



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

April 26, 2022 - 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 March 22, 2022, Meeting Minutes – **Action Item**
4. Public Comments (limited to non-agenda items 3 minutes)
5. Member Project, Transit & Utility Updates
6. Planning Updates
 - a. Population and Employment Forecast Discussion
 - b. INRIX Data Acquisition – Signal Analytics Platform Update
 - c. Kootenai Regional Traffic Management Center Facilities and Operations Plan RFP
7. Idaho Transportation Board Update
8. Current Business
 - a. 2022-2024 KCATT Non-Voting Member Positions Update
 - b. Transportation Project Booklet Publication Update
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – May 24, 2022
12. Adjournment

For special accommodation/translation services, call 1.208.930.4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

KCATT MEETING MINUTES

for

April 26, 2022

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

Call to Order:

Chair Ben Weymouth called the meeting to order at 8:00 a.m. and welcomed attendees.

Welcome / Introductions

Ben Weymouth, Chair	East Side Highway District
Kevin Jump, Vice Chair	City of Rathdrum
Kevin Howard	Worley Highway District
Rob Palus	City of Post Falls
Michael Lenz	Post Fall Highway District
Chris Bosley	City of Coeur d’Alene
David Callahan	Kootenai County
Marvin Fenn	Idaho Transportation Department
Alan Soderling	City of Hayden

KMPO Staff

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

Alternates and Guests

Monty Montgomery	Lakes Highway District
Donna Montgomery	Citizen
Dan Smith	IDEQ
Chad Ingle	Kootenai County
Kyle Marine	City of Coeur d’Alene
Karen Neorr	KEC
Riannon Zender	JUB
Laura Winter	Ruen-Yeager
Carrie Ann Hewitt	ITD
Dustin Howe	Worley Highway District
Ron Helmick	Ziplay Fiber
Daniel Baker	HDR
Mark Brower	KPFF

Chair Weymouth noted Eric Shanley, Lakes Highway District was absent and excused.

3. Approval of March 22, 2022 Meeting Minutes – Action Item

Rob Palus moved to approve the March 22, 2022 minutes as presented. Michael Lenz seconded the motion, which passed unanimously.

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

There were no public comments provided.

5. Member Project, Transit & Utility Updates

Alan Soderling, City of Hayden, reported the City began the 4th Street and Honeysuckle Avenue roundabout project yesterday; the project is expected to disrupt traffic patterns for 60 days.

Marvin Fenn, ITD, reported on the US-95 Garwood Road project noting frontage roads and bridge

work; ITD will be doing a speed study in that area. A new contractor has the contract to finish out the bridge repair projects that began last summer; the repairs are expected to be completed this year. An update on the SH-41 – Mullan Avenue to Prairie Avenue project was provided; the contractor is expecting to be done by November. A job on SH-97, MP 65 to Cemetery Hill, will begin on July 11. Several emergency mill and inlays will be done on SH-41 and SH-53. The bid openings for the I-90/SH-41 interchange project were postponed from April 19 to May 10. The ITD Board approved the I-90 – Cedars to Dudley safety project and included an additional \$10 million for pavement repair; the project will begin soon. Thorco was awarded the contract for the US-95 corridor signal upgrade project; concerns about signal battery life and options were discussed.

David Callahan, Kootenai County, reported that they were addressing two rezoning matters that will affect density in the county. The Coeur d'Alene Tribe has requested the rezoning of parcels, 20-acres and greater, within the reservation boundary; the intent is to preserve agricultural land and open space. Properties meeting a set threshold criterion would be rezoned from rural to agricultural. The agricultural district is the only district in the county that prohibits subdivisions; a rural designation has a five-acre minimum. Mr. Callahan cited a 1981 Supreme Court decision that favored tribes in these matters. The commissioners have agreed with the Tribe's request and are moving forward. A Planning Commission workshop is scheduled this month; a public hearing may be held as early as May. Restricted residential properties, next to the lake, are not included in the rezoning request. The second rezoning matter was prompted by the Idaho State Legislature taking away Panhandle Health District's (PHD) Idaho Administrative Procedure Act (IDAPA) ruling authority, restricting septic density to one dwelling unit per five acres over the Rathdrum Prairie aquifer. With that ruling, the county stepped in with a 180-day emergency ordinance and a permanent request to change the Development Code, essentially, putting the original five-acre septic density ruling back into place. The intent is to continue to preserve and protect the Rathdrum Prairie Aquifer.

