

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Policy Board Meeting
November 5, 2009
Post Falls City Council Chambers, City Hall, First Floor
Post Falls, Idaho

Board Members in Attendance:

Jimmie Dorsey, Chair	East Side Highway District
Clay Larkin, Vice Chair	City of Post Falls
Lynn Humphreys	Post Falls Highway District
Vic Holmes	City of Rathdrum
Al Hassell	City of Coeur d'Alene
James Mangan	Worley Highway District
Marv Lekstrum	Lakes Highway District
Damon Allen	Idaho Transportation Department

Board Members Absent:

Norma Peone	Coeur d'Alene Tribe
Todd Tondee	Kootenai County
Anson Gable	City of Hayden

Staff Present:

Glenn Miles, Executive Director
Ryan Stewart, Senior Transportation Planner
Bonnie Gow, Transportation Planner II
Staci Lehman, Public Education/Information Coordinator
Donna Lively, Administrative Secretary

1. Call to Order.

The meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chair, Jimmie Dorsey at 1:31 pm.

2. Approval of October Meeting Minutes.

Mr. Lynn Humphreys made a motion to approve the October 1, 2009 meeting minutes. Mr. Marv Lekstrum seconded the motion, which was unanimously approved.

3. Public Comments – There were no comments given.

4. KCATT Recommendations.

a. Transportation Improvement Program Amendments.

KCATT Chair, Mr. Kevin Howard, reported that KCATT had two recommendations based on their regular October 27, 2009 meeting.

The first recommendation is for KMPO Board approval of the Transportation Improvement Program Amendments.

Mr. Lynn Humphreys made a motion to approve the Transportation Improvement Program Amendments as presented. Mr. Clay Larkin seconded the motion, which was unanimously carried.

b. Local Highway Investment Program (LHRIP) Funding Applications

Mr. Howard reported that KCATT formed a subcommittee to review and prioritize Local Highway Investment Program Applications to the Local Highway Technical Assistance Council (LHTAC) for capital construction projects. LHTAC is now requiring that these project applications be prioritized by the KMPO.

The subcommittee unanimously recommended the following prioritized list of projects for submission to the KMPO Board and LHTAC:

1. Eastside Highway District's Burma Road project
2. Post Falls Highway Districts Prairie Road project
3. Lakes Highway District's Diagonal Road project
4. Worley Highway District's Watson Road project

Mr. Glenn Miles stated that the \$100,000 funding amount is for transportation projects, planning, or matching federal funds. The KCATT subcommittee, comprised of representatives from City of Hayden, City of Post Falls, City of Coeur d'Alene, and the Idaho Transportation Department who did not submit applications, met on Monday to review the projects based on regional significance, system continuity, complete project, match, time frame for construction, and ability to leverage outside funding (federal funding). He added that there were two projects that were submitted as transportation plans, one from the City of Harrison and the other from the City of Rathdrum. Mr. Miles noted that letters of recommendation were sent to LHTAC that the plans be moved forward and be considered for funding.

Mr. Jimmie Dorsey asked whether all of the listed projects will receive KMPO endorsement. Mr. Miles stated that they will; the prioritization was done only at LHTAC's request. Mr. Vic Holmes asked whether the City of Rathdrum's Lancaster paving project was considered separately, to which Mr. Miles responded that a project application was not submitted for prioritization consideration. Mr. Holmes stated that he understood there was a December 1st deadline for submittal. Mr. Miles noted that the

Rathdrum KCATT representative was aware of last Thursday's deadline to submit applications for subcommittee review. Mr. Holmes stated that he thought the requests had to be approved by resolution of the council. Mr. Miles stated that ultimately it does; however, in order to get the required KMPO approval of a prioritized list, the subcommittee needed to meet as soon as possible. He suggested adding the City of Rathdrum's capital improvement project to the list as #5 since it was not submitted on time. The Board agreed with the suggestion.

Mr. Lynn Humphreys made a motion to approve the prioritized list of Local Rural Highway Investment Program Funding Applications as presented, including the option of adding the City of Rathdrum's capital improvement project as noted. Mr. Vic Holmes seconded the motion, which was unanimously carried.

5. Administrative Matters – Glenn Miles

a. KMPO General September 2009 Expenses & Financial Report

Mr. Miles reported that the largest payments were to Macomber Law, PLLC, and to The Land Group, Inc., in completing their contract of the Transit Center Location Study. He noted that the recap of year-to-date expenses as requested by the Board was located on the back of the vouchers.

