



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

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

## **KCATT MEETING AGENDA**

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

September 22, 2020 - 8:00 AM

1. Call to Order
2. Welcome/Introductions
3. Approval of August 25, 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. Regional Funding Effort Update
  - b. Huetter Corridor Realignment Update
9. Upcoming KMPO Board Items
10. Other Business
  - a. Western Systems - Siemens Concert ATMS Presentation
  - b. Kootenai County Integrated Mobility Innovation (IMI) Project Presentation – Chad Ingle and Tim Hibbard of Passio Technologies
  - c. KCATT Member Items
11. Next Meeting – October 27, 2020
12. Adjournment

**\* KMPO is inviting you to a scheduled KCATT Zoom meeting for Tuesday September 22, 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 ensure to minimize background noise conflicts, which can interrupt the discussions during the meeting.)

**Join Zoom Meeting (instructions for joining by phone are located on page 2 of the agenda)**

LINK: <https://us02web.zoom.us/j/87914016417?pwd=WHpzK1RpVmFjdVB6NnZaQXFGY2ZUdz09>

Meeting ID: 879 1401 6417

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**KCATT MEETING MINUTES**  
**for**  
**September 22, 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           |
| Alan Soderling.....            | City of Hayden                  |
| Rob Palus .....                | City of Post Falls              |
| Kevin Jump .....               | City of Rathdrum                |
| Ben Weymouth .....             | East Side Highway District      |
| Bill Roberson .....            | Idaho Transportation Department |
| David Callahan.....            | Kootenai County                 |
| Eric Shanley.....              | Lakes Highway District          |
| Michael Lenz.....              | Post Falls Highway District     |
| John Parmann.....              | Community Member, Aviation      |
| Tom McLaughlin .....           | Community Member, Truck/Rail    |

**KMPO Staff**

|                    |                        |
|--------------------|------------------------|
| Glenn Miles .....  | Executive Director     |
| Ali Marienau ..... | Transportation Planner |
| Kelly Lund .....   | Executive Secretary    |

**Alternates and Guests**

|                      |   |
|----------------------|---|
| Chad Ingle .....     | Kootenai County                           |
| Zack Hoiting.....    | Western Systems                           |
| Bob Seale .....      | Post Falls Community Development Director |
| Dave Davey .....     | NIBCA                                     |
| Daniel Baker .....   | HDR Inc.                                  |
| Jeff Peters.....     | Lochner                                   |
| Adam Miles .....     | DOWL                                      |
| Riannon Zender ..... | JUB Engineers                             |
| Kai Antrim .....     | Western Systems                           |
| Laura Winter .....   | Ruen-Yaeger                               |
| Mike Slegers .....   | HDR Inc.                                  |
| Sean Messner.....    | HDR Inc.                                  |
| Jason Stippich.....  | Avista                                    |
| Diane Fountain.....  | Lakes Highway District                    |

**3. Approval of August 25, 2020, Meeting Minutes – Action Item**

**Rob Palus moved to approve the August 25, 2020 minutes as submitted. Eric Shanley seconded the motion which passed unanimously.**

**4. Public Comments**

Tom McLaughlin, Truck/Rail – Community Member, reported, as a follow-up to last month’s meeting discussion, that he had spoken with the Matt Jones, regional director of public affairs for

the BNSF Railroad, about the possibility of moving UP freight onto the BNSF system (from Sandpoint to Spokane) to accommodate a possible commuter service; BNSF is resistant to the proposition of taking on UP traffic.

## **5. Member Project, Transit & Utility Updates**

Vice Chair Chris Bosley, City of Coeur d'Alene, provided an update on the City's stormwater main and noted their city council had approved the state/local agreement with the Local Highway Technical Assistance Council (LHTAC) for the signal project update in downtown Coeur d'Alene scheduled for construction in 2021.

Rob Palus, City of Post Falls, reported the bid for the Spokane Street railroad crossing project had been opened and was awarded. The City is in the process of updating their impact fees and putting in sanitary sewer for the SH-41 widening project.

