



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**

October 26, 2021 - 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 September 28, 2021 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 2022 KMPO Board and KCATT Meeting Dates & Locations – **Action Item**
  - b. 2020 Census Population/Housing and Historical Comparison
9. Upcoming KMPO Board Items
  - a. Draft 2022 KMPO Board and KCATT Meeting Dates & Locations
10. Other Business
  - a. KCATT Member Items
11. Next Meeting – November 23, 2021
12. Adjournment

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## KCATT MEETING MINUTES

for

October 26, 2021

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

### **Call to Order:**

Chair Chris Bosley called the meeting to order at 8:01 a.m. and welcomed attendees.

### **Welcome / Introductions**

|                                |                                 |
|--------------------------------|---------------------------------|
| Chris Bosley, Chair .....      | City of Coeur d'Alene           |
| Ben Weymouth, Vice Chair ..... | East Side Highway District      |
| Kevin Howard .....             | Worley Highway District         |
| Robert Palus .....             | City of Post Falls              |
| Michael Lenz .....             | Post Falls Highway District     |
| David Callahan .....           | Kootenai County                 |
| Kevin Jump .....               | City of Rathdrum                |
| Halley Jalbert .....           | Community Member, Pedestrian    |
| Bill Roberson .....            | Idaho Transportation Department |
| Marvin Fenn .....              | Idaho Transportation Department |

### **KMPO Staff**

|                   |                     |
|-------------------|---------------------|
| Glenn Miles ..... | Executive Director  |
| Kelly Lund .....  | Executive Secretary |

### **Alternates and Guests**

|                        |                        |
|------------------------|------------------------|
| Monty Montgomery ..... | Lakes Highway District |
| Donna Montgomery ..... | Citizen                |
| Chad Ingle .....       | Kootenai County        |
| Jeff Peters .....      | Lochner                |
| Laura Winter .....     | Ruen-Yeager            |
| Robert McGhie .....    | Citizen                |
| Ron McGhie .....       | Citizen                |
| Jason Stippich .....   | Avista                 |
| Dan Smith .....        | IDEQ                   |
| Angela Comstock .....  | JUB                    |
| Daniel Baker .....     | HDR                    |
| Mark Brower .....      | KPFF                   |
| Scott Markel .....     | Ruen-Yeager            |

### **3. Approval of September 28, 2021, Meeting Minutes – Action Item**

**Rob Palus moved to approve the September 28, 2021 minutes as submitted. Vice Chair Ben Weymouth seconded the motion which passed unanimously.**

### **4. Public Comments**

Mr. Ron McGhie, citizen residing in Big Sky development along Huetter Road, commented that he appreciated the knowledge of the group and length of time they had been studying the Huetter bypass. He noted the group's effort to obtain public involvement but said he did not believe they were successful in reaching the public. He understood the committee represented various agencies and their interests but commented that the public had a different opinion about the project. In seeking information about the corridor, he was directed to ITD. He has written a letter to Damon Allen and Jim Thompson and said he appreciated the discussions he has had

with ITD staff, Marvin Fenn and Bill Roberson. He commented that the citizens felt that they were not being given an opportunity to ask questions and said, he believed, they had legitimate concerns that should be addressed, noting I-90 and said they felt the money would be better spent on a thoroughfare that paralleled I-90.

David Callahan arrived at 8:07 a.m.

Mr. Miles explained that the width of the corridor was based on the typical cross-section but would vary due to interchanges and crossovers; while corridor plans define the footprint of a project area, the actual right-of-way is defined during the environmental and design processes. ITD is currently doing the environmental and will be reviewing previous planning documents and the environmental impacts associated with the alternatives. He commented on the history of the Huetter Corridor project noting it was adopted by the local jurisdictions in 1997 and taken up by KMPO upon its inception in 2003. The 2009 study included the environmental review and a preservation plan; as a condition of annexation and development, there is a 250-foot right-of-way setback. KMPO is not involved in Kootenai County's proposed corridor overlay zone which is expected to tie-up property within the current Huetter Corridor footprint.

