

**KCATT MEETING
MINUTES
January 27, 2004
ITD District 1 Conference Room
Coeur d'Alene, Idaho**

Call to Order:

Chair Joe Wuest called the KCATT meeting to order at 8:05a.m.

Welcome and Introductions:

Wuest asked those present to introduce themselves. Wuest also thanked the former Chair of KCATT Gordon Dobler for his years of service.

Approval of the December Minutes:

Tom Nigh made a motion to accept the December 23, 2003 minutes. The motion was seconded by Dick Edinger, which passed unanimously.

Update With Utilities:

Capital Improvement Project List -

Joe Wuest said the Kootenai County Utilities Council has concern regarding the coordination of projects and the meeting of project schedules. In order for the utilities to provide timely service a coordinated effort to develop a capital improvement list has begun. The construction projects will be mapped and available to all members for their organization to review and plan accordingly. Wuest requested all agencies to submit a capital improvement program list and/or overlay schedule for the next five (5) years. He asked the members to provide this information within the next month. The projects will be listed and identified on the map. Glenn Miles distributed a brochure titled "The Spokane Regional Construction Schedule" as an example of coordinating project information. The brochure provides information about each agencies projects and a map showing the locations. Bill Melvin expressed reservations about early disclosure of project schedules. Wuest assured Melvin the issues would be presented at the Utilities Council for discussion and Wuest expected the issues could be resolved.

Project Updates:

ITD: The signal is operating at Government Way and Neider. Other work will progress as the weather allows.

City of Hayden: Plowing snow and patching holes.

Worley Highway District: Plowing snow.

East Side Highway District: Plowing snow. Projects are on hold because of weather.

Post Falls Highway District: Plowing snow.

City of Coeur d' Alene: The city has applied for an EDA grant to improve 4th Street from Anton to Timber Lane.

Kootenai County: The County is working with Mike Gridley, attorney for the City of Coeur d' Alene to acquire the Union Pacific Railroad right-of-way currently awaiting abandonment proceedings. Also the subdivision ordinance hearing is scheduled for March or April.

ITD Board Update:

John McHugh reported the Idaho State Patrol would be using two (2) cars without rooftop lighting to act in the same capacity as unmarked cars. Unmarked cars are not allowed in the state of Idaho. The two cars will specially target aggressive drivers. McHugh also mentioned an issue regarding the general public purchasing of transponders that can control traffic signals. He explained transponders operate on a code. It will be necessary for agencies to keep their code confidential in order to prevent private individuals from jeopardizing public safety.

Old Business:

Coeur d' Alene Airport Access

Glenn Miles said the KMPO board has requested KCATT to review access to the Coeur d' Alene Airport. The request was initiated because of the substantial changes occurring at the airport. Along with questions about access, it would be necessary to evaluate the impact of the changes at the airport in regards to studying the Huetter Road corridor and development of Kootenai's travel demand model. Miles continued by stating he had reviewed a copy of the airport 2001 Master Plan. He explained the Master Plan for the airport is considered it's comprehensive plan for both air site improvements and land side improvements. The plan is submitted to the Federal Aviation Administration and is the basis for obtaining funding.

From what the KMPO and KCATT has learned in past reports the main access to the airport that is shown for the future is from the north on Lancaster Road. Miles stated the 2001 Airport Layout Plan (ALP) shows the main access as Huetter Road from the west and future terminal on the south end of the ALP. Miles questioned whether the ALP was being modification in order to take into account the access from Lancaster Road and the terminal on the north end rather than the south as shown in the 2001 ALP.

Miles asked Greg Delevan, airport manager, if he would give the members an update on airport plans. Delevan reviewed the events leading up to the expansion now planned at the Coeur d' Alene Airport. Delevan explained that Empire Airlines is moving some operations from the Spokane Airport and desires to relocate to the Coeur d' Alene Airport. Empire Airlines is working on a short timeline. Delevan exhibited a site plan of the airport illustrating the design for expansion. In order to accommodate the size and type of operation Empire Airlines proposes it was necessary to design the expansion to the north. The improvements outlined in the 2001 ALP were anticipated to occur in five to ten years; however, because of the time constraint on Empire Airlines the expansion has been stepped up. Empire Airlines is a carrier for Federal Express and the site will be used for both maintenance operations as well as corporate offices. Delevan also explained that Empire Airlines has a contract with Federal Express to convert approximately 80 –100 turbo prop aircraft from passenger configuration to cargo configuration. He stated the construction for the maintenance facility would begin in the spring and then work on office space will follow. To date \$800,000 has been funded for the improvements.

