



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
February 9, 2023 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 – Graham Christensen, Vice Chair**
- 2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
- 3. Approval of December 8, 2022, Meeting Minutes – Action Item**
- 4. Public Comments** (limited to non-agenda items 3 minutes)
- 5. KCATT Recap & Recommendations – Kevin Jump**
 - a. Recap of Activities – December 2022 and January 2023
 - b. No Recommendations
- 6. Administrative Matters**
 - a. December 2022 KMPO Expenditures – **Action Item**
 - b. January 2023 KMPO Expenditures & Financial Report – **Action Item**
 - c. FY 2022 Financial Audit Report – **Action Item to Accept**
 - d. KMPO 2022-2028 Transportation Improvement Program (TIP) Amendment Requests:
 1. #26 Request to Increase Funding in the FY 2023 Program Year
 2. #27 Request to Increase Funding in the FY 2023 Program Year
 3. #28 Request to Increase Funding in the FY 2023 Program Year
- 7. Other Business**
 - a. 2020 Census Coeur d' Alene Urbanized Area – Discussion
 - b. Federal Funding Update – Discussion
 - c. Federal Functional Classification System – Discussion
 - d. Traffic Management Center Facilities and Operations Plan – Update
 - e. KMPO Regional Travel Demand Model Update – Ali Marienau
- 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 Transit Report – Kootenai County Public Transportation Staff
 - b. 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 – March 9, 2023**
- 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.

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
February 9, 2023
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Graham Christensen, Vice Chair	East Side Highway District
Marvin Fenn, Alternate	Idaho Transportation Department, District 1
Lynn Borders	City of Post Falls
Jim Kackman	Coeur d'Alene Tribe
Monty Montgomery, Alternate	Lakes Highway District
Vic Holmes	City of Rathdrum
Corinne Johnson	Worley Highway District
Sandra White	City of Hayden
Jeff Tyler	Post Falls Highway District
Bruce Mattare	Kootenai County

Board Members Absent:

Dan Gookin	City of Coeur d'Alene
Damon Allen	Idaho Transportation Department, District 1
Rod Twete, Chair	Lakes Highway District

Staff Present:

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

Attendees:

Donna Montgomery	Citizen
Kevin Jump	City of Rathdrum
Chad Ingle	Kootenai County
Alan Eirls	Coeur d'Alene Tribe

1. Call to Order – Graham Christiansen, Vice Chair

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

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

Ms. Corinne Johnson moved to approve the agenda. Mr. Jim Kackman seconded the motion, which passed unanimously. No conflicts of interest were declared.

3. Approval of December 8, 2022 Meeting Minutes – Action Item

Mr. Jim Kackman moved to approve the meeting minutes from the December 8, 2022 meeting. Mr. Vic Holmes 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 – Kevin Jump

- a. Recap of Activities – December 2022 and January 2023
- b. No Recommendations

KCATT Chair Kevin Jump reported that, as a matter of routine, the December meeting included transportation-related project updates, which included winter maintenance. The committee held their election of officers, electing him as the 2023 KCATT chair and Michael Lenz, Post Falls Highway District, as the vice chair. As an advisory committee, KCATT members were asked to provide input on what each agency would like the operational capabilities of the Regional Traffic Management Center (TMC) to have; the input was provided to Mr. Miles and will be compiled by the consultant. Due to the lack of business, there was no January meeting. KCATT had no recommendations before the Board.

6. Administrative Matters

- a. December 2022 KMPO Expenditures – **Action Item**

Mr. Miles noted the payment to Iteris was for work on the Regional TMC Facilities and Operations Plan; the remaining items were routine.

Mr. Vic Holmes moved that they meet their obligations and liabilities for the month of December 2022. Mr. Lynn Borders seconded the motion, which passed unanimously.

- b. January 2023 KMPO Expenditures & Financial Report – **Action Item**

Mr. Vic Holmes moved that they meet their obligations and liabilities for the month of January 2023. Mr. Lynn Borders seconded the motion, which passed unanimously.

- c. FY 2022 Financial Audit Report – **Action Item to Accept**

The KMPO Board packet included the auditor's report, the Financial Statement for 2022, conducted by Magnuson, McHugh & Company. Mr. Miles reported that there were no corrective actions or recommendations; the back of the report included some reconciliations that will be done.

Mr. Vic Holmes moved to accept the Financial Audit Report for 2022. Mr. Lynn Borders seconded the motion.

Mr. Miles commented that it was important to note that the audit standard requires each agency to show the unfunded/unmet liability statement that comes as part of PERSI.

Mr. Tyler noted that the packet included a letter from Magnuson, McHugh. He questioned the meaning of the statement under the heading "Significant Risks Identified."

