



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

KCATT MEETING AGENDA

December 15, 2015 - 8:00 AM

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions
3. Approval of November 24, 2015 Meeting Minutes
4. Public Comments
5. Project and Utility Updates
6. KMPO Planning Updates
 - a. SH 41 Corridor Master Plan Update
7. Idaho Transportation Board Update
8. Current Business
 - a. Election of Officers
9. Upcoming KMPO Board Items
 - a.
10. Other Business
 - a. Federal Transportation Funding Update FAST Act 2015
 - b. KCATT Member Items
11. Next Meeting – January 26, 2016
12. Adjournment

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KCATT MEETING MINUTES

for

December 15, 2015

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Chair John Pankratz called the meeting to order and welcomed everyone at 8:00 a.m.

Welcome / Introductions

John Pankratz (Chair)	East Side Highway District
Marvin Fenn	Idaho Transportation Department, District 1
Eric Shanley	Lakes Highway District
Robert Palus	City of Post Falls
David Callahan	Kootenai County
Kelly Brownsberger	Post Falls Highway District
Gordon Dobler	City of Coeur d'Alene
Kevin Howard	Worley Highway District
John Kelly	Community Member
John Parmann	Community Member

Staff

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

Alternates and Guests

Donna Montgomery	KMPO Volunteer
Rod Twete	Lakes Highway District
Monty Montgomery	Lakes Highway District
Diane Fountain	Lakes Highway District
Heather Carroll	HDR
Ralph Paul	IDEQ
Marshall Law	Avista
Kirk Hobson	Timewarner Cable
Dan Hanenburg	KEC
Jeremy Hofer	KEC

3. Approval of November Meeting Minutes

Mr. Robert Palus made a motion to approve the November 24, 2015 KCATT meeting minutes as submitted. Mr. David Callahan seconded the motion, which was unanimously approved.

4. Public Comments

There were no public comments.

5. Utility & Project Updates

Ralph Paul, IDEQ, had no updates to report.

Marshall Law, Avista, reported work on the Government Way project was expected to be done mid-January; the windstorm set them back several weeks. They are doing a couple of reconductor

lines on Atlas Road; the project north of Prairie Avenue is expected to be done the end of this week and the section south of Prairie Avenue is expected to be done by the end of the year. The first of the year, Avista plans to start a reconductor project in Rathdrum between Lancaster Road and Highway 53 on Greensferry Road.

Dan Hanenburg, KEC, reported crews were still working on windstorm cleanup and making permanent repairs. They are getting back to new services that were delayed by the storm. KEC has begun a cable injection project in the Harmon's Addition in Conkling Park. The project on Hayden Avenue between Greensferry and Corbin is ongoing. A contract crew is working on Ramsey Road reconductoring the 3-phase from Highway 54 to Brunner Road. KEC is replacing problem poles that were identified through their pole replacement program. Mr. Hanenburg introduced Jeremy Hofer who will be attending the meetings beginning in 2016.

Kirk Hobson, Timewarner Cable, commented that it may take a couple weeks to get permanent repairs made after the windstorm. Crews are responding to Avista and KEC projects.

Chair Pankratz noted the utility companies did an excellent job of responding after the windstorm.

Marvin Fenn, ITD, said, with the exception of the seal coat scheduled for next year, the Worley TIGER project is nearly complete; the flashing pedestrian crossing beacons will remain off until the sidewalk is in. Regarding the Worley project, Mr. Miles noted the street lights were not yet installed and Mr. Howard noted there was a 45 mph speed limit reduction sign posted, but said the speed limit reduces to 35 mph not 45. Mr. Fenn will check on both issues. The Plummer Bridge on Highway 5 is progressing slowly. Crews are finishing up the installation of culverts on Smith Creek and will put in temporary service in order to get it opened up for traffic before Christmas. District 1 is in winter maintenance mode.

Mr. Miles noted an issue causing possible water traps on Highway 95 near Mica Flats. Mr. Howard confirmed the issue; the new overlays were an improvement to what had been done in the past.

Eric Shanley, Lakes Highway District, reported they were hit hard by the recent windstorm and expect 2-3 more weeks of cleanup. Last year, they received a grant for sign improvements; they will be installing some flashing stop light beacons around the Highway District. A final design review meeting for the Union Pacific Railroad/Ramsey Road crossing improvements will be held; they hope to have that constructed this summer. The District is working on grants and 2016 construction projects. Mr. Shanley commented on a number of roads that would have contract work this year; for the most part, it will be grinds with pavement overlays so is not expected to impact utility companies. The District is in winter maintenance mode.