Mr. James Mangan made a motion to approve the KMPO Vouchers payment for September 2009 in the amount of \$31,003.80. The motion was seconded by Mr. Clay Larkin and unanimously approved.

b. KMPO Service Contract SRTC Proposed Amendments

Mr. Jimmie Dorsey noted both the SRTC and KMPO attorneys have reviewed, edited and approved the KMPO service contract with SRTC, which was also sent to Board members.

Mr. Clay Larkin made a motion to accept the KMPO Service Contract with SRTC as approved by the attorneys. Mr. Lynn Humphreys seconded the motion, which was unanimously carried.

c. Bus Bench Financial Request

Mr. Craig Wilcox, representing the Benches for Bus Stops Subcommittee of the Public Transportation Roundtable, requested \$475 for the installation of a bus bench concrete pad at Huetter Road and E. Seltice Avenue. Although the estimate is for \$450, the request includes tax and replacement bolts. He noted that of the three estimates obtained, two were included in the Board packet and that he can provide the other estimate if needed.

Mr. Wilcox reported that he may request additional funds for benches next month; however, the project is nearing completion. They are wrapping up bench installations in Post Falls over the next few weeks.

Mr. Wilcox was asked to explain why it was noted that the concrete pad is not ADA compliant. Mr. Wilcox explained that the City of Huetter has a plan to fulfill ADA obligations with a more comprehensive plan next spring or summer.

Mr. Miles noted that Mr. Wilcox has done a great job of learning the public funding ropes during the process and will benefit from the experience.

Mr. James Mangan made a motion to authorize the release of \$475 to Mr. Craig Wilcox to fund a concrete bus bench pad at Huetter Road and E. Seltice Avenue. Mr. Al Hassell seconded the motion, which was unanimously carried.

d. Riverstone Transit Center Update

Mr. Ryan Stewart reported that The Kootenai County Commissioners, Panhandle Area Council (PAC), The Land Group, Inc., representatives from SRM Development and KMPO staff met with members of the Transit Center Subcommittee on Thursday, October 29, 2009 to discuss the status of a specific site for the transit center within the Riverstone Development. A conceptual illustration of the site layout was included in the Board packet.

The County Commissioners are asking that the KMPO Board approve the conceptual site plan at the specified location in order to allow the Commissioners and PAC to proceed with the site acquisition process consistent with the Transit Center Location Study. The process will be conducted in coordination with the City of Coeur d'Alene and ITD's Real Estate Acquisition Services for the purposes of site development and appraisal negotiations. The KMPO Transit Center Subcommittee recommends that the KMPO Board approve the transit center site concept as presented.

He noted that partial funding for construction of the transit center is through \$720,200 of ARRA stimulus funds and that a tenant for the proposed building would help offset some of the construction costs. The next steps, should the Board approve the concept, would be to secure funding for land acquisition costs and improvements, and complete the Federal Transit Administration (FTA) required steps.

Mr. Dorsey stated that to his recollection of the last KCATT recommendation, which the Board voted on, was that the site location was at the northeast quadrant of Seltice and Riverstone. He asked how the site is now located at a site not originally supported by KCATT and the Board. Mr. Stewart responded that the location was derived by the County Commissioners and the developers. Mr. Stewart stated that in his opinion this site is the second best location in the vicinity given the fact that the other site was already planned involving multiple property owners. A 10 acre development is proposed for the southeast corner of the intersection, which was why the

developers/owners were not receptive to this location. Mr. John Austin added that the County Commissioners requested PAC to consider other site locations and the proposed site was the only 4 acre site in the approved location agreeable to the developer. He noted that Citylink operators were approving of the location, especially given the traffic light at Seltice.

Mr. Dorsey stated that also to his recollection, the City of Coeur d'Alene was to be involved in the coordination process and that it didn't appear that they were invited to the meeting held by the Commissioners, nor was ITD or the appraisers. Mr. Austin responded that both ITD and the appraisers were invited, but did not attend. He noted that the timeline is very tight in that the environmental and appraisal must be completed by the end of December or access to the \$720,200 of stimulus funds is lost. Also, the Commissioners felt that it was preliminary to involve the City until after a site was coordinated with the developer and approved by KMPO.

