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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

December 5, 2024

3:00 PM

Idaho Transportation Department
11331 W. Chinden Blvd., Building 8
Broadway Conference Room, 1st Floor

To listen:
Dial #208-473-7075
Conference ID: 652 741 756#

	<u>Page</u>	<u>Time*</u>
1. Call meeting to Order – Madame Chair DeLorenzo		3:00
<u>Action Item</u>		
2. Approval of the August 7, 2024 meeting minutes	2	
<u>Informational Calendar</u>		
3. Active cases list	3	
<u>Action Items</u>		
4. Reclassification of North Mission Road, McCall – Planning & Development Manager Scott Luekenga	4	3:05
5. Reclassification of Indianhead, Jonathan, Island, Pioneer and Hass roads, Weiser Valley Highway District – Planning & Development Manager Scott Luekenga	32	3:15
6. Adjourn		3:30

*Times listed are in local time and estimates only.

Idaho Transportation Board
Subcommittee on State Highway System Adjustments
August 7, 2024

The Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments met remotely on August 7, 2024. Staff participated from the Idaho Chinden Campus, HQ.

Subcommittee Chair Julie DeLorenzo called the meeting to order at 11:30 a.m. ITB District 2 Member Gary Osborn and District 5 Member John Bulger were present.

Key principals present from the Idaho Transportation Department were Chief Deputy/Chief Operations Officer Dan McElhinney, Deputy Attorney General Gary Luke, Planning & Development Manager Scott Luekenga, Highway Division Administrator Amy Schroeder, and Business Executive to the Board Lorraine Dennis. Local Highway Technical Assistance Council Administrator Laila Kral was also in attendance.

Meeting Minutes. Member Osborn moved for the formal approval of the April 25, 2024 meeting minutes, seconded by Member Bulger, and the motion passed unopposed.

Urban Area Boundary Adjustments. Planning & Development Manager Scott Luekenga provided an overview on the UAB adjustments process, the programs and funding sources applicable to UAB, and highlighted the UAB Review Team efforts. Some highlights included this is based on the 2020 census that designates urban boundaries as an urban area with a population greater than 5,000. Idaho has 26 urban areas. State DOTs can modify or smooth those urban areas to align with land use and transportation planning needs. UAB designations impact eligibility for federal-aid funding for roadways, bridge, and transit funding such as Local Agency Programs, Federal Transit Administration Apportionments and Transportation Management Areas. The district engineers led the effort, along with the UAB Review Team, to make the proposed adjustments working with locals, adjacent impacted states, cities and MPOs. FHWA has the final decision on the proposed boundaries, which they have already previewed the proposal. Once approved, staff will update the enterprise system and make sure local roads are coordinated.

Member Bulger made a motion that the Board's Subcommittee on State Highway System Adjustments concurs with staff's recommendations to take the 2024 urban area boundaries adjustment to the Idaho Transportation Board for approval. The motion was seconded by Member Osborn and it passed unopposed.

The meeting adjourned at 11:46 A.M.

Submitted by:

Lorraine Dennis
Business Executive
Idaho Transportation Board

STATE HIGHWAY SYSTEM ADJUSTMENTS											
Adjustment Request	District	Point of Contact	Type	Application Received	Sub Committee Preliminary Review	Sub Committee Approval	Board Approval	Admin Follow-up Complete	Cost Estimate	Funding Source	Notes
Active Adjustment Cases											
Weiser - Haas, Indianhead, Island, Pioneer, and Jonathan Roads	3	Vincent Trimboli	Functional Classification Adjustment	6/14/2024					N/A	N/A	Upgrade roads from local roads to major collector
McCall - North Mission Street	3	Vincent Trimboli	Functional Classification Adjustment	11/7/2024					N/A	N/A	Correction to Functional Classification of North Mission Street from Dienhard Lane to SH55 to a Major Collector per 2019 McCall LRTP. N. Mission was not update in ITD system nor FHWA HMPS/ Federal Aid adjustment in 2019. From Dienhard Lane to SH55
US-95 Thorn Creek to Moscow	2	Doral Hoff	Realignment		9/15/2020				\$2.89M	KN 21908 FY23	Rd Closure & Main. Agreement - SC approved: 9/15/20; SC cannot complete realignment until the new Hwy is built. Pending project competition in 2025.
SH-69 Realignment	3	Jason Brinkman	Realignment	7/14/2021	1/12/2022						1/12/21 initial briefing to SC. Study on "souther alternate route." On Hold
I-84 Business Loop - Nampa	3	Jason Brinkman	Relinquishment						\$800K		On Hold
SH-45 - Nampa (Re-Route w/ I-84BL)	3	Jason Brinkman	Realignment								9/15/2020 Initial briefing to SC. On Hold pending project competition
SH-55 & Deinhard Lane/Boydston Street	3	Jason Brinkman	Relinquish/Realign								10/16/2019 Briefing to SC. D3 received a \$3.2M RAISE grant to look at this exchange. D3 and McCall are working on a Cooperative Agreement and plan to solicited an RFP in 2024.
SH-44 (Middleton)	3	Jason Brinkman	Realignment								
SH-16 (US-26 to I84)	3	Jason Brinkman	Addition								
SH-79 to US-93	4	Jesse Barrus	Addition	04.19.2024					\$2M	ITD Planning - \$2M	Snake River third bridge SH-79 addition to connect to US-93. 04.25.2024 Resolution adopted to study 3rd crossing
								TOTAL	\$49.2M		
Completed Actions											
SH-75 Spur - Blaine Co. -Sun Valley/Ketchum	4	Jesse Barrus	Relinquishment		9/15/2020	4/1/2021	4/22/2021	YES	\$4.18M	KN 23281	
SH-33 - Madison County	6	Mark Layton	Relinquishment	11/27/2018	12/14/2018	3/18/2020	4/16/2020	YES	\$3.1M	ITIP Project	
Madison County - Farm/Field Rd off W 6800 S	6	Mark Layton	Relinquishment		1/21/2020	3/18/2020	4/16/2020	YES	\$850K	ITIP Project	
I-84 Business Loop - Caldwell	3	Caleb Lakey	Relinquishment		5/10/2019	5/29/2019	6/20/2019	YES	\$2.4M	Statewide Balancing Account	
US-95 - City of Council	3	Styles Salek	Relinquishment			7/9/2018			N/A		
I-84 Business Loop - Hammett	3	Caleb Lakey	Relinquishment			3/14/2018	5/17/2018	YES			
Coeur D'Alene Lake Drive (US-10)	1	Ben Ward	Relinquishment			3/14/2018		YES	\$3.5M	Statewide Balancing/Board Unallocated	
US-26 - Bonneville County	6	Ryan Day	Relinquish/Realign	3/30/2022	9/21/2022	4/25/2024	5/16/2024	YES	\$46.4M	KN 21923 - \$16.8M KN22689 - \$29.6M	3/30/22 Initial Briefing to SC. Cannot complete relinquishment until project is complete in 2025. 11/30/23. Bonneville County road closure and maintain agreement & resolution complete. March 2023, Bonneville County public hearing requirement complete. 0
Incomplete, Suspended or Withdrawn Actions											
SH-48 - Jefferson County	6	Mark Layton	Relinquishment								Withdrawn
US-93 - Challis Spur - Custer County	6	Mark Layton	Relinquishment	10/22/2019							Withdrawn
SH-33 - City of Rexburg	6	Jason Minzghor	Relinquishment	11/27/2018	12/14/2018				\$1.75M		D6 recommends closing with no action.
US-93 - Challis Spur - Custer County	6	Wade Allen	Relinquishment								9/21/22. Continuing to negotiate w/ Custer Co. 11/30/23. No Change

Date: 11.25.2024



Subcommittee on Adjustment Functional Classification

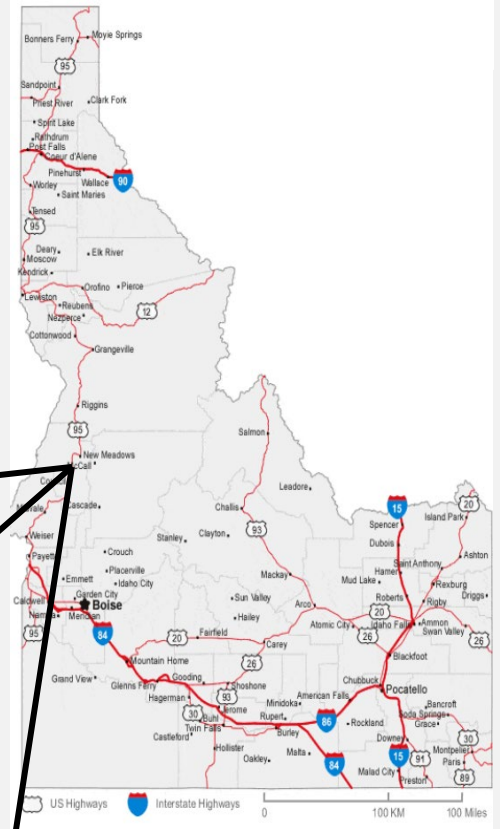
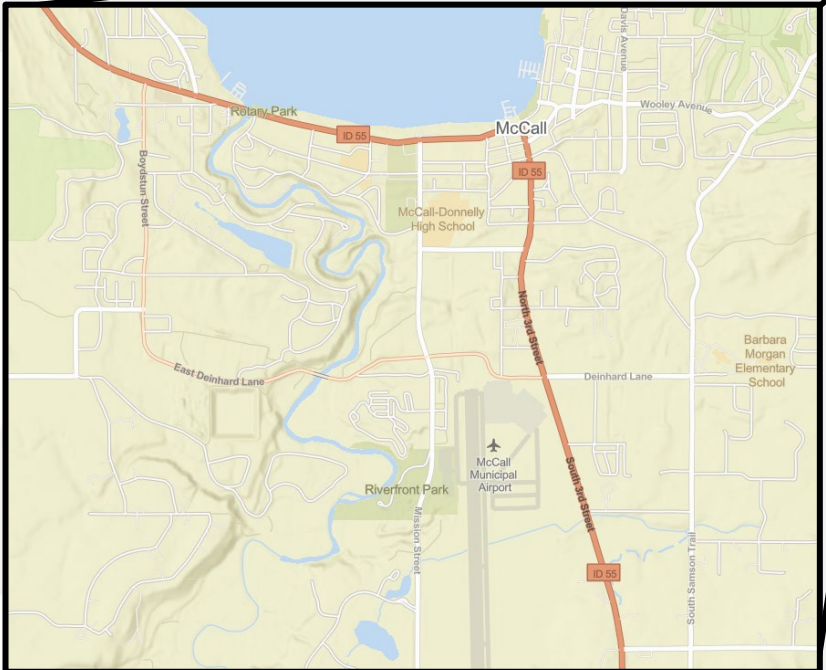
McCall, ID