Bill Roberson noted the US-95; Alternative Route Huetter Bypass Request for Proposal (RFP) for a Planning and Environmental Linkage (PEL) would be out for advertisement today and available to the public via the ITD website. The study will be done in accordance with the National Environmental Policy Act (NEPA) requirements and include heavy public involvement throughout Kootenai County. Mr. Roberson noted he had discussed Mr. McGhie's concerns with him but explained that they were beyond the scope of what ITD was doing.

Mr. Fenn explained the study was not being funded with federal pass-through funds – but strictly state dollars; the ITD Board approved a generous \$3 million budget to ensure the project could be fully vetted. Regardless of ITD's decision on the state system, the Huetter Corridor could be identified as a need at the local level. ITD will do their due diligence, look at alternative routes, including Huetter Road. The study will take the public back to the beginning – summarize all alternatives and findings. He discussed the lengthy planning process and noted it was not uncommon for planning documents to roughly define systems and probable locations until a project can be fully vetted through a higher-level planning document. He said Mr. McGhie had provided ITD a good letter and encouraged him and his group to submit their questions and concerns to ITD as they would be addressed during the study.

Mr. McGhie expressed his concern that the county's proposed overlay zone impacted only those along a corridor that, to date, had not been specifically defined and said it was unfair that the county would be tying up the property of those along the corridor. He commented that it would be beneficial for the citizens to see a spatial reference showing the edge of the corridor in relationship to their homes and property lines. Mr. McGhie asked the county to delay their hearing on the proposed overlay zone, put the corridor in GIS, and add it to KC Earth.

David Callahan apologized for arriving late. He commented on Kootenai County's recent press release seeking public input on the county's proposed Huetter Corridor overlay zone; the effort had created a "firestorm" of concerned citizen. He will be asking the Planning Commission to postpone the scheduling of the public hearing until he has had a chance to discuss the matter with anyone who has concerns; he commented on the importance and value of the public being involved from the beginning. The agencies are following the NEPA process and are doing what is required by federal law. Mr. Callahan said he will reach back out to the public and ensure they understand the county's proposed overlay zone process – which has nothing to do with the layout and design of the final corridor. Mr. Callahan said he would not place the matter before the Planning Commission until he feels comfortable moving forward.

Mr. Ron McGhie commented that Mr. Fenn and Mr. Roberson had done a good job of explaining their position and process. He did not take issue with the study but commented on the \$3 million budget and said he did not want their properties to be tied up, noting the corridor was impacting the property values of those along the corridor as it is “designed” and “tied” to the land. He thanked the group for protecting the people’s interest, and said he believed that is has come down to a difference of opinion. Their concern is that the state will design a highspeed corridor that will not solve the issue on I-90 – then turn US-95 over to the public to maintain. Mr. McGhie said their position is that US-95 and SH-41 should be maintained and said something is needed along SH-53 or on the north side of Lancaster Road.

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

Bill Roberson, ITD, noted the Huetter Corridor update was given during the public comment. He provided an update on the SH-41 widening project and said, with a few modifications, the current alignment will remain in place through the winter months. Construction of the US-95/Garwood Road grade separation project will not be completed until April or May. The US-95 – Ironwood Drive to SH-53 signal upgrade project is expected to go out to bid this winter. The SH-53 – Hauser Lake Road to North Bruss Road project is expected to go out to bid after the first of the year. Most of the bridge repair projects have been wrapped up for the season; work will continue next year. As previously reported, the I-90 widening project, which includes the I-90/US-95 interchange, will be going through the environmental process.

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

Kevin Jump, City of Rathdrum, reported the SH-53/Meyer Road intersection project is now fully operational; however, the traffic signal is not expected to arrive or be installed until the March/April timeframe. The city is hoping to finalize the agreement for acquisition of the last parcel on the Boekel Road/Meyer Road intersection project; it will go out for bid in the spring for a summer construction. Their Transportation Master Plan update is ongoing. The SH-41/Lancaster Road intersection is expected to reopen within the next week.

