



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**

May 24, 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 April 26, 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. 2045 Population and Employment Forecasts - Acceptance – **Action Item**
7. Idaho Transportation Board Update
8. Current Business
  - a. INRIX Draft Corridor and Signal Selections
9. Upcoming KMPO Board Items
  - a. FY22 Draft Budget
10. Other Business
  - a. KCATT Member Items
  - b. Modernization Asset Inventories through Automation Presentation – Cyclomedia (30-minutes)
11. Next Meeting – June 28, 2022
12. Adjournment

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**KCATT MEETING MINUTES**

**for**

**May 24, 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 8:01 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
Alan Soderling .....	City of Hayden
David Callahan .....	Kootenai County
Eric Shanley .....	Lakes Highway District

**KMPO Staff**

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

**Alternates and Guests**

Adam Miles .....	DOWL
Terry Werner .....	Citizen
Rob Beachler .....	ITD
Angie Comstock .....	JUB
Monty Montgomery .....	Lakes Highway District
Donna Montgomery .....	Citizen
Chad Ingle .....	Kootenai County
Aaron McCure .....	HDR
Carrie Ann Hewitt .....	ITD
Laila Kral .....	LHTAC
Dan Smith .....	IDEQ
Jason Stippich .....	Avista
Dwayne Wiginton .....	Cyclomedia
Jenny Vaughan .....	Cyclomedia

**3. Approval of April 26, 2022 Meeting Minutes – Action Item**

**David Callahan moved to approve the April 26, 2022 minutes as submitted. Rob Palus 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**

Eric Shanley, Lakes Highway District, reported crews were doing maintenance, addressing drainage and culverts, and preparing for chip seals. Pavement overlays on Hudlow, Rimrock, and Nunn Roads are being finished up. The Spirit Lake rehabilitation project is scheduled to begin after July 4th. The Cape Horn Road improvement project is in design. An update on the

Lancaster Road/Huetter Road roundabout project was provided. The open house for the Old Highway 95/Union Pacific Railroad crossing bridge replacement project, scheduled for June 8th at 4:00 p.m., will be followed by a public hearing; Mr. Shanley encouraged anyone who would like more information to contact him.

David Callahan, Kootenai County, reported that he would be meeting with the Board of County Commissioners, Nick Snyder, Director of Kootenai County Parks & Waterways, and the bond council at 11:00 a.m. this morning to discuss a possible \$50 million open space bond. Over the past couple of years, the county has received considerable pressure from citizens to address the growth in the county. He noted there were several families with large acreage farms, in the unincorporated county, that would like to have their property set aside rather than developed. Mr. Callahan will provide an update next month.

Alan Soderling, City of Hayden, reported the 4<sup>th</sup> Street/Honeysuckle Avenue roundabout project is still under construction; it is expected to wrap up about July 4<sup>th</sup>. Bids for chip seal projects will be opened tomorrow; the projects are expected to begin early July. Securing of right-of-way for the Ramsey Road extension project continues. The Hayden Avenue/Ramsey Road and Hayden Avenue/Atlas Road intersection projects are in preliminary design.

Chris Bosley, City of Coeur d'Alene, reported crews began pavement striping. The Kathleen Avenue project is underway and expected to be complete in approximately one month. The Northwest Boulevard/Seltice Way project is being done by a developer as part of an agreement with the city; background on the project was provided. The Atlas Mill haul project is going well.

Michael Lenz, Post Falls Highway District, reported the Prairie Avenue/Idaho Road roundabout project is going well; the intersection is expected to open by June 10<sup>th</sup>. The Hayden Avenue/Meyer Road roundabout and Prairie Avenue – Meyer Road to SH-41 5-lane roadway projects were posted May 12<sup>th</sup> and will close June 9<sup>th</sup>. Construction of a realignment project on Upriver Drive, in the Jacobs Loop area, is expected to begin June 6<sup>th</sup>. The District has submitted, to the City of Post Falls, a letter supporting the Memorandum of Understanding (MOU) for the Prairie Trail extension project from Huetter Road to Meyer Road. Crews have been doing overlays on Riverview Drive from Highland Drive to Upriver Drive and preparing for chip seals.