Scott Luekenga
Planning Section Manager
Planning Section

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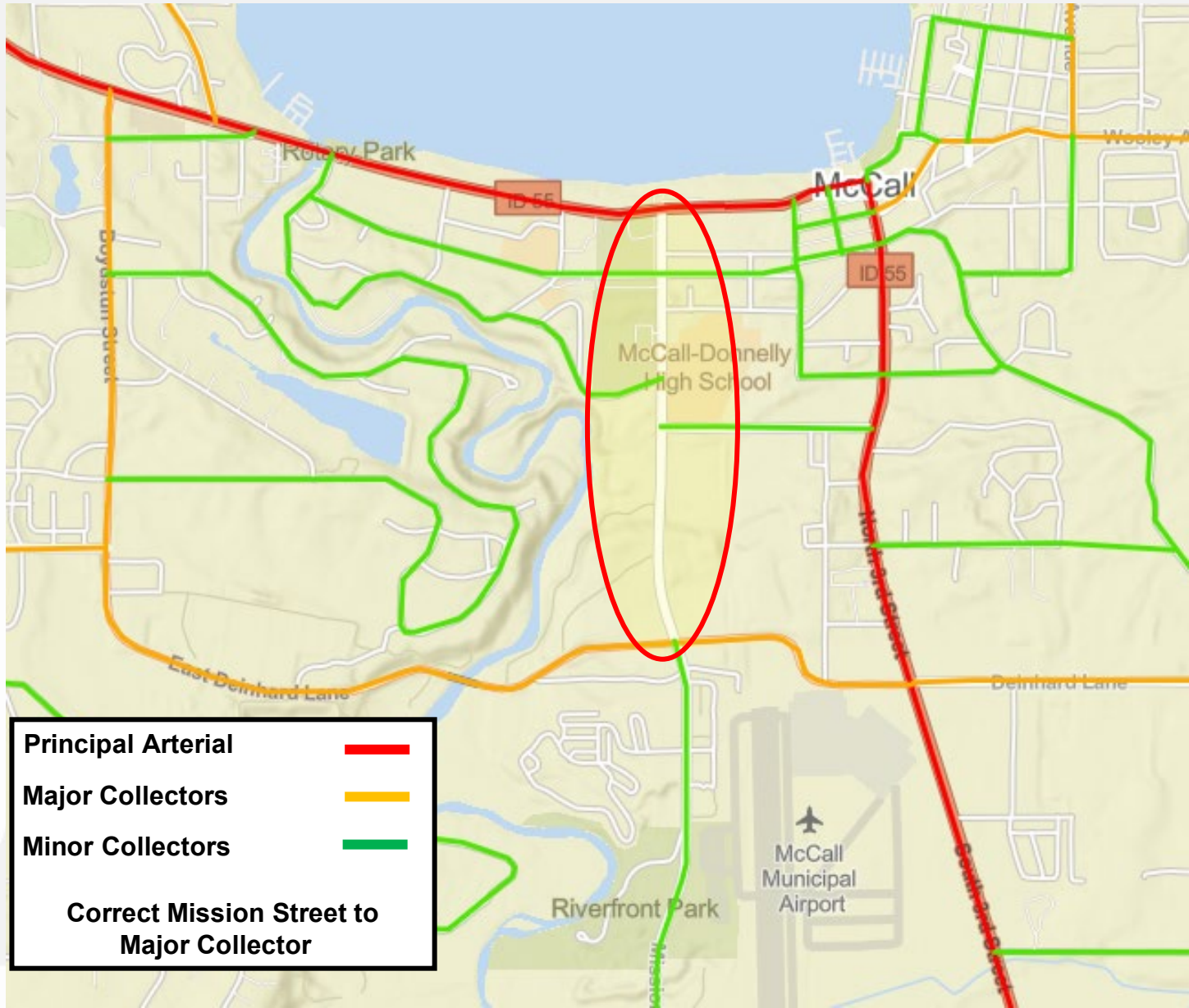
Functional Classification of

Mission Street



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IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all change/modification requests for Idaho's Functional Classification. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name:	Application Date:
Contact Person and E-mail Address:	Telephone Number:
Agency Address:	
<p>Is this functional classification request/change completely within or partially within an Urbanized Area? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):</p>	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
<p>Does requested Functional Class change extend into another jurisdiction? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:</p>	

ROUTE DESCRIPTION	
Local Name of Route:	Route Number:
Route Description:	
Termini of Route (Milepost (MP) – if available)	Length (miles):
From MP: To MP:	
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

A brief description why the proposed change is requested and justification for the change:

Additional remarks to fully explain the change request:

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)* [City Council Minutes and Resolution, links above](#)
- ~~MPO concurrence letter~~ *(if within an Urbanized Area)* N/A
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.



IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received:
District Contact Person and E-mail Address:	Telephone Number:
District Application Recommendation to Planning Service: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

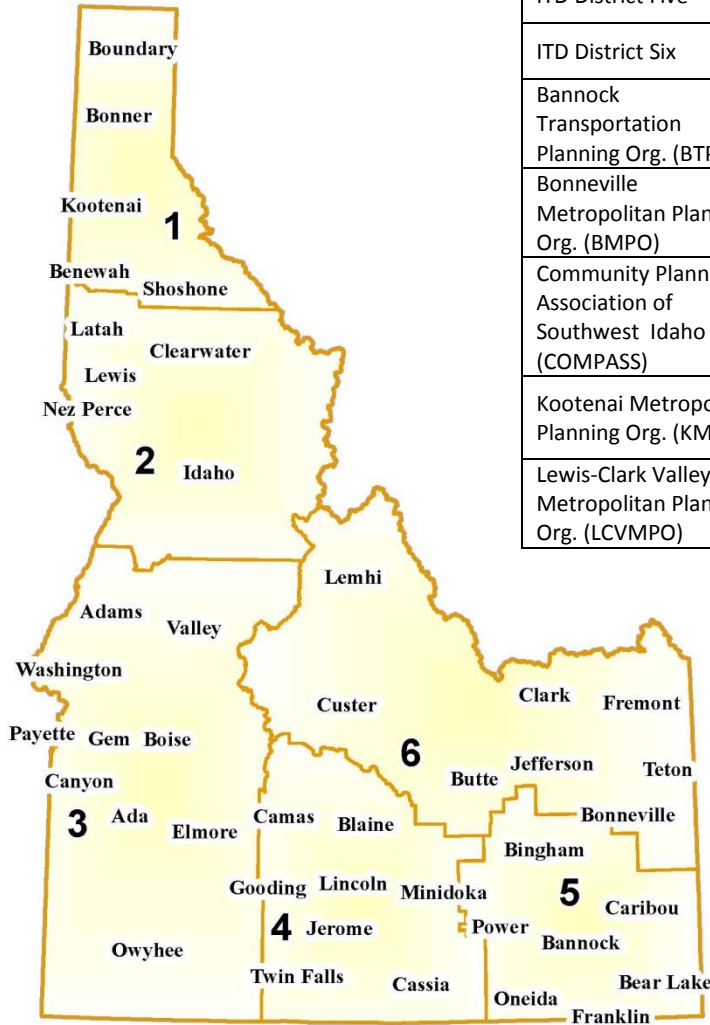
For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:
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IDAHO FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
Local Highway Technical Assistance Council (LHTAC)	(208) 344-0565	(208) 344-0789
ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
ITD District One	(208) 772-1200	(208) 772-1203
ITD District Two	(208) 799-5090	(208) 799-4301
ITD District Three	(208) 334-8300	(208) 334-8917
ITD District Four	(208) 886-7800	(208) 886-7895
ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339





McCall in Motion Transportation Master Plan November 2017

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City of McCall
RESOLUTION 17-27

A RESOLUTION OF THE CITY OF MCCALL, IDAHO, ADOPTING THE 2017 TRANSPORTATION MASTER PLAN, PROVIDING FOR RELATED MATTERS, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the McCall McCall Transportation Master Plan was prepared by Logan Simpson and sub-consultants Kittleson Associates, and is the first transportation master plan for the City of McCall; and

WHEREAS, the City of McCall conducted an extensive planning process involving members of the McCall community which examined the vision, data, recommendations, and a capital improvement plan; and

WHEREAS, the results of the planning process with technical expertise were used to develop the Plan; and

WHEREAS, a duly noticed public hearing regarding adoption of the McCall Transportation Master Plan was held by the McCall Planning and Zoning Commission on November 7, 2017; and

WHEREAS, the McCall Planning and Zoning Commission unanimously recommended approval of the proposed McCall Transportation Master Plan; and

WHEREAS, a duly noticed public hearing regarding adopting the McCall Area Transportation Master Plan to incorporate the recommendation from the McCall Planning and Zoning Commission was held by the McCall City Council November 30, 2017.

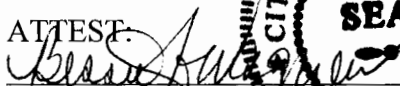
NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of McCall, Valley County, Idaho that:

The McCall Transportation Master Update is adopted and a copy of the Plan is attached hereto as Exhibit 1, and by this reference incorporated herein.

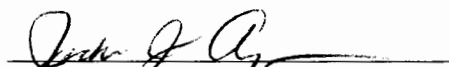
This resolution shall be in full force and effect upon its passage and approval.

Adopted this 30th day of November, 2017.

ATTEST:


BessieJo Wagner, Clerk




Jackie Aymon, Mayor

MCCALL

IN MOTION



McCall Area

TRANSPORTATION MASTER PLAN

Adopted November 2017

Resolution 17-27



City of McCall

3.2 OUR STREETS

Roadway related projects are described in the following sections. These projects include:

- An updated Functional Classification Map and corresponding typical street cross-sections
- A Capital Improvements Plan (CIP) developed to improve pavement conditions on roads that need to be reconstructed and enhance walking and bicycling safety at the same time
- A Maintenance Improvements Plan (MIP) focused on preserving pavement condition
- Enhancement projects for further investigation and programming
- Other projects related to the function of the City's Streets department

3.2.1 FUNCTIONAL CLASSIFICATION AND CROSS-SECTIONS

Functional classification is based on the type of service that a roadway is intended to provide within the context of the transportation system. The functional classification of a roadway determines a number of its characteristics, including how access is provided to surrounding land uses, the desirable amount of right-of-way, and the width and design of the road. Functional classification is also a component of how State and Federal funding is allocated. Within McCall, roadways may be classified as Principal Arterials, Major or Minor Collectors, and Local streets.

These classifications are described further below:

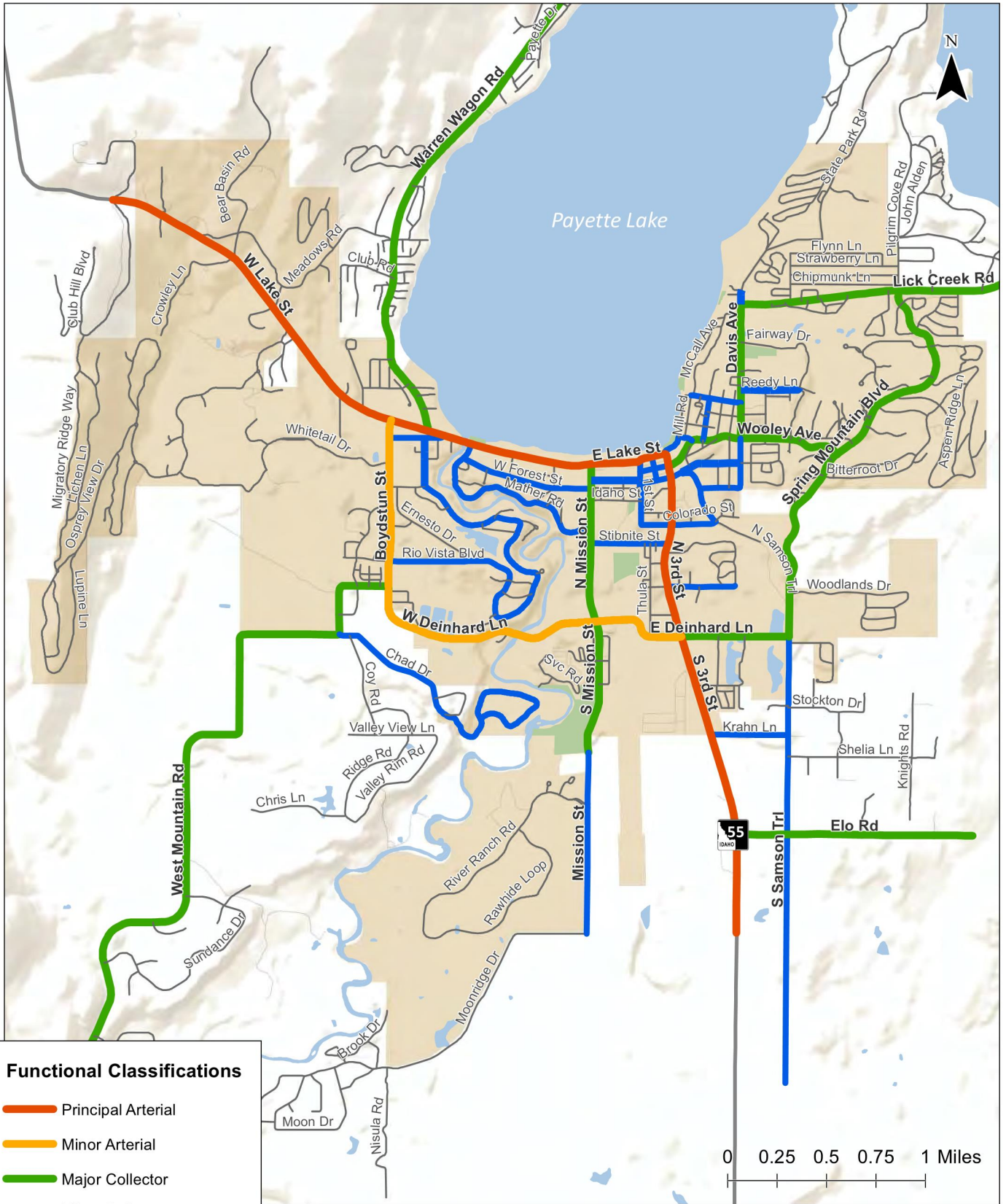
- **Arterial streets** typically carry the highest traffic volumes in a city. One of their primary

functions is moving people and goods across longer distances. Consequently, access from adjacent properties is limited by the City's Access Management Policy.

