiver request and required documentation that support the type of waiver being requested.
- Mobilization Price Cap. Note that the contractor's bid price for mobilization shall not exceed 25% of the total bid amount excluding sales tax. See Technical Specifications C-105 Mobilization. Those bid proposals in which the Mobilization Bid Item exceeds 25% of the total bid amount as identified herein shall be determined as non-responsive and will not be considered in the bid evaluations.
- Bids will only be accepted from those registered planholders who requested a set of plans and Contract Documents from J-U-B Engineers, Inc.
- IDAHO CODE CERTIFICATION must be filled out and included.

All Bids shall contain the items listed above in complete form. ***Failure to complete and provide any of the above items may be grounds for rejection of the bid as non-responsive, at the discretion of the OWNER.***

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID PROPOSAL

Proposal of American Road Maintenance (hereinafter called "Bidder"), organized and existing under the laws of the State of Illinois, doing business as * Corporation.

To City of Twin Falls (hereinafter called the "OWNER").

In compliance with your Advertisement for Bids for the Pavement Rehabilitation project having examined the Drawings and Specifications with related documents and the site of the proposed Work, and being familiar with all the conditions surrounding the construction of the proposed Project, including the availability of materials and labor, hereby propose to furnish all labor, materials and supplies and to complete the Work in accordance with the Contract Documents within the time set forth therein. This price is to cover all expenses incurred in performing the Work required under the Contract Documents of which this is a part.

By submission of this Bid, each Bidder certifies, and in case of a joint Bid each party thereto certifies as to their own organization, that this Bid has been arrived at independently, without consultation, communication, or agreement as to any matter relating to this Bid with any other Bidder or with any competitor.

The Bidder agrees that the Work will be substantially completed within the time identified in the Instruction for Bidders after the date when the Contract Time commences to run.

The Bidder accepts the provisions of the Agreement as to the liquidated damages in the event of failure to complete the Work on time.

* Insert "a corporation", "a partnership", or "an individual" as applicable.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID PROPOSAL (CONTINUED)

BID SCHEDULE OF ITEMS AND PRICES

The bidder agrees to perform all work described in accordance with the Contract Documents, Specifications and as shown on the Plans for the following unit prices. **Unit prices for all items shall be shown in both numbers and words. If a bidder’s proposal contains a discrepancy between unit bid prices written in words and unit bid prices written in numbers, the unit bid price written in words shall govern.**

PROJECT TITLE: Pavement Rehabilitation

CONTRACTOR NAME: American Road Maintenance

BASE BID SCHEDULE 1

Item No.	Item No.	Item Description	Est. Qty.	Unit	Unit Price	Total Price
1.	C-105	Mobilization				
	@ Thirty five thousand dollars		1	LS	35,000	35,000
2.	SP-1-5.1	Airport Access and Security				
	@ Ten thousand dollars		1	LS	10,000	10,000
3.	SP-2-4.1	Construction Safety				
	@ Ten thousand dollars		1	LS	10,000	10,000
4.	P-101-5.1	Removal of Existing Pavement Markings				
	@ seventy cents		32,500	SF	.7	22,750
5.	P-605-5.1	Crack Sealing Filler				
	@ Four thousand dollars		5	TON	4,000	20,000
6.	P-608-R-8.1	Asphalt Surface Treatment with Aggregate				
	@ One dollar and ninety cents		250,000	SY	1.90	475,000
7.	P-620-5.1	Yellow Temporary Marking without Glass Beads				
	@ Seventy cents		60,000	SF	.7	42,000
8.	P-620-5.2	Yellow Marking with Glass Beads				
	@ Seventy cents		60,000	SF	.7	42,000
9.	P-620-5.3	White Temporary Marking without Glass Beads				
	@ Seventy cents		1,100	SF	.7	770
10.	P-620-5.4	White Marking with Glass Beads				
	@ Seventy cents		1,100	SF	.7	770
11.	P-620-5.5	Red Temporary Marking without Glass Beads				
	@ Two dollars		3,250	SF	2.00	6,500
12.	P-620-5.6	Red Marking with Glass Beads				
	@ Two dollars		3,250	SF	2.00	6,500
13.	P-620-5.7	Black Marking Outline without Glass Beads				
	Fifty cents		50,000	SF	.5	25,000

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID PROPOSAL (CONTINUED)

Item No.	Item No.	Item Description	Est. Qty.	Unit	Unit Price	Total Price
SUBTOTAL						696,290
TOTAL BASE BID SCHEDULE 1						696,290

The undersigned acknowledges receipt of the following addenda:

Addendum No. 1 Date: 6/3/26

Addendum No. _____ Date: _____

Addendum No. _____ Date: _____

NON-COLLUSION DECLARATION

I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID PROPOSAL (CONTINUED)

NOTICE TO ALL BIDDERS

To report rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (USDOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially, and caller anonymity will be respected.

CERTIFICATION OF BIDDER REGARDING DEBARMENT
2 CFR Part 180 & 2 CFR Part 1200

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”, must confirm each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>
2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES
49 CFR Part 20 Appendix A

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID PROPOSAL (CONTINUED)

cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

(Seal if Bid is By Corporation)

SUBMITTED ON (DATE) 6/9/26

BIDDERS SIGNATURE  _____

TYPED NAME AND TITLE Kyle Paulson / Officer

COMPANY NAME American Road Maintenance

MAILING ADDRESS 4554 E Eco Industrial Pl Tucson, AZ 85756

TELEPHONE 480-309-7102

CONTRACTOR'S REVENUE TAX NUMBER 36-2615355

UNIQUE IDENTITY NUMBER (UEI) XS35TBF71NJ3

CONTRACTOR'S LICENSE NUMBER RCE-54132 , 026092

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

BID BOND

American Road Maintenance, Inc.
KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, _____ / _____, as Principal, and
* , as Surety, a corporation duly organized under the laws of the State of Iowa, having its principal place of
business at Tucson in the State of Arizona, and authorized to do business in the State of Idaho are hereby held
and firmly bound unto City of Twin Falls as OWNER in the penal sum of
Five Percent (5%) of the Total Amount Bid (\$ _____) the payment of which, well and truly to be made, we hereby
jointly and severally bind ourselves, successors, and assigns. * Employers Mutual Casualty Company

Signed this 1st day of June, 2026.

The conditions of the above obligation is such that whereas the Principal has submitted to the OWNER a certain Bid, attached hereto and hereby made a part hereof to enter into a contract in writing, for the **Pavement Rehabilitation project, AIP 3-16-0036-059-2026.**

NOW, THEREFORE, (a) if said Bid shall be rejected, or (b) if said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said Bid) and shall furnish a Bond for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its Bond shall be in no way impaired or affected by any extension of the time within which the OWNER may accept such Bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officer, the day and year first set forth above.

American Road Maintenance, Inc.

Principal

By: 
K. L. Parsons / OF FIRM

By: Employers Mutual Casualty Company

Surety

By:  JUN 01 2026
Edward Hackett, Attorney-in-Fact

Countersigned:

By: N/A Resident Agent

The Attorney-in-Fact (Resident Agent), who executed this Bond in behalf of the Surety Company, must attach a copy of his power-of-attorney as evidence of his authority.

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the Project is located.

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of California A notary public or other officer completing this certificate verified only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

County of Orange

On **JUN 01 2026** before me, C. Maestas, Notary Public
(Here insert name and title of the officer)

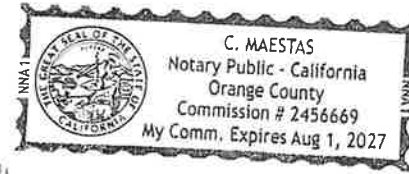
personally appeared Edward Hackett

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.