Mr. Miles said he had also questioned the statement. In speaking to the president of Magnuson, McHugh, he was told that, although there were no risks identified, it must be included as part of their statement.

The motion passed with no opposition.

- d. KMPO 2022-2028 Transportation Improvement Program (TIP) Amendment Requests:
 1. #26 Request to Increase Funding into FY 2023 Program Year
 2. #27 Request to Increase Funding into FY 2023 Program Year
 3. #28 Request to Increase Funding into FY 2023 Program Year

Mr. Miles reviewed and explained each of the amendments; as administrative amendments, no action is required.

Mr. Tyler noted that the projects were located within the Post Falls Highway District (PFHD) and questioned if there is typically a funding match. Mr. Miles and Mr. Fenn noted these were ITD projects but confirmed PFHD had paid an approximate \$2 million match on the SH-53/Pleasant View Road interchange project; Mr. Fenn explained the process.

7. Other Business

a. 2020 Census Coeur d' Alene Urbanized Area – Discussion

Mr. Miles noted the packet included a map showing the 2020 Census urban area boundary update for Kootenai County; the map also included the previous 2010 boundary. Despite the boundary shrinking substantially, he estimated there was a population increase of 30,000 within the urban area. Between 2010 and 2020, the Census Bureau changed the methodology for identifying urbanized areas. Previously, it was based on the number of people per square mile; after the changes made in 2020, it is now based on density of housing units per square mile. By declaring more densely populated areas as urban, they have reduced the size of the urbanized area. This methodology places more of our community in the rural area, reducing urbanized revenue. Mr. Miles noted the impact of the change in methodology on other parts of the United States.

The five Idaho MPOs met with FHWA last Thursday. FHWA recognizes that there are issues when dealing with transportation and these boundaries, which have been pulled back. Mr. Miles noted the Prairie Avenue – Meyer Road to SH-41 widening project is currently classified as an urban arterial project. Although the project is in the current TIP as an urban-funded project, the new boundary would move the project into the rural program – requiring a new funding source. FHWA will permit the smoothing of the new urban boundary to maintain the current urban and rural roadway designations. Mr. Miles noted that KCATT will have the opportunity to review the boundary to identify a “natural line;” the matter will be brought before the KMPO Board for approval. The modified boundary will then go to ITD and FWHA for approval.

Mr. Tyler noted PFHD had been working on the Prairie Avenue – Meyer Road to SH-41 widening project for a couple of years and is currently paying for design. Last week, from the newspaper, he learned that the City of Post Falls had annexed that area and would be allowing the construction of two roundabouts within PFHD's widening project area. He commented that it was not common sense to construct two roundabouts on an identified truck route. Mr. Tyler remarked that it typically takes the District a couple of years to put together the financing and design for a roundabout project and was surprised to learn the construction of the two roundabouts, between Meyer Road and SH-41, may begin this summer. Along with the annexation by the city, he assumed the developer wants, and is paying for, the roundabouts to slow down traffic along Prairie Avenue, drawing people into their development. Mr. Tyler voiced his frustration over the planned roundabouts, noting one of the issues he sees, and the public is upset about, is congestion. If the matter would go to a vote, he would vote against the roundabouts and propose a traffic signal on Prairie Avenue one-half mile from SH-41. Mr. Tyler noted that he had attended the City of Coeur d'Alene's public hearing on the Coeur Terre development. He commented that during that meeting, it came up that the Coeur d'Alene Chief of Police said roundabouts were unsafe for pedestrians and bicyclists. Mr. Tyler said he could see where a roundabout would become obsolete – from day one, especially near a school; though they may be a good fit in some places, he did not think they were a great use everywhere. Mr. Tyler remarked that they are supposed to be considering a vision for the future, what will be best and relieve traffic for the community. It is not helpful when projects, like the developer-driven roundabout projects on Prairie Avenue, just fall in their lap – just because a developer is going to pay for it. He commented on “traffic easing” and the goal of pushing communities to walk and bike; he did not believe the people of North Idaho wanted that. Mr. Tyler finished by saying that he believed the

people that voted for him would be absolutely against the roundabouts on Prairie Avenue between Meyer Road and SH-41.

Mr. Miles commented that he could not speak to what was written in the newspaper but said he could confirm that Prairie Avenue, as a bi-lane section, is on the National Highway System (NHS) and is also on the Urban Freight System. As such, the project will need to meet those standards. He commented that the project was not unprecedented, citing US-2 in Airway Heights, Washington, where there are four roundabouts, on a five-lane arterial, much like Prairie Avenue. Mr. Miles said, they can work but must be designed to accommodate freight traffic. The project is being funded by the developer – and is not part of the PFHD’s federal aid funded project. Mr. Miles said, from a regional transportation standpoint, KMPO did work with local jurisdictions to identify arterials of significance, which was adopted by the KMPO Board and the City of Post Falls. However, KMPO does not get into the engineering and design of individual intersections, as it is within the purview and prerogative of the local jurisdictions. KMPO’s role is to ensure there is a system of roadways that serve the public. In terms of the safety of a roundabout, Mr. Miles said he did agree with Mr. Tyler, they are not a good fit everywhere, but added, neither are pedestrians and bicyclists. He commented that when a facility is designed, it must be done within the context that it is being located – and why they must work with professional engineers who are licensed to ensure these facilities work.