Delevan explained Panhandle Area Council will lease the land site from Kootenai County and Panhandle Area Council will own the building. Empire Airlines will have five (5) year lease(s) with Panhandle Area Council. Delevan stated the main access on

the north was at the Lancaster and Atlas intersection. Wuest stated that Lakes Highway District has future plans to construct Ramsey Road through to Lancaster. Wuest asked what the long term plans for the airport will be, in regards to such things as land use changes to the adjoining properties, noise levels and what the effects would be to the surrounding residential areas. Delevan indicated the long-range plan for Coeur d' Alene airport is to remain a low impact general aviation facility. John McHugh told the members to be aware of the need for a frontage road on the west side of US 95. McHugh added that Government Way served this purpose to the east of US 95. Scott Stokes reminded the members that Ramsey Road has been put on the functional classification map and is anticipated to serve as parallel travel-way to US 95.

Other Business:

a. 2004 Meeting Schedule

Joe Wuest referred the members to the meeting schedule for 2004. KCATT meeting are scheduled for the 4th Tuesday of the month at 8:00am at the Idaho Transportation Department, District One office.

b. Meeting with LHTAC 1/14 – Report

Joe Wuest said there was a good turnout for the meeting with the staff of the Local Highway Technical Assistance Council to discuss the equity factor. LHTAC explained that Kootenai seems to be the only county expressing dissatisfaction with the equity factor method of rating projects. Wuest said there would be continued dialogue regarding the equity factor issue. Glenn Miles suggested the solution might be to distribute the obligation over a period of years when doing a large project. This would allow a large project to be implemented over a period of several years as well as distributing the funding over several years. Dick Edinger stated the LHTAC executive board would be meeting and the equity factor would be a topic for discussion. John McHugh said there is a possibility to have a joint meeting of the ITD executive board with the LHTAC executive board on March 18. He thought Joe Haynes from LHTAC was trying to make the arrangements.

Member Discussion:

Joe Wuest inquired if the signalization study that ITD is having done will address pedestrian crossing along US 95. Sean Hoisington explained the study, known as the Kittleson study, is looking at signal timing, equipment upgrades and geometric changes that could alleviate congestion on the US 95 corridor. Hoisington explained that signal timing has a significant impact on pedestrian actuation.

There are many areas along US 95 where there is pedestrian traffic and the study will be looking at different types of crossing options. Hoisington asked members to call if they would like to give input regarding pedestrian crossings. Scott Stokes commented the results of the signal efficiency study would not be known until June or July. Wuest asked Stokes about the results of the US 95 Corridor Study. Stokes said the results demonstrated what the traffic demand is on US 95, what the alternative options may look like and the interest in exploring the Huetter Road corridor in regards to right-of-way preservation. The need still exists to determine how to best manage the existing corridor, thus the Kittleson study. Stokes stated the results of the study will be presented to the KCATT and then a plan developed to manage the existing US 95 corridor. Glenn Miles explained the contributing force behind the Kittleson study was a motion by the KMPO policy board to

develop a corridor management plan for US 95 with the same goal as the one recently completed for the SH 41 corridor. Wuest asked Stokes if KCATT needs to take any action in the process. Stokes thought it might be a good idea to discuss in a workshop setting the process for a management plan.

Matt Newcomb from Welch-Comer & Associates presented two (2) projects for the City of Rathdrum. The City of Rathdrum will be submitting applications to both the STP Rural Program and the Enhancement Program. The first project presented is located at intersection of SH 41 and McCartney Street. The City of Rathdrum is proposing to change the geometry of the intersection in an effort to improve safety. The second project being proposed is improvement to pedestrian walkways at several locations within the city. Newcomb requested a letter of support from the KMPO in support of Rathdrum's applications.

Glenn Miles reported the Idaho Public Transportation Task Force will be giving a report on February 11 to a joint meeting of the Idaho House and Senate on their finding regarding the status of public transportation in Idaho. Also Miles reported on the status of TEA-21. He believes it will need to be finished by the Easter recess. A larger \$ amount has been indicated but fails to identify how it will be funded. Miles also mentioned the Bridging the Valley open house on January 28. The type, size and location studies have been completed and the results will be displayed. The open house will be held at ITD District One from 4:30 pm to 7:30 pm

Next meeting – February 24, 2004

The meeting was adjourned at 9:50a.m.

TANNA DOLE
Recording Secretary