Kevin Jump, City of Rathdrum, provided an update on Latah Street Bridge – Seeland Construction has removed the existing bridge structure and has constructed the foundations for the new structure. Mr. Jump also reported that pavement markings and signs have been installed at Mill Street for their Quiet Zone Re-Certification; the City will be submitting their application to FRA. The Right-of-Way Plans for the Boekel Road/Meyer Road intersection have been prepared, and the City will be seeking to hire a consultant to provide right-of-way services. The City continues to coordinate with ITD on the SH-53/Meyer Road intersection project; it is expected that DEA will submitting a preliminary design packet to ITD in early-October.

Ben Weymouth, East Side Highway District, reported the French Gulch/Fernan Hill Road project had been advanced; the project will be constructed next summer. The District is doing maintenance and preparing for winter.

Bill Roberson, ITD, provided updates on several projects including the US-95 corridor improvement project, SH-41 and SH-41/UPRR projects, US-95/SH-53 Interchange and Garwood Road/UPRR Bridge project, I-90 Pennsylvania Bridge project, I-90 Blue Creek Bay Bridge, Blue Creek Bay to Wolf Lodge paving project, and SH-53 – Hauser Lake Road to Bruss Road. Mr. Roberson thanked everyone for their feedback on the draft Traffic Management Center (TMC) Feasibility Study; comments have been forwarded to the consultant. Concerns regarding operation/maintenance costs and the split between jurisdictions will be defined more accurately. ITD is preparing for winter. (Detailed ITD project information can be found on their website, <https://itdprojects.org/>).

Alan Soderling, City of Hayden, reported they were close to wrapping up the Hayden Avenue – Government Way to US-95 project.

Eric Shanley, Lakes Highway District, provided an updated on the Ramsey Road/BNSF grade separation project. The District has been impacted by the work ITD is doing on Garwood Road and SH-53; traffic disruption should ease once the paving of the Government Way/Pope Road extension has been completed. The District is doing fall maintenance, miscellaneous paving and ditching work, and getting ready for winter.

Michael Lenz, Post Falls Highway District, reported crews were doing typical fall work including hazard tree removal, ditching, and finishing up some paving. The Prairie/Pleasant View Road roundabout project is expected to be complete November 10<sup>th</sup>. The District held their first public meeting on the Greensferry Bridge project last Tuesday. Flyers were sent out to those living along the Greensferry corridor; of the 114 people who attended, approximately 96% were not in favor of the project. As they move forward, they will reach out to those who live more than a mile away from the bridge site.

Chair Howard, Worley Highway District, reported the Kidd Island Road project was progressing and should be completed on time. An update on the Loffs Bay Road project was provided. The District is preparing for winter, working on culverts, drainage, brush cutting, signs, and trucks.

John Parmann, Aviation – Community Member, had no updates to report.

Tom McLaughlin, Rail/Trucking – Community Member, had no further updates to report.

Chad Ingle, Kootenai County, noted their update was a presentation later in the agenda.

There were no utility updates reported.

## **6. Planning Updates**

Ali Marienau noted the next freight roundtable would likely be scheduled the beginning of 2021. Currently, she is updating to the model, doing some modeling work for the City of Coeur d'Alene, and working on planning/model updates for Huetter Corridor.

Glenn Miles noted the Spokane Transit Authority (STA) had sent out communications to several agencies regarding an interest in extending their high-performance transit through the Spokane Valley corridor into Kootenai County/Coeur d'Alene. Mr. Miles wanted the committee to be aware that the planning effort was underway.

## **7. Idaho Transportation Board Update**

Bill Roberson reported the ITD Board approved the 2021-2027 Idaho Transportation Investment Program (ITIP) this month; it will now be forwarded to the Federal Highway Administration (FHWA) for approval. There will be changes in how ITD deals with telecom companies and installation of their 5G units/equipment within the right-of-way. ITD has a committee working on an update to the Guide for Utility Management to address this issue; once complete, it will be before the ITD Board. The next ITD Board meeting will be held virtually in District 1; notices will be sent out to the local agencies.

