



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

KMPO Board Meeting
November 18, 2021 1:30 pm
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

1. **Call to Order – Lynn Borders, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval of September 9, 2021 Meeting Minutes – Action Item**
4. **Public Comments** (limited to non-agenda items 3 minutes)
5. **KCATT Recap & Recommendations – Chris Bosley**
 - a. Recap of Activities – September/October 2021
 - b. Draft 2022 KMPO Board and KCATT Meeting Dates & Locations Recommendation – **Action Item**
6. **Administrative Matters**
 - a. September 2021 KMPO Expenditures – **Action Item**
 - b. October 2021 KMPO Expenditures & Financial Reports – **Action Item**
 - c. KMPO 2021-2027 Transportation Improvement Program (TIP) Amendment Requests:
 1. #17 Request to Increase Funding in FY21 Program
 2. #18 Request to Modify Funding in FY21 Program
 3. #19 Request to Modify Funding in FY21 Program
 4. #20 Request to Carry Forward Project/Add New Project into FY22 Program
 5. #21 Request to Increase Funding in FY22 Program
 6. #22 Request to Add Project into FY22 Program
 7. #23 Request to Increase Funding in FY22 Program
7. **Other Business**
 - a. Huetter Corridor Update - **Information**
 1. Huetter Road Group Presentation (15 Minutes)
 2. Next Steps
8. **Public Transportation (Informational Items Provided to KMPO)**

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.

 - a. Kootenai County Regional Mobility Platform Demonstration – Chad Ingle (15 Minutes)
 - b. Kootenai County Transit Report – Kootenai County Public Transportation Staff
 - c. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – December 9, 2021**
12. **Adjournment**

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MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
November 18, 2021
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Lynn Borders, Chair	City of Post Falls
David Russell, Alternate	Post Falls Highway District
Graham Christensen	East Side Highway District
Corinne Johnson	Worley Highway District
Leslie Duncan	Kootenai County
Vic Holmes	City of Rathdrum
Jeri DeLange	City of Hayden
Dan Gookin	City of Coeur d'Alene

Board Members Absent:

Rod Twete, Vice Chair	Lakes Highway District
Jeff Tyler	Post Falls Highway District
Jim Kackman	Coeur d'Alene Tribe
Damon Allen	Idaho Transportation Department, District 1

Staff Present:

Glenn Miles	Executive Director
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Attendees:

Adam Miles	DOWL
John McGhie	Citizen
Brett Haney	Citizen
Tami Martinez	Citizen
Jennifer Hickman	Citizen
Brian Rogers	Citizen
Tim Shaw	Citizen
Donna Euler	Citizen
Tony Grover	Citizen
Anthony Peters	Citizen
Halley Jalbert-Sobry	KCATT
Ed DePriest	City of Hayden
Elli Goldman Hilbert	Coeur d'Alene Press
Stephanie Wolf	Citizen
Craig Marian	Citizen
Maureen Marian	Citizen
Chris Bosley	City of Coeur d'Alene
Chad Ingle	Kootenai County

1. Call to Order – Lynn Borders, Chair

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chair Lynn Borders at 1:30 p.m.

2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item

There were no changes to the agenda or conflicts of interest declared.

3. Approval of September 9, 2021 Meeting Minutes – Action Item

Ms. Leslie Duncan moved to approve the September 9, 2021 meeting minutes. Ms. Jeri DeLange seconded the motion, which passed unanimously.

4. Public Comments (limited to non-agenda items 3 minutes)

There were no public comments.

5. KCATT Recap & Recommendations – Ben Weymouth

a. Recap of Activities – September/October 2021

KCATT Chair Chris Bosley provided a recap of the September and October KCATT meetings, highlighting regional projects and noting the current SH-41 alignment will remain through the winter months; construction will resume in the spring. The Huetter Bypass environmental Request for Proposal (RFP) is out and will close in a few days.

b. Draft 2022 KMPO Board and KCATT Meeting Dates & Locations Recommendation – Action Item

Mr. Bosley noted KCATT's recommendation for the adoption of the draft FY 2022 KMPO Board and KCATT Meeting Dates & Locations calendar. Mr. Miles noted an effort to avoid conflicts with known conferences and meeting dates.

Mr. Vic Holmes moved to approve the FY 2022 KMPO Board and KCATT Meeting Dates and Locations. Ms. Corinne Johnson seconded the motion, which passed unanimously.

6. Administrative Matters

a. September 2021 KMPO Expenditures – Action Item

b. October 2021 KMPO Expenditures & Financial Report – Action Item

Ms. Jeri DeLange moved to approve the expenditures for September and October 2021. Ms. Corinne Johnson seconded the motion, which passed unanimously.