Mr. Tyler remarked that it was important to keep in mind, that planning commissions and engineers are being trained from, and promoting, European models, which, in his opinion, do not necessarily fit in Kootenai County. Mr. Miles thanked Mr. Tyler for the discussion.

Vice Chair Christensen commented that it appeared the boundary, after it is smoothed, will return to what it was in 2010. Mr. Miles commented that he hoped it would be very close but explained that he did not expect it to include Hauser.

b. Federal Funding Update – Discussion

Along with the new urban area designation, comes new federal funding. Mr. Miles explained that he is working with ITD in going through that process and noted the ITD Board has discussed the matter a couple of times. FHWA’s January 18th approval of the ITD Statewide Transportation Improvement Program (STIP) included a finding related to the collaboration with MPOs and the allocation/selection of projects. The next program year update will begin with ITD in April; this process will address how they will meet the new federal statutes. To avoid a change in funding programs, Mr. Miles said they will try to keep the urban boundary designation the same.

In response to a question from Mr. Tyler, Mr. Miles confirmed that the Regional TMC Facilities and Operations Plan was funded with \$400,000 in federal dollars; the funds came through KMPO and are paid out to Iteris.

c. Federal Functional Classification System – Discussion

Mr. Miles noted that roadways are functionally classified by the federal government for three different systems, the National Highway System, the Federal Aid Urban System, and the Federal Aid Rural System. A roadway that is not federally functionally classified is not eligible for federal aid funding. Mr. Miles said, although he is hoping to be able to smooth out the new urban boundary to avoid changing current functional classifications, KCATT will have the opportunity to reassess all roadways and identify those that should or should not be on the federal aid system; total roadways are restricted by a mileage cap.

d. Traffic Management Center Facilities and Operations Plan – Update

Mr. Miles said, as noted by KCATT Chair Kevin Jump, KCATT members were asked to provide input on what they felt the major functions of the TMC should be. Ultimately, the committee felt

the TMC should be able to observe the network through video cameras placed at critical arterials, in real time, for the purpose of identifying issues that are impeding traffic (e.g., traffic incidents, debris on the roadway, etc.). He explained that the reliability of the transportation system goes down once traffic is restricted and starts backing up. With a TMC in place, the appropriate agency can be dispatched – emergency, non-emergency, an incident management team, activation of variable message signs, and/or notifying the media. Mr. Miles stressed the value of providing the traveling public an opportunity to make informed decisions early. The consultant is working on the report for the operational design and will likely present it to KCATT in April; it will then be presented to the KMPO Board. Mr. Miles noted a Benefit-Cost Analysis (BCA) will be incorporated into the study; for comparison purposes, ITD will also do a BCA, using a coda metric model. The second aspect of the TMC Facilities and Operations Plan addresses facility site locations, which are driven by access to fiber optics. Two possible site locations have been identified – both owned by ITD. During their next meeting, KCATT will be presented the site location analysis; the analysis will also be brought before the KMPO Board. Mr. Miles said he understood the KMPO Board had received an email suggesting there was a connection between the TMC and the CIA. He assured the Board that he had had no contact with the CIA and explained the TMC is strictly a “traffic management center” for the purpose of ensuring the public reaches their destination safely, efficiently, and reliably. He answered questions from Mr. Tyler and Mr. Montgomery discussing the difference between the TMC and ADA County’s TMC; he addressed the cost, facility operations, and site location. The draft Facilities and Operations Plan is not expected until the August timeframe; at that time, there will be more discussion on whether or not to move forward.

e. KMPO Regional Travel Demand Model Update – Ali Marienau

Ms. Ali Marienau reported that she is continuing to update the 2020 travel demand base model; updates include the 2020 Census data and the Department of Labor’s employment data. As part of the update, KMPO has acquired current origin to destination (O-D) trip table data from INRIX. The model is expected to be sent to PTV next week for adjustments, updates, and finally, calibration and validation of the model; completion is expected by the end of March. Ms. Marienau noted the primary forecast model is 2045, which is based on the population and employment forecasts that were adopted by the KMPO Board last September.