Signature of Notary Public



(Notary Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Bid Bond
(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages | Document Date **JUN 01 2026**

(Additional information)

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California, i.e. verifying the authorized capacity of the signery. Please check the document carefully for proper notarial wording and attach this form if required.

CAPACITY CLAIMED BY THE SIGNER

Individual(s)

Corporate Officer

(Title)

Partner(s)

Attorney-in-Fact

Trustee(s)

Other

- State and County information must be the State and County where the document signery(s) personally appeared before the notary public for acknowledgment.
 - Date of notarization must be the date that the signery(s) personally appeared which must also be the same date the acknowledgment is completed.
 - The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
 - Print the name(s) of document signery(s) who personally appear at the time of notarization.
 - Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~ ~~she~~ ~~they~~ is/are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
 - The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
 - Signature of the notary public must match the signature on file with the office of the county clerk.
 - CA Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - CA Indicate title or type of attached document, number of pages and date.
 - CA Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document

**POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT
KNOW ALL MEN BY THESE PRESENTS, that:**

- 1. Employers Mutual Casualty Company, an Iowa Corporation
- 2. EMCASCO Insurance Company, an Iowa Corporation
- 3. Union Insurance Company of Providence, an Iowa Corporation

- 4. Illinois EMCASCO Insurance Company, an Iowa Corporation
- 5. Dakota Fire Insurance Company, a North Dakota Corporation
- 6. EMC Property & Casualty Company, an Iowa Corporation

hereinafter referred to severally as "Company" and collectively as "Companies", each does, by these presents, make, constitute and appoint:

Edward Hackett

its true and lawful attorney-in-fact, with full power and authority conferred to sign, seal, and execute the Bid Bond

Any and All Bonds

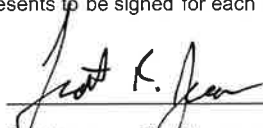
and to bind each Company thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of each such Company, and all of the acts of said attorney pursuant to the authority hereby given are hereby ratified and confirmed.

AUTHORITY FOR POWER OF ATTORNEY


This Power-of-Attorney is made and executed pursuant to and by the authority of the following resolution of the Boards of Directors of each of the Companies at the first regularly scheduled meeting of each company duly called and held in 1999:

RESOLVED: The President and Chief Executive Officer, any Vice President, the Treasurer and the Secretary of Employers Mutual Casualty Company shall have power and authority to (1) appoint attorneys-in-fact and authorize them to execute on behalf of each Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof; and (2) to remove any such attorney-in-fact at any time and revoke the power and authority given to him or her. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power-of-attorney issued to them, to execute and deliver on behalf of the Company, and to attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and any such instrument executed by any such attorney-in-fact shall be fully and in all respects binding upon the Company. Certification as to the validity of any power-of-attorney authorized herein made by an officer of Employers Mutual Casualty Company shall be fully and in all respects binding upon this Company. The facsimile or mechanically reproduced signature of such officer, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power-of-attorney of the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS THEREOF, the Companies have caused these presents to be signed for each by their officers as shown, and the Corporate seals to be hereto affixed this 17th day of September, 2025.

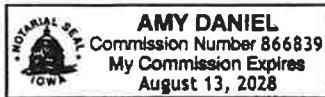


 Scott R. Jean, President & CEO
 of Company 1; Chairman, President
 & CEO of Companies 2, 3, 4, 5 & 6



 Todd Strother, Executive Vice President
 Chief Legal Officer & Secretary of
 Companies 1, 2, 3, 4, 5 & 6

Seals



On this 17th day of September, 2025 before me a Notary Public in and for the State of Iowa, personally appeared Scott R. Jean and Todd Strother, who, being by me duly sworn, did say that they are, and are known to me to be the CEO, Chairman, President, Executive Vice President, Chief Legal Officer and/or Secretary, respectively, of each of the Companies above; that the seals affixed to this instrument are the seals of said corporations; that said instrument was signed and sealed on behalf of each of the Companies by authority of their respective Boards of Directors; and that the said Scott R. Jean and Todd Strother, as such officers, acknowledged the execution of said instrument to be their voluntary act and deed, and the voluntary act and deed of each of the Companies.

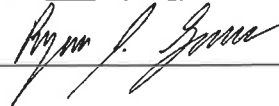
My Commission Expires August 13, 2028.



 Notary Public in and for the State of Iowa

CERTIFICATE

I, Ryan J. Springer, Vice President of the Companies, do hereby certify that the foregoing resolution of the Boards of Directors by each of the Companies, and this Power of Attorney issued pursuant thereto on 17th day of September, 2025, are true and correct and are still in full force and effect. In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 1st day of June, 2026.



 Vice President

State of Idaho
Department of Insurance
CERTIFICATE OF AUTHORITY

Number 501

THIS CERTIFIES, THAT

EMPLOYERS MUTUAL CASUALTY COMPANY

a Mutual Company domiciled in Iowa

subject to the provisions of its Articles of Incorporation, and having presented satisfactory evidence of compliance with the requirements of the laws regulating the insurance business in the State of Idaho, has been granted authority to transact such business, in this State, of the class or classes of insurance as indicated below:

Casualty, Including Workers' Compensation
Marine and Transportation
Property
Surety

Expiration Conditions: This Certificate of Authority is expressly conditioned upon the holder hereof remaining in full compliance with, and not in violation of, any of the applicable laws and requirements of the State of Idaho. It shall at all times remain the property of the State of Idaho, and shall continue and remain in full force and effect from the date shown hereon, until expired, suspended, revoked or until otherwise terminated; subject to payment of the continuation fee and filing of a properly completed annual statement with the Director of Insurance on or before the first day of March of each year. Expiration, suspension, revocation or failure to pay the annual continuation fee or to timely file its properly compiled annual statement shall automatically terminate the insured's authority to conduct the business of insurance in the State of Idaho and this Certificate of Authority must forthwith be returned to the Department of Insurance of the State of Idaho.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the Department of Insurance to be affixed at Boise, Idaho, on this 16th day of December 1941.



William W. Deal
Director

Reissued August 25, 2011



CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

STATEMENT OF BIDDER’S PRE-QUALIFICATIONS
(TO BE SUBMITTED WITH BID)

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder and office where project will be administered:
**American Road Maintenance
4554 E Eco Industrial Pl
Tucson, AZ 85756**
2. Provide evidence of financial responsibility consisting of a confidential statement or report of CONTRACTOR’S financial resources and liabilities as of the last calendar year or last fiscal year. Such statement or report shall be certified by a public accountant. Unless otherwise specified, a bidder may submit evidence that he or she is prequalified with the State Highway Division and is on the current “bidder's list” of the state in which the proposed work is located. Such evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified above. Evidence of financial responsibility may also be determined based on if the Bid Bond submitted is issued by a Surety, meeting the requirements of Section 30-05 of the FAA General Provisions. The Owner reserves the right to request further information deemed necessary to determine financial responsibility prior to award. Refusal to submit any further requested information within 2 business days of the request will result in rejection of the bid with no further consideration for award action. Any other form of bid security shall not be considered for evidence of financial responsibility.

see attached list

3. List two or more construction projects similar in size and scope to this project that your company has completed within the past 3 years. Provide the following:

- | | |
|----------------------------|---|
| a. Project Name: | <u>APMS Statewide Airport Project</u> |
| b. Owner Name: | <u>Arizona Department of Transportation</u> |
| c. Owner Contact: | <u>Brandon Robinson</u> |
| d. Total Contract Amount: | <u>7,000,000</u> |
| e. Project Duration: | <u>23, 24, 25, 26 Contract</u> |
| f. Project Superintendent: | <u>Dan Mueller</u> |
| | |
| a. Project Name: | <u>WYDOT Statewide Project</u> |
| b. Owner Name: | <u>Wyoming Department of Transportation</u> |
| c. Owner Contact: | <u>Melissa Palka</u> |
| d. Total Contract Amount: | <u>2,500,000</u> |
| e. Project Duration: | <u>2 monts for 8 airfields</u> |
| f. Project Superintendent: | <u>Dan Mueller</u> |

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- a. Project Name: Clayton Municipal Airport
- b. Owner Name: Clayton
- c. Owner Contact: Tim Archibeque
- d. Total Contract Amount: 350,000
- e. Project Duration: 4 days
- f. Project Superintendent: Dan Mueller

Note: All contact information shall be verified by the CONTRACTOR to be current and correct. This Information shall include: the OWNER’s name, address, phone number, the OWNER’s representative, who has working knowledge of the project, their name and phone number.