Chris Bosley, City of Coeur d'Alene, reported the Kathleen Avenue widening project had begun; the project is progressing and is on schedule. The Lacrosse Avenue extension is now open; they are working on a change order. An update on the Atlas Mill haul project included some issues surrounding the project. Mr. Bosley commented on the Northwest Boulevard and Seltice Way project explaining, through an agreement with the city, a developer will be doing the project, which involves modifying the slip lane onto Northwest Boulevard; the project is expected to be complete by early July.

Michael Lenz, Post Falls Highway District, reported the Prairie Avenue/Idaho Road roundabout project had a slight delay; the project is expected to be complete mid-June. The RFP for the Hayden Avenue/Meyer Road roundabout and Prairie Avenue – Meyer Road to SH-41 5-lane roadway projects has been sent back for re-evaluation.

Rob Palus, City of Post Falls, reported the Spokane Street/Prairie Avenue roundabout project will begin next Monday and noted they were coordinating with the Post Falls Highway District on the Prairie Avenue/Idaho Street project; the project is expected to be under construction through October. The bids for the Poleline Avenue/Cecil Road roundabout project were opened April 8th; if approved by city council next week, the project will be under construction from June 13 through August 24. The bids for the safety improvements on Mullan Avenue near Walmart were opened; if approved by city council, the project will be under construction from the end of May through July 20th. During the last KCATT meeting, Mr. Fenn questioned Mr. Palus about the city's cost for their double-lane roundabout projects; Mr. Palus calculated the cost at approximately \$1.7 million each. The Chase Road/BNSF railroad crossing grant project is currently in design; however, the city and BNSF legal departments are at an impasse on the agreement related to their engineering work. An advertisement to update of the city's Transportation Master Plan is expected to be out within the next month. The city received ITD's cooperative agreement and Memorandum of

Understanding for maintenance on the I-90/SH-41 interchange project; the city's administrative division heads have the documents under review and are expected to provide their comments to the state in the next couple of weeks. As always, the city is appreciative of ITD staff working with them on the SH-41 project; they have helped the city address some property owners and accommodate some concerns.

Kevin Howard, Worley Highway District, provided clarification on a project update given last month, noting construction of the Kidd Island Road project had wrapped up; however, there are some outstanding bills and utility clean-up that will need to be addressed. The District recently visited the Kidd Creek project and will begin counting plants for survival rate, depending on the outcome, they may be out from under the Kootenai-Shoshone Soil & Water Conservation District monitoring contract. Construction of the Sun Up Bay Road/Bennion Road and Finnebott Road/Bennion Road intersection projects had been cleaned up; however, the grass planted in the project area last year did not survive and will need to be reseeded. Mr. Howard said, due to the runoff this year, the Mica Creek Bridge has some erosion issues and walls failing; once they have an engineer's estimate, the District will be able to apply for emergency funds. The Rockford Bay/Loffs Bay Road intersection project and Cougar Gulch Road project are still in design. Crews are currently applying mag chloride to roadways for summer maintenance.

Kevin Jump, City of Rathdrum, provided an update on the SH-53/Meyer Road intersection project, noting the traffic signal cabinets were at ITD headquarters for inspection; they are expected to be signed off and delivered to the site this week. He provided an update on the Boekel Road/Meyer Road intersection roundabout project, noting the city has not been able to secure the one remaining right-of-way parcel; the city is considering their options. The Transportation Master Plan update project is wrapping up. Crews will be inventorying roadways for citywide pavement marking needs this year.

Chair Ben Weymouth, East Side Highway District, reported the Canyon Road Bridge feasibility study is wrapping up and will be set aside until funding becomes available; the project cost is estimated to be \$10 million. Springston Bridge will remain closed; the District is looking for funding to remove the bridge. The final design review for the Canyon Road/Fernan Lake guardrail project is scheduled today; the project will likely be constructed next summer. The Yellowstone Trail Road project is expected to be constructed in 2024. The District is preparing for road stabilization and summer construction projects.

Mr. Chad Ingle, Kootenai County, provided an update on the Integrated Mobility Innovation (IMI) project, noting the integration of payment and bike/ped information; they are doing internal testing of the passenger app. The contractor will soon begin work on the bus stop improvement projects – on the Huetter Road project April 30 and on the Atlas Road project once school is out for the summer; completion of the projects is expected in the September timeframe. The Riverstone Transit Center Phase 2 Invitation for Bids (IFB) was advertised; bids are due May 3. The Request for Proposals (RFP) for Paratransit services was advertised; proposals are due May 9.