Rob Palus, City of Post Falls, reported the Spokane Street/Prairie Avenue roundabout project is under construction and going well. The preconstruction meeting for the Poleline Avenue/Cecil Road roundabout project will be held today; the project is expected to begin June 13<sup>th</sup>. Construction of the Mullan Avenue safety improvement project is scheduled in July. The design of roundabouts at 4<sup>th</sup> Avenue/Idaho Street and Prairie Avenue/Zorros Road will begin soon. Mr. Palus noted diagnostic reviews with BNSF Railways were held last week; projects associated with the review included the Chase Road pedestrian and safety improvement project and two diagnostic reviews with ITD on the I-90/SH-41 interchange project at Ross Point Road and Herborn Place.

Kevin Howard, Worley Highway District, provided an update on the Kidd Island Road project noting there were fiber utilities that still needed to be buried; monitoring of the plantings in the rejuvenated stream bed area continues. As mentioned last month, the grass surrounding the Sun Up Bay Road, Bennion Road and Finnebott Road intersection project did not appear to be growing; the area will be reseeded. Mr. Howard commented on a new in-house project on Solitaire Road that has begun; the project is in their CIP and was advanced as a joint project with the locals. He will be following up on the Mica Creek Bridge project. Funding for the design and engineering of the Greensferry guardrail project has become available; state and local agreement are expected. The Rockford Bay/Loffs Bay Road, Greensferry/Cougar Gulch Road, and Cougar Gulch Road projects are currently in design. Crews have completed the magnesium chloride application and are currently replacing culverts; paving will begin once weather permits.

Kevin Jump, City of Rathdrum, provided an update on the SH-53/Meyer Road intersection project; the replacement of one of the pole foundations has delayed the project a few weeks. The city has still not been able to secure the last remaining parcel for the Boekel Road/Meyer Road intersection roundabout project; options are being considered. Completion of their Transportation Master Plan update is expected sometime this summer; the consultant is currently wrapping up the CIP. Advertisement for pavement markings and street rehab are expected to be out in the next few weeks.

Chair Ben Weymouth, East Side Highway District, reported the District will be seeking the governor's funding for the Springston Bridge and Canyon Road Bridge projects. The PS&E for the Canyon Road/Fernan Lake guardrail project has been completed; the project has been placed on the shelf. The design of the Yellowstone Trail Road project is moving forward. Crews have nearly completed gravel road stabilization and will be preparing for chip seals as the weather permits.

Mr. Chad Ingle, Kootenai County, provided an update on the bus stop improvements noting construction of the Huetter Road stop is expected to resume this week – after a two-week delay due to a concrete shortage; construction of the Atlas Road bus stop is scheduled to begin in August. The contract for Phase 2 of the Riverstone Transit Center has been awarded. The Paratransit Services Request for Proposals (RFPs) are under review.

Jason Stippich, Avista, reported a busy summer construction season and noted material delays.

## **6. Planning Updates**

### **a. 2045 Population and Employment Forecasts - Acceptance – Action Item**

Ali Marienau noted she had sent out a memo addressing the 2020-2045 population and employment forecasts. Historical population growth over the past 30 and 50 years were discussed during the April KCATT meeting. The inconsistencies in the original methodology have been corrected. Census data over the past 30 years (1990-2020) has been used to calculate future growth rates; population decreases in some areas were noted. A rolling average of the annual growth rates were calculated for the forecast years 2025, 2030, 2035, 2040, and 2045. Recommended growth rates for the county, cities, and highway districts were discussed. Ms. Marienau noted there would be a correction to the draft growth projections provided; population estimates for East Side Highway District and Worley Highway District had been transposed. In 2030, the highway district populations, in the unincorporated areas, are expected to decline; annexation of areas adjacent to city boundaries and vacancy rates around area lakes were cited. In the past, a seasonally adjusted model has been discussed as a way to incorporate recreational uses in some areas that experience increased traffic due to tourism and seasonal residents. She noted 30% of the population forecast is set aside for the jurisdictions to hand-place in areas of anticipated growth; the hand-placement is expected to be done in the June/July timeframe.