- 4. List any projects involving your company that have involved litigation, threatened litigation, or negotiated settlements due to quality of work, contract time or other noncompliance with plans and specifications.

None

- 6. Equipment: Please list below the major pieces of equipment (owned and rented) you will commit specifically to this project. Please provide specific details. Use additional sheets if necessary.

# of Units	Description	Rented or Owned	Size/Capacity
	see attached list		

CALIFORNIA JURAT WITH AFFIANT STATEMENT

GOVERNMENT CODE § 8202



- See Attached Document (Notary to cross out lines 1–6 below)
- See Statement Below (Lines 1–6 to be completed only by document signer[s], not Notary)

1 _____

2 _____

3 _____

4 _____

5 _____

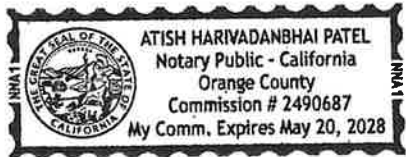
6 KLP _____

Signature of Document Signer No. 1 Signature of Document Signer No. 2 (if any)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
 County of ORANGE

Subscribed and sworn to (or affirmed) before me
 on this 3rd day of JUNE, 2026,
 by _____
 Date Month Year
 (1) KYLE PAULSON
 (and (2) _____),
 Name(s) of Signer(s)



Place Notary Seal and/or Stamp Above

proved to me on the basis of satisfactory evidence to
 be the person(s) who appeared before me.
A.H. Patel
 Signature _____
 Signature of Notary Public

OPTIONAL

*Completing this information can deter alteration of the document or
 fraudulent reattachment of this form to an unintended document.*

Description of Attached Document

Title or Type of Document: STATEMENT OF BIDDER'S PRE-QUALIFICATIONS (CONTINUED)

Document Date: 08/03/2026 Number of Pages: 111

Signer(s) Other Than Named Above: _____



CITY OF TWIN FALLS, IDAHO
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BIDDERS LIST

All firms bidding or quoting on subcontracts for this DOT-assisted project are listed below.

Firm Name, Address and Phone #	Age of Firm	Annual Gross Receipts
American Road Maintenance 4554 E Eco Industrial Pl Tucson, AZ 85756 480-309-7102	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input checked="" type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input checked="" type="checkbox"/> \$2-5 million <input checked="" type="checkbox"/> Greater than \$5 million
	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input type="checkbox"/> \$2-5 million <input type="checkbox"/> Greater than \$5 million
	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input type="checkbox"/> \$2-5 million <input type="checkbox"/> Greater than \$5 million
	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input type="checkbox"/> \$2-5 million <input type="checkbox"/> Greater than \$5 million
	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input type="checkbox"/> \$2-5 million <input type="checkbox"/> Greater than \$5 million
	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1 million <input type="checkbox"/> \$1-2 million <input type="checkbox"/> \$2-5 million <input type="checkbox"/> Greater than \$5 million

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MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
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DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance. The CONTRACTOR or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The CONTRACTOR shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the CONTRACTOR to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment. The prime CONTRACTOR agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than thirty (30) from the receipt of each payment the prime contractor receives from the recipient. The prime contractor agrees further to return retainage payments to each subcontractor within thirty (30) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the recipient. This clause applies to both DBE and non-DBE subcontractors.

Documentation. The following documentation shall be submitted as directed below:

- Bidders List

Termination

The prime contractor must not terminate a DBE subcontractor listed in response to this contract (or an approved substitute DBE firm) without prior written consent of the Sponsor. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent. Unless Sponsor consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

Sponsor may provide such written consent only if Sponsor agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the Sponsor or J-U-B as the Sponsor representative, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise J-U-B, the Sponsor and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why they should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), DBE may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

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**CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX
DELINQUENCY AND FELONY CONVICTIONS**
(TO BE SUBMITTED WITH BID)

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (☑) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

The applicant represents that it is is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

The applicant represents that it is is not is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

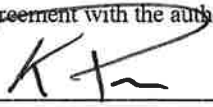
Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the owner, who will then notify the FAA airports district office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term definitions

Felony conviction: felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: a tax delinquency is any unpaid federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.



Signature of Kyle Paulson / Officer

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MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
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AIP #3-16-0036-059-2026

BUY AMERICAN CERTIFICATION

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws,¹ U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA’s Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA’s Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

The bidder or offeror certifies procurement of certain rolling stock using FAA grant funds will prohibit airports from using Federal financial assistance to procure buses or rail car vehicle rolling stock from covered entities.

**CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE
CONSTRUCTION PROJECTS**

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 U.S.C. § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (ü) or the letter “X”.

- Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing iron, steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based

¹ Per Executive Order 14005 “Made in America Laws” means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to “Buy America” or “Buy American,” that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

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products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.

- c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
- d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
- b) To faithfully comply with providing U.S. domestic products.
- c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- d) Certify that all construction materials used in the project are manufactured in the U.S.

The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project.” The required documentation for a Type 3 waiver is:

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MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

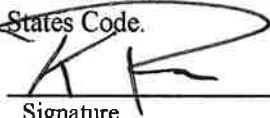
Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bids and/or offers;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

6/3/26

Date



Signature

American Road Maintenance

Company Name

Officer

Title

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

TRADE RESTRICTION CERTIFICATION
(TO BE SUBMITTED WITH BID)

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR.);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR. list or
- (3) who incorporates in the public works project any product of a foreign country on such USTR. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

By: 

Title: Kyle Paulson / Officer

Company American Road Maintenance

CITY OF TWIN FALLS, IDAHO
MAGIC VALLEY REGIONAL AIRPORT – JOSLIN FIELD
PAVEMENT REHABILITATION
AIP #3-16-0036-059-2026

IDAHO CODE CERTIFICATION

Contractor certifies and agrees as follows:

- A. **Anti-Boycott:** To the extent required by Idaho Code § 67-2346, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in a Boycott of goods or services from Israel or territories under Israel’s control and Contractor agrees that it will not engage in such a Boycott for the duration of the Agreement. As used in this particular provision, “Boycott” and “Company” shall be defined as stated in Idaho Code § 67-2346(3)(a)and(b).
- B. **Boycott of Particular Business Sector:** To the extent required by Idaho Code § 67-2347A, Contractor certifies that, as of the Effective Date, it is a Company that is not engaged in, and will not for the duration of the contract engage in, a Boycott of any individual or company because the individual or company engages in or supports the (a) exploration, production, utilization, transportation, sale, or manufacture of fossil fuel based energy, timber, minerals, hydroelectric power, nuclear energy, or agriculture; or (b) manufacture, distribution, sale, or use of Firearms. As used in this particular provision, “Firearms” is defined as stated in Idaho Code § 18-3302(2)(d) and the terms “Boycott” and “Company” are defined as stated in Idaho Code § 67-2347A(4).
- C. **Government of China Certification:** Contractor certifies that, as of the Effective Date, it is a Company that is not owned or operated by the Government of China and Contractor agrees that it will not be so owned or operated for the duration of the Contract. As used in this particular provision, “Government of China” and “Company” are defined.
- D. **Funds for Abortion Certification:** (per I.C. 18-8705): Contractor certifies that it is not an Abortion Provider nor an Affiliate of an Abortion Provider such that entry into this Contract is not prohibited by Idaho Code § 18-8703. For purposes of this provision, “Abortion Provider” and “Affiliate of an Abortion Provider” are defined as stated in Idaho Code § 18-8702.

