



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
March 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 February 9, 2023, Meeting Minutes – Action Item**
- 4. Public Comments** (limited to non-agenda items 3 minutes)
- 5. KCATT Recap & Recommendations – Kevin Jump**
 - a. Recap of Activities – February 2023
 - b. No Recommendations
- 6. Administrative Matters**
 - a. February 2023 KMPO Expenditures & Financial Report – **Action Item**
 - b. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests:
 1. #1 Request to Increase Funding in the FY 2023 Program Year
 2. #2 Request to Increase Funding in the FY 2023 Program Year
 3. #3 Request to Increase Funding in the FY 2023 Program Year
- 7. Other Business**
 - a. 2023 Performance Targets - Safety – Ali Marienau
 - b. RTMC Study Update – Discussion
 1. Final Draft Existing Conditions Report
 2. Site Location Analysis and Preliminary Findings
 - c. Transportation Alternatives Program Project Selection Process – **Action Item**
- 8. Public Transportation (Informational Items Provided to KMPO)**

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 - 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 – April 13, 2023**
- 12. Adjournment**

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MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
March 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
Dan Gookin	City of Coeur d'Alene
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:

Rod Twete, Chair	Lakes Highway District
Damon Allen	Idaho Transportation Department, District 1

Staff Present:

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

Attendees:

Kevin Jump	City of Rathdrum
Barbara Lee	Rathdrum
Bill Brizee	Coeur d'Alene
Jen Noel	Coeur d'Alene
Chad Ingle	Kootenai County
Kevin Howard	Worley Highway District
Dustin Howe	Worley Highway District
Jennifer Holm	Post Falls
Terry Werner	Citizen
Donna Montgomery	Citizen

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. Vic Holmes seconded the motion, which passed unanimously. No conflicts of interest were declared.

3. Approval of February 9, 2023 Meeting Minutes – Action Item

Mr. Vic Holmes moved to approve the meeting minutes from the February 9, 2023 meeting. Mr. Jim Kackman seconded the motion, which passed unanimously.

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

Bill Brizee, a Coeur d'Alene resident for nearly two years, stated he had previously lived in Honolulu, Hawaii. He noted he was an architect, whose firm was in charge of designing the traffic management system for Honolulu; the project was very expensive, time consuming and, from design to completion, took 15 years to complete. Mr. Brizee described traffic and commuter issues in Honolulu. He stated that he did not see the need for a Traffic Management Center in Kootenai County and felt it was government overreach.

5. KCATT Recap & Recommendations – Kevin Jump

- a. Recap of Activities – February 2023
- b. No Recommendations

KCATT Chair Kevin Jump reported that they held their last meeting on February 28th. Updates included jurisdictional projects and activities; progress on the model update was provided. Parametrix gave a presentation highlighting the preferred site location for the Regional Traffic Management Center. The committee had no recommendations before the Board.

6. Administrative Matters

- a. February 2023 KMPO Expenditures & Financial Report – **Action Item**

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

- b. KMPO 2023-2029 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 noted, as administrative amendments, no action is required.

7. Other Business

- a. 2023 Performance Targets - Safety – Ali Marienau

Ms. Ali Marienau noted the Federal Highway Administration (FHWA) had a set of performance measures and required states and MPOs to establish targets for each; one is safety. In 2018, the KMPO Board approved the decision to adopt the state's targets. An overview of the safety performance measures and targets, as set by ITD, were discussed. ITD data for fatality and serious injury crashes from 2017-2021 was reviewed. Board member questions included the number of crashes by corridor compared to overall traffic volume, an increase in fatality crashes but not injury crashes, if medical events occurred during fatality crashes, if construction work zones were involved, and data on troublesome locations. Ms. Marienau explained that she could not speak to the specifics of the ITD data but could look into it if they are interested.

