



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

May 23, 2023 - 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 25, 2023, Meeting Minutes – **Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning Updates
7. Idaho Transportation Board Update
8. Current Business
 - a. Travel Demand Model Update – Ali
 - b. Critical Arterial Corridor Update Discussion – Glenn
 - c. KRTMC Concept of Operations Recommendation – **Action Item**
 - d. KRTMC System Requirements/Verification Plan Review Draft – Discussion
 - e. FY 2024 Unified Planning Work Program (UPWP) – Discussion
9. Upcoming KMPO Board Items
 - a. FY 2024 KMPO Budget
 - b. KRTMC Concept of Operations Final Report and Recommendation
 - c. PTV Travel Demand Model Update Final Report
 - d. Critical Arterial Corridor Policy Update
 - e. FY 2024 Unified Planning Work Program Discussion
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – June 27, 2023
12. Adjournment

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KCATT MEETING MINUTES

for

May 23, 2023

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

Call to Order:

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

Welcome / Introductions

Kevin Jump, Chair.....	City of Rathdrum
Michael Lenz, Vice Chair	Post Falls Highway District
Kevin Howard	Worley Highway District
Rob Palus	City of Post Falls
Ben Weymouth	East Side Highway District
Chris Bosley.....	City of Coeur d'Alene
David Callahan.....	Kootenai County
Eric Shanley.....	Lakes Highway District
Marvin Fenn.....	Idaho Transportation Department
Rob Beachler	Idaho Transportation Department
Michael Fuller	Community Member, Bike/Ped
Alan Soderling.....	City of Hayden

KMPO Staff

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

Alternates and Guests

Terry Werner.....	Citizen
Brian Klatt	JUB
Jeff Peters.....	Lochner
David Waterhouse	Kootenai County
Diane Fountain.....	Lakes Highway District
Aaron McCune	HDR
Dan Smith	IDEQ
Wyatt Redmond	Ziplay Fiber

3. Approval of April 25, 2023 Meeting Minutes – Action Item

Rob Palus moved to approve the April 25, 2023 minutes as submitted. David Callahan seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

There were no public comments provided.

5. Member Project, Transit & Utility Updates

Alan Soderling, City of Hayden, reported they were going out to bid on two utility projects; one was associated with the Ramsey Road extension project. They are preparing for chip seals.

Michael Fuller, Bike/Ped – Community Member, reported that, over the last couple of months, the City of Coeur d'Alene's Pedestrian and Bicycle Advisory Committee had put a lot of work into preparing for this month's Bike to Work week/month; they received great support from the

community. Moving forward, the committee will be addressing some safety issues on the trails.

Rob Beachler, Idaho Transportation Department, provided updates on the I-90 and SH-41 interchange, SH-53 – Hauser Lake Road to Bruss Road, and SH-53/Ramsey Road signal projects. He noted the SH-53 projects from Bruss Road to Latah Street and Latah Street to mile post 9.3 will be addressed later. Some I-90 bridge maintenance operations will take place in the next couple of days. There will be street cleaning on US-95 from I-90 westbound to Abbott Road. Work on the I-90 – Cedars to Dudley project continues. Mr. Beachler provided updates on the US-95 projects, Interchange 430 to Lacrosse Avenue and Spokane River Bridge. Mr. Fenn reported efforts to improve traffic operations at the SH-53/Ramsey Road signal project.

Eric Shanley, Lakes Highway District, noted Mr. Fenn's comments regarding the SH-53/Ramsey Road signal project and said he was aware that ITD was attempting to expedite the project. A paving project that is expected to begin June 5th will involve Ramsey, Seasons, and Twete Roads. A development on Prairie Avenue triggered improvements to the median just west of Ramsey Road. The design of the Huetter Road/Lancaster Road roundabout project is progressing. Mr. Shanley commented on the Union Pacific Railroad Bridge project, noting the design is continuing. Their Board approved a contract for the District to evaluate and proceed toward right-of-way maps for the BNSF/Brunner Road railroad crossing project. The District has multiple subdivisions under construction.

David Callahan, Kootenai County, reported on the regularity of those who, in association with a site disturbance permit, greatly denude the waterfront along a stream or lake. The Planning Commission will meet Thursday to discuss a code amendment that would allow violators to be fined up to \$1,000 a day, not to exceed \$20,000. The Board of County Commissioners will hear the proposal for the Coeur d'Alene Reservation area-wide rezoning on July 13th.