By: 

Title: Kyle Paulson / Officer

Company American Road Maintenance



AIRFIELD JOBS COMPLETED IN THE LAST THREE YEARS

Airport	Job Total	Airport	Job Total	Airport	Job Total
Afton-Lincoln Airport	\$154,974.95	Gallup Municipal Airport	\$465,062.50	Pinal Airpark	\$297,310.25
Alliance Municipal Airport	\$847,190.25	Goodyear Airport	\$257,600.00	Portales Municipal Airport	\$136,450.00
Alpina Regional Airport	\$506,807.75	Granby-Grand County Airport	\$301,868.00	Powell Municipal Airport	\$121,791.00
Angel Fire Airport	\$215,550.00	Grand Canyon National Airport	\$257,560.75	Prescott Airport	\$157,362.50
Aspen/Pitkin County Airport	\$91,078.00	Grand Canyon West Airport	\$877,724.15	Ralph Wenz Field	\$392,376.75
Avi Suquilla Airport	\$324,401.68	Monterey Airport	\$553,666.75	Red Bluff Municipal Airport	\$209,838.00
Bakersfield (Meadows Field)	\$1,009,252.45	Grants-Milan Municipal Airport	\$231,102.50	Reid-Hillview Airport	\$644,225.59
Belen Airport	\$86,267.50	Great Bend Municipal Airport	\$535,836.00	Reno-Stead Airport	\$508,625.00
Bell Helicopter Practice Airfield	\$238,035.00	Greenlee County Airport	\$166,772.75	Rifle Garfield County Airport	\$508,133.64
Bisbee-Douglas Municipal Airport	\$234,432.90	Guymon Municipal Airport	\$90,000.00	Rominger Airport	\$49,880.50
Bisbee Municipal Airport	\$700,196.50	H. A. Clark Memorial Field	\$336,340.50	San Angelo Airport	\$1,058,728.75
Bishop Airport	\$727,147.75	Hillsboro Airport	\$945,510.00	San Manuel Airport	\$98,029.01
Boise Airport (C)	\$1,159,940.50	Hopkins Field Airport	\$177,775.00	Santa Barbara Airport	\$121,024.00
Bozeman Yellowstone Intl Airport	\$502,519.85	Hot Springs County Airport	\$145,883.35	Santa Fe Airport	\$373,671.00
Buckeye Municipal Airport	\$385,309.90	Hunt Field Airport	\$118,400.40	Santa Ynez Airport	\$385,500.00
Bullhead City Airport	\$582,938.95	Jackson Hole	\$1,187,835.25	Faulton Municipal	\$43,020.00
Cabaniss Airfield	\$355,832.00	John Wayne Airport (C)	\$127,529.75	Flandreau Municipal Airport	\$53,985.00
Cal Black Memorial Airport	\$141,100.00	Kemmerer Airport	\$177,969.75	Harding County Airport	\$99,545.00
Cando Municipal Airport	\$318,616.50	Kestral Airpark	\$111,250.00	Hot Springs Municipal Airport	\$603,510.00
Cami Municipal Airport	\$21,922.80	Kingman Airport	\$418,638.40	Hoven Municipal	\$92,140.00
Carrizozo Municipal Airport	\$244,400.00	Kirtland Air Force Base	\$322,831.68	Lemmon Municipal Airport	\$140,345.00
Casa Grande Municipal Airport	\$233,048.60	LaGrange Airport	\$153,004.30	Mitchell Regional Airport	\$241,350.00
Centennial Airport	\$807,692.85	Lake Havasu City Airport	\$75,000.00	Mobridge Municipal Airport	\$151,020.00
Central Wyoming Regional Airport	\$437,111.50	Lancaster Regional Airport	\$58,776.75	Sturgis Municipal Airport	\$115,400.00
Chandler Municipal Airport	\$560,022.45	Las Cruces Airport	\$397,266.25	Wessington Springs Airport	\$70,915.00
Clovis Regional Airport	\$363,699.20	Las Vegas NM Airport	\$346,950.00	Sheridan County Airport	\$661,185.00
Cochise Aviation College	\$219,657.00	Laurel Airport	\$324,770.75	Show Low Regional Airport	\$158,190.00
Coles County Memorial Airport	\$368,262.95	Leadville-Lake County Airport	\$291,941.75	Sierra Blanca Regional Airport	\$467,964.50
Colorado City Airport	\$252,768.30	Libby Army Airfield	\$140,934.00	Silver Springs Airport	\$305,525.50
Coolidge Municipal Airport	\$700,489.75	Limon Municipal Airport	\$685,259.00	Sonoma County Airport	\$216,121.00
County Memorial Airport	\$211,041.50	MCB Camp Lejeune	\$365,000.00	South Big Horn Airport	\$215,365.65
Davis Monthan AFB	\$341,016.40	McElroy Field	\$182,408.00	Southwest WY Regional Airport	\$849,440.15
DeKalb Taylor Municipal Airport	\$25,614.00	Meadow Lake Airport	\$216,093.56	Springerville Municipal Airport	\$219,789.40
Del Rio International Airport	\$1,650,121.25	Mercer County Regional Airport	\$583,282.00	St Johns Industrial Airpark	\$219,431.40
Dona Ana County Jetport	\$591,028.10	Midland Intl Air & Space Port	\$93,650.00	Stockton Metro Airport	\$1,010,410.00
Double Eagle II Airport	\$560,980.20	Miley Airport	\$181,544.50	Telluride Regional Airport	\$437,009.50
Drayton Municipal Airport	\$245,854.00	Millard Airport	\$231,060.50	Tuba City Airport	\$187,366.50
Dubois Municipal Airport	\$114,120.00	Mojave Air & Space Port	\$75,000.00	Tucumcari Municipal Airport	\$166,750.00
El Paso Airport	\$337,521.25	Moriarty Municipal Airport	\$366,318.00	Ukiah Municipal Airport	\$104,490.15
Ely Airport	\$43,174.00	Murray Field	\$684,850.00	Vaughn Municipal Airport	\$264,287.50
Eric Marcus Municipal Airport	\$57,800.00	Nampa Municipal Airport	\$36,334.25	Washington County Airport	\$50,000.00
Evanston-Uinta County Airport	\$395,319.20	Naval Outlying Field Goliad	\$108,890.00	Waterloo Regional Airport	\$586,169.83
Falcon Field Airport	\$772,793.70	New Century Air Center	\$335,280.00	White Sands MR	\$208,500.00
Flagstaff Airport	\$1,125,874.75	North Big Horn Airport	\$41,154.00	Wickenburg Airport	\$328,021.60
Flora Municipal Airport	\$369,686.00	North Platte Regional Airport	\$241,379.75	Winslow-Lindberg Airfield	\$280,555.75
Fort Bridger Airport	\$144,313.50	Ontario Municipal Airport	\$36,585.55	Worland Municipal Airport	\$214,288.50
Fredricktown Airport	\$227,799.00	Page Municipal Airport	\$102,160.00	Yellowstone Regional Airport	\$577,081.95
FT Cavazos	\$638,726.28	Payson Airport	\$35,209.00		

KEY PERSONNEL EXPERIENCE

Joe Coghill | Owner

- 20 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Supervises contracts, the bid process and scheduling of crews

