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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

**Idaho Transportation Board
Subcommittee on
State Highway System Adjustments**

May 29, 2019

11:00 AM

Idaho Transportation Department
3311 West State Street
Room 209
Boise, Idaho

ACTION ITEMS

| | Page |
|---|------|
| 1. Call meeting to Order – Chairman Kempton | |
| 2. May 10, 2019 Meeting Minutes – Chairman Kempton | 1 |
| 3. I-84 Business; Nampa/Caldwell Boulevard, District 3: possible relinquishment – District 3 Engineering Manager Lakey | 3 |
| 4. Adjourn | |

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 22 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

RESOLUTION NO. 136-19

A RESOLUTION OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO AUTHORIZING A JURISDICTIONAL TRANSFER AGREEMENT WITH THE IDAHO TRANSPORTATION DEPARTMENT FOR THAT PORTION OF CALDWELL BLVD BETWEEN SH19/SIMPLOT BLVD AND HOMEDALE ROAD.

WHEREAS, THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR OF THE City of Caldwell have recommended that the City of Caldwell enter into a Road Closure and Maintenance Agreement with the Idaho Transportation Department (ITD) for the transfer of the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right of way appurtenant thereto, as shown forth in an agreement, a copy of which is attached hereto as Exhibit "A" and show in the below table:

| Street Name | Segment Code | Beginning Milepost | Ending Milepost |
|--|--------------|--------------------|-----------------|
| Blaine St. (SH-19 to S. 10 th Ave) | 002050 | 19.92 | 20.54 |
| Cleveland Blvd. (SH-19 to S. 10 th Ave.) | 002051 | 19.83 | 20.52 |
| SH-19 Spur | 002052 | 19.83 | 19.88 |
| Cleveland Blvd. (S. 10 th Ave to Homedale Rd) | 002040 | 50.08 | 54.51 |
| Blaine St. (S. 10 th Ave to end of couplet) | 002041 | 50.05 | 51.47 |
| Return from Cleveland Blvd. to Blaine St. | 042180 | 100.0 | 100.01 |

WHEREAS, it is deemed to be in the best interest of the City of Caldwell and the citizens thereof to enter into such agreement.

NOW, THEREFORE,

BE IT RESOLVED by the Mayor and City Council of the City of Caldwell that the City enter into a Road Closure and Maintenance Agreement with ITD for the transfer of that portion the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right of way appurtenant thereto, pursuant to terms and conditions set forth in that certain "Road Closure and Maintenance Agreement," a copy of which is attached hereto and by reference made a part hereof, and shown in the below table:

| Street Name | Segment Code | Beginning Milepost | Ending Milepost |
|--|--------------|--------------------|-----------------|
| Blaine St. (SH-19 to S. 10 th Ave) | 002050 | 19.92 | 20.54 |
| Cleveland Blvd. (SH-19 to S. 10 th Ave.) | 002051 | 19.83 | 20.52 |
| SH-19 Spur | 002052 | 19.83 | 19.88 |
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| Return from Cleveland Blvd. to Blaine St. | 042180 | 100.0 | 100.01 |

with the provision that the Mayor and the City Attorney are hereby authorized to modify said agreement to the extent substantive provisions of the agreement remain intact.

Motion by Allgood Seconded by Stadick to adopt the foregoing resolution.

ROLL CALL:

Allgood: yes

Ozuna: yes

Hopper: yes

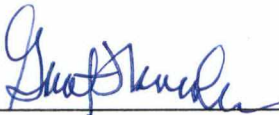
Pollard: yes

Stadick: yes

MOTION CARRIED

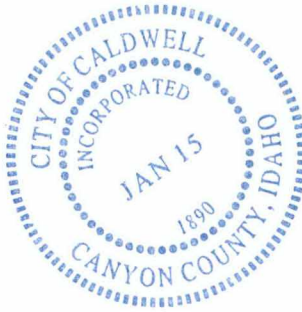
BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they are hereby authorized to execute such agreement on behalf of the City.

DATED this 20th day of May, 2019


Mayor

ATTEST:

Deputy 
City Clerk



ROAD CLOSURE AND MAINTENANCE AGREEMENT

PARTIES

This Agreement is made and entered into this _____ day of _____, _____, by and between the **IDAHO TRANSPORTATION BOARD by and through the IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **CITY OF CALDWELL**, hereafter called City.

PURPOSE

The State will relinquish to the City the portion of Interstate 84 Business Loop as shown on the attached print marked "Exhibit A" and made part of this Agreement. This Agreement is entered into pursuant to Idaho Code, Section 40-203B.

The City intends to manage and maintain the multimodal transportation facility except as otherwise stated herein.