Chris Bosley, City of Coeur d'Alene, reported that they have signed their state and local agreement with the Local Highway Technical Assistance Council (LHTAC) for the Local Highway Safety Improvement Program (LHSIP) rectangular rapid flashing beacons (RRFB) project; it is not clear when the project will go out for bid. The city's sidewalk accessibility project, funded by the Federal Transit Administration (FTA), is currently out to bid. Other updates included their chip seal project and mill and inlay projects going out to bid soon.

Ben Weymouth, East Side Highway District, reported that the District had just wrapped up this year's gravel road stabilization. Project updates included Sunnyside Road, Carlin Bay Road, Bell Canyon Road, and Frontage Road. Mr. Weymouth provided the status of the Canyon Road Bridge and Springston Bridge projects. The District is preparing for 16 miles of chip seals.

Rob Palus, City of Post Falls, provided an update on the Spokane Street/Prairie Avenue roundabout project, noting tasks that need to be completed. Regarding the Chase Road railroad crossing and pedestrian trail improvement project, the city is working with BNSF on some stormwater management issues. An update on the Prairie Avenue/Fennecus Road roundabout project was provided; construction is expected to begin soon. The city continues work on their Transportation Master Plan update.

Kevin Howard, Worley Highway District, reported that the Greensferry guardrail project is in engineering; construction is planned for 2024. The District is currently out to bid on a project involving a portion of Cougar Gulch Road. Right-of-way acquisition at Rockford Bay and Loff's Bay Road intersection is ongoing. Mr. Howard reported on a participation project for some maintenance on Loff's Bay Road. The District has an in-house project at Rolling Hills Road.

Vice Chair Michael Lenz, Post Falls Highway District, reported that the District submitted the final PS&E on the Spokane Bridge rehab project. Mill View Lane will be reduced to one-lane for

approximately one week to correct a roadway failure. The District Board granted Jacklin Land Company a variance to install a waterline across Prairie Avenue west of Meyer Road; the work has been completed. Vice Chair Lenz reported that the District was gearing up for chip seal projects; he noted roadways that will have the most impact. Regarding the Beck Road CRABS (Cement Recycled Asphalt Base Stabilization) overlay project scheduled for 2024, the District is in the process of submitting final PS&E and waiting for property use agreements. ITD is preparing to submit recommended improvements for the Idaho Road railroad crossing improvement project. Mr. Miles was able to obtain Urban Balancing funds to address the \$400,000 right-of-way shortfall for the Prairie Avenue 5-lane widening project; the project is scheduled for 2028 construction. ITD and PFHD are awaiting the outcome of the Railroad Crossing Elimination Grant for the SH-53/Pleasant View Road interchange project. An update on the plans for the extension of Hanley Avenue to Poleline Avenue at Huetter Road was provided; the District is working with the City of Coeur d'Alene and the developer.

Chair Kevin Jump, City of Rathdrum, reported that the construction of the Meyer Road pathway extension project, between Boekel Road and Nagel Lane, began today. The Boekel Road/Meyer Road dual-lane roundabout project is progressing and is expected to remain closed until mid-August. Installation of the SH-53 watermain relocation has been completed; the contractor will now go back and make the connections, tying in the services. The city is looking for some contractors to do some pavement marking work.

David Waterhouse, Kootenai County, provided an update on the status of the bus stop improvement projects at Huetter Road/Seltice Way and Atlas Road near Panhandle Health. They are working through the final punch list for Phase 2 of the Riverstone Transit Center project. Mr. Waterhouse provided an update on the Paratransit bus procurements and 5339 grant application submitted to ITD for the rehabilitation/maintenance of their current fleet. Updates to the Strategic Service Plan continue and will include a bus stop improvement plan.

Wyatt Redmond, Zippy Fiber, had no updates to report.

Dan Smith, IDEQ, commented that the Department appreciates the jurisdictions' efforts on dust control, noting it is currently a concern. He commented on the upcoming availability of billions of dollars in Environmental Justice (EJ) funding and said wanted the committee to be aware of it.

Mr. Miles encouraged the committee to visit the Environmental Protection Agency (EPA) website and use their EJ tools when filling out grant applications. Although the application may score high based on the posted criteria, it may not address EJ and cause the project not to be selected. ([EPA's Environmental Justice Screening and Mapping Tool](#))

6. Planning Updates

Ali Marienau reported that she is still doing model updates and will then work on the model documentation. She is continuing work on the urban area boundary adjustment; it is expected to be before KCATT in June. An email requesting final traffic counts will be sent out this week.

