



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

**KMPO Board Meeting
February 14, 2013 1:30 pm**

Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

- 1. Call to Order – Clay Larkin, Chair**
- 2. Approval of January 10, 2013 KMPO Board Meeting Minutes**
- 3. Public Comments**
- 4. KCATT Recap & Recommendations**
 - a. No recommendations this month
- 5. Administrative Matters**
 - a. January 2013 KMPO Expenditures & Financial Report
 - b. MAP-21 Funding Distribution Updated Recommendation (Pending)
 - i. FHWA STP – Urban Funding
 - ii. FTA – Section 5307, Section 5339
- 6. Public Transportation**
 - a. Citylink Status Report – Alan Eirls
 - b. KMC Status Report – Toby Ruhs
 - c. Kootenai County Report – Christine Fueston
 - d. Rural Mobility Manager's Report – Clif Warren
- 7. Other Business**
 - a. Mobility Management in Idaho Analysis Update – Glenn Miles
 - b. Transportation and Economic Development (Tentative)
 - c. Transportation Modeling and Scenario Analysis (Bonnie Gow)
 - d. Overweight Truck Bills – Discussion
 - e. ITD – KMPO Memorandum of Understanding
- 8. Director's Report**
- 9. Board Member Comments**
- 10. Next Meeting – March 14, 2013**
- 11. Adjournment**

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
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MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
February 14, 2013
Post Falls City Council Chambers, City Hall, First Floor
Post Falls, Idaho

Board Members in Attendance:

Clay Larkin, Chair	City of Post Falls
Vic Holmes, Vice Chair	City of Rathdrum
James Mangan	Worley Highway District
Jim Kackman	Coeur d'Alene Tribe
Lynn Humphreys	Post Falls Highway District
Rod Twete	Lakes Highway District
Marvin Fenn, Alternate	Idaho Transportation Department Dist. 1

Board Members Absent:

Terry Sverdsten	East Side Highway District
Todd Tondee	Kootenai County
Tim Timmins	City of Hayden
Damon Allen	Idaho Transportation Department Dist. 1
Deanna Goodlander	City of Coeur d'Alene

Staff Present:

Glenn Miles	Executive Director
Bonnie Gow	Senior Transportation Planner
Kelly Lund	Administrative Secretary

Attendees:

Monty Montgomery	Lakes Highway District
Donna Montgomery	Citizen KMPO Public Trans Roundtable
John Pankratz	East Side Highway District
Clif Warren	CTAI
Sean Hoisington	City of Hayden
Connie Krueger	City of Hayden
Kelly Brownsberger	Post Falls Highway District
Alan Eirls	Citylink
Toby Ruhs	KMC
Christine Fueston	Kootenai County

1. Call to Order – Clay Larkin, Chair

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Mayor Clay Larkin at 1:30 p.m.

2. Approval of the Minutes

Mr. Jim Mangan made a motion to approve the January 10, 2013 KMPO Board meeting minutes. Vice Chair Vic Holmes seconded the motion, which passed unanimously.

3. Public Comments

There were no public comments.

4. KCATT Recap & Recommendations

There were no recommendations.

5. Administrative Matters

a. January 2013 KMPO Expenditures Report

Vice Chair Vic Holmes made a motion to approve the January 2013 Expenditures. Mr. Jim Mangan seconded the motion, which passed unanimously.

b. MAP-21 Funding Distribution Updated Recommendation

i. FHWA STP – Urban Funding

Mr. Glenn Miles reported the Urban Balancing Committee met on February 7, 2013 to discuss the formula apportionment recommendation for the STP Urban and Rural funds. The Committee voted 5 to 1 to recommend following the Federal apportionments based on the population. A motion was made to request that the ITD Board consider using STP statewide funds to supplement rural highway districts and small communities was also approved; the request has been forwarded to John Krause, ITD Office of Transportation Investments. A recommendation to follow the population apportionment for Federal Transit Administration funds in Idaho has been forwarded to Randy Kyrias, ITD Office of Transportation Performance. As funding relates to MPO areas throughout the state, the recommendation is to follow Congressional apportionments as published each year in the Federal Register. The matter is expected to be before the ITD Board during their March and April Board meetings.

ii. FTA – Section 5307, Section 5339

Under MAP-21, the Federal Transit Administration has provided a new program of funding, 5339 Bus and Bus Facilities Formula Program. This area is expected to receive \$140,000 - \$150,000 a year for bus and bus facility replacements. The allocations would first go to the areas as designated under the law; however, if the funds cannot be used in those designated areas, the Urban Balancing Committee would have the option to allocate funding to a project within the Six-Year Transportation Improvement Program.