Kyle Paulson | Officer

- 15 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Estimator and contract administrator

Dan Mueller | Project Manager

- 15 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Certified friction tester
- Supervises all projects and the coordination of personnel

Max Rasmussen | Foreman

- 15 plus years of experience in construction as a CDL driver and equipment operator
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Works on site as a crew leader and liaison for the engineers and management

Derek Hyatt | Asphalt Distributor Driver

- 15 plus years of experience in construction as a CDL driver and equipment operator
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Specializes in the application of the P-608 and P-608R process on airfields

Mario Alfaro | Airfield Marking Foreman

- 25 plus years in pavement markings
- Specializes in the layout and placement of pavement marking on airfields
- Assures all striping of the project meets the requirements and specifications of the owner and engineer

LIST OF AVAILABLE EQUIPMENT

QTY	DESCRIPTION
9	Ram 2500 Utility Trucks
4	Ram 3500 Flatbed Utility Trucks
4	Bearcat Asphalt Distributors with Sand Applicators
1	Etneyre Asphalt Distributor with Sand Applicator
3	Friction Testers
2	Water Blasting Paint Removal Trucks
9	Graco Ride On Striping Machines
2	Truck Mounted Tac Pot Kettles
8	Crafco Crack Seal Routers
4	Crafco Crack Seal Kettles
1	Mastic Machine
1	Vacuum Sweeper
4	Billy Goat Blowers
4	Transport Tankers
4	Forklifts
2	Air Compressors
4	Scarifiers

PRIOR PROJECT REFERENCES

Brandon Robinson, P.E.

Company Kimley-Horn
Address 1001 W. Southern Ave Suite 131, Mesa, AZ 85210
Phone 602.906.1185
Email brandon.robinson@kimley-horn.com

Tim Archibeque, P.E.

Company Armstrong Consultants
Address 2201 Buena Vista Dr Southeast, Albuquerque, NM 87106
Phone 505.702.0027
Email tarchibeque@armstrongconsultants.com

Christopher Flournoy, E.I.T.

Company JUB Engineers – Aviation Services Group
Phone 208.376.7330
Email cfournoy@jub.com

** Additional references available upon request **



Re: P-608 Emulsified Asphalt Seal Coat

To Whom It May Concern,

Per the requirements stated in P-608.5.2 Contractor Qualifications, American Road Maintenance exceeds the specified qualifications.

Respectfully Submitted,

John

**John Hunter
Asphalt Systems Inc.**



BIDDING POWER OF ATTORNEY

Know all men by these presents: American Road Maintenance, Inc doing business as a Corporation under the laws of the State of Illinois have a principal place of business at 4554 E Eco Industrial Pl, AZ 85756, hereby constitutes and appoints Kyle Paulson to act for and on its behalf as a true and lawful agent and attorney of the grantor and in the name, place and stead of said grantor, from this date, in the United States either in writing, electronically, or by other authorized means, to:

Endorse or sign documents required in connection with the bidding and or securing bids for said grantor;

Perform any act on condition, which may be required in connection with such bids;

Sign or swear to any document and to perform any act that may be necessary in connection with the preparation and submittal of such bids;

Giving to said agent the attorney full power and authority to do whatever is necessary to be done as fully as said grantor could do if present and acting, hereby confirming all that the said agent and attorney shall lawfully do by virtue of these presents'

This power of attorney to remain full force and effect until revocation in writing is duly given to and received by grantee.

Appointment as Officer/Estimator: Grantor authorizes the above grantee to act as lawful agent and sign or endorse documents pertaining to the bidding for work for the Grantor.

IN WITNESS WHEREOF, the said American Road Maintenance, Inc caused these presents to be sealed and signed:

Joe Coghill, President of American Road Maintenance, Inc 2-11-18 Date

Witness: [Signature]



McCauley Bond Agency

August 19, 2025

RE: American Road Maintenance, Inc.

To Whom It May Concern:

Please be advised that McCauley Bond Agency manages the bonding needs for American Road Maintenance, Inc. They are bonded with Travelers Casualty and Surety Company of America and approved for single-size projects within the \$5,000,000 range, having an aggregate capacity of \$30,000,000. Our experience with American Road Maintenance, Inc. has been excellent and we highly recommend them to you.

Travelers Casualty and Surety Company of America is Treasury listed, has an A.M. Best Rating of A++ (Superior). Should Faithful Performance and Labor and Material Payment bonds be required, issuance is conditioned upon acceptable review of contract terms, contract amount, bond forms and financing for each project as well as other pertinent underwriting information at the time of the request.

If I can be of further assistance, please do not hesitate to contact me at 630-696-2068.

Sincerely,
McCauley Bond Agency, LLC

Sean McCauley, Jr.
Attorney-In-Fact
Travelers Casualty and Surety Company of America



5710 LBJ Fwy., Ste. 235
Dallas, TX 75240
(214) 989-7047



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint SEAN J MCCAULEY JR of DALLAS, Texas, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 21st day of April, 2021.



State of Connecticut

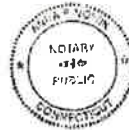
City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

On this the 21st day of April, 2021, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2026




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, any Secretary, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 19th day of August, 2025




Kevin E. Hughes, Assistant Secretary

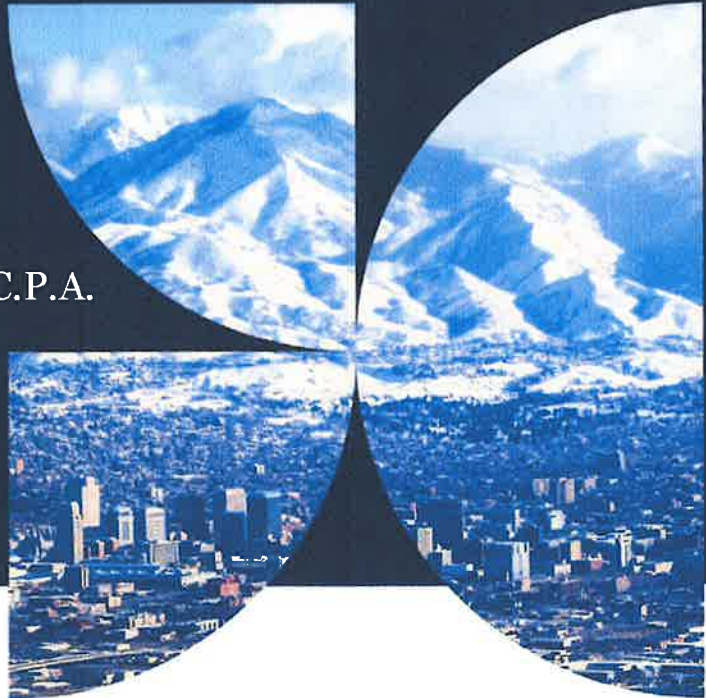
**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.**

AMERICAN ROAD MEINTENANCE, INC.

Financial Statements and Supplementary Information

For The Year Ended December 31, 2025

Platform CPAs, LLP
6510 Millrock Dr #275
Holladay, UT 84121
Engagement Leader: Paul Dustman, C.P.A.
FEIN: 88-4342576



AVAILABLE UPON REQUEST



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Troy Vitek, City Engineer , City Engineer

ACTION ITEM

Request:

Request to sign a change order to complete the work associated with the Rock Creek Sewer replacement line near Addison and associated engineering fees

Time Estimate:

Staff Estimates 5 minutes to explain the request

Background:

In 2025 the City replaced the failing sewer line across Rock Creek River just south of Addison on Larry Holland's property. The City completed the sewer improvements but after a year of work trying to get grass to grow on the property where sewer leaked, it needs more remediation that wasn't originally completed in the contract. The property owner and Engineer have worked out a solution to remove the existing dirt, and replace with more suitable material that should grow vegetation. The request is to utilize unspent sewer reserves in the amount of \$52,000 to hire a contractor to complete the work and an additional \$5,000 for engineering over sight and project closeout.