- b. RTMC Study Update – Discussion
 1. Final Draft Existing Conditions Report

Mr. Miles noted the packet included the final draft of the Regional TMC Facilities & Operations Plan, Existing Conditions Technical Memorandum. The draft will be updated with additional information that has been provided by the jurisdictions. The intent of the report is to have a clear understanding of the existing system (infrastructure – signals, communications, networks) and how the network operates today. Mr. Miles explained that doing the inventory allows them to identify weaknesses in the system. Grant opportunities through FHWA were noted.

2. Site Location Analysis and Preliminary Findings

Mr. Miles noted the presentation, RTMC Site Layout and Conceptual Design, was prepared by Parametrix, a subconsultant of Iteris. Project activities include data collection, size and location analysis, Systems Engineering Analysis, and a costs/benefits assessment. Mr. Miles reviewed the two site locations owned by ITD; Site 1 is located at the ITD pit site off Marie Street; Site 2 is located off Appleway Avenue near the Cracker Barrel restaurant. He described the site locations, available infrastructure, existing conditions, and preliminary site layouts. Site 1 is the preferred alternative. Design alternatives and upcoming tasks were discussed.

Data storage is not a concern as TMCs generally stream live data through the system. Mr. Miles discussed camera technology and explained that the purpose of a TMC is not surveillance – but to observe traffic, in real time, in order to identify roadway incidents and quickly dispatch the appropriate response team. Citing traffic issues on I-90, US-95, SH-41, and other corridors, he explained that the facility would also be able to address traffic signal timing issues. The goal of a TMC is to make the network as efficient, reliable and resilient as possible.

He explained the TMC would operate through a Joint Powers Authority agreement and would likely be commensurate with the number of signals an agency had on the system; ITD, the City of Coeur d'Alene, and City of Post Falls were noted. Costs associated with the TMC will be outlined in the Facilities and Operations Plan which is expected to be complete in September. FHWA has indicated that the facility would be eligible to apply for funding as early as FY24. Mr. Miles discussed local match and existing federal aid funding programs.

In response to a question from Vice Chair Christiansen regarding virtual TMCs and hybrid facilities, Mr. Miles confirmed that the Benefit Cost Analysis would include viable options.

Mr. Tyler voiced concerns about the use of cameras, technology, and surveillance and his reservations about the facility in general. Mr. Miles assured Mr. Tyler that much of his concerns could be addressed during the Board workshop. He discussed the Joint Powers Authority Agreement further and reiterated that the intent of a TMC is to observe the movement of vehicles, not people, and to ensure the efficiency of the transportation network. Mr. Tyler expressed interest in a hybrid system.

Mr. Gookin commented that it was important to understand, and take into consideration, that some people are sensitive to the use of cameras. He noted residential and commercial camera technology that is widely used, and relied upon, by citizens throughout communities. Mr. Gookin said, although it is important to understand that there is a perception, he questioned why government can't use the technology to monitor traffic to help make the system more efficient.

In response to questions from Mr. Mattare, Mr. Miles noted the Benefit Cost Analysis would reveal expected improvements to the system. He said, although drivers use Google, it does not always provide favorable alternative routes, often redirecting traffic into area neighborhoods.

Mr. Miles commented on the value of a TMC to the public. He noted the Benefit Cost Analysis will include construction, maintenance, and operations costs. If it does not pencil out, they can look at it again in 5-10 years. As a transportation planning organization, he felt it was important for them to do their due diligence in managing the transportation system they currently have.

c. Transportation Alternatives Program Project Selection Process – **Action Item**

Mr. Miles reported that ITD management has initiated a process to turn the Transportation Alternatives Program (TAP) project selection, scoring, and award over to the Local Highway Technical Assistance Council (LHTAC). LHTAC is a membership-based, rural-oriented transportation council which does not have urban representation. With this change, LHTAC will be selecting local projects without any knowledge of the local plans, projects, or transportation

systems. The five Idaho MPO directors have written a letter the Federal Highway Administration (FHWA) and have asked for the opportunity to manage their own call for projects, selection, and approval. He felt the KMPO Board should have the authority to select local projects. Unless the Board objects, that is the approach the MPOs are taking. No objections were stated.