6. Public Transportation

a. Citylink Status Report – Alan Eirls

Mr. Alan Eirls reported January ridership was up considerably; the Link route carried over 14,000 riders. With the exception of the rural area, every route reflected an increase over January 2012. Two accidents were reported during the month of January. Mr. Eirls noted they were completing four grant requests, two capital grants and two operation grants. Federal Transit Administration has agreed to the transfer of the Tribe's transit facility ARRA funds to Kootenai County for construction of the transit center at Riverstone.

Mr. Kackman expanded upon Mr. Eirls' update indicating they were going to allow the funds for the rural passenger transfer station to be used in the urbanized area; however, the Tribe will need to provide a couple of things prior to FTA's approval; a sub-recipient agreement with the County will be needed, as the Tribe will still be the grantee of the funds. Mr. Kackman expects to present the matter to the Tribal Council on March 7 for official approval of the project changes.

Mr. Miles will provide a letter of support on behalf of KMPO.

b. KMC Status Report – Toby Ruhs

Mr. Toby Ruhs provided a copy of the KMC report. With the exception of minor maintenance issues, vehicles are running well. There were no accidents or injuries to report.

c. Kootenai County Report – Christine Fueston

Ms. Christine Fueston provided the Board with the 2012 Annual Summary. The Summary has also been given to all the cities that provided funding for transit; FY13 funding requests have been sent out. Ms. Fueston explained that the Federal Government uses this report to determine apportionments by looking at operating statistics, population density, and the amount of service provided.

Citylink monthly costs have come down since the May 2012 service change. From June to December of 2012, the average cost per month was approximately \$65,400 compared to the prior year which was just over \$84,000. Although the service lost some ridership due to the service change, it was successful in reducing the overmatch which had been provided by the Tribe. Ms. Fueston noted that she was able to obtain a special fuel reimbursement rate through FTA.

The State Tax Commission contacted the urban systems collectively and advised that they were looking at rewriting the "negotiated terms for tax collection." Although the urban systems may not receive a refund as a result of the change(s), Ms. Fueston said

they are actively engaged with the Tax Commission and therefore, do have a voice in the discussions. She will keep the Board updated.

Ms. Fueston provided the report on First Transit. The First Transit contractor moved to a new facility in January. The cost per passenger reduction was associated with routine maintenance.

In 2011, they received a grant under the Veteran's Transportation and Community Living Initiative. As of yesterday afternoon, the County will be the grant recipient. This will allow them to move forward with the RouteMatch scheduling and in-vehicle communication; the project will cost approximately \$275,000. Ms. Fueston noted they have had some no-show and late cancel riders, who are repeat and even habitual offenders. Although one client has been suspended for 3 months, Ms. Fueston is providing temporary service and working with the client and the health care professional to address the challenges.

Kootenai County completed their data entry to the National Transit Database that is an annual report of the transit systems' performance. The number of operations on the system as well as their quarterly reports has been filed.

Ms. Fueston indicated Kootenai County currently has 8 transit related grants in various stages; the County continuously searches for additional funding options.

Ms. Fueston provided the Board with a Transit Center Summary. She noted there were a few agreements that need to be worked out with FTA for use of the ARRA funds for the Riverstone transit center. The preferred option for using the ARRA funds would include property acquisition, appraisals, design, and engineering. Although ITD is unable to do the appraisals, she is working with them to get private appraisals that will meet ITD guidelines. Phase 1 improvements will be done using the ARRA money and the STP transfer money. Ms. Fueston reviewed alternative transit center designs, the proposed phases of the project, and possible future funding options for completing the project.

Ms. Fueston said they had been approached by the Downtown Association regarding a downtown shuttle this year due to the construction at McEwen Park. She and Mr. Eirls have met with the Downtown Association and are putting together an estimate and proposed routes.

