



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

***MEETING HELD VIA ZOOM VIDEO CONFERENCING (link provided)**

August 25, 2020 - 8:00 AM

1. Call to Order
2. Welcome/Introductions
3. Approval of July 28, 2020 Meeting Minutes – **Action Item**
4. Public Comments
5. Member Project, Transit & Utility Updates
6. Planning Updates
7. Idaho Transportation Board Update
8. Current Business
 - a. DRAFT FY 2021 Unified Planning Work Program (UPWP) – **Action Item**
 - b. DRAFT FY 2021-2027 Transportation Improvement Program (TIP) – **Action Item**
 - c. Regional Funding Effort Update
 - d. Huetter Corridor Update
9. Upcoming KMPO Board Items
 - a. DRAFT FY 2021-2027 Transportation Improvement Program Recommendation
 - b. DRAFT FY 2021 Unified Planning Work Program Recommendation
 - c. Regional Funding Update
 - d. Huetter Corridor Update
10. Other Business
 - a. Regional Traffic Management Center Presentation – Kapsch
 - b. KCATT Member Items
11. Next Meeting – September 22, 2020
12. Adjournment

*** KMPO is inviting you to a scheduled KCATT Zoom meeting for Tuesday August 25, 2020, at 8:00 a.m. PDT.** Please be aware, those attending as members of the public/audience will have their microphones muted by the Chair/host, unless called on by the Chair of KCATT. This is being done to minimize background noise conflicts, which can interrupt the discussions during the meeting.

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
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KCATT MEETING MINUTES
for
August 25, 2020
Zoom Video Conferencing Meeting

Call to Order:

Chair Kevin Howard called the meeting to order at 8:00 a.m.

Welcome / Introductions

Kevin Howard, Chair	Worley Highway District
Chris Bosley, Vice Chair	City of Coeur d’Alene
Kevin Jump	City of Rathdrum
Bill Roberson	Idaho Transportation Department
Marvin Fenn	Idaho Transportation Department
Tom McLaughlin	Community Member, Truck/Rail
Rob Palus	City of Post Falls
John Parmann.....	Community Member, Aviation
Michael Lenz.....	Post Falls Highway District
Halley Jalbert	Community Member, Pedestrian
Ben Weymouth	East Side Highway District
Eric Shanley.....	Lakes Highway District
Alan Soderling.....	City of Hayden
Mike Fuller.....	Community Member, Bikes

KMPO Staff

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kelly Lund	Executive Secretary

Alternates and Guests

Chad Ingle	Kootenai County
Kevin Miller	Kapsch TrafficCom
Nu Rosenbohm.....	Kapsch TrafficCom
Jeff Peters.....	Lochner
Mike Slegers	HDR Inc.
Megan Sausser.....	Idaho Transportation Department, Dist. 1
Marshall Law.....	Avista
Daniel Baker	HDR Inc.
Angie Comstock.....	JUB Engineers
Dave Davey	NIBCA
Robyn Lashbrook.....	T-O Engineers
Adam Miles	DOWL
Riannon Zender	JUB Engineers

3. Approval of July 28, 2020, Meeting Minutes – Action Item

Rob Palus moved to approve the July 28, 2020 minutes as submitted. Ben Weymouth seconded the motion which passed unanimously.

4. Public Comments

There were no public comments.

5. Member Project, Transit & Utility Updates

Bill Roberson, ITD, provided updates on several projects including the US-95 corridor improvement project, US-95/SH-53 Interchange and Garwood Road/UPRR Bridge project, SH-41 and SH-41/UPRR projects, I-90 Blue Creek Bay Bridge project, I-90 Pennsylvania Bridge project, ADA ramp improvements along SH-41 in Rathdrum, and SH-53 – Hauser Lake Road to Bruss Road. (Detailed ITD project information can be found on their website, <https://itdprojects.org/>).

Vice Chair Chris Bosley, City of Coeur d'Alene, reported the City had nearly completed their Northwest Boulevard signal project; traffic data is being collected so they can make final adjustments. Chip seals are nearly complete. Crews will be doing striping and pavement maintenance.