## **8. Current Business**

### **a. Regional Funding Effort Update**

Mr. Miles said during the development of the 2020-2040 Metropolitan Transportation Plan (MTP), KMPO, KCATT, and the KMPO Board developed a strategy that could accelerate some regionally significant projects. In August, the KMPO Board approved the Resolution requesting the Kootenai County Board of County Commissioners to place a measure on the November 3<sup>rd</sup> ballot giving the citizens of Kootenai County an opportunity to vote on a \$50 annual vehicle registration fee. The Board of County Commissioners unanimously approved the Resolution placing the measure on the November 3<sup>rd</sup> ballot. Mr. Miles stated 98.5% of the funds would remain in Kootenai County and help fund twelve specific projects which were selected due to their regional significance. Spearheaded by the Coeur d'Alene and Post Falls Chambers of Commerce, a political action committee, Kootenai County Citizens for Traffic Relief, has been created and will be doing advertising via tv, radio, and printed media. Their website is [www.14centsaday.com](http://www.14centsaday.com).

### **b. Huetter Corridor Realignment Update**

Mr. Miles provided an update on the Huetter Corridor realignment; they will be looking at the new alignment north of the Coeur d'Alene Airport and providing information to KCATT next month.

## **9. Upcoming KMPO Board Items**

Mr. Miles noted the lack of business before the KMPO Board in October. KCATT will be notified if the meeting is cancelled by the KMPO Board chair and vice chair.

## **10. Other Business**

### **a. Western Systems – Siemens Concert ATMS Presentation**

Zack Hoiting, Western Systems, provided a PowerPoint presentation on the Siemens Concert Advanced Transportation Management System (ATMS), an umbrella system that supports central traffic management systems. Their ability to connect various hardware and software systems, subsystems, field devices, and data sources was highlighted. Mr. Hoiting reviewed the integration of freeway and local urban systems, incident/event management, strategy management/response plans, sign control and provided scenarios and C2C (Center-to-Center) operations examples that are being used in the Seattle area. He will forward the presentation to KMPO. Mr. Hoiting took questions from the committee.

### **b. Kootenai County Integrated Mobility Innovation (IMI) Project Presentation – Chad Ingle and Tim Hibbard of Passio Technologies**

Mr. Chad Ingle provided an overview of the project and said, in 2019, Kootenai County submitted a proposal to explore an open architecture fare payment system and won a competitive bid for an Integration Mobility Innovation project funded by the Federal Transit Administration. Passio Technologies is currently the ITS partner for Citylink North and Kootenai Health. Mr. Ingle noted challenges that exist for transportation providers and commented on the goal and efforts to ensure the system works in both the urban and rural environments. Passio Technologies is building two platforms, Passio Mobility Platform which will be managed by Kootenai County and used by local transportation providers and Passio Mobility Planner which will be used by riders to plan their trips. Payment models, timing, and potential partners were discussed.

### **c. KCATT Member Items**

David Callahan reported the review of the minor subdivision amendments were scheduled before the Kootenai County Planning Commission on November 12<sup>th</sup> and the Board of County Commissioners on December 10<sup>th</sup>. The amendments will be forwarded to the highway district supervisors once he receives them from the County's legal counsel. Mr. Callahan said he hoped the amendments would address at least some of the issues the districts were currently facing. He encouraged the agencies to attend the meetings and explained that any feedback could be introduced as late as the public hearing.

Mr. Roberson stated ITD had sent the request for abandonment of the SH-41/Coeur d'Alene Industrial spur to the Surface Transportation Board (STB) last week. ITD is attempting to get early possession of the portion within the proposed right of way for SH-41 so ITD can continue work on the corridor during the abandonment process. Mr. Roberson requested letters supporting abandonment of the spur noting he has been posting them on the STB site.

Mr. Roberson commented on the SH-41 access management noting ITD had been approached by a developer who has asked them to deviate from the access management outlined in the SH-41 Corridor Master Plan. Although ITD is standing by the quarter-mile right-in/right-out and half-mile signal spacing similar to US-95, he would like the committee's feedback on access management on the section of SH-41 north of Hayden Avenue. Mr. Roberson commented on the Idaho Administrative Procedures Act (IDAPA) and the amount of pushback ITD is receiving from larger agricultural areas and one parcel owner who has split some property into 20-acre parcels along SH-41. According to IDAPA, ITD is required to simply provide reasonable access. Mr. Roberson said, although ITD has an underlying agreement with Kootenai County which addresses access at the quarter-mile and half-mile spacing, the 20-acre splits can be done without any comment from the state. He noted the City of Post Falls was in agreement with the SH-41 Corridor Master Plan, but explained the issue was in the county – north of Hayden