Rob Palus, City of Post Falls, reported ITD had a bid opening for the State Highway 41 Bicycle and Pedestrian facility last week. Bids came in under the engineer's estimate of nearly \$600,000 – approximately \$519,000 to build the section of bicycle trail from Seltice Way up to Mullan Avenue. The project is moving forward with an early spring construction and an expected completion time in early June. In regards to the Spencer Street project, the City is waiting for the railroad to finish work on the railroad crossing so they can open it up to Seltice Way; the traffic signal is still under construction. They are continuing to work on the Transportation Master Plan - reviewing preliminary projects and comparing costs in preparation for a February workshop with their City Council and Planning and Zoning Commission.

David Callahan, Kootenai County, reported the Planning Commission will meet this Thursday for a last review of the interim code. A review of all public comments on their draft code is planned for January. A publicized public hearing with the changes they have discussed linking new private roads in the county with their highway district standards is expected in February.

Kelly Brownsberger, Post Falls Highway District, reported the District has begun the design for a traffic signal at the intersection of Seltice Way and Huetter Road; construction will be this coming year. The District is in winter maintenance and doing windstorm cleanup as necessary.

Gordon Dobler, City of Coeur d'Alene, reported on the Seltice Way project noting they were making progress and certain they will be using non-federal funds. Mr. Brownsberger requested Mr. Dobler wait a few days before releasing the federal money. Mr. Dobler noted the Post Falls Highway District would be contributing to the Seltice Way project scheduled for 2017; the project includes widening and a signal at Huetter Road. He provided an update on the Government Way project noting they had closed on most of the right-of-way property. Due to the housing market, it has taken nearly a year to close all the properties; the last contract was signed in April. Crews are moving signs, Avista is done with their work, and Frontier expects to be done after the first of the year. The Government Way project is scheduled for 2017 and still underfunded. The City has a Community Choices grant to install sidewalks on the east end of Seltice Way; design began this year and construction will be done next year. They are teaming up with the cities of Dalton Gardens and Hayden for chip seals in 2016. Mr. Dobler provided an update on the project at Highway 95 and Ironwood Drive; the Hospital and Parkway Properties have ended a year-and-a-half to two year study on traffic improvements, etc. The City will be designing and improving the Highway 95 and Ironwood intersection; construction is expected in 2017. Mr. Dobler reported the developer would be extending Hanley Avenue to Huetter Road in the spring. The City of Coeur d'Alene is working with the State and East Side Highway District on transferring Coeur d'Alene Lakeshore Drive.

Kevin Howard, Worley Highway District, reported the District was still working on right-of-way acquisition for the Kidd Island Bay Road project and hopes to have that done by the end of January. Mr. Howard noted they were entering a new realm of discussion on an issue that had been settled, the Kidd Creek realignment. There is now discussion about creating a conservation easement. The District is working on an LHSIP grant application and in winter maintenance.

John Kelly, bicycle and pedestrian representative, had no updates to report.

John Parmann, airport representative, had no updates to report.

Chair John Pankratz, East Side Highway District, reported on a guardrail safety improvement project scheduled for construction next summer; he believed Frontier was the only underground utility in the area. He has not seen the final design for the slide repair on the Burma Road project, but expects it to be done next construction season. The District is in winter maintenance mode.

6. KMPO Planning Updates

a. SH 41 Corridor Master Plan Update

Ms. Gow reported she had taken a traffic control signal timing class the beginning of December. The class was put on by the National Highway Institute (NHI) and completed her training. She can now begin working on the Synchro analysis. Ms. Gow finished doing a number of scenarios on backage roads for the Highway 41 update and held a workshop; a follow-up workshop will be held next month. She will be doing some work on the I-90 state line to Sherman Avenue project through H.W. Lochner. This will include creating models for off-years, 2017, 2027. The results will be provided to Lochner as part of their data collecting agreement with ITD. The LHTAC State Transportation Program (STP) urban fund applications are due January 11, 2016. Ms. Gow had sent out an email explaining KMPO would need to receive the applications by January 4th. Ranking and scoring is expected to be done the 4th or 5th. STP Urban funds are for jurisdictions with populations of 5,000 or greater outside the urban area boundary.

7. Idaho Transportation Board Update

Mr. Fenn noted the ITD Board would be meeting this week. They will be prioritizing the budget and selecting projects they would like to advance in the program; a list of approved projects will be forthcoming. Mr. Fenn does not believe the surplus funds will be available until late next spring.

8. Current Business

a. Election of Officers

Chair John Pankratz said typically they have altered the chair and vice chair positions between highway districts and cities.

Mr. Kevin Howard nominated Sean Hoisington as KCATT Chair. Mr. Kelly Brownsberger seconded the nomination, which was unanimously approved.

Chair Pankratz said it appeared to be Worley Highway District's turn to serve as vice chair.