- **Collector streets** complement the arterial system and facilitate local circulation and access. Major collectors augment the arterial system to provide access within areas of the City. Minor collectors generally provide access to the local street system within residential and commercial areas. Access to Major Collectors is governed by the City's Access Management Policy.
- **Local streets** provide access to individual land-uses and provide the highest level of access since they typically serve individual homes and businesses. They generally have the lowest traffic volumes and speeds in a city.

The existing functional classification system was reviewed with City staff and against existing traffic volumes and function. Based on this review, an updated functional classification map was developed. The City's updated functional classification map is shown in Figure 10. More information on the specific changes that were made to the map can be found in Section 2 of Appendix "C."

This updated map will become the City's functional classification map with the adoption of this plan. Coordination with the Idaho Transportation Department (ITD) will be required to implement these changes to the Federal Functional Classification designations, which are part of determining how funding is allocated to the City and to specific projects.



Functional Classifications

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits

**Roadway Functional Classifications
McCall, Idaho**

**Figure
10**

H:\1919638 - McCall Comprehensive Plan\GIS\XX Proposed Functional Roadway Classifications_No# mxd - _markosian - 2:12 PM 8/14/2017



McCall City Council Regular Meeting Minutes November 30, 2017

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MINUTES

**McCall City Council
Regular Meeting
McCall City Hall -- Legion Hall
November 30, 2017**

Call to Order and Roll Call
Pledge of Allegiance
Approve the Agenda
Consent Agenda
Work Session
Public Comment
Public Hearing
Business Agenda
Adjournment

CALL TO ORDER AND ROLL CALL

Mayor Aymon called the regular meeting of the McCall City Council to order at 5:31 p.m. Mayor Aymon, Council Member Giles, Council Member Holmes, Council Member Nielsen, and Council Member Witte all answered roll call.

City staff members present were Bill Gigray, City Attorney; BessieJo Wagner, Interim City Manager/City Clerk; Shay Tyler, Deputy Clerk; Erin Greaves, Communications Manager; Linda Stokes, City Treasurer; Michelle Groenevelt, Community & Economic Development Director; Delta James, Economic Development Planner; Kurt Wolf, Parks and Recreation Director; Jay Scherer, Airport Manager; Eric McCormick, Golf Course Superintendent; Justin Williams, Police Chief; Nathan Stewart, Public Works Director; Garrett Map, GIS; Julia Berheim, LOT Administrator; John Powell, Building Inspector

Also in attendance was Lisa Wood and Phillip Roth, Local Option Tax Commission members; Bruce Meighen and Krissy Gilmore of Logan Simpson via skype; and Kip Davidson, Horrocks Engineering via phone

Mayor Aymon led the audience in the Pledge of Allegiance.

APPROVE THE AGENDA

Council Member Holmes moved to approve the agenda as submitted. Council Member Giles seconded the motion. In a voice vote all members voted aye and the motion carried.

CONSENT AGENDA

Staff recommended approval of the following items:

1. City Council Special Minutes November 16, 2017
2. Payroll Report for Period ending November 3, 2017
3. Clerk Licenses Activity Report
4. Warrant Register – GL
5. Warrant Register – Vendor
6. AB 17-263 Treasurer's Report as Required by IC 50-208 for October
7. AB 17-256 Request for Approval to Submit a FY18 Local Highway Technical Assistance Council (LHTAC) Local Strategic Initiatives Grant Application for Idaho Street Reconstruction
8. AB 17-258 Request to Approve the Northern Tool & Equipment Extended Warranties for a Portable Air Compressor and a Fuel Transfer Pump
9. AB 17-267 Request to Approve the HACH Service Agreement
10. AB 17-269 Request to Adopt Resolution 17-25 for the Authorization of the Destruction of Records
11. AB 17-271 Tree City USA 2017 Application for Certification

Council Member Witte moved to approve the Consent Agenda as submitted. Council Member Nielsen seconded the motion. In a roll call vote Council Member Witte, Council Member Nielsen, Mayor Aymon, Council Member Giles, and Council Member Holmes all voted aye and the motion carried.

WORK SESSION

AB 17-270 3% Resort Local Option Tax Renewal Work Session with the LOT Commission

City Attorney Bill Gigray began the 3% Resort Local Option Tax (LOT) Renewal Work Session with a brief history of Idaho State 1978 tax and explained the intent of the LOT in McCall.

After collecting information from surveys and direction from previous Council work sessions, staff has incorporated those items into recommended changes to the Occupancy Local Option Tax Ordinance. Next steps are to review the allowable uses, discuss the decision making guidelines for the Commission and Council, and review the structure of the Community Meeting set for January 17, 2018.

The Council wrestled with what constitutes a public purpose and had a lengthy discussion. City Attorney Gigray explained in some detail what a public purpose would look like, and recommended the application process should list what the basic requirements are so when an applicant asks for funding the request will fit the criteria of a public purpose. Council Member Witte and Mayor Aymon both made suggestions to better define line D in the ordinance.

Lisa Wood and Phillip Roth of the LOT Commission went over how the selection process has operated in the past and shared thoughts of what the structure should look like. Ms. Wood felt the

current system has been working well and has been a good representation of the City in the applications.

City Manager Wagner explained that if there is set criteria that acts as guidelines to those applying for funds, and it would channel certain types of projects to the top. She would like to see a scoring matrix to help the LOT Commission with the selection process. Council Member Nielsen wanted to make sure the community projects do not get pushed out in the scoring matrix.

The Council discussed housing language, ADA compliancy, and funds going to outside entities. City Attorney Gigray made the suggestion to create a contract between government entities rather than the private entity in cases such as the Snowmobile Club. A defining question needs to be added to the application to explain what the City is getting back as a service from them receiving the LOT funds. There was more discussion regarding the community meeting, the ballot question, and attorney review of the application and contract. Council Member Nielsen wanted to stress that it is very important to educate the public on who is paying for the tax, the changes that will be implemented, and to help applicants figure out how to apply for funds with the structural changes to the ordinance.

PUBLIC COMMENT

Mayor Aymon called for public comment at 6:40 p.m.

Attorney Bill Gigray of White Peterson spoke on a legislation issue that is being proposed which will affect the validation statute regarding road disputes. Currently, if the city is not named in the validation statute then who will have jurisdiction the language becomes an issue. It needs to be amended to include cities and he has asked Association of Idaho Cities to investigate and amend the judicial review law. The next item he spoke to was impact fees. The City of McCall does not have impact fees but could have in the future. The impact fee law with its definition for capital improvement and system improvement costs, in his opinion, does not support the use of impact fees for equipment only for real property. His firm and the Idaho Fire Commissioner's Association is pursuing an amendment to add equipment to the definitions so it is clear impact fees monies can be used to buy equipment and not just make improvement to property.

Hearing no comments, Mayor Aymon closed the comment period at 6:46 p.m.

PUBLIC HEARING

AB 17-257 Request to Approve Resolution 17-26 to Adopt the McCall Area Comprehensive Plan Update

Mayor Aymon opened the public hearing at 6:47 p.m.

Bruce Meighen and Krissy Gilmore of Logan Simpson joined via skype at 6:49 p.m.

Community & Economic Development (CED) Director Michelle Groenevelt introduced the Logan Simpson team and gave a short introduction. Bruce Meighen of Logan Simpson presented the

McCall In Motion (MnM), and gave a brief explanation of the how this document works with the McCall Area Comprehensive Plan Update and Transportation Master Plan. The MnM included an extensive public involvement process over the last 20 months, and the McCall Area Planning and Zoning held a public hearing on November 7, 2017 who unanimously recommended the McCall Area Comprehensive Plan for adoption.

Mr. Meighen went over the objectives, the process, how the plan was presented to the public, and the vision. He covered the highlights of the plan: lake access, connectedness through pathways/roadways, balanced economy, green/sustainable community, preserved character, local housing, place-making by creating unique places, streetscapes, civic and cultural activities, and development process/code. He brought up the importance of supporting downtown and controlling urban sprawl with a compact growth area with a boundary. The Annexation Plan portion of the MnM is not necessarily about implementation but more to promote discussion. He talked about the character of the City, the economy, having connections through a complete streets policy.

CED Director Groenevelt gave a report on the Planning & Zoning public hearing and discussed the written comments given by the public. She clarified the plan does not mean an annexation will take place and there has been an effort by CED to clean up boundary areas where properties straddle both the impact area and Valley County to save property owners from having to go through both the City and the County for permitting.

Mayor Aymon spoke on the Our Vision portion and felt the public agencies needed to be added.

Mayor Aymon opened the floor to receive public comment at 7:15 p.m.

Bill Sifford, 901 2nd Street, had a question about the 7-year road plan and Public Works Director Nathan Stewart will provide him with the documents.

The written comments received are:

Boise Best Skin Care, Barb Rawlings, Boise
Ronald N. Graves, Boise
Don Bailey, McCall
Mike Simplot, McCall
Dan Krahn, McCall
Wayne Meuleman, Boise
Bill Tracy, McCall

Council Member Nielsen expressed concern about the code revisions not coming before the McCall Area Comprehensive Plan, felt it had been promoted well enough, and pointed out some of the attendance numbers were conflicting. Because of his concerns, he did not feel comfortable with giving approval. Staff and the consultants addressed his concerns regarding the code revision by explaining that typically these plans and code revisions are processed separately from one another. However, because the comprehensive plan is a guiding document, it was more important to approve it first. As for the conflicting numbers, Krissy Gilmore of Logan Simpson explained she needed to clean up the document because she realized she had not taken in consideration outside events outreach efforts on some of it.

CED Director Groenevelt spoke to the promotion concern explaining that what was done with the public outreach efforts was unprecedented. She shared that staff conducted phone interviews with homeowners, posters were posted around town, put out surveys, multiple postings on social media, conducted community meetings, and set staff going out into the public and businesses owners. The decision was also made to break down the plan into sections and put in a readable magazine format to make it easier for the public to digest. At this point, she feels the City has reached a saturation point with public promotion but she welcomed the Council to postpone approval of the plan if they would continue to promote it to their constituents own their own.

Council Member Nielsen also expressed concern about the proposed Urban Renewal District boundaries being included in the plan. He felt it was inappropriate and should be removed. CED Director Groenevelt explained the rationale behind including it, stating that it was included due to the strong desire of getting the waterfront connected which is the one section of the existing plan that has not been implemented, and there is no dedicated funding source for centralized public parking within the downtown core. Another reason behind the proposed boundaries is the City is about to make a \$6 million investment in that area which will affect property values so it is important to get the Urban Renewal District in place before those properties are affected and before more development happens. However, she reminded the Council that any decisions about an Urban Renewal District are made through the Council. She went on to explain more about the bonding process and working with the McCall Redevelopment Agency.

Council Member Giles was not concerned with a map of a future Urban Renewal District in the plan because it does state that it is a proposed district. Council Member Sowers and Council Member Witte both suggested the language be softened regarding the new district and be less definitive. Mayor Aymon liked having an action plan and a roadmap to get there. CED Director Groenevelt will add a disclaimer language to the document and suggested an annual review so Council can give direction as needed on the projects as they come up. This will insure staff is following the priorities of the Council and the community, and at the same time not allowing the plan to stagnate.

The Council and staff briefly discussed the misunderstanding regarding the annexation piece which was based mostly on an editorial in the newspaper. The annexation of property in the plan is not binding and the City does not have the intent nor can it force annexation without landowner consent.

Council Member Giles did not have any issue with the code revision coming later and was comfortable with what staff has presented but also felt it was not an issue if the document approval was postponed for a couple of months to resolve some of the concerns. Council Member Holmes felt all of her questions had been answered but she did not want to approve the document until the final clean copy is available.