Mr. Miles noted the 3 veterans' grants Ms. Fueston referred to were One Call, One Click, and the transit demand response scheduling software which had been originally submitted to Federal Transit Administration as part of the Statewide Transportation Improvement Program. The projects were included in the 2012 TIP as they were expected to be managed locally. However, the matter was subsequently expected to be managed at the state level. As of yesterday, the projects will again be managed at a local level. Since the projects had been through the process in 2012, they will be carried forward and included in the 2013 TIP as an administrative amendment.

d. Rural Mobility Manager's Report – Clif Warren

Mr. Clif Warren noted a copy of his report was provided in the Board packet. Final applications for rural service funding are due February 22; the Balancing Meeting is scheduled in April. In the future, Mr. Warren will report on projects from other counties that may impact service providers in Kootenai County.

7. Other Business

a. Mobility Management in Idaho Analysis Update – Glenn Miles

The 5 Idaho metropolitan planning organizations and urban public transportation service providers have put forth a request to have the statewide mobility management process reviewed prior to continuing with a multi-year contract. Mr. Miles said the mobility management program has been in existence for a number of years and noted the amount of funding available in the future is expected to drop almost in half. The group met via conference call last week in an attempt to refine the scope of the analysis. At the April Public Transportation Advisory Committee (PTAC) meeting, the MPOs and the urban providers will ask PTAC to endorse the request for an analysis. The purpose of the analysis is to have a performance review of the program, process and procedures and to ensure it is cost effective resulting in an acceptable return on investment.

b. Transportation and Economic Development (Tentative)

Mr. Miles noted one of the six State initiatives was transportation and economic development. Transportation and economic development zones would primarily help fund transportation investments in corridors to support economic development.

KMPO invited a gentleman from Port Alberta to discuss activities occurring in their area. He will be visiting next week and meeting with a number of entities and individuals to discuss opportunities for economic development through transportation investments. The types of opportunities through transportation investments along US 95, as well as other aspects including rail, will be addressed.

The current administration released the proposal to establish the National Freight Network. Each state will work collaboratively with local areas to define the Network which is expected to be used in the allocation of funds for improvements to meet both short and long terms needs related to freight and goods movement around the nation. Mr. Miles expected US 95 to be on that national list as it provides access to Canada via Eastport/Kings Gate. It is not known if rail will be included in the network.

The Federal Register is expected to announce the creation of the National Freight Advisory Committee which will provide recommendations for improving the national freight transportation system. The Committee will have at least 25 members; nominations for members with various perspectives will be considered. Mr. Miles noted there were only 4 members from the Pacific Northwest on all of the authorizing and

appropriation committees and said if Idaho wanted a hand in helping to define the National Freight Network, including what happens with I-90, US 2, and US 95, he suggested being involved in the process.

c. Transportation Modeling and Scenario Analysis (Bonnie Gow)

Ms. Bonnie Gow sent the project list out to KCATT for updates on January 22; a few changes were received. A model review is being done on future forecast models 2014, 2020, and 2035. Comments from the jurisdictions are due back by February 18. At the February 26 KCATT meeting, Ms. Gow will ask KCATT to accept the future forecast models and request their recommendation of acceptance be made to the KMPO Board. If the models are accepted by KCATT, the matter will be before the Board in March. A modeling scenario workshop is scheduled for February 28. Ms. Gow noted the model set revealed a noticeable difference with the Huetter Corridor; the route is a bypass system which shows high traffic volumes utilizing the corridor.

Last week, Mr. Miles saw ITD's presentation on the statewide transportation travel demand model; they intend to use the 5 metropolitan area travel demand models as part of the original statewide travel demand model.

d. Overweight Truck Bills – Discussion

Chair Larkin commented on a couple of Senate Bills being considering by legislature regarding truck size and load limit increases. KMPO had not been in opposition to the first Bill as it relates to overweight trucks permitted in Southern Idaho; however, the second would allow oversize trucks/loads up to 129,000 gross vehicle weight (GVW) on State highways and would have an impact on local jurisdictions. Chair Larkin noted that in previous discussions, the cities and 4 highway districts were strongly opposed to this.

Mr. Lynn Humphreys spoke on behalf of the highway districts. The Idaho Association of Highway Districts had taken a position similar to that stated by Chair Larkin. They are not going to oppose current routes in the pilot program becoming permanent in Southern Idaho. However, the highway districts within Kootenai County have taken the position that heavier trucks would be detrimental not only to the road surfaces, but also to rural bridges. Allowing the additional weight is a concern as current weight limits have resulted in damage to the roadways. The highway districts oppose the Bill that would allow heavier trucks in Northern Idaho.