Ron Helmick, Ziplly Fiber, reported crews were busy with multiple roadway and bridge projects in both Kootenai and Shoshone Counties. There is currently a lot of fiber build in the City of Rathdrum. He provided Rathdrum city staff a website where homeowners can report items that may have been adversely impacted during Ziplly's build last year; he will forward the link to KCATT. He noted crews were in the process of finishing up their relocations along SH-41 and reported on other regional projects. He remarked that Ziplly is doing their best to provide better service and asked the committee to let him know if there were areas where they could improve.

Kyle Marine, City of Coeur d'Alene Water Department, provided updates on their projects including the design of a tank on Thomas Lane, clearing, sampling, and design of their site at Blackwell. Mr. Marine noted the I-90 widening impacted their watermain line project along the

south side of I-90 from Atlas Road east to the old railroad crossing; the cost of the change order is significant and is expected to go out for re-bid if they cannot get the number down.

Karen Neorr, KEC, noted KEC is still in conversations to secure easements for the proposed underground powerline project in the Spirit Lake East area. She provided an update on the transmission line installation project on Ramsey Road north of Lancaster Road. Last month, KEC broke ground on their new headquarters on Lancaster Road. They are in the preliminary planning stages for a new substation acquisition near the intersection of SH-41 and Wyoming Avenue.

Dan Smith, Idaho Department of Environmental Quality, noted there were several projects and developments throughout the region and commented on related air quality issues. He asked the committee members to contact him if they observe activity generating fugitive dust. Mr. Smith noted issues related to the burning of woody waste and the smoke build-up and remarked that the department prefers the material be masticated or taken to the landfill for disposal.

6. Planning Updates

a. Population and Employment Forecast Discussion

Ali Marienau noted she was currently working on updating the base model and looking at population and employment for the forecast models; previous population and employment growth rates were discussed. Population averages over the last 25-, 30-, and 50-years were reviewed; although the annual growth rate over the past 50-years is 3.17 percent, that rate is not considered sustainable over an extended period. The recommended growth rate of 2.71 percent was calculated using an average of the 30- and 50-year rolling averages and the median growth rate over the 50-year period. Kootenai County may see a population of 334,374 by 2045. The memo sent out to the committee provides a breakdown of the forecast by jurisdiction and shows the cities of Athol, Fernan Lake Village, Hauser Lake, Harrison, and Huetter having a decrease in population by 2045. In calculating employment forecasts, Sam Wolkenhauer of the Department of Labor was contacted. He expects employment growth to stagnate at 1 to 1.4 percent for at least the next ten years; the trend is being seen nationally. In Kootenai County, there are currently 3x more job vacancies than there are unemployed workers; top contributing factors are likely the current demographic – in-migration of retirees and remote workers, housing costs, wage rates, and workers commuting to Washington for higher paying jobs. The Coeur d'Alene Area Economic Development Corporation (EDC) confirmed that they have also seen these issues; due to the constraints for wage earners, it has been difficult to attract additional employers to the area. The recommended employment rate will likely be 1.4 percent. Once the forecast totals are approved and adopted, the hand-placement of population and employment will be addressed.

Mr. Miles noted the typical methodology includes placing 75 percent of the population in currently populated areas. The local jurisdictions take an active part in hand-placing the remaining 25 percent in areas that they expect to see growth.

Noting Fernan Lake Village was cited as one of the cities expected to see a decrease in population by 2045, Mr. Bosley explained that Fernan was actively seeking to develop four lots on the Coeur d'Alene side of I-90. He believed they were moving forward with the project, which is expected to add several residences and substantially increase their population.

b. INRIX Data Acquisition – Signal Analytics Platform Update

Glenn Miles reported the Board had authorized KMPO to enter a one-year contract with INRIX for Signal Analytics. The cost is \$25,000 a year for 50 signals. He asked the committee to consider which corridors they would like included in the contract. Mr. Miles has requested the contract effective date be July 1, 2022. He felt it was a great opportunity to address delay and congestion issues. KCATT will also have access to road and corridor analytics.