Noting an upcoming Urban Balancing meeting, Mr. Miles asked Mr. Soderling for an update on the Ramsey Road extension project. Mr. Soderling noted progress made over the last month and a half, noting signatures that are still needed.

7. Idaho Transportation Board Update

Marvin Fenn commented on Idaho House Bill 132 (I.C. Section 40-719), the Strategic Initiatives Program for the locals. The matter was before the ITD Board on May 18th. There will be a total of \$136 million in grant funding available; \$36 million will go to Ada County Highway District and the remaining \$100 million will be split 50/50 between large urban and small urban areas. He

provided the committee a copy of the draft to review; the Program is expected to be before the ITD Board for approval at a later date. Mr. Beachler noted the Program was expected to open up with a 30-day window in July; district engineers and MPOs, within their respective areas, will be asked to participate in the project evaluation and scoring process.

Mr. Fenn commented on the update to the Statewide Transportation Improvement Program (STIP). As there will be funding for studies, he included added SH-41, Rathdrum North, Spirit Lake, and the SH-54 City of Athol grade separation projects; each of the proposed projects will need to be individually submitted as a Board item.

8. Current Business

a. Travel Demand Model Update - Ali

Ali Marienau provided a PowerPoint presentation discussing various stages of the update including data collection, distribution of forecasted land use, and forecasting future conditions. Following the completion of the calibration and validation by PTV America, the forecast models have been assembled. Land use will be updated again in late 2023. She will be planning a model workshop for the committee this summer. In response to a question from Mr. Callahan, Mr. Miles discussed the anticipated project costs and funding. There were no other questions.

Mr. Beachler noted FHWA had advised him that they will be holding a training class on the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Discretionary Grant program in Boise; he believed ITD would be hosting the event on July 11-12. The effort will assist local agencies with the grant writing opportunities and focus on benefit-cost analysis (BCA). He will let KCATT know the dates. Mr. Fenn commented on the difficulty of capturing economic opportunity.

Mr. Miles highlighted a recent survey of 100 entities who had gone through the grant writing process. Respondents averaged a total of 221 hours per grant application. Once the grant is awarded, an applicant may expect to spend another 100-300 hours moving the grant forward. Grants are not indexed to the loss of time between the time of application and award; loss of value is estimated to be 30 percent. Mr. Miles recommended anyone applying for a federal grant, to consult with the agency early on, noting the need for local money and partnerships.

A map provided to the committee showed 73,874 trips through Kootenai County in one day; the INRIX data captures approximately 20 percent of the trips.

b. Critical Arterial Corridor Update Discussion – Glenn

Mr. Miles noted the committee had discussed an update to the Critical Arterial Corridor Policy during their April meeting. Based on their feedback, he began looking at how the Federal Highway Administration (FHWA) is addressing corridor travel times and the freight and goods movement. Noting the National Highway System and National Freight Network, he explained that FHWA has stepped away from the engineering aspect and looking at key factors including travel time level of service, which has been adopted as a national standard, and the resiliency and reliability of the corridor. Although the INRIX data may show a good overall level of service at an intersection – it may reveal a poor corridor travel time. From a regional standpoint, the jurisdictions have voiced concerns about the performance of the corridors. The development community focuses on optimizing intersections – without taking into consideration the impact an entry point may have on the overall corridor performance.

Mr. Callahan commented that he felt it would be useful for decision makers to see a cumulative analysis included in subdivision plans and available for the public hearing process.

Mr. Bosley noted that an important aspect of this is having coordinated traffic signals; the city has a few but is working on more. He believed interagency agreements would be needed.

Mr. Miles noted signal coordination was one tool to create better corridor progression and manage capacity. He commented on the issues surrounding managing a corridor to a level of service and setting standards the jurisdictions can manage to. He discussed various corridors and the value of looking at travel time reliability when implementing a design review for major developments to understand how far up and/or downstream the project will materially affect the corridor. Mr. Miles commented on the traffic signal/roundabout debate and said it does not address the bigger issue of corridor performance.

Mr. Fenn explained that ITD is worried about corridor function and is why they have various microstudies. He commented on corridor function and side street safety accommodations saying he would like developers to have better options to mitigate corridors – not intersections. He questioned how they can preserve the corridor and still have mobility on the side streets.