Chair Larkin, Mayor of the City of Post Falls, and Mr. Vic Holmes, Mayor of the City of Rathdrum, both confirmed that they had signed letters in opposition to the Senate Bill relating to oversize truck and load limits up to 129,000 lbs.

Mr. Jim Kackman, Coeur d'Alene Tribe, stated he opposed the Bill as well.

Mr. Marvin Fenn, ITD, had no comment.

e. ITD – KMPO Memorandum of Understanding

ITD's Memorandum of Understanding regarding the agreement between ITD and KMPO was received by Mr. Miles this week. He would like to an opportunity to review the 21 page document. The matter will be brought back before the Board in March.

8. Director's Report

In addition to the Report provided in the Board packet, Mr. Miles said he attended a meeting with the City of Hayden, the Coeur d'Alene Airport, the Federal Aviation Administration (FAA) and a few other individuals to discuss the 2012 update of the Coeur d'Alene Airport Master Plan and Airport Layout Plan. Mr. Miles noted one of the items in the update was the decoupling of two runways which will require them to extend the runway protection zone (RPZ) to the east. Although the updated metropolitan transportation plan done in 2007 and the City of Hayden's updated local transportation plan intentionally avoided the RPZ, the extension of the zones on either end of the runway would place current alignments for both the Huetter Bypass Corridor and the Ramsey Road Extension project within the future RPZ portrayed on the Airport Layout Plan. According to the FAA, if these roadway projects moves forward as currently planned, the airport will not be in a position to receive funding for future expansion by the FAA.

KMPO has been asked to sponsor a collaborative process for the Coeur d'Alene Airport, adjacent local jurisdictions and the impacted highway districts. The discussion would include possible options and what could be done to mitigate the adverse effects on the airport as well as the planned road improvements. This would be done under KMPO's work program, Regional Transportation Studies.

Ms. Connie Krueger, City of Hayden, explained how the extension of the RPZ on either side of the airport would affect both the Ramsey Road Extension project and the Huetter Bypass Corridor. The City would like KMPO to facilitate regional dialogue and would like to see some good solutions as a result of those discussions. Ms. Krueger said the outcome would affect the region, regional mobility, regional economic development and a number of other issues.

Mr. Miles noted KMPO Board member, Commissioner Todd Tondee attended the meeting and was supportive of KMPO facilitating the process. Mr. Miles will advise the Board, ITD, and jurisdictions that have an ACI around the perimeter of the airport about future meetings. It was noted that the 2035 future forecast model revealed the importance of the Huetter Bypass.

9. Board Member Comments

Mr. Lynn Humphreys reported the Prairie Avenue widening project was going well. Nearly all the right-of-way has been secured; the project is progressing in a timely manner.

Mr. Rod Twete suggested the Board send a letter to the legislature addressing the Senate Bill which would permit overweight/oversize trucks.

Mr. Humphreys noted the short timeframe and said he understood action on the heavy truck Bill could be taken by the end of the month. The letter should emphasize that they are not seeking to expand the routes in any way; especially not in to Northern Idaho.

Mr. Miles will send a letter out next Tuesday and send a copy to each Board member.

Mr. Marvin Fenn reported that the districts statewide have been asked to advance the program almost one full fiscal year. He explained that there was not additional revenue, but said it was to spend down the out of base portion. The changes will be reflected in the next STIP update. Mr. Fenn said the Highway 41/53 Bridge replacement pre-construction meeting for the contractor is scheduled for March 4; the contractor is expected to be on-site the following week. A public involvement campaign is expected.

Chair Larkin thanked Ms. Linda Wilhelm for filling in for him during his absence. Beck Road Interchange is being well used; the City is looking forward to the completion of the project. Chair Larkin expressed concern about ITD's use of flashing yellow caution lights at intersections and asked Mr. Fenn to pass his concern on to Mr. Allen and the ITD Board.

10. Next Meeting – March 14, 2013

11. Adjournment

There being nothing further before the Kootenai Metropolitan Planning Organization Board, Mr. Jim Mangan moved to adjourn the February 14, 2013 meeting. The motion was seconded by Mr. Rod Twete, which passed unanimously. The regular meeting was adjourned at 2:45 p.m.

Recording Secretary