Mr. Rob Palus nominated Kevin Howard as KCATT Vice Chair. Mr. Eric Shanley seconded the nomination, which was unanimously approved.

9. Upcoming KMPO Board Items

Mr. Miles provided the committee with a recap of the last Board meeting noting the Board approved the TIP Amendment for ITD who wanted to advance some local projects in the 2016 program; in order to obligate the funds, they were amended into the 2015 TIP. Mr. Miles discussed upcoming funding with the KMPO Board. James Mangan, Worley Highway District, will serve as KMPO Chair and Jim Kackman, Coeur d'Alene Tribe, will serve as Vice Chair. A light Board agenda is expected in January.

10. Other Business

a. Federal Transportation Funding Update FAST Act 2015

Mr. Miles noted the FAST Act had been approved. At the federal level, there is a two stage process – authorization which is subject to annual appropriations by Congress. Funding for the FAST Act was attached to the Highway District Fund and includes \$50B of unallocated funds from the Federal Reserve which is attached to the Transportation Bill. For that reason, the Bill is funded through “contract authority”; when the FAST Act was approved, all funding associated with the Act was approved. It will not be necessary for Federal Highways to go back to Congress for approval each year. Money going to the USDOT away from those funding sources is still subject to annual appropriation. Mr. Miles noted a large amount of the money is under contract authority so Federal Highways will not have to go back to Congress each year for approval which will hopefully prevent delays as seen in the past. The Act included a change in the STP urban funding which is what this area receives in terms of federal funding. In the past, 50% went anywhere in the state and 50% was to go to locals. The new Act moves 5% (approximately 1% per year) more to the locals and less to the state anywhere. Although the Act includes stronger language addressing the funding designation, Mr. Miles has requested a flow chart showing Congress' intent for the funds. ITD's current Board policy takes Boise's \$8M a year out of the program intended for areas with populations 5,000 – 200,000. The other four MPO areas are receiving about half of what Congress had apportioned. Mr. Miles has asked the ITD Board to revisit the policy. If the policy is changed, the allocation to KMPO would go from \$1.3M to \$2.8-2.9M per year.

The Transportation Alternative Program has been moved into the STP program. They have broadened eligibility and created the freight program. Mr. Miles said this was first time there had

been a freight program. The program is two-tiered with funds going to each state by formula based on road miles on the primary freight network and a nationwide competitive program which is similar to the TIGER program. In order to be competitive, the local match will have to be in the neighborhood of 30-50%. In the State of Idaho, local match is 7.34%. The local match for the nationwide competitive program target is now set at 50%. The formula money is expected to follow the traditional formula for this area. Grade separations for railroads, interstates (similar to I-90), US highways (similar to US 95), and local connectors to industry are eligible parts of the program. Funds can be used for emerging commercial or light industrial centers where all weather roads are built to meet freight standards. Mr. Miles noted there were two programs, under \$100M and over \$100M. It is the size of the projects that allows for application. Mr. Miles noted projects that improve a corridor can be "daisy-chained" together in order to reach the \$100M. Jeff Marker, ITD's new Program Freight Manager, is working with the Freight Advisory Committee to do a new Federal Compliant Freight Plan. Mr. Marker has been working with BNSF on the "Great Northern Corridor." Mr. Miles said all of the Bridging the Valley grade separations from the Idaho state line through Athol have been added to that program. ITD is pushing to get the grade separations moving again.

Mr. Miles told the committee this was an opportunity for those who have projects ready or near ready to be very competitive as the bill includes FY 16 funds; rules and regulations are not out yet. The process will only become more competitive. Mr. Miles expects to have clarification on local funding by the next KCATT meeting. He is working with ITD who agrees a flow chart would be helpful in understanding the intent of the funding distribution.

b. KCATT Member Items

Mr. Miles noted the Government Way project lacked \$1.3M in funding. The construction funding is programmed for 2017. In February, he will begin discussing the shortfall with the Urban Balancing Committee and should know if they can fill the deficit by March. He expressed the importance of understanding the FAST Act distribution formula commenting that it would be much easier to fill the \$1.3M shortfall if the MPOs received \$16M-18M rather than \$8M.

Mr. Miles welcomed Mr. Kelly and Mr. Parmann. He noted the 5 new positions were added to KCATT to ensure they are looking at transportation projects around the County from a multi-modal and holistic perspective.

Chair John Pankratz noted next month's meeting will be held in the EOC room downstairs.

11. Next Meeting – January 26, 2016

12. Adjournment

Mr. Gordon Dobler made a motion to adjourn the December 15, 2015 meeting. Mr. David Callahan seconded the motion which passed unanimously.

The meeting adjourned at 8:47 a.m.

Recording Secretary