Mr. Fenn commented on the extensive effort ITD makes to keep tabs on their system, noting staff driving the corridors every two weeks to record times and problems. ITD may be able to pay for their own signal analytics, allowing locals to use the 50-signal allocation.

c. **Kootenai Regional Traffic Management Center Facilities and Operations Plan RFP**

Mr. Miles reported that the KMPO Board authorized the release of the Request for Proposals (RFP) for the Regional Traffic Management Center Facilities and Operations Plan. The RFP will be published in the Coeur d'Alene Press three times and once in the Seattle Times. Feedback from KCATT and both the Federal Highway Administration's (FHWA) local and federal offices were included in the document. Advantages in a competitive grant environment are realized when FHWA is involved early – and throughout the process. The RFP closes May 27.

7. Idaho Transportation Board Update

Mr. Fenn provided an update on the status of ITD's Headquarters, noting the Idaho Legislature approved \$37 million for the renovation of the Chinden Complex Building #3; the new location will house approximately 600 people. The previous campus, which flooded in January, will be sold and the proceeds likely used for a new District 4 Headquarter building. Last week was Work Zone Awareness Week. The next few Board meetings are scheduled for May 19 in Rigby and for June 16 in Boise. The ITD Board addressed various projects and compared the difference between the low bid and the engineer's estimate numbers; considerations for costs adjustments, including inflation, were discussed. The Board approved additional Transportation Expansion and Congestion Mitigation (TECM) funding for various projects that had previously received TECM funding, including the I-90/SH-41 Engineer of Record, \$800,000 (new agreement), the I-90 – Washington state line to Sherman Avenue Environmental, \$1 million (supplemental), and the I-90 Spokane Street to US-95 Design, \$17 million (new agreement). Mr. Fenn noted some state and federal funding would soon be available. Governor Little's Leading Idaho Initiative included transportation funding, \$200 million in surplus money - \$120 million will go to ITD, \$80 million will go to the locals. The federal funding was a result of the Infrastructure Investment and Jobs Act (IIJA) that was approved in November 2021; the funding provides an increase of \$116.6 million a year. Following set asides and the local highway system distributions, ITD will receive \$60.95 million for the state highway system projects (\$29.25 million for bridges and \$31.7 million for roadways). Mr. Fenn noted the additional funding allowed them to fully fund the I-90/SH-41 interchange and the I-90 – Cedars to Dudley safety project. An additional \$3 million will be dedicated to the SH-53 improvement project. He noted the additional funding allowed them to accelerate several projects. The Transportation Alternatives Program (TAP) application rankings were announced; there were no projects from Kootenai County. There is approximately \$21 million available in TAP funding.

8. Current Business

a. **2022-2024 KCATT Non-Voting Members Positions Update**

Mr. Miles noted there were up to five KCATT non-voting member positions available. The advertisement will be published in the Coeur d'Alene Press three times. The applicants must be residents of Kootenai County and have some understanding of the transportation interest for which they are applying. Once the application period has closed, the applications will be forwarded to the KCATT; their recommendations will go before the KMPO Board.

b. **Transportation Project Booklet Publication Update**

Mr. Miles noted KMPO will be putting together a booklet, Infrastructure Can't Wait, to highlight several regional transportation projects. He explained the background of the compact booklet and said it will be used as a public involvement tool. Mr. Miles expressed the value of having projects from every jurisdiction; he would like the requested information by mid-May.

9. Upcoming KMPO Board Items

Mr. Miles noted there would likely not be a May Board meeting.

10. Other Business

a. KCATT Member Items

In response to a question from Mr. Palus, Mr. Fenn provided an update on the US-95 Alternative Huetter Bypass project. The consultant is expected to be onboard and ready to start the project next month. ITD is defining a strategy on how to begin the project; they will be looking at long-term documentation, identifying data gaps and needs, obtaining the necessary data, and then begin the analysis. The project is expected to kickoff next month and be completed in approximately 18 months; no public/stakeholder involvement is expected for at least six months. Mr. Palus noted the city would be updating their Transportation Master Plan and commented on the consideration of the US-95 Alternative Huetter Bypass project in their update.

Kevin Howard introduced Worley Highway District's deputy director, Dustin Howe.

Ms. Marienau said during last month's meeting, they discussed holding a workshop to review transportation model components, Traffic Analysis Zone (TAZ) updates and connectors, and intersections and roadways. She will be sending out another Doodle Poll to find a date that will accommodate most schedules.

11. Next Meeting – May 24, 2022

12. Adjournment

With nothing further before the committee, Chair Ben Weymouth adjourned the April 26, 2022 meeting.

The meeting adjourned at 9:10 a.m.

Signature on File
Recording Secretary