City Attorney Bill Gigray reminded the Council that the comprehensive plan is primarily the driving instrument for the land use regulations, therefore the zoning ordinances have to comply with the comprehensive plan. So basically, if this plan is not adopted, the current comprehensive plan will drive any zoning regulations. The City already has a comprehensive plan in place and this is only an update. Because the update has gone through Planning and Zoning, any material

changes will require another public hearing to be posted. If only editorial changes are made, the public hearing could be continued until a later date. From what he could discern from the discussion tonight, continuing the hearing seems the most likely option. He recommended they have a motion to recess and reconvene the public hearing to a future date.

Council Member Nielsen expressed concern that the plan was too downtown centric and with the City campus in the downtown core, it directs a lot of traffic into the area. Mr. Meighen responded stating that the current downtown focus is being driven by the public comments, previous comprehensive plans, economic return, and the public emotional attachment to vibrant downtowns.

Council Member Holmes moved to recess the public hearing and reconvene on December 28, 2017 at the Council Meeting at 6:00 or as soon thereafter it may be heard. Council Member Giles seconded the motion. In a roll call vote Council Member Holmes, Council Member Giles, Mayor Aymon, Council Member Nielsen, and Council Member Witte all voted aye and the motion carried.

AB 17-266 Request to Approve Resolution 17-27 to Adopt the McCall Area Transportation Master Plan

Mayor Aymon opened the public hearing at 8:12 p.m.

Kip Davidson of Horrocks Engineering joined via phone.

Public Works Director Nathan Stewart presented the McCall Area Transportation Master Plan (TMP). McCall In Motion (MnM), the name and process for the McCall Area Comprehensive Plan Update and Transportation Master Plan, has had an extensive public involvement process over the last 20 months. The McCall Area Planning and Zoning held a public hearing on November 7, 2017 and unanimously recommended the McCall Area Transportation Master Plan for adoption.

Krissy Gilmore of Logan Simpson led the presentation by giving a brief overview of the different parts of the TMP and sharing the vision and purpose. Next, she discussed the transit service routes, parking demand, and pedestrian network gaps. Public Works Director Stewart clarified the street examples were given a large amount of room for flexibility for all the different roadways within the City. Kip Davidson of Horrocks Engineering discussed the condition of paved roads and explained the remaining service life rating grid for both the east and west side of the city. In 2011, the City did an evaluation of the average service life of its roads which averaged 12.8 years of life. Another evaluation was done in 2013 and 2016 where in the last evaluation the roads had degraded to 10.0 years of life. The most cost effective range for roadways for maintenance is between 8-14 years.

Ms. Gilmore covered recommended project and implementation. She also covered policies, typical street section examples, streetscape infrastructure maintenance and funding for snow removal and landscaping. Also presented was the parking management plan, the transit service plan, and Public Works facility capacity and needs analysis, and infrastructure improvements along 3rd Street between Colorado St and Deinhard Lane analysis (money not slated at this time because it is owned by the State). She covered several road projects and proposed an updated pathways plan.

Mr. Davidson summarized the highlights of the 10-year Capital Improvement Plan (CIP) & Maintenance Improvement (MIP) Plan, and gave a brief budgetary overview of the Street Local Option Tax. He touched on some of the CIP 2017-2026 projects and future projected timeline. Director Stewart felt it is important to be transparent about the projects and related costs, and explained the annual improvement spending summary which is effected by grants and outside influences. The presentation was wrapped up by discussing the CIP & MIP future project goals for the coming year.

Council Member Nielsen expressed concern about the downtown parking and congestion, and wanted to know the flexibility of the timeline for project implementation. Staff explained the plan covers a satellite parking network and is built to be flexible to what is needed so, even though project(s) are priced out with all amenities, it leaves it open to choose which amenities to implement. But if an issue arises in an area that is farther down the list, the City has responsibility to examine cost efficiency of doing the project sooner and to follow the rules laid out by the City's ordinances.

Council Member Holmes wanted to know why snow removal is better during Winter Carnival than over the rest of the season, and if there has been discussions with Midas Gold about using Deinhard and Boydston as a bypass for trucks. Public Works Director Stewart explained during the Carnival event, the streets are being widened and snow being delivered for sculptures. During the rest of the season, it depends on everything going on at the time a storm hits. When it is snowing, the main focus is to clear the roads and come back later to widen them. The Council can give direction if they would like to see this change or if some new policies need to be implemented. There has been some discussion with Midas Gold about making improvements to the intersections and some of the difficulties their trucks will have navigating the corners. The goal is to continue those discussions with Midas Gold because it will be important for them to mitigate those costs.

Another issue is the City does not have the staff or the equipment to provide 24/7 snow removal for those roads if it becomes a major thoroughfare. There has been some discussion with the Idaho Transportation Department (ITD) about swapping roads to let the City take care of the highway through town and ITD take care of Deinhard and Boydston.

A written correspondence from Dan Krahn was received. No public comments were given so Mayor Aymon closed the public hearing at 9:18 p.m.

Council Member Witte moved to approve Resolution 17-27 to adopt the McCall Area Transportation Plan and authorize the Mayor to sign all necessary agreements. Council Member Giles seconded the motion. In a roll call vote Council Member Witte, Council Member Giles, Mayor Aymon, Council Member Holmes, and Council Member Nielsen all voted aye and the motion carried.

BUSINESS AGENDA

AB 17-261 Historic Preservation Commission Annual Report for 2017

Gary Thompson, Chairman of the Historical Preservation Commission (HPC) presented the annual report for 2017. The HPC is responsible for conducting a survey of local historic properties and

recommending methods necessary to preserve, maintain and restore historic properties. The Commission also conducts educational and interpretive programs and reviews nominations of properties to the National Register of Historic Places. Mr. Thompson shared the work done for Lardo Bridge, and the completion of the Historical DVD project. The DVD will be put out for public viewing online and given to the schools but will not be for sale. The 2018 project is the Pioneer Hangar at the airport. Because of the amount of original structure still in place, it will be one of the few hangars still in its original condition in Idaho. The HPC has come up with a McCall Historical Recognition program to recognize the residential and commercial places that do not meet the National registers requirements but still have historical significance. Lastly, there is an opening on the HPC board.

AB 17-262 Request to Approve the Juvenile Detention Center Lease with Valley County

Police Chief Justin Williams presented the Juvenile Detention Center Lease with Valley County. Valley County closed the Juvenile Detention Center in McCall, Idaho, and previous City Manager Nathan Coyle was contacted by Valley County Commissioner Gordon Cruickshank regarding the possibility of a lease agreement and the relocation the McCall Police Department to the facility located at 550 E Deinhard Lane. Nathan Coyle received Council approval to proceed with the Lease Agreement negotiations and the relocation of the McCall Police Department.

McCall Police Chief, Justin Williams, met with Valley Commissioners on November 13, 2017. The Commissioners and Chief Williams agreed to \$2,700 per month (.84 cents/sqft). The total amount per year for the lease of the Juvenile Detention Center will be \$32,400.00. According to the lease agreement, the City of McCall would take possession of the facility January 1, 2018. City Treasurer Linda Stokes explained where the funds will come from to pay for the lease.

Staff answered the Council's questions. Council Member Holmes would like to see the parking lot added to the contract to be County maintained. Council Member Witte wanted clarity for the annual renewal spelled out a little better in the contract. The Council struggled through some of the funding sources and discussed it at length with staff.

Council Member Witte moved to approve the terms of the lease of the Juvenile Detention Center and approve the Mayor to sign all necessary documents. Council Member Nielsen seconded the motion. In a roll call vote Council Member Witte, Council Member Nielsen, Mayor Aymon, Council Member Giles, and Council Member Holmes all voted aye and the motion carried.

AB 17-259 Request to Approve Grant Agreement from Idaho Division of Aeronautics and Adoption of Resolution 17-24 for Airport Parking Ramp

Airport Manager Jay Scherer presented the Grant Agreement from Idaho Division of Aeronautics and Adoption of Resolution 17-24 for Airport Parking Ramp. The Grant Agreement Program Number: F188MYL and City Resolution are part of the grant match required by FAA Airport Improvement Program AIP-023 which reconstructs a portion of the airport parking ramp. The grant is for 5% of allowable project costs not to exceed \$69,488.72. The City portion of the grant match is expected to also be \$69,488.72.

Council Member Giles moved to approve the Grant Agreement with Idaho Transportation Department Division of Aeronautics. Council Member Witte seconded the motion. In a roll

call vote Council Member Giles, Council Member Witte, Mayor Aymon, Council Member Holmes, and Council Member Nielsen all voted aye and the motion carried.

Council Member Witte moved to read in full and adopt Resolution 17-24 authorizing the Mayor to sign all necessary documents. Council Member Holmes seconded the motion. In a roll call vote Council Member Witte, Council Member Holmes, Mayor Aymon, Council Member Giles, and Council Member Nielsen all voted aye and the motion carried.

AB 17-260 Golf Course Fees Discussion

Golf Superintendent Eric McCormick presented the golf course fees discussion. Each year there is an annual review of the golf course fees to determine if an increase is necessary. The Golf Course Advisory Committee (GCAC) has reviewed the current fee schedule for the FY18 season and have recommended to make no adjustments. In the past, Council has expressed the desire to increase golf rates based on the Consumer Price Index (CPI) to make a small adjustment each year instead of a large adjustment every few years. Staff has compared the fees with the other golf courses in the area and feel that greens fees are comparable. However, there is room for an increase to the season pass fee as Jug Mountain has a limited number of passes and Meadow Creek has a much higher fee.

Another item brought up since the last GCAC meeting is the age restriction for a full time college student. The current pass is for a full time student 22 years of age and younger. Since a person of any age after high school can attend college, it seems reasonable to completely eliminate the age limit with some restriction on how many hours equals a full time student. There have also been requests for an Active Military discount. Staff requests the Council's input on these three items.

Council Member Giles felt with the rising costs of salaries and health costs, it is prudent to raise the fees, and would like to apply the CPI to all the fees. The current CPI is 2.9%. After some discussion, the Council advised staff to run the numbers with the CPI, up the college age to 26 years, and directed staff to come back with more information about a military discount.

AB 17-254 Request to Approve the Deferred Infrastructure Agreement for 324 W. Lake Street

Community & Economic Development Director Michelle Groenevelt presented the deferred infrastructure agreement for 324 W. Lake Street. A Conditional Use Permit (CUP-10-02) was approved on May 27, 2010 with conditions of approval for the property located at 324 W. Lake Street (formerly the Alpine Pantry). Over the past 7 years, staff worked extensively to try to get the business owner, Gabriela Hess, to complete the project. Now the business owner who has the CUP is also the property owner and is leasing the space to a new business. Since there is still outstanding conditions, a Deferred Infrastructure Agreement with the associated financial guarantees was developed to ensure the improvements are completed by October 1, 2018. This allows the new business to open and operate even though the conditions of the CUP have not been met.

Staff answered some clarifying questions about the agreement.

Council Member Witte moved to approve the Deferred Infrastructure Agreement for 324 W. Lake Street pending confirmation that Gabriella Hess is the owner, the agreement is updated to refer to as a Deferred Infrastructure Agreement throughout the document, with the addition of a section for financial guarantees which shall be adhered to before the execution of this document and authorize the Mayor to sign all necessary agreements. Council Member Giles seconded the motion. In a roll call vote Council Member Witte, Council Member Giles, Mayor Aymon, Council Member Holmes, and Council Member Nielsen all voted aye and the motion carried.

Council Member Witte recused herself at 10:48 p.m. as she is an employee of St. Lukes.

AB 17-268 Request for a Letter of Support for an Advance Care Planning Program and Cardiac Risk Reduction Project at St. Luke's

Jenny Ruemmele, director of the St. Luke's McCall Foundation presented the request for a letter of support for an advance care planning program and cardiac risk reduction project at St. Luke's McCall. As part of the letter of support, she is also requesting a city representative to participate on the steering committee as part of the health neighborhood. Ms. Ruemmele also requests that a Memorandum of Understanding (MOU) be signed by the City indicating the city would host at least one presentation each year in a city facility such as Legion Hall.

St. Luke's McCall Foundation's Mission is to assist the hospital in its efforts to enhance the health of the community and advance medical excellence. This is accomplished now through directed giving and grants and into the future through the development and management of the endowment.