The Parties agree as follows:

SECTION I: That the State will:

1. Relinquish and abandon to the City by official notification from the Idaho Transportation Board, the multimodal transportation facility consisting of Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as shown on Exhibit A and in the below table, pursuant to the following conditions:

| Street Name | Segment Code | Beginning Milepost | Ending Milepost |
|--|--------------|--------------------|-----------------|
| Blaine St. (SH-19 to S. 10 th Ave) | 002050 | 19.92 | 20.54 |
| Cleveland Blvd. (SH-19 to S. 10 th Ave.) | 002051 | 19.83 | 20.52 |
| SH-19 Spur | 002052 | 19.83 | 19.88 |
| Cleveland Blvd. (S. 10 th Ave to Homedale Rd) | 002040 | 50.08 | 54.51 |
| Blaine St. (S. 10 th Ave to end of couplet) | 002041 | 50.05 | 51.47 |
| Return from Cleveland Blvd. to Blaine St. | 042180 | 100.0 | 100.01 |

2. Pay the sum of \$1,670,585 to the City as entitlement for future pavement markings, sign and traffic signal maintenance, and start-up costs to accept jurisdiction of the Interstate 84 Business Loop as described in Exhibit B.
3. Pay the sum of \$669,159 to make improvements to the pedestrian ramps and traffic signals on Interstate 84 Business Loop as described in Exhibit B.
4. Remove all existing signs that designate the existing route as I-84B.

5. Provide as-built records, materials reports and other historical data on the referenced section of Interstate 84 Business Loop.

SECTION II: That the City will:

1. Except as otherwise stated in the agreement, consent, by passage of a resolution, to the abandonment by the State and accept the jurisdiction of and responsibility for, in full and every respect, that portion of existing multimodal transportation facility known as Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of approval by the Idaho Transportation Board.
2. Maintain, erect or install any traffic control devices, including signs, in conformity with the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the State.
3. Maintain and administer the roadway as public multimodal transportation facility in its entirety except as prescribed above by the State.

SECTION III: Approval and Effect

This Agreement will become effective when it is signed by the parties then reviewed and approved by the Idaho Transportation Board.

EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for the City by the Mayor, attested to by the City Clerk, with the imprinted corporate seal of City of Caldwell.

IDAHO TRANSPORTATION DEPARTMENT

APPROVED FOR SUBMISSION TO THE
IDAHO TRANSPORTATION BOARD

Chief Engineer

RECOMMENDED BY:

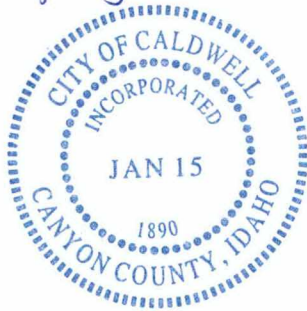
District Engineer

ATTEST:

CITY OF CALDWELL

Angela Posa
City Clerk (Deputy)

(SEAL)