Mr. Miles noted Eric Shanley, Lakes Highway District, was not present. The District held their ribbon cutting ceremony on the Ramsey Road/BNSF overpass project last week; 12-13 people attended. The cost estimate was \$4.7 million; the actual cost was just over \$10 million.

David Callahan, Kootenai County, commented on the Huetter Corridor discussion under public comments. He reported on the progress of the minor subdivision code amendment but felt the code addressing roads in and out of minor subdivisions was too complex; he will be seeking a re-write to simplify. Once that has been done, he will request a public hearing in front of the Planning Commission and the Board of County Commissioners.

Michael Lenz, Post Falls Highway District, reported that the construction bids for the Prairie Avenue/Idaho Road roundabout project open today; they will be putting out a Request for Information (RFI) for Construction Engineering/Inspection (CE&I) the beginning of November. The District has teamed up with Lakes Highway District on the Huetter Road/Lancaster Road roundabout project; they are currently scoring the RFI responses for design. The District is working on an agreement with the City of Post Falls to address upcoming winter roadway maintenance. Crews are preparing for winter, cleaning culverts, and doing brushing.

Rob Palus, City of Post Falls, reported that an opportunity to address two projects surfaced last week, noting the closure of Greensferry Road between 12<sup>th</sup> and 16<sup>th</sup> Avenues for sewer and water extensions and installation of curb, gutter, and sidewalk on the Grange Avenue/Union Pacific railroad crossing improvement project. The Prairie Avenue project, which includes the Prairie Avenue/Spokane Street roundabout, widening of Prairie Avenue from Spokane Street to the Chase Road roundabout, and the modification of Spokane Street from Prairie Avenue to

Poleline Avenue, is on schedule to go out to bid in February; an open house is planned early to mid-December. Their consultant is designing two projects – the Poleline Avenue/Chase Road signal/roundabout and the installation of turn restrictions on Mullan Avenue at Walmart with signal modifications at Mullan/Poleline Avenues. The city is preparing for winter.

Kevin Howard, Worley Highway District, reported the Kidd Island Road project was complete – they will be closing out construction and rolling it into a monitoring agreement for the rehabilitation and relocation of the stream bed; there are still utilities that need to be moved. An update on the 2017 Watson Road slide repair project was provided – a walk through will be done today; discussions with the neighbors will be held. The Watson Road Bridge has been completed; due to its proximity to the slide repair project, the road has remained closed but is expected to be open today or tomorrow. With the exception of intersection signs, the Sun Up Bay Road/Bennion Road and Bennion Road/Finnebott Road intersection projects are complete. The Cougar Gulch Road project will be revisited. Crews will begin preparing for winter.

Ben Weymouth, East Side Highway District, noted Western Federal Lands had advised that the Yellowstone Trail Road project will go to construction in 2024. The Canyon Road Bridge project is in Phase 2 of the Feasibility Study. The District is scoping the guardrail safety project on Canyon and Fernan Lake Roads. Crews are preparing for winter.

Chair Chris Bosley, City of Coeur d'Alene, noted the city's leaf pick-up program, Leaf-Fest, will begin November 8<sup>th</sup>. The paving of Lacrosse Avenue is scheduled for November 18<sup>th</sup>. The Kathleen Avenue/Government Way signal project will begin in November; the widening of Kathleen Avenue from US-95 to Government Way is scheduled for 2022.

Chad Ingle, Kootenai County, reported the final plan review for two bus shelters had been held; construction is expected in the spring. Riverstone Transit Center Phase II is at 30% construction plan review. With the exception of Hayden, they have met with all the jurisdictions to discuss the Strategic Service Plan update. They are working on the next round of bus procurements.

