



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**

November 22, 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 October 25, 2022, Meeting Minutes – **Action Item**
4. Public Comments (limited to non-agenda items 3 minutes)
5. Member Project, Transit & Utility Updates
6. Planning Updates
7. Idaho Transportation Board Update
8. Current Business
  - a. Broadband and Wireless Infrastructure Workshop – Rob Beachler (ITD)
9. Upcoming KMPO Board Items
10. Other Business
  - a. KCATT Member Items
11. Next Meeting – December 20, 2022
12. Adjournment

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## KCATT MEETING MINUTES

for

November 22, 2022

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

### **Call to Order:**

Vice Chair Kevin Jump called the meeting to order at 8:00 a.m. and welcomed attendees.

### **Welcome / Introductions**

Kevin Jump, Vice Chair.....	City of Rathdrum
Kevin Howard .....	Worley Highway District
Michael Lenz.....	Post Fall Highway District
David Callahan.....	Kootenai County
Eric Shanley.....	Lakes Highway District
Carrie Ann Hewitt, Alternate.....	Idaho Transportation Department
Rob Beachler .....	Idaho Transportation Department
Michael Fuller .....	Community Member, Bike/Ped

### **KMPO Staff**

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

### **Alternates and Guests**

James Mulcahy .....	City of Post Falls
Monty Montgomery .....	Lakes Highway District
Donna Montgomery .....	Citizen
Chad Ingle .....	Kootenai County
Riannon Zender .....	JUB
Hannah Doyle .....	JUB
Jason Stippich.....	Avista
Jeff Peters.....	Lochner

### **3. Approval of October 25, 2022 Meeting Minutes – Action Item**

**Eric Shanley moved to approve the October 25, 2022 minutes as submitted. David Callahan 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**

Carrie Ann Hewitt, Idaho Transportation Department, provided an update on the SH-41 widening project, noting all signals were up and the four lanes from Mullan Avenue to Boekel Avenue were open; minor items will be completed in the spring. Updates on the I-90/SH-41 interchange were provided; work will continue through the winter – as weather permits. Updates on the SH-53 – Hauser Lake Road to Bruss Road project were provided; the section from Latah Street to Rathdrum and the SH-53/Ramsey Road intersection project will go out to bid in the spring. The status of a District 1 I-90 bridge repair project, outside of Kootenai County, was noted. During their last meeting, the ITD Board raised the speed limit between Boekel and Garwood Roads to 70 miles per hour; the new signage is not up. Union Pacific Railroad is sponsoring a class that focuses on best practices and standards for signs, pavement markings,

traffic signals at or near grade crossings, etc. An exam will be available for those seeking continuing education credits. The class is scheduled for December 13<sup>th</sup> from 7:30 a.m. to 5:00 p.m. and is only open to government employees/officials (not consultants). A sign-up sheet was available in the back of the room.

Vice Chair Jump asked Ms. Hewitt who he could speak with about the City of Rathdrum's watermain relocation project along SH-53; ITD had stopped the project. Ms. Hewitt recommended he contact Megan Koski, SH-53 project manager.

Eric Shanley, Lakes Highway District, said, during their Board meeting last night, the Board discussed the Cape Horn Road project. As the lone bid came in over the grant amount and engineer's estimate, the Board decided to shorten the project, add additional funding, and contribute asphalt paving, which will be done by District crews. The Ramsey Road – SH-53 to Chilco Road overlay project is planned for next spring/early summer; a February bid is expected. The District is still in the process of acquiring right-of-way for the Diagonal Road project; this will be a bid contract and include a 2023 tree clearing project and the roadway work in 2024. An open house for the Lancaster Road/Huetter Road roundabout project will likely be held mid-January; the District partnered with Post Falls Highway District. Mr. Shanley provided an update on the progress of the District's new facility at Garwood; they anticipate breaking ground next spring. Regarding their current facility on Ramsey Road, the District has a Memorandum of Understanding (MOU) with the City of Hayden.

David Callahan, Kootenai County, reported on the Cougar Gulch rezoning of approximately eight square miles from agricultural/suburban to rural. The neighborhood has requested the down-zoning citing concerns about water. It will be before the Planning Commission on November 29<sup>th</sup> and before the Board of County Commissioners on December 8<sup>th</sup>.

Michael Lenz, Post Falls Highway District, reported that he is waiting on preliminary design proposals for the Harbor Drive/Riverview Drive intersection and Millview Lane improvement projects. Crews are preparing for winter.

Kevin Howard, Worley Highway District, provided an update on the Loffs Bay Road Mica Creek Bridge project – with permits in place, they are nearing bid; work is expected in the January timeframe. The District is currently working with LHTAC on the scope of work for the Greensferry Road guardrail projects. Crews are preparing for winter.