- #### **c. KMPO 2021-2027 Transportation Improvement Program (TIP) Amendment Requests:**
- 1. #17 Request to Increase Funding**
 - 2. #18 Request to Modify Funding**
 - 3. #19 Request to Modify Funding**
 - 4. #20 Request to Carry Forward Project/Add New Project**
 - 5. #21 Request to Increase Funding**
 - 6. #22 Request to Add project into FY22 Program**
 - 7. #23 Request to Increase Funding in FY22 Program**

Mr. Miles noted the 2022 fiscal year began October 1, 2021. He explained the FY 21 Transportation Improvement Program (TIP) would remain in effect until the FY 22 TIP was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); administrative amendments modify the TIP by capturing projects that are being brought forward in the program. Mr. Miles reviewed the amendments. In response to questions from Mr. Gookin, Mr. Miles explained the amendment associated with the Early Corridor Acquisition and Preservation Program, its process, and confirmed that it would be used to purchase property along the Huetter Corridor – based on a willing buyer/willing seller scenario. Property owners would work with the local jurisdiction(s); if a project does not go through, the property will be sold at the current market price.

7. Other Business

a. Huetter Corridor Study Update - **Informational**

Mr. Miles noted there had recently been a lot of interest in the Huetter Corridor project which, he presumed, had been sparked by the recent realignment of the north section of the corridor. Two citizens had attended the November KCATT meeting to express their concerns. A discussion with Chair Borders resulted in an invitation to a local citizen group to discuss their concerns regarding the Huetter Corridor project.

1. Huetter Road Group Presentation (15 Minutes)

Chair Borders noted a presentation would be provided by the No Huetter Bypass group.

Mr. Brian Rogers, a local resident, thanked the Board for the invitation to speak. He commented on the reasons the No Huetter Bypass group was in attendance. Based on information in the Huetter Corridor Study, the \$300 million project will result in less than an 8% desaturation rate across the entire county. The 280-person, and growing, "No Huetter Bypass" group represents Kootenai County residents from all walks of life. He remarked that the Board may have been told that KMPO staff is open to taking community feedback; however, according to the July 8, 2021 KMPO Board meeting minutes, only a newspaper article was mentioned – there was no mention of a petition signed by 42 people who were against the project. Mr. Roger said this was of concern to him, noting the same view was used in moving the project forward in 2007 where there was no mention of improving SH-41 or US-95. The Huetter Corridor Study information shows failures and exorbitant saturation levels. He believed local jurisdictions and the community could work together to come up with a plan. Mr. Rogers again referenced the 2007 study and said, according to the November 2, 2006 Public Comment Summary, the Support/Opposition record showed 15 in favor, 8 in favor with changes, and 80 opposed and commented that those were not properly represented in the summary.

Ron McGhie, a local resident, thanked the Board for the opportunity to voice his concerns related to the Huetter Bypass project; his brother, Mr. Bob McGhie, was also in attendance. Mr. McGhie commented on their background, which included a small development company and an engineering and surveying firm. He and his brother joined the No Huetter Bypass group because they know the proposed project will not solve area traffic problems. They do not question KMPO's growth projections or traffic numbers and are not against highspeed corridors but are very much against the location and size of the Huetter project; the project must be stopped. He commented on the fixation of the project, noting it had been studied since the 1990s. In 2007, KMPO made the Huetter Corridor its preferred route, and shown as the only north-south solution to mitigate existing and future traffic problems between SH-41 and US-95. Mr. McGhie commented that KMPO's stated intent has always been to designate the Huetter Corridor as US-95 North – replacing the current portion of US-95 between Appleway Avenue and Boekel Road; this section will likely be turned back to the local jurisdictions or highway district(s). He believed this would be a mistake as only ten percent of US-95 traffic represents through-trips; issues on US-95 must first be addressed – the Huetter Bypass will not solve existing or future traffic problems. A new highspeed highway to backup all of I-90 from state line to US-95 is desperately needed. The Corridor will do little to help the future needs of the fastest growing cities, Post Falls and Rathdrum. Many prairie residents feel the use of Huetter Bypass is an irresponsible use of taxpayers' money. He said it is hard to believe that all 11 members who voted for the corridor, still unanimously agree that it is the best interest of the people. Mr. McGhie said he had spoken to several people at ITD who informed him that they would be studying everything. However, noting the title of the RFP, the No Huetter Bypass group respectfully requested the Board's help in stopping the RFP in its present form – the

terminology/linkage as US-95 Alternate Route Huetter Bypass. The community is counting on KMPO to not only look after their best interest in transportation but also to not waste the taxpayers' dollars. He respectfully asked the Board to address better routes east of the Burlington Northern Railroad that would back up I-90, SH-53, SH-41, and US-95. He again thanked them for their time and asked for their cooperation in stopping the Huetter Bypass. He thanked ITD and KMPO staff for their help and cooperation.