Advance care planning is a plan for your future health care. Even if a person is healthy, it is important to make a plan in case the time comes when you are not able to make decisions for yourself. Making decisions now about end-of-life care can make things easier for you and your family and can help ease your mind.

Council Member Giles moved to approve the Memorandum of understanding and authorize the Mayor to sign the MOU and the letter of support. Council Member Holmes seconded the motion. In a roll call vote Council Giles, Council Member Holmes, Mayor Aymon, and Council Member Nielsen all voted aye and the motion carried.

Council Member Giles moved to appoint a Mayor Aymon to serve as the City Representative representative to participate on the steering committee as part of the health neighborhood. Council Member Holmes seconded the motion. In a roll call vote Council Giles, Council Member Holmes, Mayor Aymon, and Council Member Nielsen all voted aye and the motion carried.

Council Member Witte rejoined the meeting at 10:52 p.m.

AB 17-264 Request to Approve Resolution 17-23 to Adopt the City of McCall and McCall Donnelly School District Agreement to Exchange Land

Public Works Director Nathan Stewart presented the Resolution to adopt the land exchange between the City and McCall Donnelly School District (MDSD). During 2017, Public Works has

been coordinating with the MDSO and Skiftun Land Surveying to identify portions of land on or near the MDSO High School property that are improperly owned and any utility and recreational pathway easements that have not been properly defined and/or recorded with Valley County.

One issue the project team has identified is a small portion of MDSO property near the corner of Idaho Street that was assumed to be City right-of-way but is actually owned by MDSO (Property A). Similarly, the team identified a small portion of City property (located just north of Stibnite street along the eastern boundary of the high school property) that was assumed to be owned by MDSO and part of the High School's bus driveway (Property B).

On March 13, 2017, the MDSO Board approved the transfer of Property A to the City in exchange for Property B and authorized their staff and legal counsel to affectuate the transfer. Per State statutes, for the City to complete this land exchange the City Council must establish a resolution that calls for the exchange of land. Once the resolution is adopted, a notice of the land exchange and summary of the resolution must be published in the local newspaper 14 days prior to a public hearing, and then conduct a public hearing and following the hearing, approve the land exchange.

Council Member Witte moved to approve Resolution 17-23 to call for a public hearing to exchange land between the City of McCall and the McCall Donnelly School District. Council Member Holmes seconded the motion. In a roll call vote Council Member Witte, Council Member Holmes, Mayor Aymon, Council Member Giles, and Council Member Nielsen all voted aye and the motion carried.

AB 17-265 Request to Adopt Resolution No. 17-22 for the Ratification of the 2017 General Election Results

Interim City Manager BessieJo Wagner presented the Resolution for the ratification of the 2017 general election results. Legislation went into effect on January 1, 2011 that establishes counties as the officials for all elections. Idaho Code §34-1205 and §34-1206 state that the county board of commissioners shall be the county board of canvassers and the county clerk shall serve as their secretary for this purpose; and the board shall examine and make a statement of the total number of votes cast for all candidates or special questions that shall have been voted upon at the election. Below are the Valley County Board of Commissioners canvassed results of the November 7, 2017 General Election.

Upon canvass, it was found that the results for the four year terms for three open City Council seats are:

Gail Bray	Not Elected
Robert S. Giles (Incumbent)	Elected
Jared Hendee	Not Elected
Melanie L. Holmes	Elected
Robert Lyons	Not Elected
Wayne March	Not Elected

Thomas Sowers

Elected

Upon canvass, it was found that the results for the two year term for one open City Council seat is:

Colby Nielsen

Elected

Council Member Witte moved to adopt Resolution 17-22 ratifying the Valley County Commissioners canvass of the November 7, 2017 General Election, authorize the issuance of Certificates of Election at the first meeting in January, and authorize the Mayor to sign all necessary documents. Council Member Holmes seconded the motion. In a roll call vote Council Member Witte, Council Member Holmes, Mayor Aymon, Council Member Giles, and Council Member Nielsen all voted aye and the motion carried.

Upcoming Meetings Schedule Discussion

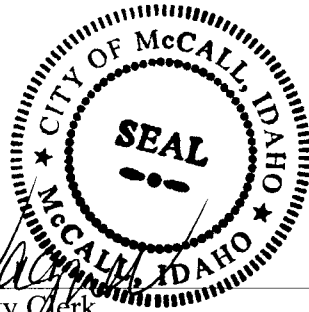
Council discussed upcoming meetings.

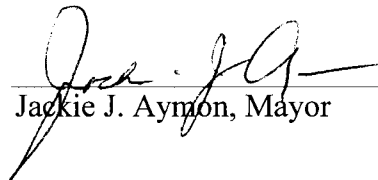
ADJOURNMENT

Without further business, Mayor Aymon adjourned the meeting at 11:01 p.m.

ATTEST:


BessieJo Wagner, City Clerk




Jackie J. Aymon, Mayor



Questions

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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
(208) 334-8057 • itd.idaho.gov

November 26, 2024

Subcommittee on State Highway System Adjustments,

Planning Services has reviewed the documentation provided by McCall, ID (application, route map, resolution, and public comment input) for the reclassification of North Mission Road from a local road to a major collector and recommends the subcommittee forwards this application to the Idaho Transportation Board for approval at its January 2025 meeting. After the subcommittee reviews the material, its options are, but not limited to:

- Recommend full Board approval or rejection of this application and agreement; or
- Request further information and direct staff to return to the subcommittee later.

Sincerely,

Signed

C. Scott Luekenga
Planning Services Manager

RESOLUTION

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, the Idaho Transportation Board has established a Subcommittee on System Adjustments to manage requests for adjustments to the State Highway system; and

WHEREAS, the Idaho Transportation Board Subcommittee on State Highway System Adjustments held a Functional Classification meeting on December 5, 2024; and

WHEREAS, the existing North Mission Street is classified as a local road in McCall, Idaho; and

WHEREAS, McCall, Idaho and ITD District 3 concurred that North Mission Road be reclassified as major collector; and

WHEREAS, McCall, Idaho held a public meeting and passed and recorded an approved resolution (#17-27) on November 30, 2017 to adopt the reclassification of North Mission Road.

NOW THEREFORE BE IT RESOLVED, that the Board's Subcommittee on State Highway System Adjustments recommends approval of the reclassification of North Mission Road to the Idaho Transportation Board for its consideration.



Subcommittee on Adjustment Functional Classification

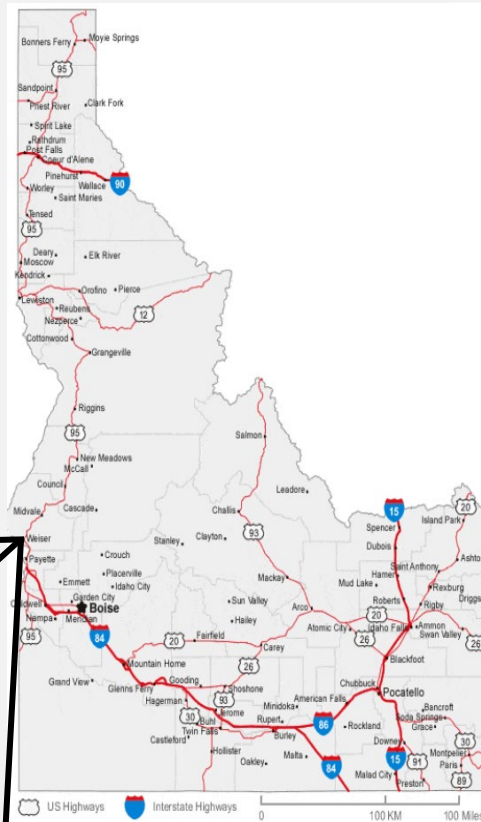
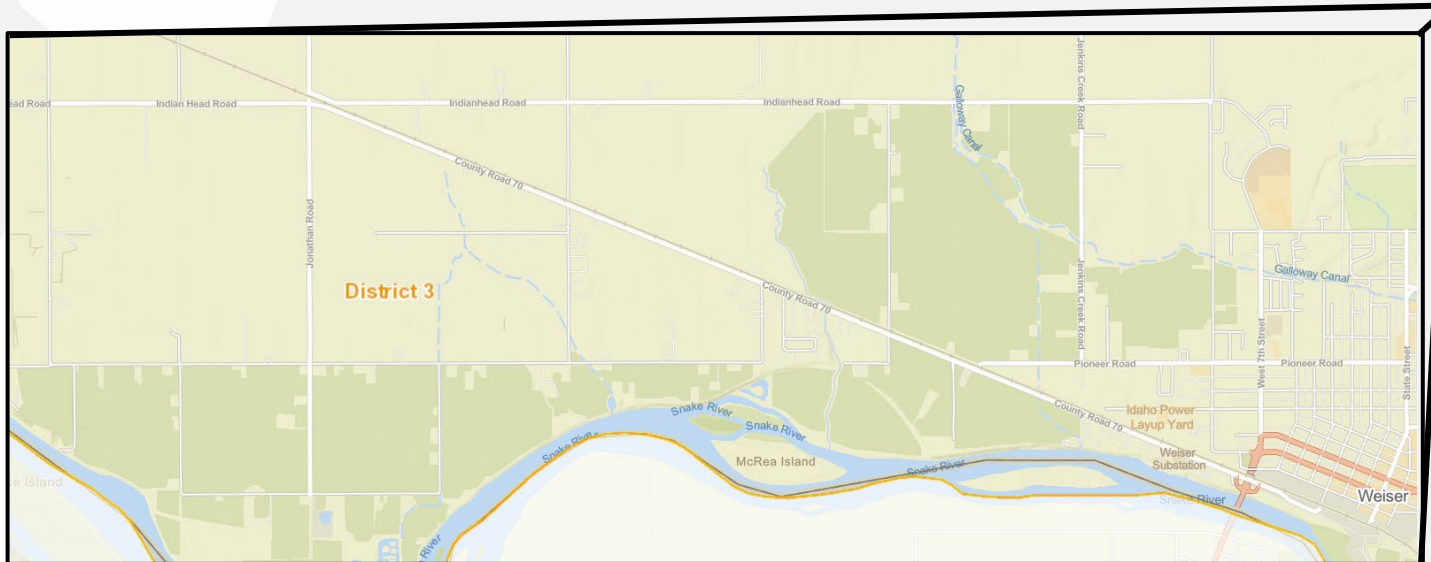
Weiser Valley Highway District

