

Idaho Transportation Board Subcommittee on
State Highway System Adjustments

January 21, 2020

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Jim Kempton called the meeting to order at 2:00 PM on Tuesday, January 21, 2020 at the Idaho Transportation Department (ITD) in Boise, Idaho. ITB Members Bob Hoff and Jan Vassar were present.

Key principals from ITD in attendance were Chief Engineer (CE) Blake Rindlisbacher, Planning Services Manager (PSM) Ken Kanownik, Planner Robert Beachler, Deputy Attorney General (DAG) Larry Allen, District 6 Engineer (DE) Jason Minzghor, District 6 Planner Mark Layton, and Executive Assistant to the Board Sue S. Higgins. DE 2 Doral Hoff and District 2 Planner Ken Helm participated via video conference.

ITB Member Jim Thompson was also present.

November 20, 2019 Meeting Minutes. Member Hoff made a motion to approve the November 20, 2019 Subcommittee meeting minutes as submitted. The motion passed unopposed.

Status of State Highway System Adjustments. PSM Kanownik summarized the pending relinquishments and realignments.

Realignment and Readjustment – US-95, Thorncreek Road to Moscow, District 2. DE Hoff said the Department has been working with the North Latah Highway District on the realignment of US-95 and a proposal to relinquish a portion of the existing highway to the local entity upon completion of the project.

PSM Kanownik presented a draft road closure and maintenance agreement. The North Latah Highway District has agreed to accept jurisdiction of the existing US-95 between milepost 335.161 and 339.766 upon completion of the realigned state highway. Funding to improve that section was approved earlier, as the initial project to widen US-95 from Lewiston to Moscow started about 20 years ago.

Member Vassar supported the proposal. Chairman Kempton said the respective Board member is to concur with the action before it is presented to the Subcommittee. PSM Kanownik added that staff intends to present the item to the full Board next month.

DAG Allen cautioned that the route cannot be relinquished until the new US-95 alignment is constructed. He recommended adding language stating that the agreement will not go into effect until the construction of US-95 is completed. At that time, the item should be presented to the full Board for action. Chairman Kempton recommended preparing a separate document.

CE Rindlisbacher recommended creating a separate project for the improvements to the stretch of US-95 to be relinquished to the highway district. Those improvements should not be included as part of the US-95, Thorncreek to Moscow project.

Member Vassar made a motion to move forward on the two actions and documents: to relinquish a portion of US-95 to North Latah Highway District upon completion of the construction project and to provide funding to the local public agency to improve the existing portion of US-95 that will be transferred to the highway district.

The motion passed unopposed.

Madison County Frontage Road Relinquishment, District 6. DE Minzghor submitted a draft road closure and maintenance agreement to relinquish the East Side Frontage Road/Farm Field Access to Madison County. Some funding would be required to defray the cost of operation and maintenance. (The frontage road was established to avoid land-locking property when the US-20, Thornton Interchange was constructed and the at-grade crossing on US-20 was eliminated. An easement was secured to provide access from those properties to local roads.) He added his intent to request an \$850,000 project during the Idaho Transportation Investment Program (ITIP) update for the county to improve the gravel road.

Member Vassar made a motion directing staff to proceed with the negotiations with Madison County to transfer the frontage road to the local entity and present the transaction to the full Board next month for its consideration.

Member Hoff moved to amend the motion to include the addition of a project in the ITIP.

CE Rindlisbacher said the draft agreement could be revised to state the District's intent to add a project to the ITIP and upon securing the funds, the transaction may proceed.

Chairman Kempton believes there are three parts to this transaction: take the request to the full Board for its consideration; the amendment to the motion noting the addition of the \$850,000 project in the ITIP; and the addition of language in the draft agreement stating upon approval of the project in the ITIP, proceed with the transfer.

DAG Allen said the normal process is for the Subcommittee to direct staff to negotiate with the local public agency, the local agency approves a resolution agreeing to the transaction, the local agency signs the agreement, the signed agreement is presented to the Subcommittee, and then the transaction is presented to the full Board. Local public agencies are to conduct public hearings on the proposed transaction and approve a resolution to that effect.

Member Vassar asked if that process needs to be followed for the US-95, Thorncreek to Moscow project. DAG Allen replied in the affirmative. The public hearing step may have been satisfied during the National Environmental Protection Act process; however, the state cannot abandon a highway without the impacted local public agency consenting to the relinquishment.

Chairman Kempton said that process should be outlined in the minutes. The motion before the Subcommittee is to take the request to the full Board for its consideration; note in the draft agreement the intent to add an \$850,000 project in the ITIP; and revise the draft agreement to state that the transfer will proceed upon approval of the project in the ITIP.

The motion passed unanimously.

SH-33, Sugar City Relinquishment, District 6. DE Minzghor presented a draft road closure and maintenance agreement relinquishing SH-33 from milepost 337.478 to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12 and 100.367 to 100.587 to Madison County. DE Minzghor anticipates a payment of approximately \$3,000,000 to defray operation and maintenance costs and to improve a segment of the highway by the railroad. He intends to request a project in the ITIP during the next update cycle.

Member Hoff made a motion for the Subcommittee on State Highway System Adjustments to recommend paying the sum of \$3,100,000 to Madison County to defray the cost of the operation and maintenance of SH-33 from milepost 337.478 to milepost 339.759, and the Sugar City Half Interchange Connector Road, milepost 100.00 to milepost 100.12, and milepost 100.367 to milepost 100.587; also for an improvement project known as the “City of Sugar City Railroad Avenue/3rd South Improvement” to the Idaho Transportation Board to seek approval to enter into the provided agreement pending Madison County approval.

The motion passed unopposed.

East Side Frontage Road/Farm Field Access, Revisited. Member Hoff made a motion for the Subcommittee on State Highway System Adjustments to recommend paying the sum of \$850,000 to Madison County to defray the cost of the operation and maintenance of the East Side Frontage Road/Farm Field Access consisting of two canal bridges, to the Idaho Transportation Board to seek approval to enter into the provided agreement pending Madison County approval.

Administrative Policy 5061 State Highway System Adjustments. PSM Kanownik proposed revisions to the administrative policy on state highway system adjustments. Some of the changes will address funding, including encouraging staff to identify the funding mechanism before presenting transactions to the Subcommittee. CE Rindlisbacher suggested including standard language in the road closure and maintenance agreements that the agreements are contingent on Board approval of funding, if applicable.

The meeting adjourned at 3:05 PM.

Sue S. Higgins

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