Mr. Rogers said he would like to work with the Board. He commented on the University of Wisconsin's State Smart Transportation Initiative which promoted transportation practices and policies and read two portions from The Innovative DOT Handbook of Policy and Practice. He said the RFP needs to be reworded and asked the Board to stop the project and work with the community in finding a solution.

Mr. David Russell, Post Falls Highway District's alternate Board member, requested the group email their information to him.

In response to questions from Mr. Gookin, Mr. Rogers explained that he did own 4.5 acres next to Huetter Road; approximately 310 feet of frontage. If the corridor project goes through, he would likely be able to keep a 20-foot strip of land. Although he has concerns about the impact the project will have on him, he did not attend today's meeting for that reason, saying, "facetiously," he would give them the land – if it made sense." Mr. Rogers noted the Fifth Amendment and Idaho state statute wherein the state can claim land "under need," but said, there was "no need." He noted the planned corridor has caused several offers on his neighbor's property to fall through. Mr. Rogers said there were a lot of people who are very unhappy with the direction this area was going and suggested doing, "the right thing for the community," commenting the Huetter Corridor was not the only issue. He has suggested to ITD that they find the right solution to the problem by expanding the RFP county-wide, and said, at that point, they could start selling their property again.

Mr. Gookin said, during his eight years on the KMPO Board, he had heard a lot about the Huetter Corridor but said he did not realize, until recently, the extent to which the project would impact the abutting property owners. He was pleased that concerned citizens had come forward – noting it was a big project, would have a great impact on private property owners and require 800 feet of private property. Mr. Gookin said he liked private property rights and supporting the public. He noted the project was out a few years and said there would be funds to support the amicable acquiring of property from willing sellers. Mr. Gookin said to Mr. Rogers, when considering his proposal, he should be aware that he would be moving the situation he is currently facing on to someone else in the county. Mr. Rogers said he appreciated Mr. Gookin's point and remarked that KMPO's writings state they are supposed to find strategic solutions that result in the least amount of property taking.

Mr. Miles made a clarification to Mr. Gookin's comment, noting the width of the corridor footprint was 300 feet, not 800 feet, and did include existing right-of-way; the location of the footprint has not been defined. Mr. Miles noted KMPO had received a copy of the group's three alternative corridor proposals. An analysis comparing the proposals against the adopted corridor alignment revealed the proposed alignments were longer and therefore impacted more parcels, acres, and people; the intent was to minimize, to the extent possible, the number of people impacted. The corridor was never intended to resolve issues along I-90 but was to address current and future growth between I-90 and Rathdrum – from SH-41 to Atlas Road. Mr. Miles noted ITD was currently conducting an environmental study on I-90, Washington state line to Sherman Avenue, and the I-90/US-95 interchange; due to the growth in the Rathdrum area, ITD is also looking at ways to improve SH-53. Mr. Miles agreed that it was important to look at all options.

2. Next Steps

Mr. Miles said he believed ITD's Huetter Bypass planning and environmental study will provide the No Huetter Bypass group a great opportunity to express their views and share their proposals. The study will ground truth all the information that has been collected to date. He recommended the outcome be brought back to the KMPO Board for consideration as an amendment to the Transportation Plan. Mr. Miles commented on the 1997-2017 Kootenai County Transportation Plan and the 2009 Huetter Corridor Study. Unless the Board wants to revisit the project, from a planning standpoint, the project has been forwarded onto ITD for the environmental study. Mr. Miles said, at this point, the project is not "a done deal" as the environmental, right-of-way, and construction funding have not been addressed. During the KCATT meeting last Tuesday, ITD staff, Mr. Marvin Fenn and Mr. Bill Roberson, explained to Mr. Ron McGhie and Mr. Robert McGhie that the project is at a point where anyone having concerns or feedback should submit them to ITD.

Mr. Gookin noted that he was aware that there were a lot of citizens concerned about the project and said he empathized with them. He had suggested the group attend the meeting today as he wanted to ensure they felt they were being heard, were part of the process, and that their concerns were being addressed. As the matter progresses, he would like to hear more from the group and felt it would be advantageous for the Board, as well.