Mr. Al Hassell noted that the City is aware of the site change and that with regard to the City's schedule, KMPO's approval is required at this time in order to give the developer time to replatt the site and get it through all other processes. Mr. Lynn Humphreys stated that as a member of the KMPO subcommittee convened to provide oversight in the process, he was not notified of the October 29th meeting. It was noted that subcommittee members were notified via email. Mr. Marv Lekstrum stated that he was aware of the meeting, but had the wrong time. Mr. Austin stated that the County Commissioner's office insisted on sending out the meeting notice and he apologized that it was not timely, nor accurate.

Mr. Clay Larkin expressed frustration with the miscommunication. He noted that Mr. Stewart provided an accurate recap of the meeting and asked Mr. Austin who will be paying for the appraisal. Mr. Austin stated that the developer has offered to pay for the appraisal, and has already paid for the NEPA. Mr. Larkin asked Mr. Austin whether he has been negotiating price on property, to which Mr. Austin responded that he has not. Mr. Larkin pointed out that Mr. Austin attended the same meeting that he had where the developer was present and a parcel cost of \$12.50 per square foot was mentioned. Mr. Larkin asked Mr. Austin where the funds to purchase the property would come from. Mr. Austin responded that a \$2 million 2010 Appropriations request is pending before Congress, and there have been discussions with Lake City Development Corporation (LCDC) to help close the gap on any remaining site improvement funds. Mr. Austin stated that he has not negotiated a price in any way, but that square footage cost estimates for all proposed sites were needed for the Study.

Mr. Larkin asked Mr. Austin who the proposed tenant for the Transit Center is and what has been negotiated for a fee to utilize the square footage. Mr. Austin responded that he has not negotiated a fee with a tenant. The Kootenai Area Transit System (KATS) is losing their lease on their property on Spruce and their current lease, funded via Section 5307 funds, is \$3,000 per month. This amount would offset operation costs. Mr. Larkin asked Mr. Hassell whether he recalled a presentation from Mr. Austin at the

subcommittee meeting last week regarding the proposed tenant. Mr. Hassell responded that he thought the presentation was prior to last week's meeting.

Mr. Miles stated that since the Board took action recommending the east site and that now a west site has been identified, if it is the Board's pleasure, it is recommended that the Board make a motion to agree to the conceptual site on the west side of the property.

Mr. Al Hassell made a motion that the KMPO Board rescind its previous action in selecting the east side transit center site and substitute that with the 4 acre west side site adjacent to Riverstone Boulevard and for the Board to approve the transit center site concept.

Mr. Mangan stated that the concept appears to be based on "ifs" and asked whether that was all that was needed to approve the concept. Mr. Dorsey responded that to his understanding, given the timeline that was all that was needed. Mr. Miles characterized the situation as "if you don't you won't, if you do you might." The County Commissioners have indicated that they do not want to move forward unless there is an agreement from the KMPO with regard to the general site location and concept. He added that more needs to transpire before the transit center becomes a reality.

Mr. Lekstrum asked whether the fact that the property isn't platted would hinder the process. Mr. Miles responded that the recommendation is for a site in concept, not for a specific piece of property at this point.

Mr. Lynn Humphreys seconded the motion made by Mr. Hassell, which was unanimously carried.

6. Public Transportation

a. Public Transportation Roundtable Report – Pearl Bouchard

Ms. Bouchard reported that the Public Transportation Roundtable met on October 29, 2009 and also discussed the transit center location in length. The Roundtable was pleased that a 4 acre site was proposed and concurs with the recommended conceptual plan.

The Roundtable commended Mr. Wilcox on the 18 benches he has coordinated installation for within Kootenai County. Ms. Bouchard noted that the high priorities outlined in the Idaho's Mobility and Access Pathway (IMAP) strategy statement was reviewed; a copy of which was provided to Board members.

The Roundtable was notified that a mobility manager had been hired by PAC and introduced Mr. Clif Warren to the Board. She stated that when asked for a job description, Mr. Warren responded that he did not have one, but she noted that he would be involved in determining what types of public transportation exists in the 5

northern counties (Boundary, Bonner, Kootenai, Benewah, and Shoshone) and how they can coordinate better.

Ms. Bouchard reported that the Roundtable discussed Citylink's existing and non-existing routes and the need for a policy outlining regular cycles from bus stops to better address complaints. She stated that there was a good turnout and that the Roundtable is helpful by bringing transportation knowledge together.

b. Citylink Status Report – Alan Eirls

Mr. Alan Eirls apologized for sending out the materials late. He reported that ridership is down in every category, but could not explain why. A few buses had breakdowns, but they were up and running within a timely manner. Citylink is looking forward to receiving the new buses given their aging fleet.

c. KATS Status Report – Helen Stephens

In Ms. Helen Stevens' absence, Mr. John Austin provided the KATS update. Ridership is down from last month, but also from a year ago as well. It is thought that perhaps more people are utilizing Citylink services instead.

d. Financial Report – John Austin

Mr. John Austin stated that there is a scope of work for the Mobility Manager position, which was approved by ITD, and Mr. Warren is currently operating under it.