Avenue. He questioned if the quarter-mile restricted turns and half-mile signal spacing, similar to what was done on SH-41 south of Hayden Avenue, would be accepted, as it is not depicted in the SH-41 Corridor Master Plan at this time. Mr. Roberson noted ITD had just spent \$11 million correcting the access spacing along US-95 and said they do not want to create the same issue along SH-41. He expressed concerns with the connectivity, discussed access management, and backage/frontage roads, which are critical in how the overall system works.

Mr. Weymouth encouraged ITD to restrict access and stand by their access management plan. He commented on the importance of learning from past mistakes and felt the corridor was worth projecting given the amount of money that was being invested in the project. He questioned if ITD was receiving any land use planning support, relative to access management, from local agencies and asked if ITD had any suggestions on how the group could help support them.

Mr. Palus said as more exceptions are made to the corridor plan, the more difficult it would be to disallow even further exceptions; the process will fall apart. He noted the portion north of Hayden Avenue would eventually be developed but is currently sparsely developed. Mr. Palus said he would prefer leaving that portion as an open section of highway and, once development begins building up, see how the quarter-mile access points are working; at this point, he would not add or remove any planned access points. He questioned the possibility of allowing access point along SH-41 until such time access could be provided by quarter and half-mile backage roads.

Mr. Miles commented that allowing additional access along SH-41 would be no different than what was done on US-95 at Canfield and Bosanko Avenues. He noted the Idaho Administrative Procedures Act (IDAPA) requires access – not full-directional access.

Mr. Shanley suggested Mr. Callahan discuss how the issue could potentially affect the corridor access. He commented on his understanding of Kootenai County's provision for allowing free 20-acre splits and the impact of unlimited access approaches based on these free splits. He would like to know how the County views this type of subdivision process and if they are going to allow this type of land use action when it comes to major corridors like SH-41. He commented on corridor access control policy and constitutional law issues as they relate to allowing access to property that fronts a public road and felt the County should consider changes to their current land use policies. Mr. Shanley commented on the issues along US-95 and the amount of taxpayer dollars being spent to correct those issues. As suggested by Mr. Weymouth, they do not want to repeat history. He suggested policy makers take access management control and the spending of public dollars into consideration in the future. Mr. Shanley said the issue has created access management problems for Lakes Highway District to the point that they have had to create an ordinance to address the matter.

Chair Howard agreed with Mr. Shanley and stated he agreed with maintaining stringent access as much as possible noting there was a plan in place. He remarked that the Huetter Corridor would come into play in the future and felt the consideration of additional access could be addressed at that point.

Mr. Soderling commented on the importance of the discussion. He noted the reduction of access points along US-95 and said the City of Hayden is facing a monumental challenge as they are seeing the impacts of not having adequate frontage and backage roads. Mr. Soderling stressed the importance of planning and coordination.

Mr. Callahan said, since the 2016 consolidation of land use codes into the current code, there has been no such thing as free splits. He explained the County's subdivision exemption allows any number of 20-acre parcels provided they meet the subdivision exception criteria. The Land Use and Development Code Section 8.3.2, Highway 41 Access Overlay Zone, specifies what is allowed and disallowed along the corridor. Mr. Callahan felt there was a problem with the current

code as these subdivision exemptions, by definition, are created outside the subdivision process. For that reason, he is not aware that they are taking place. He did not believe the current Highway 41 Access Overlay Zone addressed the committee's concerns and felt this was a significant planning issue. Mr. Callahan said this was timely and felt the best way to address the issue was for them to attend the November 12<sup>th</sup> and December 10<sup>th</sup> code amendment review meetings and express their concerns to both the Planning Commission and Board of County Commissioners. He will let them know if any changes are made to the meeting dates.

**11. Next Meeting – October 27, 2020**

**12. Adjournment**

**Ben Weymouth moved to adjourn the September 22, 2020, meeting. David Callahan and Rob Palus seconded the motion which passed unanimously.**

The meeting adjourned at 9:29 a.m.

Signature on File

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Recording Secretary