Jason Stippich, Avista, reported crews were hours away from completing the SH-41 widening project utility moves.

## **6. Planning Updates**

Mr. Miles had no planning updates to report.

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

Mr. Fenn noted the ITD Board announced Jan Vassar, an ITD Board member since 2010, passed away last week. The Board officially approved design funds for the Parks Road interchange. They recommended approval of the FY 2022-2028 Statewide Transportation Improvement Program (STIP). The next Board meeting will be held in Boise on November 18<sup>th</sup>. Noting the time of year and upcoming time change, the Board emphasized pedestrian awareness. A presentation on a motorcycle training/awareness program was given to the ITD Board; there has been high rate of motorcycle-related deaths in Idaho this year.

Mr. Miles reported that the ITD subcommittee looking into the distribution of federal formula program funding met last week in Boise; representatives from ITD, the Association of Idaho Cities (AIC), Idaho Association of Highway Districts (IAHD), five MPOs, and Local Highway Technical Assistance Council (LHTAC) attended the meeting and participated in the discussion. Mr. Miles provided an overview of the federal formula funding, explained how federal funds come to the State of Idaho and are allocated to ITD, the five MPOs, and small jurisdictions. An ITD Board action that occurred approximately ten years ago redirected \$10 million in funding from the MPOs and small jurisdiction to the Boise area. Mr. Miles discussed the Federal Highway Administration (FHWA) statutory allocation and noted there was a recommendation to

reallocate the \$10 million funding back to the MPOs and small jurisdictions. The ITD Board is expected to address the matter in the winter/spring timeframe.

## **8. Current Business**

### a. Draft 2022 KMPO Board and KCATT Meeting Dates & Locations – **Action Item**

Mr. Miles noted the proposed 2022 KMPO Board and KCATT Meeting Dates and Locations calendar was drafted to avoid conflicts with holidays and known conference dates.

**Ben Weymouth moved KCATT approve and recommend to the KMPO Board adoption of the 2022 KMPO Board and KCATT Meeting Dates & Locations calendar. Rob Palus seconded the which passed unanimously.**

### b. 2020 Census Population/Housing and Historical Comparison

Mr. Miles noted the Census Bureau released the 2020 Public Law dataset which provides population and housing at the block level. The KCATT packet included a chart showing Kootenai County population and housing totals and totals by jurisdiction. Since 2010, the population has increased 23 percent, from 138,495 to 171,362. In reviewing the growth, Mr. Miles noted the areas that experienced the greatest growth and discussed the challenge of jurisdictional boundaries changing – with city annexations, rural populations shift into the urban areas; the population and housing analysis was done using the 2020 jurisdictional boundary file. Projections estimated the 2020 population to be 165,000 and the 2040 population to be 300,000. Information obtained from ITD’s Division of Motor Vehicles (DMV) shows people are moving here from various parts of the United States. Housing and vacancy rates were noted. KMPO’s analyses are driven by population and jurisdictional land use plans within traffic analysis zones; March-April-May or September-October-November traffic counts are used in the analysis. Projections through 2050 will be done.

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

### a. Draft 2022 KMPO Board and KCATT Meeting Dates & Locations

Chair Bosley noted the draft KMPO Board and KCATT Meetings Dates and Locations calendar would be before the KMPO Board for approval in November.

## **10. Other Business**

### a. KCATT Member Items

Mr. Fenn noted the blood donation bus was parked in front of ITD and available to anyone who wished to donate blood.

Mr. Miles reported John Parmann, who had been on KCATT representing aviation since 2015, sent a letter indicating that he would not be seeking reappointment in 2022; he expressed his appreciation, said he had learned a lot, and was glad to be a part of the organization.

## **11. Next Meeting – November 23, 2021**

## **12. Adjournment**

**David Callahan moved to adjourn the October 26, 2021 meeting. Rob Palus seconded the motion which passed unanimously.**

The meeting adjourned at 9:07 a.m.

Signature on File  
Recording Secretary