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 Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle reviewed fixed route ridership/on-time performance and demand response performance data for vehicle miles, revenue miles, trips, passengers, and Ring-A-Ride. The Integrated Mobility Innovation (IMI) demo phase is expected to be completed by the end of the month. Mr. Ingle provided an update on the bus stop shelters at Huetter Road/Seltice Way and Atlas Road near Panhandle Health; they have an application into FTA and are awaiting approval. The shed on Phase 2 of the Riverstone Transit Center is expected to be completed by the end of the month; the entire project is expected to be complete in April. Regarding the RFP for Paratransit services, MV Transportation is finalizing the contract; the matter will then go before the Board of County Commissioners for approval. They are continuing to work on Paratransit bus procurements. The three fixed route buses have been prepared for service and will be placed out on the routes once the exempt license plates have been received. The Strategic Service Plan is being reviewed for the final report; once complete, it will be presented to KMPO, KCATT, and the jurisdictions. Mr. Ingle noted they were putting together a 5339 grant application for the maintenance and rehabilitation of the current Paratransit fleet; following the Board of County

Commissioners approval this week, the grant application will be submitted to ITD. Mr. Ingle and Mr. Miles addressed questions from Mr. Tyler.

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

Citing a significant driver shortage, Mr. Eirls remarked that it had been nearly a year since he had been able to attend the KMPO Board meeting; with increased driver wages, they are now at full capacity with three more drivers in training. Although they have funding resources for bus procurements, there are no new buses/chassis currently available. Mr. Eirls noted that they have been working on the FTA National Transit Database (NTD) reports and can now fill out the Federal Funding Allocation Statistics form (FFA-10). An overview of bus incidents was provided; with regards to transportation, their biggest issues have been animal strikes. Mr. Eirls remarked that they have a good mechanical staff and said everyone is doing a good job.

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

Mr. Miles said, following the Board workshop last year, they discussed holding an annual workshop, which would include an overview of KMPO and a few topic discussions that may be of interest to the Board. He questioned if they were interested in doing another workshop, suggesting the March/April timeframe – preferably April. Mr. Tyler felt it would be worthwhile. Ms. Johnson commented that the previous workshop was useful; she said early April would be best for her. Mr. Miles stated he would plan to put together the workshop the first part of April.

Mr. Miles noted that KMPO was formed on February 3, 2003 – it is the organization's 20-year anniversary. He explained that the 2000 Census revealed Kootenai County had reached the urban area status of having a population greater than 50,000 people. With that came the requirement that there be a continuing, cooperative, and comprehensive transportation planning program through a metropolitan planning organization. KMPO became a joint powers agency. The governor's designation of KMPO as the MPO, was later accepted by the US Department of Transportation. There are currently five MPOs in the State of Idaho; Twin Falls will likely be become the 6th MPO by October of 2023. The current MPOs represent approximately 63 percent of Idaho's population. Mr. Miles passed around a photo of the first KMPO Board.

10. Board Member Comments

Mr. Tyler noted that he often pushes for east-west connections and said although there is some traffic calming planned, he is pleased that the connection between Poleline and Hanley Avenues will be made. He explained that he had attended the City of Coeur d'Alene's public hearing on the Coeur Terre development and said he understood there may be a possibility that the east-west roadway connection into the adjacent neighborhood, Indian Meadows, may not be made. With that, there will need to be more discussion to address traffic dumping onto Huetter Road. Mr. Tyler commented that the KMPO analysis showed Huetter Road as a three-lane facility and questioned if it should not be five-lanes. In the event the east-west connection is not made, he questioned if the District could require the developer to construct half of a five-lane facility, noting the highway district did not have the money for that full buildout.

Mr. Miles said he did not want to presuppose the outcome of the City of Coeur d'Alene's deliberative process related to the annexation of the Coeur Terre development. Once the city has reached a decision, he will have a better understanding on a course of action. Mr. Miles noted there had been discussions regarding the I-90 bridge structure over Huetter Road and whether it should be built to accommodate a three or five-lane facility.

Mr. Tyler noted there were plans to install a bike/pedestrian tunnel under Prairie Avenue in the vicinity of Prairie Avenue and Meyer Road, where the railroad tracks had been removed; he understood the engineering had already begun. He voiced concerns about the safety of the

tunnel for bicyclists and pedestrians, noting growth throughout the region, homelessness, and an increase in crime. As an alternative to the tunnel, he suggested the north and south legs of the trail be constructed to Meyer Road and the signalized intersection at Prairie Avenue and Meyer Road be used as the trail crossing.

11. Next Meeting – March 9, 2023

12. Adjournment

Mr. Lynn Borders moved to adjourn the February 9, 2023 KMPO Board meeting. Ms. Corinne Johnson seconded the motion, which passed unanimously.

The regular meeting was adjourned at 2:35 p.m.

Signature on File
Recording Secretary