As discussed last month, KMPO will utilize the Department of Labor's (DOL) 1.4% employment growth rate for 2020-2045. Based on the DOL 2019 Quarter 2 employment data, there were 63,290 employees; using the 1.4% growth rate compounded annually, there is expected to be 90,849 employees in 2045. According to the DOL, the employment growth rate is multi-faceted involving population, demographics – retirees and remote workers, housing, childcare, lower wages, etc. The Coeur d'Alene Area Economic Development Corporation (EDC) has conveyed that these issues are also challenging them in matching employers to our region.

Based on the population growth seen over the past two years, both Chair Weymouth and Mr. Shanley felt the 50% occupancy rate was low. Ms. Marienau will look into some of the Traffic Analysis Zones (TAZs) where the occupancy rates are lower and prepare a map for discussion on how to treat those locations in the model. Mr. Weymouth suggested looking at winter versus summer traffic counts to help address the issues.

Mr. Miles commented on the timing of the 2020 Census and the number of occupied dwelling units during that time. In addition to a large percentage of homeowners with second and third homes in Coeur d'Alene area, there are a growing number of permitted and unpermitted Airbnb and Vacation Rental by Owner (VRBO) homes. Mr. Miles explained the population forecast methodology is based on a rolling average, over a 30-year historical growth rate, for the cities and the county; the overall control total is not expected to change. The Department of Labor's employment growth rates are 1.1% and, optimistically, 1.4%. He noted the median wage issue and workers being attracted to higher paying jobs, with benefits, in Washington. The large number of retirees and remote workers in the region has helped contribute to the regions labor shortage. Mr. Miles said, although they can continue to look at the issues they have discussed, he did not expect the control total to change.

**Rob Palus moved KCATT recommend the adoption of the 2045 population and employment forecasts as presented in the May 19, 2022, memo. David Callahan seconded the motion.**

Discussion included the correction of the draft 2020-2045 future growth projections – the transposing of East Side and Worley Highway District 2020 populations district-wide. Mr. Miles noted this was for the adoption of the control totals, noting additional work that needs to be done – the 70% - 30% split, will be addressed. Mr. Shanley wanted to ensure they address the occupancy rate.

**The motion passed unanimously.**

Mr. Miles will contact the Board of Realtors regarding their data on occupancy rates.

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

With Mr. Fenn's absence, no update was provided.

## **8. Current Business**

### **a. INRIX Draft Corridor and Signal Selections**

Mr. Miles commented on the INRIX corridor and signal selections, noting up to 50 existing/new signals can be selected; there are currently 123 signals in Kootenai County. Major corridors include Government Way, Prairie Avenue, Northwest Boulevard, Seltice Way, and US-95. Selecting corridors with a higher number of signals will help identify delay and congestion issues. Mr. Shanley said he would like the Prairie Avenue/Ramsey Road intersection and Lancaster Road signals included. In response to a request from Mr. Palus, Mr. Miles will see if Pleasant View Road is included; Mr. Palus noted there was a traffic signal under design, for a 2023 construction, at the Pleasant View Road/Grange Avenue intersection. Mr. Miles noted Mr. Fenn was discussing with Headquarters the possibility of ITD paying for their own signal analytics; if approved, the committee could select more local signals. He is hoping to get the signal selections to INRIX in early June and have a map showing signal selections at the next KCATT meeting.

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

### **a. FY23 Draft Budget**

Mr. Miles noted the draft FY23 budget would be before the KMPO Board next month. Included are changes to the member assessments and the advancement of the Traffic Management Center (TMC) project. A Request for Proposals for the TMC Facilities and Operations Plan went out; proposals are due June 20<sup>th</sup>. Mr. Miles asked for two volunteers to serve on a five-person selection committee. Mr. Bosley, Mr. Palus, and a representative from ITD have already been selected to serve on the committee; Mr. Shanley and Mr. Soderling volunteered.