Vice Chair Christiansen commented that he supported the approach.

8. Public Transportation (Informational Items Provided to KMPO)

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

Mr. Chad Ingle reviewed ridership for fixed route, Paratransit, and Ring-A-Ride. He provided an update on the bus stop improvement projects; design and engineering of the shelters is expected to be completed in June. Phase 2 of the Riverstone Transit Center is expected to be completed in April, weather dependent. The RFP for Paratransit services with MV Transportation has been finalized. Progress on the procurement of Paratransit buses was reported; due to the length of time it has taken, they have submitted a 5339 grant application for maintenance of the current Paratransit fleet to ITD. Funding for project awards will begin October 1, 2023.

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

Mr. Ingle said, due to a family emergency, Mr. Eirls was not able to attend but had no major updates to report.

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

The Board packet included the Director's Report; Mr. Miles had no additional items to report.

10. Board Member Comments

Mr. Gookin commented on item 4 of the KMPO Board agenda, Public Comments, which includes the statement, "limited to non-agenda items." He questioned the restriction and asked that it be removed to allow the public to speak on any matter of concern. Mr. Miles provided background on the restriction and said the change is at the Board's discretion and could be implemented by the Board chair. Vice Chair Christiansen agreed with Mr. Gookin and noted options for public comment during the meeting; he asked that the restriction be removed from the agenda.

Ms. Sandra White noted the Board meetings were not recorded; she proposed they look into the possibility of recording and airing the meetings for the public. Mr. Miles said the Board had discussed that in the past and noted the minutes, approved by the Board, are the official record. Vice Chair Christiansen and Mr. Miles felt it could be discussed during the Board workshop.

Mr. Marvin Fenn noted the TMC was a push from ITD, as a way to manage the movement of people and goods safely and efficiently. He commented on the impact accidents have on area traffic flow. There are approximately 300 accidents in the corridor per year; ITD's response times are 15-30 minutes. Mr. Fenn felt the system could be more reliable. He said the Board's concerns are valid; they will have more answers once the Plan is complete.

With permission from Vice Chair Christiansen, Mr. Tyler handed out copies of KMPO's Critical Arterial Corridor Policy. He wanted to discuss the two roundabouts on Prairie Avenue between SH-41 and Meyer Road; he was unaware of the projects until recently, when he read about them in the newspaper. He commented on KMPO and the agencies working together to find solutions for traffic management. Mr. Tyler read portions of the Policy addressing various criteria including a speed limit, protecting the long-term integrity of transportation facilities, enhancing safe and well-defined walking, bicycling, and public transportation access, and the long-term and

temporary establishment and re-establishment of controlled access along the corridors to one-half mile spacing. Existing Prairie Avenue roundabouts, where the speed limit is reduced to 15 miles per hour, were noted. He questioned KMPO's role in the process, commenting that the document states that a critical element of the Policy, is to ensure that all parties to the Policy are aware of possible developments prior to a formal application. Mr. Tyler said he believed that any agency with plans to alter an identified critical arterial corridor should bring it before the KMPO Board for approval. He hoped KMPO could address the corridor issues and find an alternative design to roundabouts, which are slowing down traffic along these critical corridors. Vice Chair Christiansen suggested the matter be addressed during the upcoming workshop; Mr. Tyler concurred.

11. Next Meeting – April 13, 2023

Vice Chair Christiansen noted there was some discussion about moving the April 13th meeting.

Mr. Miles noted they would be holding the Board workshop on April 12th. With the Board's approval, he suggested a brief business meeting be held **at 9:00 a.m. on April 12th at the Coeur d'Alene Inn instead**; the meeting will adjourn into the workshop. Ms. Johnson noted she would not be able to attend. The Board voiced no additional conflicts – and no objections.

12. Adjournment

Mr. Jim Kackman moved to adjourn the March 9, 2023 KMPO Board meeting. Mr. Lynn Borders seconded the motion, which passed unanimously.

The regular meeting was adjourned at 2:57 p.m.

Signature on File
Recording Secretary