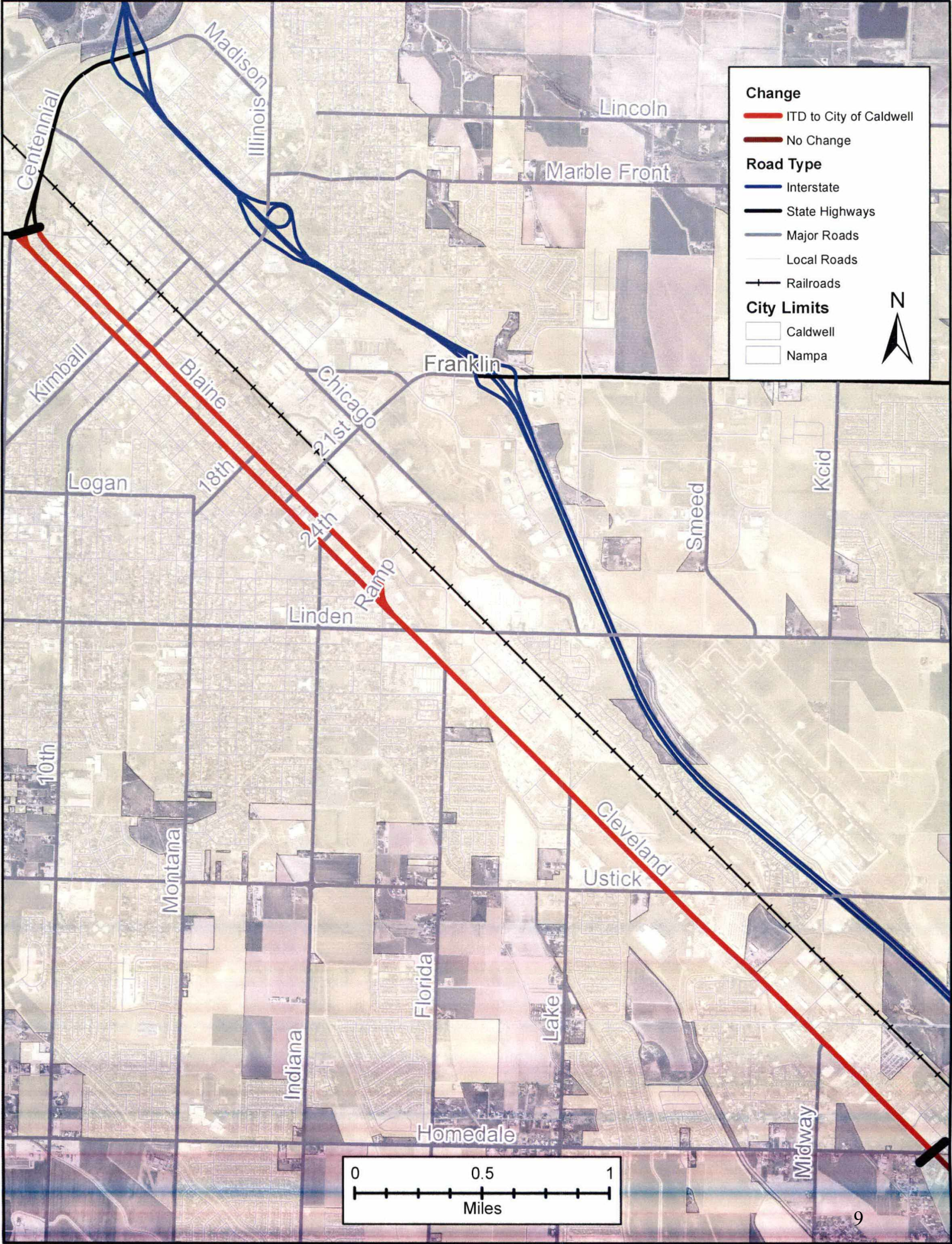


Gust O'Connell
Mayor

By regular/special meeting on

May 20, 2019

Exhibit A: Proposed I-84B Jurisdiction Changes - Caldwell



MEMORANDUM

TO: Caldwell City Council

Meeting Date May 20, 2019



| AGENDA ITEM INFORMATION | | | | |
|---|---|------------------------------|------------------|-----------------|
| SUBJECT: AUTHORIZE A JURISDICTIONAL TRANSFER WITH THE IDAHO TRANSPORTATION DEPARTMENT FOR THE PORTION OF CALDWELL BLVD BETWEEN SH-19 AND HOMEDALE ROAD BY ENTERING INTO A ROAD CLOSURE AND MAINTENANCE AGREEMENT FOR SAID SECTION OF ROAD | | Department Submittals | X to mark | Initials |
| | | Building Department | | |
| | | CDBG | | |
| | | Clerk | | |
| | | City Attorney | | |
| | | Finance Department | | |
| | | Human Resources | | |
| | | Planning & Zoning | | |
| | | Fire Department | | |
| | | Police Department | | |
| | | Public Works | X | |
| | | Street Department | | |
| | | Water Department | | |
| | | WWTP | | |
| | | Engineering | | |
| Mapping | | | | |
| COST IMPACT: Total paid to City \$2,339,744.09 | ITD to pay the sum of \$1,670,585.00 to the City as entitlement for future pavement markings, sign and traffic signal maintenance, and start-up costs to accept jurisdiction of the Interstate 84 Business Loop. ITD to pay the sum of \$669,159.00 to the City of Caldwell to make improvements to the curb and gutter, pedestrian ramps, and traffic signals on Interstate 84 Business Loop. | Parks and Recreation | | |
| | | | | |
| FUNDING SOURCE: | Idaho Department of Transportation | Airport | | |
| | | Information Systems | | |
| TIMELINE: | This Agreement will become effective when it is signed by the parties then reviewed and approved by the Idaho Transportation Board. | Golf Course | | |
| | | OTHER: | | |
| SUMMARY STATEMENT: The City of Caldwell will accept the jurisdiction of and responsibility for, in full and every respect, the portion of existing multimodal transportation facility known as Interstate 84 Business Loop, including the right-of-way appurtenant thereto, as depicted on Exhibit A. | | | | |
| RECOMMENDED ACTION: It is the recommendation of the Public Works Director that Council approve and accept the transfer of a portion of Cleveland Blvd from SH-19 to Homedale road and the accompanying Road Closure and Maintenance agreement. | | | | |