Based on an Idaho Department of Commerce, Procurement Technical Assistance Center (PTAC) committee meeting; it was announced at the Public Transportation Roundtable meeting that Citylink has the lowest cost per rider of any transit system in the Country. The FTA dollar per ride on Citylink is less than \$2 while the average is over \$10.

Mr. Clay Larkin expressed concern regarding the process PAC used in hiring the Mobility Manager and asked Mr. Austin how many were put on the short list and how many candidates were interviewed for the position based on the number of applications received for the position. Mr. Austin responded that he was not involved in the hiring process and deferred the response to Mr. Jim Deffenbaugh, PAC Executive Director. Mr. Larkin stated that to his understanding, if federal funds are involved in the position it is a requirement that the job be posted. He asked for clarification on the PAC and Bonner County MOU regarding the Mobility Manager position. Mr. Austin stated that he could provide the information to the Board. Mr. Larkin requested that a categorical line item of the process be provided to the Board and Mr. Miles, as well as a list of those involved. He emphasized that this was necessary for transparent and open government.

e. Regional Non-Motorized Transportation Plan – Staci Lehman

Ms. Staci Lehman reviewed the KMPO Regional Non-Motorized Transportation Plan using a PowerPoint presentation. She explained that the plan was developed through input from local jurisdictions and advocacy groups, a non-motorized advisory group, and members of the public. The plan's purpose and goals were reviewed, along with barriers identified by the public and jurisdictions. The presentation concluded with a list of recommendations to address non-motorized transportation needs, sample priority projects identified by the public, and possible funding strategies. The KMPO Regional Non-Motorized Transportation Plan can be accessed on the KMPO website at www.kmpo.net.

Ms. Lehman reported that the next step will be to take the plan to the KCATT later this month for a recommendation that the Board approve the plan at their December 3, 2009 KMPO Board meeting. The public comment period is scheduled to end on December 2, 2009. Board members were asked to forward any questions or comments to KMPO staff.

Mr. Dorsey noted that the survey sample was small consisting of approximately 124 respondents. Ms. Lehman explained that it was noted that the survey was not statistically valid, but used to get an idea of the public's thoughts on non-motorized transportation issues. She noted that the plan has been widely circulated via email to a large distribution list and the public notice was advertised in the local newspaper. She hopes to publish an article regarding the plan and requesting public comment in the local newspaper soon as well.

Clarification regarding a complete street policy was requested. Ms. Lehman stated that a complete street policy addresses all user needs, including sidewalks, trees, etc. Mr. Stewart added that it is an effort to ensure that the complete infrastructure is in place for accessibility of all users: pedestrian, bicyclists, vehicular, persons with disabilities, transit, etc., and is adopted by jurisdictions. Mr. Miles noted that a complete street policy in a rural area is not the same as one in an urban area; however, it is ensuring a "full meal deal" of investments so that everyone can take advantage of it. It is an integrated design that considers all modes of transportation and users.

The question was asked as to whether the plan would need to be adopted by each city within the County. Mr. Miles responded that it would, but that each jurisdiction will need to look at the plan from their perspective. The plan provides a template so that there is consistency and similarity amongst jurisdictions, especially between the County and each jurisdiction. Mr. Al Hassell reported that the City of Coeur d'Alene has adopted a complete streets program that is being integrated into their entire transportation plan.

f. Citylink Public Transit Forum and Service Evaluation Process – Ryan Stewart

Mr. Ryan Stewart reported that this past Monday evening, Citylink hosted their first, bi-annual round of public meetings to address concerns and requests for service changes at the Coeur d'Alene Library, which was well attended. He commended Andrew Murphy from Citylink for a professionally hosted meeting that addressed all concerns on the spot in a fair and equitable manner. He reminded the Board that they approved moving forward with this process at their last meeting.