Approval Process:

A majority vote of the council to allow the City Engineer to sign a contract with PMF and EHM for a total amount of \$57,000 coming from unspent sewer reserves.

Budget Impact:

The impact will be \$57,000 coming from the waste water reserves which has sufficient funds to cover the request.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends council vote in favor the council allowing the City Engineer to utilize Waste Water Reserves in the amount of \$57,000 to sign contracts with PMF inc. and EHM Engineers to complete the work associated with the Rock Creek Sewer Line replacement.

Attachments:

None



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Nathan Erickson, Environmental Manager

PRESENTATION

Request:

Summer 2026 Odor Update

Time Estimate:

10-15 Minutes

Background:

Over the past four years, the City of Twin Falls has made substantial progress in addressing community odor concerns through continued monitoring, consultant support, targeted field response, and strategic capital investment. Building on technical work completed prior to 2022, the City has expanded its odor-control tools, improved complaint tracking through the online odor report form, and advanced permanent infrastructure improvements, including the Grandview and Federation Odor Control Station, which is now under construction. While odor mitigation in a wastewater system is complex and requires ongoing coordination with residents, industry, and technical partners, the City continues to respond to concerns, reduce impacts in known problem areas, and implement long-term solutions that benefit the community. The attached report outlines what the City has done, what is currently underway, and how staff plans to continue addressing odor impacts in the community.

Approval Process:

N/A

Budget Impact:

N/A

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

The City of Twin Falls has taken significant steps over the past four years to better understand, monitor, and reduce odor impacts throughout the community. With continued operational efforts, infrastructure improvements, and Council support, the City is well positioned to continue making progress toward long-term odor mitigation solutions.

Attachments:

1. 2026-06-29 Odor mitigation projects and initiatives over the past four years

Odor Mitigation Projects and Initiatives Over the Past Four Years

Prepared for the Twin Falls City Council

Prepared by: Nathan Erickson, Environmental Manager

Date: June 29, 2026

Purpose

This report provides the City Council with background information on the City's odor mitigation efforts and related initiatives over the past four years. It summarizes the foundational work completed prior to 2022, major Council actions since 2023, odor-control resources currently in use, and ongoing efforts to address hydrogen sulfide (H₂S) and other odor concerns within the community.

As Environmental Manager since April 2022, my focus has been to build on the substantial odor-control groundwork already established by the City, work closely with consultants and industry stakeholders, and continue developing practical and permanent strategies to reduce odor impacts citywide. With the continued support of the City Council, use of the City's Online Odor Report Form, field monitoring, and coordination with industrial partners, the City has made meaningful progress in identifying problem areas and implementing mitigation measures.

Background

Odor concerns within the City, particularly those associated with H₂S in the wastewater collection system, have been studied and addressed for many years. These efforts have included system testing, chemical studies, consultant-led technical evaluations, equipment deployment, and direct response to resident and business complaints.

Odor issues are complex and often influenced by multiple factors, including wastewater characteristics, industrial contributions, sewer hydraulics, temperature, seasonal conditions, and ventilation patterns within the collection system. For that reason, the City's approach has relied on both short-term operational tools and long-term capital improvements.

Foundational Groundwork

Prior to 2022, the City had already undertaken significant work to better understand and mitigate odor sources. Key efforts include:

- **2016 Northeast Sewer and Rock Creek Hydrogen Sulfide Test**
- **2016 Maz-Zal Organic Enzyme Chemical Study**

- **2016 Odor Control Biotower installed on Canyon Springs Grade Sewer Line**
- **2018 Technical Memorandum: Grandview Odor Control Study, Murraysmith Engineering**
- **2021 Technical Memorandum: Grandview Odor Control Study – Phase 2, 2019 Work, Murraysmith Engineering**
- **2022 Technical Memorandum: Grandview Odor Project Summary 2022, Consor Engineering**
- **Online Odor Report Tool**
- Numerous **H2S samples throughout the system**, as well as **smoke tests, chemical tests, and related field investigations**

These studies and investigations established the technical basis for the City’s current odor-response strategy and helped identify priority locations for additional monitoring, operational response, and capital investment.

City Council Presentations and Actions Over the Past Four Years

The following presentations and actions were brought before the City Council as part of the City’s ongoing odor mitigation program:

Date	Council Item	Purpose
April 3, 2023	Request for approval of \$300,000	Purchase of a mobile air scrubber and continued support from Consor Engineering for an odor control study through the end of the fiscal year
October 23, 2023	Odor Control Study Update	Progress update on odor study findings and mitigation efforts
December 18, 2023	Request to use wastewater reserve funds, not to exceed \$140,000	Purchase of a second odor scrubber and associated components
May 6, 2024	Spring 2024 Odor Study Update	Seasonal update on monitoring and mitigation activities

Date	Council Item	Purpose
October 28, 2024	Fall 2024 Odor Study Update	Continued reporting on odor trends, field work, and project development
July 7, 2025	Resolution 2025-011	Rejection of all bids for the 2025 Grandview Odor Control Project and direction to pursue bids through the open market
November 24, 2025	Award recommendation for the Grandview odor control station project	Request to award the project to PMF Inc. for \$429,227.70 and authorize an additional \$106,063 for construction engineering/inspection support, new power service, and contingency

These actions demonstrate the Council’s continued support for both immediate odor-response capabilities and long-term infrastructure improvements.

Odor Control Resources and Tools Used by City Staff

City staff have employed use of a combination of fixed equipment, portable systems, monitoring devices, and reporting tools to respond to odor complaints and evaluate conditions throughout the wastewater system.

1. Canyon Springs Odor Control Station

Installed in 2016, this station has been highly effective at reducing odors from the sewer near Canyon Springs Golf Course and Centennial Park. It remains an important component of the City’s odor mitigation system.

2. Grandview and Federation Odor Control Station

This permanent odor control station is currently under construction and is scheduled for completion by the end of July 2026. In the interim, a mobile scrubber has been used at this location and has been effective in minimizing odor complaints.

3. Mobile Odor Scrubber

The City has invested in a trailer-mounted odor scrubber that can be deployed as needed. This unit provides operational flexibility, allowing staff to respond to odor conditions at targeted locations.

4. Odor Loggers

These small monitoring devices are placed below manholes to measure H₂S concentrations in the sewer over time. Because they can be relocated, they are useful for identifying trends, evaluating specific problem areas, and supporting data-driven decisions.

5. Odor Hogs

These are activated carbon filters placed over sewer vent pipes to reduce or eliminate H₂S emissions. They have also been used by affected property owners where sewer gas impacts have been identified.

6. Odor Knocker

This device consists of a stainless-steel pan inserted below the manhole containing biochar that reacts with H₂S gases to neutralize odor. It serves as another targeted mitigation tool for specific locations.

7. Odor Report Form

The City's online odor report form allows residents and businesses to report odor events directly through the City's website. This tool has been valuable in identifying trends, confirming the timing and location of complaints, and prioritizing staff response.

8. Composite Samplers

Automated composite samplers are used to collect wastewater samples for analysis. These samples help staff and consultants better understand wastewater characteristics and potential contributors to odor generation.

9. Hach H₂S Sensors

These sensors are used to measure hydrogen sulfide in liquid or vapor samples. They support both field investigations and the evaluation of mitigation effectiveness.

Progress Made Since 2022

Since April 2022, the City's odor mitigation efforts have focused on three primary areas:

Continued Technical Evaluation

The City has continued working with consultants to better understand odor formation, identify key sewer locations, and evaluate the effectiveness of both temporary and permanent mitigation strategies.