Scott Luekenga
Planning Section Manager
Planning Section

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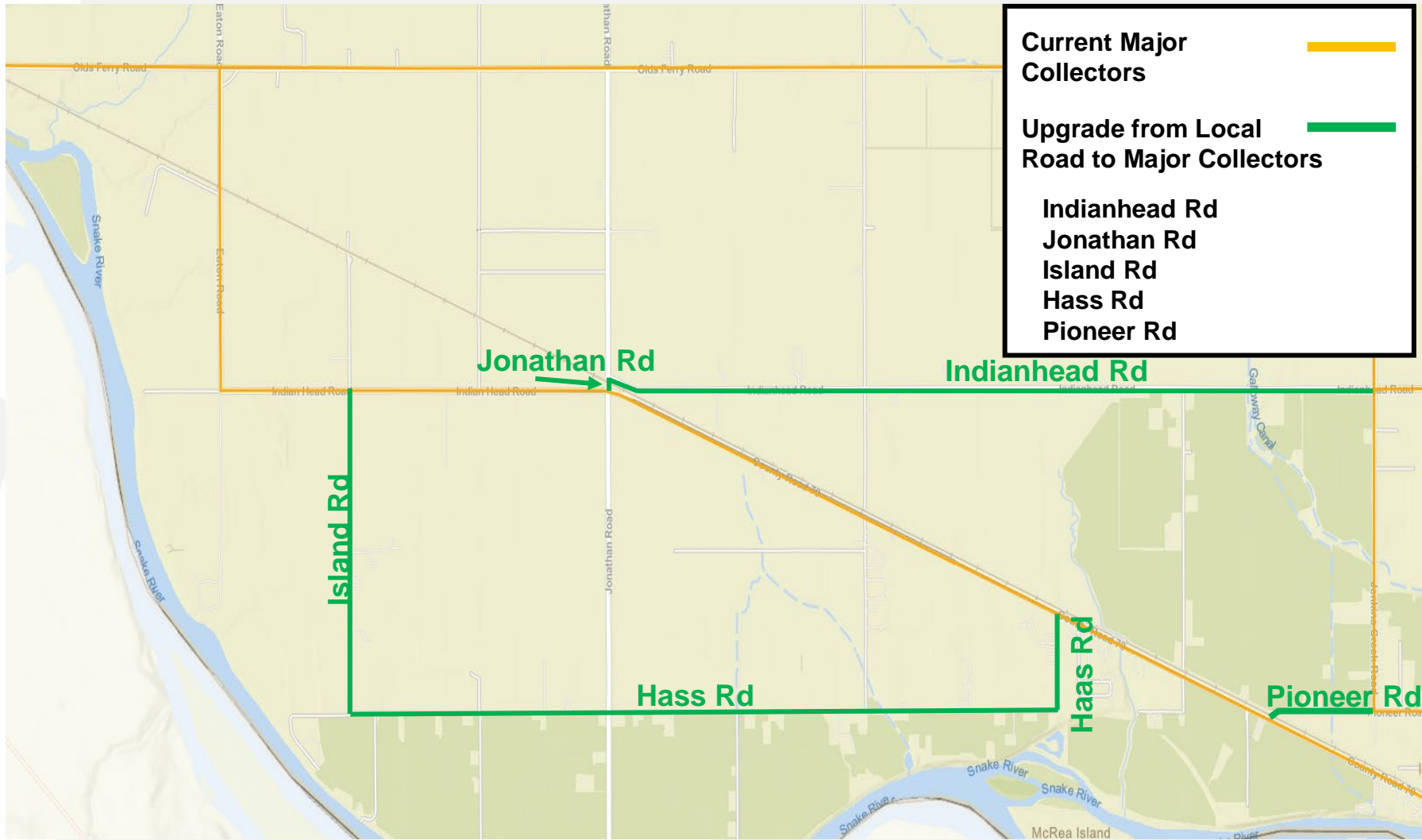
Functional Classification of

- Indianhead Rd
- Jonathan Rd
- Haas Rd
- Pioneer Rd
- Island Rd



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IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all requests for Idaho’s Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name: <div style="font-size: 1.2em; font-weight: bold;">Weiser Valley Highway District</div>	Application Date: <div style="font-size: 1.2em; font-weight: bold;">3/5/2024</div>
Contact Person and E-mail Address: Kiel Malone weiservalleyhwydist@gmail.com	Telephone Number: <div style="font-size: 1.2em; font-weight: bold;">(208) 549-1761</div>
Agency Address: <div style="font-size: 1.2em; font-weight: bold;">998 Olds Ferry Rd. Weiser, ID 83672</div>	
Is this functional classification request/change completely within or partially within an Urbanized Area? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
Does requested Functional Class change extend into another jurisdiction? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:	

ROUTE DESCRIPTION	
Local Name of Route: <div style="font-size: 1.2em; font-weight: bold;">Haas Rd</div>	Route Number:
Route Description: East/West road that starts at County Rd 70 and goes west until Island Rd.	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles): <div style="font-size: 1.5em; font-weight: bold;">3</div>
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

2022 - 5,912 U.S. Census Quick Facts

Brief explanation for proposed changes:

Weiser Valley Highway District requests to change Haas Rd to Major Collector from Local Road status. The location is just outside the city limits of Weiser, ID.

Census Boundary Square Foot: N/A

Proposed Boundary Square Foot: N/A

Existing Urban Boundary Classification (choose only one):

- Rural Areas 0 – 4,999
 Small Urban Areas 5,000 - 49,000
 Urbanized Areas 50,000+
 Metropolitan Statistical Areas 250,000+

Proposed Urban Boundary Classification (choose only one):

- Rural Areas 0 – 4,999
 Small Urban Areas 5,000 - 49,000
 Urbanized Areas 50,000+
 Metropolitan Statistical Areas 250,000+

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

Haas Road is currently classified as a local road. It serves the southern end of the district as the main route to get to County Rd 70. The road has a posted speed limit of 45 MPH and services both residential and agricultural use heading into the City of Weiser.

A brief description why the proposed change is requested and justification for the change:

The City of Weiser has grown 5% from 2020 to 2022 according to the U.S. Census Bureau. Extending the major collector classification of this route would be in response to the growth in Weiser. While this route is currently in a rural area, it functions more of a suburban area for the City of Weiser. Changing the classification in anticipation of growth to the area will allow the Weiser River Highway District to plan appropriately for continued growth in the area.

Additional remarks to fully explain the change request:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input checked="" type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received: <div style="font-size: 1.2em; font-weight: bold;">11/18/2024</div>
District Contact Person and E-mail Address: <div style="font-size: 1.2em; font-weight: bold;">Vincent.Trimboli@itd.idaho.gov</div>	Telephone Number: <div style="font-size: 1.2em; font-weight: bold;">208-334-8817</div>
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

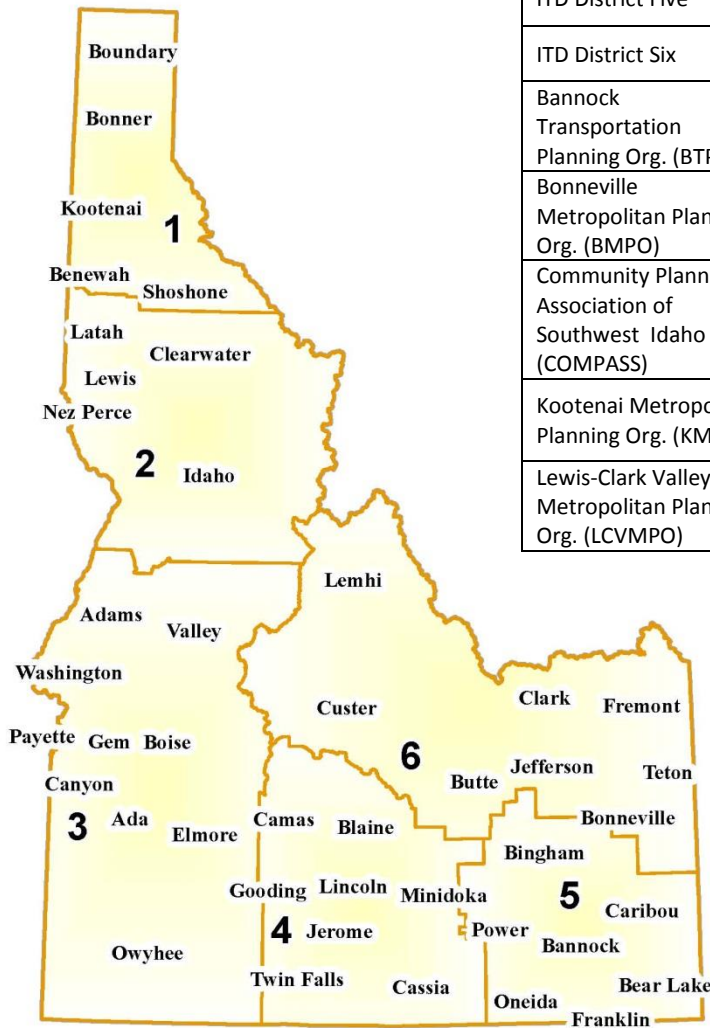
For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input checked="" type="checkbox"/> Approval Request because: The update to Haas Road from a local road to a major collector is warranted for future land use based on population and economic growth.
<input type="checkbox"/> Deny Request because:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
Local Highway Technical Assistance Council (LHTAC)	(208) 344-0565	(208) 344-0789
ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
ITD District One	(208) 772-1200	(208) 772-1203
ITD District Two	(208) 799-5090	(208) 799-4301
ITD District Three	(208) 334-8300	(208) 334-8917
ITD District Four	(208) 886-7800	(208) 886-7895
ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339



Weiser Valley Highway District Resolution 2024-4
Haas Road Classification

The following Resolution 2024-4 was introduced by the Clerk of the Board, Leslie Eisenbarth, read in full, considered and adopted:

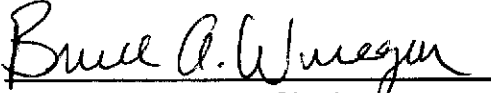
Resolution No. 2024-4 of the Weiser Valley Highway District, Weiser, Idaho, supporting the adoption “Haas Road Classification” of the Weiser Valley Highway District.

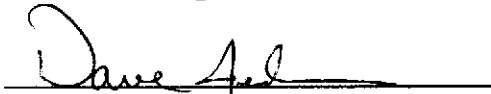
WHEREAS, the Commissioners of Weiser Valley Highway District will adopt the “Haas Road Classification” of the district’s roadway system, rights-of-way and roadway assets.

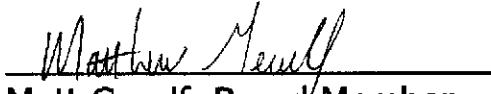
NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Weiser Valley Highway District, accept the “Haas Road Classification” dated February 2024 with the current hand-written changes into policy and in effect from this day forward.

The foregoing RESOLUTION WAS ADOPTED this 12th day of February, 2024, a vote of three to zero.

BOARD OF WEISER VALLEY HIGHWAY DISTRICT COMMISSIONERS

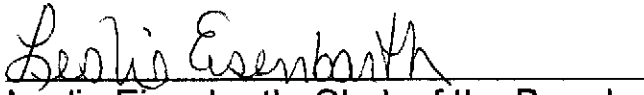

Bruce Winegar, Chairman


Dave Jenkins, Board Member


Matt Gerulf, Board Member

ATTEST:

I, Leslie Eisenbarth, Clerk, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 2024-4 adopted at a regular Board meeting of the Board held on the 12th day of February 2024, and that the same is now in full force and effect.


Leslie Eisenbarth, Clerk of the Board



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all requests for Idaho's Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name: Weiser Valley Highway District	Application Date: 6/17/24
Contact Person and E-mail Address: Kiel Malone weiservalleyhwydist@gmail.com	Telephone Number: (208) 549-1761
Agency Address: 	
Is this functional classification request/change completely within or partially within an Urbanized Area? <input type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO): 	
MPO Contact Person and E-mail Address: 	Telephone Number:
MPO Address: 	
Does requested Functional Class change extend into another jurisdiction? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction: 	

ROUTE DESCRIPTION	
Local Name of Route: Indianhead Rd. & Jonathan Rd	Route Number:
Route Description: East/west route that starts at the city of Weiser and goes west to Jonathan RD and the segment of Jonathan Road that connects Indianhead Road to Old Hwy. 70.	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles): 3
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

2022 - 5,912 U.S. Census Quick Facts

Brief explanation for proposed changes:

Weiser River Highway District requests to extend the Major Collector Classification for Indianhead Rd. and Jonathan Rd by 3 miles. The location is just outside the city limits of Weiser, ID.

Census Boundary Square Foot: N/A

Proposed Boundary Square Foot: N/A

Existing Urban Boundary Classification (choose only one):

- Rural Areas Small Urban Areas Urbanized Areas
 0 – 4,999 5,000 - 49,000 50,000+
- Metropolitan Statistical Areas
250,000+

Proposed Urban Boundary Classification (choose only one):

- Rural Areas Small Urban Areas Urbanized Areas
 0 – 4,999 5,000 - 49,000 50,000+
- Metropolitan Statistical Areas
250,000+

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

Indianhead Road is currently classified as a rural major collector from 9th Street to Jenkins Creek Rd. The section under review is from Jenkins Creek Rd. west to Jonathan Rd. The road has a posted speed limit of 55MPH and services both residential and agricultural use heading into the City of Weiser.

A brief description why the proposed change is requested and justification for the change:

The City of Weiser has grown 5% from 2020 to 2022 according to the U.S. Census Bureau. Extending the major collector classification of this route would be in response to the growth in Weiser. While this route is currently in a rural area, it functions more of a suburban area for the City of Weiser. Changing the classification in anticipation of growth to the area will allow the Weiser River Highway District to plan appropriately for continued growth in the area.

Using the FHWA provided definitions, the labels of local road or minor collector are not applicable to this segment of Indianhead Road. Indianhead Road provides access to the County Seat, and serves important intra-county connections for agricultural purposes.

Adjusting this segment to a Major Collector fills a gap in the current functional classifications in the road. This road does not primarily provide access to adjacent land (local road function) and because it is also collecting traffic from other minor collectors and local roads, it is justified to functionally classify this as a major collector.