Alan Soderling, City of Hayden, provided an update on the Hayden Avenue – Government Way to US-95 which is under construction and expected to be completed by October 9th.

Rob Palus, City of Post Falls, provided an update on the Spokane Street/Prairie Avenue intersection project. They currently have a request out for bids for improvements to the Union Pacific (UP) railroad crossing at Spokane Street. The remainder of the project will be put out to bid spring/summer of 2021. Mr. Palus noted there would be improvements within the railroad right-of-way and minor improvements around the grade crossing.

Kevin Jump, City of Rathdrum, reported they had completed the Mill Street improvements last week and would be putting down pavement markings; the work is part of their BNSF quiet zone recertification. In early August, the City issued a Notice to Proceed on the Latah Street Bridge project; work is expected to begin shortly after Labor Day and be completed before Veterans Day. Crews are expected to begin city-wide pavement markings this week and complete them in the next 2-3 weeks. The City anticipates beginning right-of-way acquisition on the Boekel Road/Meyer Road roundabout project this fall.

Ben Weymouth, East Side Highway District, reported the District had completed chip seals and would be completing fog seals this week. Crews will be doing pavement striping and maintenance in preparation for winter. In the event additional funds become available in the program, the French Gulch/Fernan Hill Road project has been placed on LHTAC's list for potential advancement.

Eric Shanley, Lakes Highway District, reported the District was seeing the impact of Kootenai County's "unrestricted free lot splits." He noted there were approximately 40 ongoing minor subdivisions in their District and said, as they line up next to each other, they are creating the same impact as major subdivisions. Mr. Shanley expressed his concerns and noted the District had no real avenue to address the traffic impacts associated with these major developments under the guise of "minor subdivisions." Major subdivisions were noted and included one that was interacting with ITD's Garwood overpass project. Mr. Shanley commented on the completion of contract paving projects, which included Brunner, Remington, and Weir Roads. The East Hayden Lake Road guardrail safety project is complete. An update on the Ramsey Road/BNSF grade separation project was provided. The District completed nearly 20 miles of chip sealing.

Michael Lenz, Post Falls Highway District, reported they had completed chip seals and are preparing to begin overlays. Last week, the District widened the sections of roadway related to the Riverview Guardrail Safety project. Paving on the Skalan Creek overlay project will begin today; work on the project is expected to be complete by the end of the week. Work on the Prairie/Pleasant View Road roundabout project began yesterday. The District submitted two

projects for advancement – the Spokane River Bridge deck/joint rehab and the Beck Road resurfacing project.

Chair Kevin Howard, Worley Highway District, provided an update on the Kidd Island Road project; now that utility moves are complete, work will continue. The Loffs Bay Road project is being financed by The Club at Rock Creek and is moving forward. The District is stripping one of their rock quarries and preparing it for a crushing bid this fall/winter. A design for a small bridge replacement at Rockford Bay into the west end of Watson Road is currently being done. Crews have been striping, patching, and clearing brush.

John Parmann, Aviation – Community Member, deferred comments to Member Items.

Mike Fuller, Bike – Community Member, provided no updates.

Halley Jalbert, Pedestrian – Community Member, had no updates to report.

Tom McLaughlin, Rail/Trucking – Community Member, had no updates to report. He questioned if there had been any research/discussion regarding UP moving their freight onto the BNSF system from Sandpoint to Spokane to accommodate a possible commuter rail. He commented on regional growth and said it would take a load off area highways. Mr. Miles explained that a comprehensive study addressing the issue had been done in the late 1990s/early 2000s. Outcomes from the study included environmental approvals, approval from the Army Corps of Engineers, 20% design of grade separations, and 60% design of rail components. BNSF walked away from the effort. Since that time, UP has invested millions of dollars into their rail system. Mr. Miles noted the importance of the strategic alliance between UP and Canadian Pacific. BNSF has made it clear that they are no longer interested in the effort. Mr. Shanley commented on the Ramsey Road/BNSF grade separation project and said recent conversations confirm BNSF is not interested in combining the railways. Mr. McLaughlin said he would discuss the matter with BNSF's regional ombudsman.