In response to a question from Mr. Gookin, Mr. Miles said, as the project moves forward, the appropriate avenue for the group to express any concerns would be through the ITD process, noting there would be a full public involvement process. There is an inordinate amount of time and public resources used on these studies – this is an opportunity to be involved and on the record.

Mr. Gookin stated he would be available after the meeting to answer any questions.

Chair Borders said he believed everyone understood the next step would be to reach out to ITD, stay in contact with them, and submit any concerns or feedback to them.

8. Public Transportation (Informational Items Provided to KMPO)

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a. Kootenai County Regional Mobility Platform Demonstration – Chad Ingle (15 Minutes)

Mr. Chad Ingle, Kootenai County, noted Tim Hibbard, Passio Technologies, would be presenting the demonstration on the rider platform that they have been developing over the past year; Passio Technologies is also the Intelligent Transportation Service (ITS) provider for the fixed route, Paratransit and Ring-a-Ride services. He introduced Mr. Hibbard.

Mr. Tim Hibbard provided a history of the project, noting Kootenai County was awarded a Federal Transit Administration (FTA) competitive grant for an Integrated Mobility Innovation project. The goal was to aggregate regional transportation providers into a mesh network and provide greater transportation for citizens throughout the region; they will be collecting feedback. Mr. Hibbard demonstrated the free app, where riders can request, manage, and ultimately pay for on-demand trips; the driver and dispatch app for trip management was also demonstrated. The platform is ready to be rolled out to beta users.

Mr. Gookin questioned Mr. Ingle regarding the cost of the platform, noting its similarity to UBER; it was not clear why the government needed to provide something that was already available.

Mr. Ingle noted the funds came through an FTA grant award; there was no cost to the county. He explained the platform was for public transportation and noted integrated mobility and

payment options would be in one place; walking, biking and other options, not available through UBER, will also be added; it is cost effective and available to the public. He noted the platform would connect transportation networks, expand over regions, and provide service where there are transportation deserts.

Chair Borders said despite the learning curve, he felt it would be beneficial to the public.

Mr. Gookin disagreed saying he felt the county was competing with private industry noting the public's use of taxi services, UBER, Lyft, etc., which are not that expensive. He reiterated his view and said it was unfair so did not think the platform was a good idea.

Mr. Russell expressed a similar sentiment, noting people coming into this area are accustomed to using multiple, well-established transportation services (e.g., UBER). He felt they would be competing with trusted brands and said, for him, that was a concern.

Mr. Ingle thanked them for their comments.

b. Kootenai County Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle provided an update on the fixed route and Paratransit ridership numbers. The update to the Strategic Service Plan continues. The two bus shelter improvement plans are in the final stages; the shelters will be constructed in the summer of 2022.

c. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls

Mr. Alan Eirls was unable to attend. In his absence, Mr. Ingle provided the report, noting Mr. Eirls was driving bus today, due to their continued bus driver shortage. Two new buses have been received and wrapped; one was put on a route today.

9. Director's Report (written report included in Board packet)

Mr. Miles noted the securing of \$205,000 in FTA funding increased the funding for sidewalk and bus shelters. He had been asked to look into funding for a Citylink maintenance facility feasibility and location study; \$150,000 has been allocated. Mr. Miles noted the recent infrastructure bill and provided an overview of funding; it has become a very competitive grant program. He noted the KCATT non-voting member representing aviation since 2015, Mr. John Parmann, had sent a letter announcing that he would no longer be serving on KCATT. Mr. Parmann expressed his appreciation for the opportunity to serve on the committee.

At Mr. Gookin's request, Mr. Miles commented on the proposed Coeur d'Alene Airport joint power agreement. He explained that he had sat through conversations involving the airport and Huetter Road and said there is value in understanding an airport's impact on the economy and viability of surrounding communities. Land use plays an important role in the success of an airport, as local jurisdictions can effectively shut down an airport through zoning. Mr. Miles noted the Spokane International Airport operated very well through a joint power agreement. He believed it was a discussion for local jurisdictions and the county and how they can work together to ensure the airport is run effectively, while meeting the needs of the surrounding communities.

10. Board Member Comments

There were no Board member comments provided.

11. Next Meeting – December 9, 2021

Mr. Miles noted the possible lack of business before the Board in December; the final audit report is expected in January. Chair Borders said a decision on cancelling the December meeting will be made closer to the meeting date.

12. Adjournment

Ms. Leslie Duncan moved to adjourn the November 18, 2021 KMPO Board meeting. Ms. Corinne Johnson seconded the motion, which passed unanimously.

The regular meeting was adjourned at 2:46 p.m.

Signature on File
Recording Secretary