

Idaho Transportation Board Subcommittee on  
State Highway System Adjustments

May 10, 2019

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Jim Kempton called the meeting to order at 2 PM on Friday, May 10, 2019 at the Idaho Transportation Department in Boise, Idaho. ITB Member Julie DeLorenzo was present in Boise. ITB Member Bob Hoff participated via video conference from District 6.

Also in attendance from ITD were ITB Chairman Jerry Whitehead, Acting Chief Engineer and Division of Engineering Services Administrator Blake Rindlisbacher, District 3 Engineering Manager (EM) Caleb Lakey, District 3 Engineer (DE) Amy Revis, DE 4 Devin Rigby, District 4 Manager Walter Burnside, Planning Services Manager Ken Kanownik, Deputy Attorney General (DAG) Larry Allen, and Executive Assistant to the Board Sue S. Higgins. Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles and consultant Betsy Roberts, representing the City of Sun Valley, were also present.

ITD Planner Robert Beachler participated via teleconference from District 1.

December 14, 2018 Meeting Minutes. Member DeLorenzo made a motion to approve the December 10, 2018 Subcommittee meeting minutes as submitted. The motion passed unopposed.

I-84 Business (Nampa-Caldwell Boulevard), District 3. EM Lakey provided history on efforts to relinquish I-84B to Nampa and Caldwell. Due to growth in the municipalities, the route no longer functions as a state highway. There are numerous residences along the route and the average speed is between 25 and 30 miles per hour.

The City of Caldwell is willing to assume jurisdiction of I-84B in its city limits for \$2.4 million. The transaction includes 20 lane miles and 14 signals. Additionally, ITD programmed a project on US-20/26 from I-84 to Middleton Road, which is also part of the proposal.

The City of Nampa has not taken formal action on the proposal to assume jurisdiction of the 6 lane miles of I-84B in its city limits. EM Lakey said Nampa indicated it would like ITD to assume jurisdiction of Northside Boulevard, which was formerly SH-55. Overall, the four-lane boulevard is in good condition, but EM Lakey noted that there is a railroad structure on the route that was built in 1968 that may be a future liability. He believes in addition to trading the two routes, \$800,000 may be needed for Nampa to cover maintenance offsets and other improvements. He added that the City's relinquishment of Northside Boulevard is part of its long-range plan to re-align SH-45.

In summary, EM Lakey believes it would cost \$3.2 million to relinquish I-84 Business to the Cities of Nampa and Caldwell. He recommended pursuing the relinquishment to Caldwell now and using Board Unallocated funds. The total system adjustment would result in ITD eliminating 22 lane miles and 15 traffic signals from its system.

In response to Member DeLorenzo's question, EM Lakey replied that he does not believe there are any concerns with relinquishing I-84B to Caldwell at this time and continuing discussions with Nampa. He added that there would be no operational changes because the City of Nampa currently plows the snow on its portion of I-84B.

DAG Allen said the past practice has been for the Subcommittee to receive a signed resolution from the impacted local highway jurisdiction and an agreement before moving forward on a recommendation to the full transportation board.

Member DeLorenzo made a motion directing staff to proceed with the relinquishment of I-84 Business to the City of Caldwell, and to bring the resolution from the City of Caldwell and the agreement signed by the local highway jurisdiction and ITD District 3 back to the Subcommittee.

The motion passed unopposed.

The consensus of the Subcommittee was for staff to continue negotiations with the City of Nampa.

Relinquishment of SH-75 Spur, District 4. DE 4 Rigby requested concurrence to proceed with negotiations with the City of Sun Valley on the relinquishment of the SH-75 Spur in its jurisdiction. The route is approximately three miles in Sun Valley. The road east of the city limits is under the Forest Service's jurisdiction and is not maintained in winter. The Spur also consists of about .3 miles in the City of Ketchum; however, only preliminary discussions have been held with Ketchum. The intent is to relinquish the majority of the Spur to Sun Valley at this time. Ketchum performs winter maintenance on the segment of the Spur within its jurisdiction, so retaining the .3 mile section on the state system would not be detrimental.

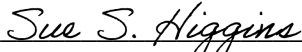
Administrator Miles expressed concern that if the SH-75 Spur is later classified as a major collector, the county would become responsible for the route, per Idaho Code. His understanding is that major collectors in cities over 5,000 population are the responsibility of a county or highway district.

DE Rigby replied that the population of Sun Valley is maybe 2,000. He does not believe its population will reach 5,000 soon.

Member DeLorenzo made a motion to support the City of Sun Valley's application to assume jurisdiction of the SH-75 Spur within its city limits, and to proceed with the process for ITD to relinquish the approximate 3-mile section.

The motion passed unopposed.

The meeting adjourned at 2:55 PM.

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