Expanded Monitoring and Field Response

Through the use of odor loggers, H₂S sampling, smoke testing, composite sampling, and complaint tracking, the City has improved its ability to identify odor patterns and respond more strategically.

Investment in Practical and Permanent Solutions

The City has moved beyond study alone and invested in operational tools such as mobile scrubbers while also advancing permanent infrastructure, including the Grandview and Federation Odor Control Station.

Role of Community and Industry Collaboration

An important part of the City's progress has been continued coordination with community members and industrial stakeholders. Information submitted through the Online Odor Report Form has helped staff better understand when and where odors are occurring. At the same time, collaboration with industries has remained essential as the City continues to pursue permanent solutions and operational strategies that reduce odor impacts across the system.

Odor mitigation in a municipal wastewater system cannot be solved by a single tool or project. It requires ongoing monitoring, partnership, operational adjustments, capital improvements, and communication. The progress made to date reflects that broader effort.

Current Status

As of June 2026:

- The **Canyon Springs Odor Control Station** remains in service and continues to perform effectively.
- The **mobile odor scrubber** remains an important response tool and has been effective in minimizing complaints in active problem areas.
- The **Grandview and Federation Odor Control Station** is under construction and is expected to be completed by the end of **July 2026**.
- Staff continue to use field monitoring, odor reporting, and consultant support to guide odor response efforts.

Conclusion

Over the past four years, the City of Twin Falls has continued to build on earlier odor mitigation work through monitoring, consultant studies, operational response, capital investment, and collaboration with both the public and industry. The City has made substantial progress in understanding odor conditions and deploying tools to reduce impacts, while also advancing longer-term infrastructure improvements.

With continued City Council support, the City is in a stronger position to respond to odor concerns, improve conditions in known problem areas, and pursue permanent solutions that will benefit residents, businesses, and the community as a whole.

Recommended Next Steps

1. Continue using the **Online Odor Report Form** to improve complaint tracking and response.
2. Complete construction and startup of the **Grandview and Federation Odor Control Station**.
3. Continue targeted **H2S monitoring and wastewater sampling** to evaluate ongoing conditions.
4. Maintain coordination with **consultants and industrial stakeholders** to identify source-control and system-level solutions.
5. Provide the Council with periodic updates on odor trends, system performance, and effectiveness of completed improvements.



Date: Monday, June 29, 2026
To: Honorable Mayor and City Council
From: Travis Rothweiler, City Manager

ACTION ITEM

Request:

Request to consider an advertising agreement between the City of Twin Falls (Ride TFT) and Rinard Media

Time Estimate:

10 minutes for a brief presentation and questions from Council

Background:

Ride TFT operates a fleet of highly visible vehicles that travel throughout Twin Falls and the surrounding service area each day. These vehicles provide a unique advertising opportunity that can generate additional non-fare revenue to help offset operating expenses and reduce the financial burden on local taxpayers.

Over the past several years, the City has attempted to market advertising opportunities on Ride TFT vehicles. While there has been periodic interest, staff has had limited success securing advertisers and maintaining a consistent advertising program. The challenges associated with sales, marketing, installation, maintenance, billing, collections, and customer service have made it difficult for the City to dedicate the time and resources necessary to maximize this revenue opportunity.

To better utilize this asset and increase advertising revenue, staff has negotiated an agreement with Rinard Media, a local company with experience in advertising sales and media management.

The proposed agreement grants Rinard Media the exclusive right to market, sell, install, maintain, and manage advertising displays on the exterior of Ride TFT vehicles for an initial term of two years, with an option for a mutually agreed-upon two-year extension. Rinard Media will be responsible for all costs associated with advertising sales, production, installation, maintenance, and administration.

Key provisions of the agreement include:

- **Two-Year Term:** Initial agreement term of two years with an option for a two-year extension upon mutual agreement.
- **Advertising Sales and Management:** Rinard Media will market and sell advertising space on Ride TFT vehicles and manage all advertiser relationships.
- **Installation and Maintenance:** Rinard Media is responsible for all installation, maintenance, repair, replacement, and removal of advertising materials at its expense.
- **City Approval Rights:** All advertising content and display locations remain subject to review and approval by the City to ensure compliance with community standards, public safety considerations, and applicable laws.
- **Revenue Sharing:** The City will receive 40 percent of gross advertising revenue generated from advertising displays on Ride TFT vehicles. Revenue sharing is based on gross revenue before commissions, production costs, or other expenses.

- **Quarterly Reporting and Payments:** Rinard Media will provide quarterly reports detailing advertisers, revenues billed and collected, outstanding balances, and revenue distributions owed to the City.
- **Insurance and Indemnification:** Rinard Media must maintain liability insurance and indemnify the City against claims arising from advertising operations.
- **Termination:** Either party may terminate the agreement with 30 days written notice.

Approval Process:

Budget Impact:

The agreement creates an opportunity to establish a dedicated non-fare revenue source for Ride TFT without requiring additional City staffing or resources. Because the City has experienced limited success marketing advertising space internally, staff believes partnering with a company that specializes in advertising sales will significantly improve the likelihood of generating meaningful revenue from the Ride TFT fleet.

While actual revenues will depend on market demand and advertiser participation, the proposed arrangement allows the City to monetize an existing asset while transferring the costs and responsibilities associated with advertising sales, installation, maintenance, billing, and collections to Rinard Media. Even modest advertising sales would result in a financial benefit to the City because the current program generates little to no revenue while requiring staff time to pursue advertising opportunities

Regulatory Impact:

History:

Analysis:

Conclusion:

Staff recommends approval of the Ride TFT Advertising Agreement with Rinard Media. The agreement provides a low-risk opportunity to increase non-fare transit revenue, improves utilization of City assets, and leverages private-sector expertise to manage a program that has historically generated limited results when administered directly by the City.

Attachments:

1. Ride TFT Advertising Program Proposal_Final

RIDE TFT ADVERTISING AGREEMENT

THIS RIDE TFT ADVERTISING AGREEMENT is made and entered into effective the 29th day of JUNE, by and between the CITY OF TWIN FALLS, IDAHO hereafter called "Owner," and RINARD MEDIA, an Idaho limited liability company, hereafter called "Contractor."

For and in consideration of the mutual promises and covenants hereinafter contained, the parties hereto agree as follows:

1. ADVERTISING DISPLAYS AND TERM

Owner gives and grants to Contractor for a term of two (2) years, effective the date of this Agreement and continuing thereafter for the period stated, the right and privilege to place advertising displays on the Ride TFT vans exterior (hereinafter "Vans") at locations agreed upon by the parties and the obligation to maintain all existing advertisement displays.

It is the expressed intent of the parties that this Agreement not be a lease and that this Agreement grant no real property rights to Contractor.

2. EXTENSION OF AGREEMENT

The term of this Agreement shall be as stated hereinabove in Section 1. The parties shall have the mutual option to extend this Agreement upon such terms as shall be agreed to in writing for another two-year period.

Any mutual agreement to extend this Agreement shall be agreed upon no later than sixty (60) days prior to the expiration of this Agreement.

In the event that the term of this Agreement expires with no agreement as to an extension, this Agreement may continue on a month-to-month basis, subject to the terms and conditions set forth herein, at the mutual agreement of the parties.

3. INSTALLATION, MAINTENANCE AND SALE OF ADVERTISING

Contractor is herein authorized to sell display advertising on the exterior of the Ride TFT Vans.

Contractor shall, at its sole cost and expense, construct and install new display advertising and shall pay all expenses associated with the planning, implementing, and operating of any and all display advertising hereafter installed by it during the term and any extension of this Agreement.