Mr. Soderling agreed and noted that improving the performance of US-95 by even 5 percent would make a significant impact on the network around it – during the same time period. He remarked that the challenge is implementation, cost effectiveness, and the ability to show value.

Mr. Miles explained that it would be necessary to create a proof of concept – prior to adopting a plan. In the near future, jurisdictions and developers will likely find that it is going to become expensive to have entry points along corridors. He commented on the cost of the US-95 project and expected that it would benefit the region for maybe seven to ten years.

Mr. Fenn commented on US-95 traffic volumes – personal and commercial vehicles and said saving seconds adds up to a significant value.

Mr. Miles noted the INRIX data includes hours of delay at intersections. Based on FHWA's January Benefit-Cost Analysis Guidance, general travel time is estimated at \$18 an hour. The estimated cost of travel time delay can be determined by multiplying the hours of delay by the travel time rate. While increasing the percentage of arrivals on green signals provides a significant benefit, he questioned how to capture the value and translate that to the public.

c. KRTMC Concept of Operations Recommendation – **Action Item**

Mr. Miles noted the packet included the final Kootenai Regional Traffic Management Center (KRTMC) Concept of Operations report. He highlighted the key factors – observation of traffic, better optimization of the transportation system, and incident management. The Concept of Operations is a long-range report that could take several years to implement. Mr. Miles noted the connection between long-range plans and the use of federal funding. He is seeking a recommendation to place this before the KMPO Board for acceptance.

Kevin Howard moved to recommend the approval of the KRTMC Concept of Operations to the KMPO Board. David Callahan seconded the motion, which passed unanimously.

d. KRTMC System Requirements/Verification Plan Review Draft – Discussion

Mr. Miles noted the committee packet included a document developed using FHWA's tool, SET-IT (Systems Engineering Tool for Intelligent Transportation). He explained that once the Concept of Operations Plan is complete, the concepts are added to SET-IT which produces the concept of the proposed system and system requirements. He noted this was under review and asked KCATT to provide feedback so it can be wrapped up.

e. FY 2024 Unified Planning Work Program (UPWP) – Discussion

Mr. Miles noted he was putting together the FY 2024 Unified Planning Work Program. In

addition to routine tasks, the upcoming Program will include an update to the Critical Arterial Corridor Policy, the Metropolitan Transportation Plan update, and working with ITD on the Alternative US-95 Access Mobility Study. He asked the committee to provide any topics they would like included in the Program. The draft Program is expected to be before KCATT in July.

In response to a question from Chair Jump, Mr. Fenn provided an update on the Alternate US-95 Access Mobility Study, which includes the Huetter Corridor; they are strategically working on defining the study areas and will soon wrap up the data gathering stage. He explained that this was a model for Kootenai County and that the data was expected to define the ultimate study. Mr. Fenn commented on current activities, upcoming meetings and public involvement which is expected to begin once the modeling scenarios are generated at the state and local level – likely in the November timeframe.

Various committee members took part in a discussion involving the study area, area corridors, environmental assessments (EA), environmental impact statements (EIS), and the Planning and Environment Linkages Program (PEL). Mr. Fenn commented that he expects the study to reveal multiple needs, which he hopes will be prioritized. He believes ITD and KMPO's ultimate goal is the same. Mr. Fenn remarked that he would not make assumptions as to what transportation improvements were needed but will wait to see what the data analysis shows.

Mr. Miles noted ITD had not adopted the Metropolitan Transportation Plan or the SH-41 Corridor Plan, and therefore, does not recognize them. Mr. Fenn agreed, explaining that ITD must step back and support the network as a state system.

9. Upcoming KMPO Board Items

- a. FY 2024 KMPO Budget
- b. KRTMC Concept of Operations Final Report and Recommendation
- c. PTV Travel Demand Model Update Final Report
- d. Critical Arterial Corridor Policy Update
- e. FY 2024 Unified Planning Work Program Discussion

Mr. Miles reviewed the items scheduled to be before the KMPO Board in June.

10. Other Business

- a. KCATT Member Items

Mr. Howard noted Thomas (Tom) Nigh, his predecessor who had retired 18 years ago, had passed away. Mr. Howard began shadowing Mr. Nigh 20 years ago and recalls discussing the Huetter Corridor with him at that time.

11. Next Meeting – June 27, 2023

12. Adjournment

Without objection, Chair Kevin Jump adjourned the May 23, 2023 meeting.

The meeting adjourned at 9:36 a.m.

Signature on File
Recording Secretary