Additional remarks to fully explain the change request:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input checked="" type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received: <div style="font-size: 1.2em; font-weight: bold;">11-18-2024</div>
District Contact Person and E-mail Address: <div style="font-size: 1.2em; font-weight: bold;">Vincent.Trimboli@itd.idaho.gov</div>	Telephone Number: <div style="font-size: 1.2em; font-weight: bold;">208-334-8817</div>
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: This request, approved by Weiser Valley Highway District Commissioners and presented before the public, is needed due to the growth in the area and makes good business sense from a local transportation perspective.	
<input type="checkbox"/> Deny Request because:	

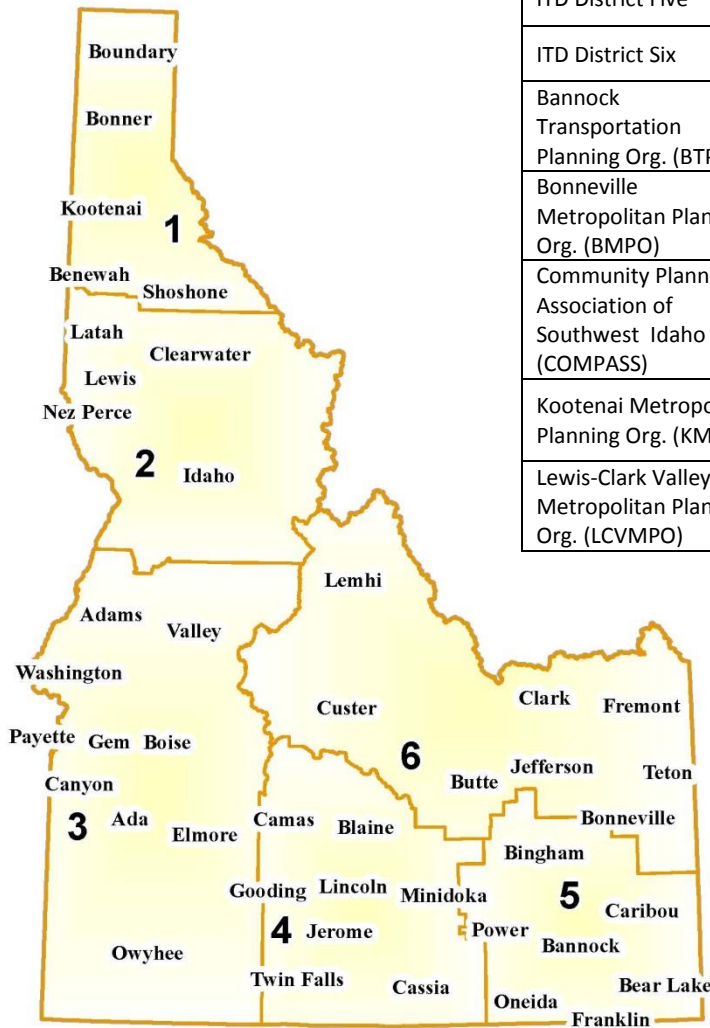
For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input checked="" type="checkbox"/> Approval Request because: The update to Indianhead Road and Jonathan Road from a local road to a major collector is warranted for future land use based on population and economic growth.
<input type="checkbox"/> Deny Request because:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
Local Highway Technical Assistance Council (LHTAC)	(208) 344-0565	(208) 344-0789
ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
ITD District One	(208) 772-1200	(208) 772-1203
ITD District Two	(208) 799-5090	(208) 799-4301
ITD District Three	(208) 334-8300	(208) 334-8917
ITD District Four	(208) 886-7800	(208) 886-7895
ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339



Weiser Valley Highway District Resolution 2024-2
Jonathan and Indianhead Road Classification

The following Resolution 2024-2 was introduced by the Clerk of the Board, Leslie Eisenbarth, read in full, considered and adopted:

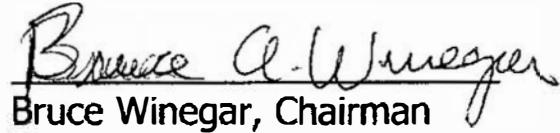
Resolution No. 2024-2 of the Weiser Valley Highway District, Weiser, Idaho, supporting the adoption “Jonathan Road“ and “Indianhead Road Classification” of the Weiser Valley Highway District.

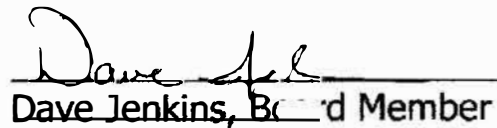
WHEREAS, the Commissioners of Weiser Valley Highway District will adopt the “Jonathan Rodad“ and “Indianhead Road Classification” of the district’s roadway system, rights-of-way and roadway assets.

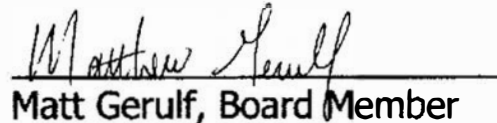
NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Weiser Valley Highway District, accept the “Jonathan Road” and “Indianhead Road Classification” dated February 2024 with the current hand-written changes into policy and in effect from this day forward.

The foregoing RESOLUTION WAS ADOPTED this 12th day of February, 2024, a vote of three to zero.

BOARD OF WEISER VALLEY HIGHWAY DISTRICT COMMISSIONERS

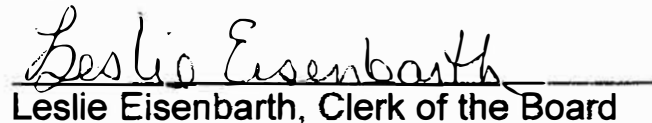

Bruce Winegar, Chairman


Dave Jenkins, Board Member


Matt Gerulf, Board Member

ATTEST:

I, Leslie Eisenbarth, Clerk, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 2024-2 adopted at a regular Board meeting of the Board held on the 12th day of February 2024, and that the same is now in full force and effect.


Leslie Eisenbarth, Clerk of the Board



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

2022 - 5,912 U.S. Census Quick Facts

Brief explanation for proposed changes:

Weiser River Highway District requests to extend the Major Collector Classification for Island Rd. by 1 mile. The location is just outside the city limits of Weiser, ID.

Census Boundary Square Foot: N/A

Proposed Boundary Square Foot: N/A

Existing Urban Boundary Classification (choose only one):

- Rural Areas 0 – 4,999
 Small Urban Areas 5,000 - 49,000
 Urbanized Areas 50,000+
 Metropolitan Statistical Areas 250,000+

Proposed Urban Boundary Classification (choose only one):

- Rural Areas 0 – 4,999
 Small Urban Areas 5,000 - 49,000
 Urbanized Areas 50,000+
 Metropolitan Statistical Areas 250,000+

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

Island Road is currently classified as a local road. This road will allow a collector loop with Haas Rd and County Rd 70. The road has a posted speed limit of 45 MPH and services both residential and agricultural use heading into the City of Weiser.

A brief description why the proposed change is requested and justification for the change:

The City of Weiser has grown 5% from 2020 to 2022 according to the U.S. Census Bureau. Extending the major collector classification of this route would be in response to the growth in Weiser. While this route is currently in a rural area, it functions more of a suburban area for the City of Weiser. Changing the classification in anticipation of growth to the area will allow the Weiser River Highway District to plan appropriately for continued growth in the area.

Additional remarks to fully explain the change request:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input checked="" type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received: <div style="font-size: 1.2em; font-weight: bold;">11-18-2024</div>
District Contact Person and E-mail Address: <div style="font-size: 1.2em; font-weight: bold;">Vincent.Trimboli@itd.idaho.gov</div>	Telephone Number: <div style="font-size: 1.2em; font-weight: bold;">208-334-8817</div>
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: This request, approved by Weiser Valley Highway District Commissioners and presented before the public, is needed due to the growth in the area and makes good business sense from a local transportation perspective.	
<input type="checkbox"/> Deny Request because:	

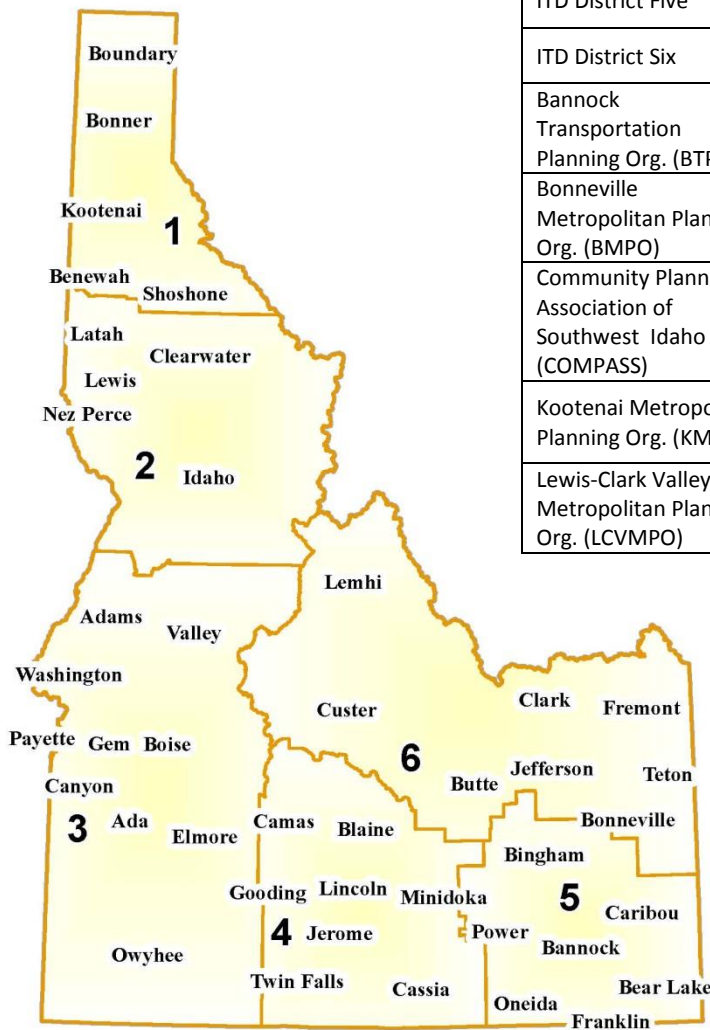
For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input checked="" type="checkbox"/> Approval Request because: The update to Island Road from a local road to a major collector is warranted for future land use based on population and economic growth.
<input type="checkbox"/> Deny Request because:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
Local Highway Technical Assistance Council (LHTAC)	(208) 344-0565	(208) 344-0789
ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
ITD District One	(208) 772-1200	(208) 772-1203
ITD District Two	(208) 799-5090	(208) 799-4301
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ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339



Weiser Valley Highway District Resolution 2024-5
Island Road Classification

The following Resolution 2024-5 was introduced by the Clerk of the Board, Leslie Eisenbarth, read in full, considered and adopted:

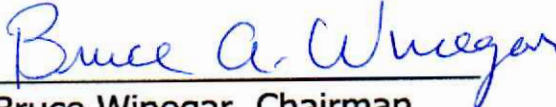
Resolution No. 2024-5 of the Weiser Valley Highway District, Weiser, Idaho, supporting the adoption "Island Road Classification" of the Weiser Valley Highway District.


WHEREAS, the Commissioners of Weiser Valley Highway District will adopt the "Island Road Classification" of the district's roadway system, rights-of-way and roadway assets.


NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Weiser Valley Highway District, accept the "Island Road Classification" dated February 2024 with the current hand-written changes into policy and in effect from this day forward.

The foregoing RESOLUTION WAS ADOPTED this 12th day of February, 2024, a vote of three to zero.

BOARD OF WEISER VALLEY HIGHWAY DISTRICT COMMISSIONERS

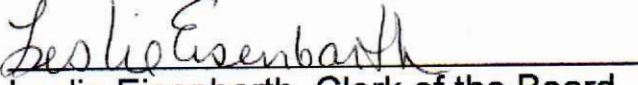

Bruce Winegar, Chairman


Dave Jenkins, Board Member


Matt Gerulf, Board Member

ATTEST:

I, Leslie Eisenbarth, Clerk, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 2024-4 adopted at a regular Board meeting of the Board held on the 12th day of February 2024, and that the same is now in full force and effect.