Contractor also agrees, at its expense, to maintain all new and existing advertising displays in good condition and repair and will provide the maintenance of the exteriors of all advertising displays. Torn, faded, damaged, peeling, or vandalized advertisements shall be repaired or removed within twenty (20) business days after notice.

Contractor shall be responsible for any damage to vehicles caused by installation, maintenance, or removal of advertising materials. Contractor shall restore affected surfaces to their prior condition at its sole expense.

Contractor agrees that all new display advertising, including but not limited to advertising fixtures, advertising copy, advertising materials, manner of commercial presentation and location of advertising displays is subject to the approval of the City of Twin Falls prior to installation and/or display.

Any alteration to existing fixtures shall be subject to the approval of the City of Twin Falls prior to alteration. The City may reject or require modification of any advertisement in its sole discretion if the advertisement is inconsistent with City policies, community standards, public safety, public welfare, or applicable law.

4. OWNER AND TENANT ADVERTISING

Contractor hereby acknowledges and agrees that Owner may reserve unto itself, without incurring any obligation to Contractor, an appropriate advertising display area of its own as the Owner shall so select.

5. COMPLIANCE WITH LAWS AND ORDINANCES

Contractor agrees and promises to comply with all federal, state and local laws and ordinances and official rules and regulations with respect to the operation and use of the Ride TFT Vans.

6. INSURANCE AND INDEMNIFICATION

To the fullest extent permitted by law, Contractor shall defend, indemnify, and hold harmless Owner, its elected officials, officers, employees, agents, volunteers, and representatives from and against any and all claims, demands, actions, damages, losses, liabilities, judgments, fines, penalties, costs, and expenses, including reasonable attorney fees and litigation costs, arising out of or resulting from the acts, errors, omissions, negligence, recklessness, or willful misconduct of Contractor, its employees, agents, subcontractors, advertisers, or anyone acting on its behalf in connection with the performance of this Agreement.

The obligations contained in this section shall survive the expiration or termination of this Agreement and shall not be limited by any insurance coverage required under this Agreement.

Contractor agrees to keep in force comprehensive public liability and property damage insurance in an amount of not less than \$1,000,000 combined single limit. Contractor shall provide certificates of insurance prior to commencement of work and upon renewal. Contractor shall notify Owner immediately of any lapse or cancellation of coverage.

7. COLLECTION AND DISTRIBUTION OF ADVERTISING FEES

Contractor shall be solely responsible for the billing, collection and disbursement of all fees for display advertising services.

Contractor shall keep accurate and complete records of all business transacted under this Agreement which records shall be open to inspection by the Owner and its accountants.

Contractor shall, on or before the 10th day of January, April, July and October, pay to the Owner its percentage of the gross receipts for the preceding three months.

Contractor shall provide to Owner, on or before the 10th day of January, April, July, and October of each year, a written report for the preceding calendar quarter. Such report shall include, at a minimum:

- (a) A list of all advertisers utilizing advertising space on Ride TFT vehicles during the reporting period;
- (b) The location and identification of each advertising display and the vehicle upon which such display was placed;
- (c) The gross amount billed to each advertiser;

- (d) The gross amount collected from each advertiser;
- (e) Any amounts outstanding or delinquent; and
- (f) The calculation of all revenues due and payable to Owner under this Agreement.

Contractor shall maintain complete and accurate books, records, contracts, invoices, and supporting documentation relating to all advertising activities conducted under this Agreement and shall make such records available for inspection and audit by Owner upon reasonable notice.

Failure to provide the required reports or maintain the required records shall constitute a material breach of this Agreement and shall be grounds for termination pursuant to Section 13.

Advertising Revenue Percentages:

1. Fixtures that hold and display advertising copy on the effective date of this Agreement – 40% of gross revenue. Gross Revenue means all amounts invoiced, billed, received, earned, or otherwise payable for advertising displayed on Ride TFT vehicles, without deduction for commissions, sales expenses, administrative costs, production costs, installation costs, bad debt, or any other expense.

8. NO PARTNERSHIP, AGENCY, MASTER SERVANT RELATIONSHIP IMPLIED

Contractor acknowledges and states that it is an independent contractor under this Agreement and no partnership, agency or master-servant relationship exists.

9. NONDISCRIMINATION

Contractor assures Owner that it will undertake an affirmative action program as required by 14 CFR Part 152 to ensure that no person shall on the grounds of race, creed, color, national origin or sex be excluded from participation in any activities covered.

10. SUBORDINATION

This Agreement is subject and subordinate to any agreement previously made or hereafter made between the City and the United States Government relating to the operation and maintenance of the City.

11. ASSIGNMENT

Contractor shall not assign this Agreement without first receiving the written approval of the Owner.

12. TERMINATION

Any party to this Agreement may terminate this contract for any reason after first giving the other party thirty (30) days written notice. Any and all advertising displays, fixtures, and improvements installed by Contractor shall become the property of the City upon the expiration or termination of this Agreement. Upon termination, the City may elect to require removal of advertising materials at Contractor's expense or retain such materials without compensation. Owner may terminate immediately for breach, failure to maintain insurance, violation of law, fraud, or failure to comply with advertising standards.

13. NOTICES

All notices or demands provided for or which may be given either party to the other under the terms of this Agreement shall be in writing, signed by the party giving the notice or making the demand, and shall

be deemed served or delivered upon physical delivery or upon deposit in the United States mail, certified, return receipt requested, postage and fees prepaid, addressed as follows:

Owner:

City of Twin Falls, Idaho
Attention: Assistant to the City Manager
345 Second Avenue East
Twin Falls, Idaho 83301

Contractor:

Rinard Media
221 Main Ave E
Twin Falls, Idaho 83301

14. VENUE AND GOVERNING LAW

This Agreement shall be governed by Idaho law and venue shall lie exclusively in the Fifth Judicial District Court of the State of Idaho in and for Twin Falls County.

15. MERGER AND INTEGRATION

This Agreement constitutes the entire agreement between the parties. No amendment, modification or alternation of the terms of this Agreement shall be binding unless the same be in writing and signed by the parties hereto. Contractor agrees to consent to such amendments.

16. CERTIFICATIONS

The undersigned hereby certifies and agrees as follows:

1. Idaho Code § 67-2359 (Company Owned or Operated by China Prohibited)

Contractor is not currently owned or operated by the government of China and will not be for the duration of this contract.

2) Idaho Code § 67-2346 (Anti-Boycott Against Israel Act)

Contractor is not currently engaged in, and will not for the duration of this contract engage in, a boycott of goods or services from Israel, or territories under its control.

3) Idaho Code § 67-2347A (Prohibition on Contracts with Companies Boycotting Certain Sectors)

Contractor is not currently engaged in, and will not for the duration of the contract engage in, a boycott of any individual or company because the individual or company:

1. Engages in or supports the exploration, production, utilization, transportation, sale, or manufacture of fossil fuel-based energy, timber, minerals, hydroelectric power, nuclear energy, or agriculture or
2. Engages in or supports the manufacture, distribution, sale, or use of firearms, as defined in section 18-3302(2)(d), Idaho Code.

4) Idaho Code § 67-2347A (Funds for Abortion Certification)

Contractor certifies that it is not an Abortion Provider nor an Affiliate of an Abortion Provider such that entry into this Contract is not prohibited by Idaho Code § 18-8703. For purposes of this

provision, "Abortion Provider" and "Affiliate of an Abortion Provider" are defined as stated in Idaho Code § 18-8702.

IN WITNESS WHEREOF, The parties hereto have caused this Agreement to be executed by their duly authorized officers or representatives effective the day and year first above written.

CITY OF TWIN FALLS, IDAHO

BY _____

RINARD MEDIA

BY  _____