

Idaho Transportation Board Subcommittee on
State Highway System Adjustments

December 13, 2017

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Lee Gagner called the meeting to order at 3:30 PM on Wednesday, December 13 in Room 209 at the Idaho Transportation Department in Boise, Idaho. ITB Members Dwight Horsch and Jim Coleman, Deputy Attorney General (DAG) Larry Allen, Chief Engineer Kimbol Allen, Planner Maranda O'Bray, Executive Assistant to the Board (EAB) Sue S. Higgins, District 1 Engineer (DE) Damon Allen, and Local Highway Technical Assistant Council Deputy Administrator Laila Kral were present.

Coeur d'Alene Lake Drive. DE Allen provided history on Coeur d'Alene Lake Drive. A master plan was developed, which included public involvement and cost estimates for different treatments for the road. The Plan recommended an inlay and chipseal on the approximate 5-mile section under Eastside Highway District's jurisdiction for \$1.4 million and a chipseal and signal upgrades for the approximate 1.3 mile portion in the City of Coeur d'Alene for \$840,000. The City was receptive to this proposal; however, the Highway District was not. The Highway District wants an asphalt treated base and overlay, essentially a new road; a snow plow; new signs; and cash for drainage issues. DE Allen recommends providing \$2.7 million to Eastside Highway District to relinquish Coeur d'Alene Lake Drive.

DE Allen said draft agreements with the City of Coeur d'Alene and Eastside Highway District have been prepared. Both agreements include a clause that if the local highway jurisdiction abandons the road, it reverts back to ITD so that it will always function as a transportation corridor. The agreement also includes transferring the memorandum of understanding with the Department of Parks and Recreation to the local entities.

The agreement with the Highway District includes additional language. The local entity will not be responsible for the equipment that went into the lake. DE Allen added that the Department of Environmental Quality plans to discontinue monitoring the site. The agreement also states that ITD will be responsible for catastrophic slides.

The agreement with the City of Coeur d'Alene includes a clause stating that ITD will be responsible for a bridge until the area is redeveloped and then the bridge will be removed.

DE Allen said that if the Subcommittee is comfortable with the proposed agreements, he will identify the funding source for the \$3.5 million. Some options are bid savings, delaying a project, statewide balancing efforts, Board unallocated funds, or a combination of those. He would also present the agreements to the local entities to sign and then present the proposal to the full Board. He added that both entities support the proposal.

Member Coleman expressed support for the proposal and recommends using Board unallocated funds for half of the cost and delaying a District 1 project as the other funding source.

Member Coleman made a motion to instruct DE Allen to finalize the agreements, identify a funding source for the \$3.5 million necessary to relinquish the road, and to bring the package back to the Subcommittee before it is presented to the full Board for consideration. Member Horsch seconded the motion and it passed unopposed.

DAG Allen reminded DE Allen that the relinquishment package needs to include signed resolutions from the local highway jurisdictions that they agree to assume jurisdiction of the road.

State Highway System Adjustments Procedures. Planner O'Bray said some revisions were made to the internal procedures manual to provide clarity. There were no changes to the evaluation component.

Chairman Gagner asked DAG Allen if he was comfortable with the changes. DAG Allen replied that he has some additional revisions he would like incorporated, mainly references to Idaho Code and steps that must be taken, such as public hearings and acquiring resolutions from local highway jurisdictions.

Miscellaneous. Member Horsch asked about approving the minutes from the November 15 meeting. EAB Higgins replied that historically, the Subcommittee has not been formally approving the minutes at meetings, probably because the Subcommittee meets on an as-needed basis, which may be once or twice a year.

The consensus of the Subcommittee was to start approving the minutes at the following meeting.

The meeting adjourned at 4:20 PM.

Sue Higgins

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board