Leslie Eisenbarth, Clerk of the Board



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all requests for Idaho's Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name: Weiser Valley Highway District	Application Date: 3/5/2024
Contact Person and E-mail Address: Kiel Malone weiservalleyhwydist@gmail.com	Telephone Number: (208) 549-1761
Agency Address: 998 Olds Ferry Rd. Weiser, ID 83672	
Is this functional classification request/change completely within or partially within an Urbanized Area? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
Does requested Functional Class change extend into another jurisdiction? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:	

ROUTE DESCRIPTION	
Local Name of Route: Pioneer Rd	Route Number:
Route Description: An east/west route that will connect major connector County Rd 70 to the City of Weiser and major connector Jenkins Cr. Rd.	
Termini of Route (Milepost (MP) – if available) From MP: To MP:	Length (miles): 0.5
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

2022 - 5,912 U.S. Census Quick Facts

Brief explanation for proposed changes:

Weiser Valley Highway District requests to extend the Major Collector Classification for Pioneer Rd. by 0.5 miles. The location is just outside the city limits of Weiser, ID.

Census Boundary Square Foot: N/A

Proposed Boundary Square Foot: N/A

Existing Urban Boundary Classification (choose only one):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Rural Areas
0 – 4,999 | <input type="checkbox"/> Small Urban Areas
5,000 - 49,000 | <input type="checkbox"/> Urbanized Areas
50,000+ |
| <input type="checkbox"/> Metropolitan Statistical Areas
250,000+ | | |

Proposed Urban Boundary Classification (choose only one):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Rural Areas
0 – 4,999 | <input type="checkbox"/> Small Urban Areas
5,000 - 49,000 | <input type="checkbox"/> Urbanized Areas
50,000+ |
| <input type="checkbox"/> Metropolitan Statistical Areas
250,000+ | | |

REMARKS

Written Description of FC route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):*

Pioneer Road is currently classified as a major collector from Jenkins Creek Rd into town. The section under review is from Jenkins Creek Rd. west to County Rd 70. The road has a posted speed limit of 35MPH and services both residential and agricultural use heading into the City of Weiser.

A brief description why the proposed change is requested and justification for the change:

The City of Weiser has grown 5% from 2020 to 2022 according to the U.S. Census Bureau. Extending the major collector classification of this route would be in response to the growth in Weiser. While this route is currently in a rural area, it functions more of a suburban area for the City of Weiser. Changing the classification in anticipation of growth to the area will allow the Weiser River Highway District to plan appropriately for continued growth in the area.

Using the FHWA provided definitions, the labels of local road or minor collector are not applicable to this segment of Pioneer Road. Pioneer Road provides access to the County Seat through connections, circulation, and serves important intra-county connections for agricultural purposes.

Adjusting this segment to a Major Collector fills a gap in the current functional classifications in the road. This road does not primarily provide access to adjacent land (local road function) and because it is also collecting traffic from other minor collectors and local roads, it is justified to functionally classify this as a major collector.

Additional remarks to fully explain the change request:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

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- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

For ITD District Use Only:

ITD District <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input checked="" type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received: <div style="font-size: 1.2em; font-weight: bold;">11-18-2024</div>
District Contact Person and E-mail Address: <div style="font-size: 1.2em; font-weight: bold;">Vincent.Trimboli@itd.idaho.gov</div>	Telephone Number: <div style="font-size: 1.2em; font-weight: bold;">208-334-8817</div>
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: <input type="checkbox"/> Deny Request because:	

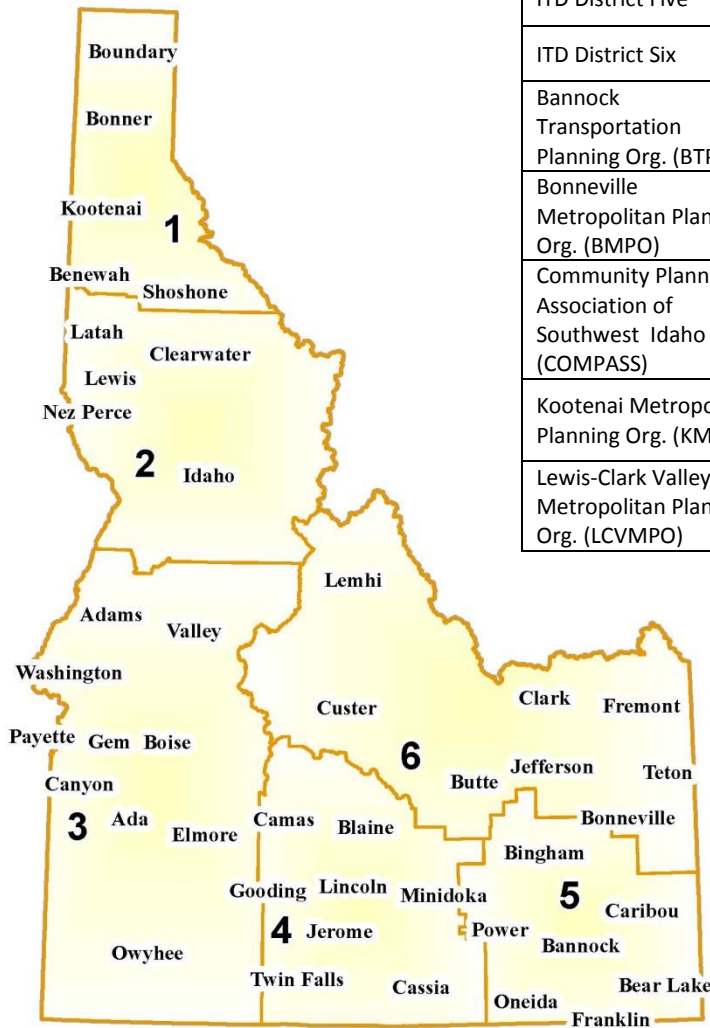
For ITD Planning Services Use Only:

ITD Recommendation to FHWA: <input checked="" type="checkbox"/> Approval Request because: The update to Pioneer Road from a local road to a major collector is warranted for future land use based on population and economic growth.
<input type="checkbox"/> Deny Request because:



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
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ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
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ITD District Two	(208) 799-5090	(208) 799-4301
ITD District Three	(208) 334-8300	(208) 334-8917
ITD District Four	(208) 886-7800	(208) 886-7895
ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339



Weiser Valley Highway District Resolution 2024-3
Pioneer Road Classification

The following Resolution 2024-3 was introduced by the Clerk of the Board, Leslie Eisenbarth, read in full, considered and adopted:


Resolution No. 2024-3 of the Weiser Valley Highway District, Weiser, Idaho, supporting the adoption "Pioneer Road Classification" of the Weiser Valley Highway District.

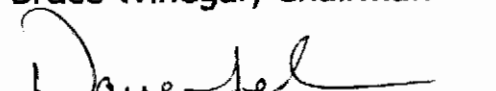
WHEREAS, the Commissioners of Weiser Valley Highway District will adopt the "Pioneer Road Classification" of the district's roadway system, rights-of-way and roadway assets.


NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Weiser Valley Highway District, accept the "Pioneer Road Classification" dated February 2024 with the current hand-written changes into policy and in effect from this day forward.

The foregoing RESOLUTION WAS ADOPTED this 12th day of February, 2024, a vote of three to zero.

BOARD OF WEISER VALLEY HIGHWAY DISTRICT COMMISSIONERS

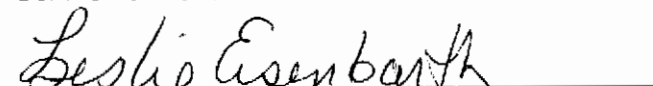

Bruce Winegar, Chairman


Dave Jenkins, Board Member


Matt Gerulf, Board Member

ATTEST:

I, Leslie Eisenbarth, Clerk, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 2024-3 adopted at a regular Board meeting of the Board held on the 12th day of February 2024, and that the same is now in full force and effect.


Leslie Eisenbarth, Clerk of the Board

WEISER VALLEY HIGHWAY DISTRICT

998 Olds Ferry Road

Weiser, ID 83672

Agenda for
February 12, 2024, meeting
7:00 p.m.

Call to Order by Bruce Winegar called to order at 7:00 p.m.

Present: Bruce Winegar, Matt Gerulf, Dave Jenkins, Kiel Melone, John Nebeker, Tim Smedly, Roland Mollnix, and Leslie Eisenbarth

New Business

Official Map- Kiel (Action) Kiel reviewed with the board the map signed in 2019, Bruce moved to updates with the new road signs 2nd by Matt Gerulf Motion carried. The district will sign the updated map on March 10th meeting.

Road Re-Classification- Indianhead, Jonathan, Pioneer, Island, and Haas- Kiel (Action) No one from the public showed to give any input. Bruce moved to approve the resolution to upgrade Indianhead, Haas, Pioneer, and Island Rd to collector roads. Matt 2nd, motion carried.

Old pneumatic roller- Dave Jenkins moved to that we change the pneumatic roller and the broom as surplus property and have Leslie put an ad in the newspaper putting them it out for bids. Matt Gerulf 2nd motion carried.

Spray quotes/plan (informative) Kiel reviewed with the board two bids one for Mountain Lawn \$12,225 Moonlight \$10,500 and \$150 hour for coming back to respray areas of concern. Board ask Kiel to reach out to LDY Ag and get a quote from them.

Flashing Beacon (informative) Kiel review with the board quotes for flashing beacons.

Wash on Olds Ferry Road (informative) Kiel will rent a dozer to fix the wash this summer.

Grind Jonathon Rd North of Olds Ferry- Kiel (Action) the board will look at the area and see if it needs to be to be grinded.

New Business

Roland Mullix requested that we raise the crown of the road on Jenkins creek.

Road Report-Kiel

The board would like to Crack seals all roads again and chips seal areas that have need.

Idaho power would like to put a new power pole at Eaton.

Price and This road need new culverts Bruce Winegar moved to fix the culverts on Price and This road Matt 2nd motion carried.

Kiel reported that all street signs that are faded have been replaced.

Leslie -Correspondence

ICRIP Liability data request-Informative

2024 Budget and Levy Workshop

Bank Account Balances as of 2-12-24.

Umpqua Checking Account: \$14,564.22

LGIP Account: \$797,643.16

Total: \$812,207.38

Approve minutes of the January meeting – (action item)

Any old business

Next meeting – March 11, 2024, at 7:00 pm



Questions

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IDAHO TRANSPORTATION DEPARTMENT
11331 W. Chinden Blvd. • Boise, ID 83707
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November 26, 2024

Subcommittee on State Highway System Adjustments,

Planning Services has reviewed the documentation provided by Weiser Valley Highway District (application, route map, resolution, and public comment input) for the reclassification of Indianhead Rd, Jonathan Rd, Pioneer Rd, Island Road, and Hass Road from local roads to a major collectors and recommends the subcommittee forwards this application to the Idaho Transportation Board for approval at its January 2025 meeting. After the subcommittee reviews the material, its options are, but not limited to:

- Recommend full Board approval or rejection of this application and agreement; or
- Request further information and direct staff to return to the subcommittee later.

Sincerely,

Signed

C. Scott Luekenga
Planning Services Manager

RESOLUTION

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, the Idaho Transportation Board has established a Subcommittee on System Adjustments to manage requests for adjustments to the State Highway system; and

WHEREAS, the Idaho Transportation Board Subcommittee on State Highway System Adjustments held a Functional Classification meeting on December 5, 2024; and

WHEREAS, the existing roads of Indianhead, Jonathan, Island, Pioneer, and Hass are currently classified as local roads in Weiser Valley Highway District; and

WHEREAS, Weiser Valley Highway District and ITD District 3 concurred that Indianhead Road, Jonathan Road, Island Road, Pioneer Road, and Hass Road be reclassified as major collectors; and

WHEREAS, Weiser Valley Highway District held a public meeting on February 12, 2024 and passed and recorded approved resolutions on February 12, 2024 to adopt the reclassification of Indianhead Road, Jonathan Road, Island Road, Pioneer Road, and Hass road.

NOW THEREFORE BE IT RESOLVED, that the Board's Subcommittee on State Highway System Adjustments recommends approval of the reclassification of Indianhead Road, Jonathan Road, Island Road, Pioneer Road, and Hass Road to the Idaho Transportation Board for its consideration.