Mr. Stewart briefed the Board on the 5 requests made during the meeting. He noted that Citylink will host another meeting on Monday, November 9th in Plummer, Idaho for their rural service. The Board will be kept up-to-date on the meetings, which will be held every 6 months. KMPO staff will continue to work with Citylink in developing a formal policy regarding the service evaluation process, which they hope to have to the Board within the next few months.

f. Regional Public Transportation Authority (RPTA) – Ryan Stewart

Mr. Stewart stated that staff was asked to bring back the discussion of a Regional Public Transportation Authority for Board consideration. Late last year, the Board was briefed on the white paper written by Mr. Stewart on the history of RPTAs in the State of Idaho and the potential benefits to the Kootenai County region. Mr. Stewart provided a PowerPoint presentation highlighting RPTAs.

Mr. Stewart defined an RPTA as a centralized agency to address public transportation issues within a region and explained how one can be formed, either on a county or regional basis. Responsibilities of an RPTA were reviewed, along with the benefits of forming an RPTA in the region. Mr. Stewart provided some local examples of why an RPTA would be advantages to the area, including ownership of the recently installed bus benches and future transit center, addressing requests and complaints, and information delivery.

Funding and governing aspects relating to an RPTA were reviewed, including the fact that an MPO Board could also serve as the RPTA Board. Mr. Stewart stated that the next steps would be a recommendation from the Board that an RPTA should be formed, jurisdictional resolutions supporting a public vote for the formation of an RPTA, extensive public outreach and education regarding the need for an RPTA, and the securing of funding. Once a vote has been taken, interlocal agreements would need to be secured to establish a Board, any advisory committees or counsels, and administration and service funding.

Mr. Stewart recommended that an RPTA be formed for the aforementioned reasons, based on the Public Transportation Feasibility Study adopted January 2005, to govern over public transportation services in the region.

The question was asked whether the formation of an RPTA would dissolve the KMPO. Mr. Stewart responded that it would not, since the RPTA only addresses public transportation. An MPO is still required for oversight of the federally designated funds for the region, including the public transportation funds that an RPTA would receive and manage.

Mr. Hassell asked where the initial funding would come from in order to establish an RPTA. Mr. Stewart responded that Section 5307 funds would go toward the RPTA and that Kootenai County is currently the designated recipient for these funds in the absence of an RPTA. Mr. Miles added that planning, preventative maintenance, etc. are all activities supported by Section 5307 funding. How much funding would be needed to get the process going would need to be agreed upon as well as inclusion in the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP) in order to fund the process and procedures to establish an RPTA.

Mr. Clay Larkin asked what a start up budget would be. Mr. Miles stated that the figures are included in the Board packet. Mr. Stewart directed the Board to his presentation, which in 2004, was approximately \$32,500 initially and \$250,000 in the long term. Mr. Miles pointed out the extent public transportation dominated today's Board agenda and commended the regionally successful efforts made to date in this area. However, given what is happening at the federal level, public transportation will become more important in the next year or two. Mr. Miles stated that while he did not want to distract from the gains that have been made, there is a need to strategically focus on what lies ahead with regard to this issue.

Mr. Larkin made a motion directing the KMPO Board to proceed with the establishment of a Regional Public Transportation Authority and for staff to develop a scope and budget for Board approval and inclusion in the UPWP and TIP.

The motion was not seconded and died on the floor.

Mr. Dorsey stated that there was a lot to digest and needed more time to review the information. He suggested that a representative from another MPO/RPTA speak to the Board to provide a better understanding as to how their RPTA is operating in Idaho. Mr. Lekstrum felt that an RPTA added another layer/level of government and asked that it be explained how it does not. Mr. Hassell asked for clarification on how the KMPO would be used as the RPTA to avoid duplication. Mr. Miles responded that when Nelson/Nygaard Consulting Associates completed the study, it was their recommendation that the MPO also serve as the Transit Board due to their similar compositions. Their meetings could be held separately, though back to back, and they would remain fiscally independent organizations. He suggested inviting Ms. Kelly Farlis from Valley Ride, the transit services division of Valley Regional Transit (VRT), the regional public transportation authority for Ada and Canyon counties in southwest Idaho, to speak to the Board regarding their RPTA. Mr. Miles stated that currently, there are no MPOs that also serve as a transit authority in Idaho.

Mr. Lynn Humphreys made a motion to table the RPTA discussion until the December 3, 2009 KMPO Board meeting so that the Board will be better adept to either accept or deny the proposed formation of an RPTA Board. Mr. Marv Lekstrum seconded the motion, which was unanimously carried.

Mr. Hassell asked that Board materials be sent out sooner, since he did not receive the Board packet electronically until this past Monday. Mr. Miles explained that Board packet materials are typically sent out electronically one week in advance of the regular scheduled Board meetings; however, there are occasions for delay due to unforeseen circumstances.