Chad Ingle, Kootenai County, said although they have seen a steady increase in ridership over the last couple of months, they have not reached pre-COVID-19 ridership numbers. The new Paratransit buses have been received and are being prepped for service. The new fixed route buses are expected to be received and in service by the end of October.

Marshall Law, Avista, reported crews were finishing up some relocation work for the SH-41 project at SH-41 and Wyoming Avenue; the work is expected to be done within the next few weeks. Relocation alignments on the east side of SH-41, north of Wyoming Avenue up to Lancaster Avenue, are ongoing. In October, a contract crew will complete the relocation work on the east of SH-41 at Poleline Avenue.

6. Planning Updates

Ali Marienau reported she had been working on an interim update to bring the model up to 2020. Modeling projects over the next few months include the City of Coeur d'Alene's comprehensive plan, the Health Corridor Study, and the Huetter Corridor Study/Armstrong property traffic impact analysis. KMPO will receive the 2020 Census data early next year; the model will be reviewed, adjusted, and recalibrated. An update on the Health Corridor Study was provided; existing conditions are currently being reviewed. Possible discussion topics for upcoming freight and non-motorized roundtables were requested.

7. Idaho Transportation Board Update

Marvin Fenn noted the August ITD Board meeting was light. Emphasis was placed on project readiness and lists for possible opportunities in the event redistribution funds become available. The September Board meeting is expected to be held in District 6. ITD has a committee working

on an update to the Guide for Utility Management in order to address 5G/micro towers and the supporting infrastructures within the right-of-way.

8. Current Business

a. DRAFT FY 2021 Unified Planning Work Program (UPWP)

Mr. Miles noted the FY 2021 Unified Planning Work Program would begin October 1st. The draft Program outlines the activities planned during the fiscal year. He discussed the various work activities planned and noted the FY 2021 budget was higher due to the regional transportation studies. The committee had no questions.

Rob Palus moved to recommend the adoption of the Unified Planning Work Program for FY 2021 to the KMPO Board. Eric Shanley seconded the motion which passed unanimously.

b. DRAFT FY 2021-2027 Transportation Improvement Program (TIP)

Mr. Miles reviewed the draft FY 2021-2027 Transportation Improvement Program (TIP); the Program includes projects that have allocated funding. Key numbers, funding types, project descriptions, phases, and program years were discussed. Mr. Miles explained the program, the importance of project readiness, and the opportunity to advance projects. Without additional funding, the Program will be cut in half over the next several years. There were no questions.

Alan Soderling moved to recommend the adoption of the FY 2021-2027 Transportation Improvement Program (TIP) to the KMPO Board. Rob Palus seconded the motion which passed unanimously.

c. Regional Funding Effort Update

Mr. Miles reported the KMPO Board voted unanimously to approve Resolution 2020-1 requesting the Kootenai County Board of County Commissioners place the Local Option Vehicle Registration Fee on the November ballot. The request was delivered to the Commissioners during a status meeting on August 17th and approved for placement on their business agenda for today at 2:00 p.m. The Commissioners will vote on whether to include the Resolution on the November 3rd ballot. The meeting will be held in Room 1-B and is open to the public; it can also be viewed live online. Mr. Miles noted Kootenai County last saw major roadway improvements in the late 60s/early 70s when the population was 35,332. The population is expected to reach 175,000 in 2020 and 307,000 by 2040. The 140,000 people who have moved to Kootenai County since 1970, from a transportation standpoint, are considered growth and have contributed to current traffic conditions.

d. Huetter Corridor Realignment – Discussion

Mr. Miles noted KMPO, in collaboration with ITD and the City of Post Falls, had retained Aerographic Geospatial Services for aerial photos and lidar work. The work was scheduled to be delivered to KMPO by August 18th; the data was received August 10th. KMPO is pleased with the detail and work that was completed and can now move forward in solidifying the corridor centerline and needed interchange designs.