Vice Chair Kevin Jump, City of Rathdrum, reported LHTAC held a bid opening for their Boekel Road/Meyer Road roundabout project, which came in under budget; they are still in the process of reviewing the bid packages. He presented their Transportation Master Plan update to their Planning and Zoning Commission last Wednesday; the update is moving forward and will be presented to their city council in December. As mentioned during the ITD project update, the city is trying to find a way to move forward with the SH-53 watermain relocation project; after the city secured a permit and the contractor mobilized the material, ITD said they could not begin.

Chad Ingle, Kootenai County, provided an update on the bus stop improvements at Huetter Road/Seltice Way and Atlas Road near Panhandle Health; they will be working with NIC to construct the shelters. Progress on Phase 2 of the Riverstone Transit Center was reported. Regarding the RFP for Paratransit services, they are still working with MV Transportation to finalize the contract which is currently on a month-to-month basis. Mr. Ingle provided an update on bus procurements, noting they received one fixed route bus last week and should soon receive the remaining two; he explained the delays associated with the Paratransit bus procurements and said they are working through it. The Strategic Service Plan is expected to be finalized in December; a presentation will be given to KCATT, KMPO, and the jurisdictions.

Jason Stippich reported crews were finishing up a few projects; 2023 projects will begin soon.

Michael Fuller reported the Non-Motorized Transportation Roundtable was held last week. He commented on the efforts of the City of Coeur d'Alene's Pedestrian and Bicycle Advisory Committee, noting they will be working on some projects including Bike to Work Week and Bike to Work Day. He commented on the importance of trails and their focus on building the trail connectivity, encouraging commuting and more ped/bike activity. Sidewalk mapping is a priority for the city; grant funding will be sought once the effort has been completed and taken to their city council. He commented on the development of the Prairie Trail from Huetter Road to SH-41 and the combined efforts of Coeur d'Alene, Post Falls and Rathdrum.

## **6. Planning Updates**

Ali Marienau noted she was still working on the model update and is hoping to get it to PTV for calibration in the next few weeks. She is currently working with the planning departments on hand-placing the forecasted land use. The forecast model project list was emailed to the KCATT members with a request to review, confirm or update the project list by November 23<sup>rd</sup>; she would like their feedback as soon as possible. The Non-Motorized Transportation Roundtable was held last week. A continued topic is the popularity of e-bikes and their use on trails and public lands. To ensure the safety of all trail users, various agencies are discussing ways to regulate e-bikes as a mode of transportation. Agencies that have had issues with or are considering regulation of e-bikes were asked to contact her. North Idaho Centennial Trail Foundation is looking into how they can better educate those who own or rent e-bikes. An update on development of the Prairie Trail from Meyer Road to SH-41 was provided.

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

Rob Beachler noted the ITD Board meeting was in Boise last week. The Board approved District 1's request to increase the speed limit between Boekel and Garwood Roads to 70 miles per hour. ITD held their Employee Service Award Recognition for reaching a service milestone over the past year. Also addressed was the Transportation Expansion & Congestion Mitigation (TECM) Program update and bonding forecast. The Board passed the Utility Accommodation Rulemaking Update. Mr. Beachler deferred the update on Board Policy 4028 to Mr. Miles as he had lost audio connection during that portion of the meeting.

Glenn Miles commented on the legislature approved Leading Idaho program, TECM, which provides \$80 million a year in bonding for transportation projects. Initially, the funds were expected to generate approximately \$1.3 to \$1.8 billion. Due to the change in the bond market, an estimated \$300 million in buying power has been lost. In the spring, a bond sale of \$300 to \$400 million is expected. The funds will be used on the I-90 project; they want the projects to be construction ready when they go out for the bond sale. Mr. Miles attended the November ITD Board meeting. As noted by Mr. Beachler, the ITD Board discussed a change/update to Board Policy 4028, the policy decision on allocation of federal formula highway apportionments to local public agencies. While a methodology and recommendation for approval was presented to the ITD Board, District 1 Board member Jim Thompson questioned how the 12.6 percent allocation to local jurisdictions was determined. ITD Director Scott Stokes recalled the calculation was derived from the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Mr. Miles stated the current policy was based on a decision made by the ITD Board in 2002. Of the \$320 million that comes to the state, only about \$1.6 million is distributed to local jurisdictions in our area. The ITD Board will be provided more information. Mr. Miles is hoping the policy will be updated to increase local jurisdiction funding.