## **10. Other Business**

### **a. KCATT Member Items**

Chair Weymouth noted Laila Kral with the Local Highway Technical Assistance Council (LHTAC) was in attendance; several updates were provided. The legislature has approved \$200 million for local bridges; the application period is currently open and closes June 8<sup>th</sup>. There is also \$10 million for the Children Pedestrian Safety Program; this application period also closes June 8<sup>th</sup>. LHTAC hired Ken Kanownik as the new deputy administrator. In conjunction with the June ITD Board meeting, the Subcommittee on Policies is expected to meet and discuss Board Policy 4028. In the past, the ITD Board meetings included a tour day; this year, they are doing local workshops instead. Those held in Districts 4, 5, and 6 have been well attended. The August ITD Board meeting is scheduled in District 1 and will also include the local workshop, an opportunity to meet the Board members and the executive committee. In 2021, the legislature dedicated 4.5% of the sales tax funding to transportation projects. The first \$80 million goes to ITD and the Transportation Expansion and Congestion Mitigation (TECM) bonding program. Funding beyond the \$80 million will be distributed to the locals in July; an estimated \$25 million is expected. In the last 2022 legislative session, the legislature approved \$200 million for maintenance; the amount will be split between ITD (60%) and the locals (40%) and distributed in July.

Mr. Miles noted the August ITD Board meeting would be held in Sandpoint. The TECM Program of Projects includes the I-90 widening project which is expected to begin in 2024 and estimated to cost \$196 million; the cost does not include the I-90/SH-41 interchange project.

Chair Weymouth provided a five-minute recess to allow Cyclomedia staff to setup for their presentation and will reconvene the meeting at 8:55 a.m.

### **b. Modernization Asset Inventories through Automation Presentation – Cyclomedia (30-minutes)**

Rob Beachler, Idaho Transportation Department, noted ITD had done a statewide asset inventory project with Cyclomedia in 2020. The effort began as a pilot program in District 5 and became a statewide initiative in June of 2020. An estimated 7,200 state highway system center-lane miles were driven; among other assets, the inventory included signs, signals, travel lanes, crosswalks, and sidewalks. A comprehensive geodatabase was delivered to ITD. Mr. Beachler introduced Dwayne Wiginton, Cyclomedia Transportation Director, and Jenny Vaughan, Cyclomedia Solution Engineer, the primary points of contact for the project.

Mr. Wiginton provided Cyclomedia's presentation, Modernized Roadway Asset Inventories and ITD's Statewide Asset Attribution Inventory (SWAAI) Project. All of ITD's state-maintained roads and ramps were included in the project. He discussed Cyclomedia's technology, the major components of the project, and highlighted the value of the data captured – visualizations and insights. Mr. Wiginton commented on possible funding options, noting bonding programs, grants, and the pending transportation bill; the committee was encouraged to check the FHWA and USDOT websites for information. Several DOTs re-collect the data annually and use it for public meetings when feedback from the community is sought. The ITD asset inventory project was estimated to cost \$675,000. Local jurisdictions could piggyback off ITD's next collection. The project was estimated to save over ITD over 300,000 manhours. Ms. Vaughan provided an overview of the data – discussing the attribution and the functionality available through the program; some local assets were highlighted. A Return on Investment (ROI) had been done for the ITD project. She commented on re-collecting versus maintaining the data.

Mr. Beachler said ITD's goal is to re-collect the data every two-to-three years, noting the value of change collection and asset management practices. Data attributes for Prairie Avenue and Seltice Way had been collected. Mr. Beachler noted maintenance, operations and safety as advantages of the project.

11. **Next Meeting** – June 28, 2022

12. **Adjournment**

**With nothing further before the committee, Chair Ben Weymouth adjourned the May 24, 2022 meeting.**

The meeting adjourned at 9:41 a.m.

Signature on File  
Recording Secretary