9. Upcoming KMPO Board Items

- a. DRAFT FY 2021-2027 Transportation Improvement Program Recommendation
- b. DRAFT FY 2021 Unified Planning Work Program Recommendation
- c. Regional Funding Update
- d. Huetter Corridor Update

In addition to the items above, Mr. Miles noted Kootenai County would be giving a presentation on a new program for scheduling/paying for transit rides.

10. Other Business

a. Regional Traffic Management Center Presentation – Kapsch

Kevin Miller and Nu Rosenbohm of Kapsch TrafficCom, provided a presentation on the Final Feasibility Overview for the Kootenai Traffic Management Center (TMC) Feasibility Study. The presentation included the vision/goals for the TMC, functions, organizational models, the system's logical architecture, a possible location, layout configurations and associated costs. Based on the typical costs of TMCs built over the last 5-10 years and the footprint of the building estimated to be approximately 14,000 square feet, Mr. Miller estimated the total cost of the TMC to be \$7-10.5 million; the annual operation costs were estimated at \$1.3-2.6 million. The Feasibility Study included two cost share models. One model was based on consortium models where ITD would be the main funder providing 20% while the other agencies would share the remaining costs equally at 10-15% each. Mr. Miller noted the second model was suggested during conversations with various stakeholders and was based on the centerline miles of each agency. Mr. Miller said he expected several questions from stakeholders as Kapsch had cancelled two in-person trips due to the COVID-19 pandemic.

Mr. Shanley requested clarification on the model related to the cost-share contribution based on centerline miles. He said the model was not suggested by Lakes Highway District and was concerning as it would seem inequitable if the model was based on centerline miles in the rural areas. Mr. Shanley noted the proportionate share, anticipated use by various jurisdictions, and questioned Mr. Miller on possible alternatives.

Mr. Miller noted the TMC would focus on incident management for the region. He understood Mr. Shanley's concern but explained Kapsch had been asked to provide suggestions and said there would be inequities in any model they selected.

Mr. Miles said the final draft interlocal or joint powers agreement between the jurisdictions was expected to be a hybrid. The focus of the TMC would extend beyond the urbanized boundary as there are meaningful corridors outside that boundary that have a significant impact on the movement of people and goods. Mr. Roberson discussed the importance of collaboration and explained that they would be looking at joint powers agreements that would ensure buy-in from the highway districts. Mr. Miles and Mr. Roberson asked jurisdictions to submit their comments by mid-September.

Mr. Shanley said he appreciated the explanation and looked forward to further discussions.

Chair Howard noted Worley Highway District had also discussed the inequities of the proposed model.

b. KCATT Member Items

John Parmann said, due primarily to COVID-19, there was no Air Expo held at the Coeur d'Alene Airport this year. However, due to the successful ride/tour activity during last year's Expo, the Commemorative Air Force returned last week, with the B-25. With minimal advertising, there was a great turn out. Mr. Parmann said he is hopeful the Air Expo will return next year.

Eric Shanley commented on the growth throughout the community, the roadwork associated with that growth, and the significant impact it has had on utility companies. He thanked Avista, Kootenai Electric Cooperation (KEC), and Ziply and said he was very pleased with their response to various projects including the Ramsey Road – Chilco Road to Scarcello Road grade separation project at BNSF. Mr. Shanley expressed concern about Charter's response and/or lack of

response to the jurisdiction's construction projects and board directed utility moves. He asked that Charter be contacted and encouraged to begin attending the KCATT meetings once again and suggested reaching out to Charter Corporate in an effort to stress the importance of understanding local laws and rights of being in the right-of-way.

Chair Howard said he could appreciate Mr. Shanley's comments. He noted the impact growth has had on all the agencies and commented on the struggle and need to balance personnel, equipment, and finances.

11. Next Meeting – September 22, 2020

12. Adjournment

Rob Palus moved to adjourn the August 25, 2020, meeting. Ben Weymouth seconded the motion which passed unanimously.

The meeting adjourned at 9:20 a.m.

Signature on File
Recording Secretary