## 8. Current Business

### a. Broadband and Wireless Infrastructure Workshop – Rob Beachler (ITD)

Rob Beachler, ITD Broadband Program Manager, provided background on broadband and wireless infrastructure, noting he had spent the last two years developing broadband utility accommodation policy, permitting, agreements and design guidelines to address these facilities in the state highway system right-of-way. Today's workshop is intended to prepare the committee members for the estimated \$500 million that will be dedicated to expanding broadband throughout the state; both broadband fiber optic and Small Wireless Facilities (SWF) will have a significant impact on the public rights-of-way. Mr. Beachler discussed the goals and objectives of rulemaking, managing the right-of-way, HB640- The Idaho Broadband Dig Once and Right-of-Way Act passed during the 2022 legislature session, and Dig Once goals and objectives. ITD has created a webpage dedicated to broadband deployment which includes a Broadband Provider Registry, <https://itd.idaho.gov/broadband/>; the page also provides guidance, a list of eligible "dig once" projects, a web mapping application, permitting information, forms, contacts, and resources. He discussed developing license agreements, small/large wireless broadband, and explained that providers are required to adhere to local city and county zoning ordinances – paying applicable initial and recurring fees; the City of Dalton Gardens has one of the strongest wireless communication zoning ordinances in the state. He explained that all frequencies, including SWF, are managed by the Federal Communications Commission (FCC). In 2018, the FCC took steps to remove regulatory barriers that may impede the installation of these facilities; "Shot Clocks" implemented a highly restrictive timeline for jurisdictions to review SWF deployment permit applications allowing only ten days for jurisdictions to determine if a provider's application is "*complete*" and a 60/90-day review and process period for collocation and new structure applications, respectively. Permitting, fee structures, ITD's Non-Exclusive Installation & Occupancy Agreements, Shared Resource Agreements and speculative practices that may impact – and compromise – state right-of-way were all discussed.

Mr. Beachler highlighted public comments and topics of concerns that were received during recent public meetings – health and environmental impact concerns were noted; broadband providers voiced concern over completing work within permit deadlines. He commented on issues related to larger build projects and noted that the wireless industry is seeking access for larger macro towers, which are generating public health concerns. These concerns were not part of the Departments 2022 rulemaking process for updating ITD's Utility Accommodation Policy to address the administrative rulemaking requirements of The Idaho Dig Once and Right-of-Way Act. Mr. Beachler encouraged the jurisdictions to start thinking about developing ordinances addressing how they are going to accommodate these facilities, which are 20 to 50 feet in height. He stressed the complexity of working in the right-of-way; in some circumstances, ITD may not own "all the right-of-way in fee" but be there by easement. Providers need to obtain permits from all underlying federal land management agencies or tribal governments, in addition to permits issued by ITD.

Mr. Beachler discussed funding resources that will provide hundreds of millions of dollars for broadband expansion in Idaho over the next 5 years. The Idaho Broadband Advisory Board, which was established by the legislature, helps drive investments for broadband throughout the state. This past week, the FCC published the National Broadband Map, which identify internet service levels, including those areas which are "unserved" and "underserved." Over the next one to two years, rural areas will begin to see a higher level of investment for broadband. While the state highway system connects communities and is considered "middle-mile infrastructure," cities and highway districts are the "last-mile" providing access to the household level. In the near future, jurisdictions can expect to see a lot of pressure on their staff for permitting. Mr.

Beachler noted Avista had a program for providers who want to attach their broadband facilities to existing infrastructure but said providers need to communicate with utilities and jurisdictions early in the process.

Reiterating the fact that Small Wireless Facilities will impact their rights-of-way, Mr. Beachler stressed the importance of each agency beginning to consider zoning ordinances and how they are going to accommodate these facilities. The industry is strong in obtaining legislation; the Idaho Broadband Dig Once and Right-of-Way Act was not authored by ITD but by the broadband industry and lobbyists to gain access to public rights-of-way. Currently, there are an estimated 12 internet providers in our area. When considering access to the public right-of-way by all the utilities, including water, electric and gas companies, there are a substantial number of providers that must be accommodated; the challenges associated with utility relocations is also expected to increase.

Mr. Beachler finished his presentation by saying ITD's goal is to provide orderly use of the highway right-of-way – by all utilities. Although broadband is not a regulated utility by the Idaho Public Utilities Commission, the recent Idaho Broadband Dig Once and Right-of-Way Act put broadband providers on par with other public utilities within the state highway system right-of-way; all utilities are competing for access to limited public rights-of-way. He commented on the importance of “dig once” for both current and future uses, noting right-of-way is a limited resource to be managed for transportation uses and accommodating all utilities whenever possible.

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

Vice Chair Jump noted there were no upcoming Board items.

#### **10. Other Business**

##### a. KCATT Member Items

Mr. Shanley noted Lakes Highway District would be applying for a Local Rural Highway Investment Program (LRHIP) grant for the Diagonal Road shoulder widening and repaving project. The District will be seeking a support letter from KMPO.

#### **11. Next Meeting – December 20, 2022**

#### **12. Adjournment**

**Eric Shanley moved to adjourn the November 22, 2022, meeting. Kevin Howard seconded the motion which passed unanimously.**

The meeting adjourned at 9:12 a.m.

Signature on File  
Recording Secretary