Mr. Vic Holmes requested that the Board consider subcommittee requirements due to the number of various transportation related committees that meet.

7. Director's Report – Glenn Miles

Mr. Glenn Miles reported that the 2010 Appropriations Bill has been passed by both the House and the Senate. The next step is the formation of a conference committee between the House and the Senate to reconcile the differences between the two Appropriation Bills. It is speculated that the Transportation Appropriations Bill will be used as an omnibus bill to carry the other 11 bills that did not get passed this last year.

He stated that there were no earmarks in the 2010 Appropriations Bill from northern Idaho. Congressman Minnick has vowed not to do earmarks in Appropriations Bills; however, he has requested transportation funds through the Authorization Bill, including public transportation for Kootenai County.

The Governor's Transportation Task Force had a presentation in early October on local transportation needs. LHTAC, who would be representing all local jurisdictions in Idaho, requested input from the 5 MPOs who later decided not to participate in order to provide their own presentation on the transportation needs of metropolitan areas. Mr. Matt Stoll, Executive Director for Community Planning Association of Southwest Idaho, (COMPASS) and the COMPASS government affairs person met with the Idaho Lieutenant Governor, who now has a better understanding of why the MPOs chose to boycott the presentation. A conference call is scheduled for Friday, November 6 to talk about preparing a unified presentation to the Task Force at its December 2 meeting. It is anticipated that the presentation will highlight the back log of much needed projects as well as addressing public transportation and non-motorized needs.

The Community Transportation Association of Idaho (CTAI) received a contract from ITD to move forward on the IMAP program. There is discussion at ITD and CTAI as to how this should be done as a sustainable program and not just a short term program utilizing ARRA funding.

8. Other Business

d. DEQ Update – Mark Boyle

DEQ representation was absent as it was noted that there was nothing new to report. Mr. Miles felt that not much will be heard from DEQ in the near future since Kootenai County did not exceed the ozone standard; however, he suggested that the Board put a watch on it.

a. KMPO 2030 – 2015 VISUM Travel Demand Forecast Model Update – Bonnie Gow

Ms. Bonnie Gow provided disks containing the draft 2030 model as well as maps depicting PM Peak Volumes by jurisdiction. AM Peak Volumes are available upon request. Federal Functional Classification maps were also included, as were maps depicting speeds, number of lanes, and signals. The 2030 contains the 2007 base network and the 2030 land use grown up. Additional maps provided included the 2007 base network with the 2007 land use, the 2030 no build – the original network with the 2030 land use, and the 2030 build forecast model containing the 2030 network with the projects and land use included.

Ms. Gow noted that the same packet was distributed to KCATT at their last meeting and that the jurisdictions were requested to confirm the speeds, number of lanes, and signals no later than November 16, 2009. She hopes to have the model ready for Board approval in December.

Mr. Miles added that the timing of the model is important with regard to the Governor's Task Force in that the maps reflect the deficiencies that will exist in Kootenai County in 2030 if nothing is done and will make the case for what needs to be done to address them.

9. Board Member Items

Mr. Damon Allen reported that with regard to the Transit Center Location Site, ITD has verified the right-of-way quotes. The appraisals will come out of ITD Headquarters in Boise and the negotiations/acquisition will be handled through their Coeur d'Alene office. He emphasized that ITD is both willing and able to meet the specified deadline.

Also, ITD has recently opened bids for their Highway 95 Access Mobility Project (Intelligent Transportation Project), and bids have come in under estimate. A financial report will be shared with KCATT reflecting what monies may be coming back to KMPO who assisted in funding the project.

Mr. Clay Larkin asked whether more funds should be put towards ensuring the concrete pads for the bus benches are ADA compliant. Mr. Miles suggested considering the 18 benches under one contract and develop a scope that will address connectivity for

increased access. Mr. Hassell noted that many of the bus benches are placed on public right-of-way making it impossible in some cases to get the required spacing due to surrounding private property.

Mr. Larkin asked the Board whether they would be interested in continuing to hold Board meetings at the Post Falls City Council Chambers. Board members were polled and unanimously agreed to continue meeting at this location. Mr. Allen stated that the ITD District 1 Office will be made available as a back-up location or for workshops, etc.

ADJOURN Regular Session

There being no further business before the Kootenai Metropolitan Planning Organization Policy Board, the regular meeting was adjourned at 3:22 pm.

Donna Lively
Recording Secretary