



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

October 24, 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 – Kevin Jump Chair
3. Approval of September 26, 2023, Meeting Minutes – **Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
 - a. CARBON funding process - **Update**
 - b. Strategic Initiatives – Local Government Transportation Program - **Update**
7. Idaho Transportation Board Update
8. Current Business
 - a. Integration of VISTRO into VISUM modeling suite – **Action Item**
9. Upcoming KMPO Board Items

10. Other Business
 - a. KCATT Member Items
11. Next Meeting – November 28, 2023
12. Adjournment

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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KCATT MEETING MINUTES

for

October 24, 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 8:01 a.m. and welcomed attendees.

Welcome / Introductions

| | |
|------------------------|---------------------------------|
| Kevin Jump, Chair..... | City of Rathdrum |
| 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 |

KMPO Staff

Ali Marienau..... Transportation Planner

Alternates and Guests

| | |
|---------------------|-------------------|
| Terry Werner..... | LHTAC |
| Jeff Peters..... | Lochner |
| Chad Ingle | Kootenai County |
| Angie Comstock..... | JUB |
| Lois Duncan..... | Kootenai Electric |
| Dan Smith..... | IDEQ |

3. Approval of September 26, 2023 Meeting Minutes – Action Item

Rob Palus moved to approve the September 26, 2023 minutes as submitted. Kevin Howard seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes per person)

There were no public comments provided.

5. Member Project, Transit & Utility Updates

Rob Beachler, Idaho Transportation Department (ITD), gave an update on the SH-41 interchange reconstruction project; Seltice Way is down to one lane in each direction, but the contractor is planning to open it back up to two lanes by next week, weather permitting. Work is wrapping up for the season on the SH-53 projects; minor signing and striping work is being completed. Work continues on the I-90 project from Cedars to Dudley; ITD anticipates it will take another year to complete. The ongoing bridge repairs on I90 have been completed. Marvin Fenn, ITD, noted that the new permanent signals at SH-53 and Ramsey Road will be fired up this week.

Eric Shanley, Lakes Highway District, had no updates from last month. The District is getting ready to plow snow, potentially tomorrow.

David Callahan, Kootenai County, reported that the county commissioners have approved a code amendment that allows the Community Development Department to fine property owners, that have violated the building or land use code, up to \$1,000 per day but not to exceed \$20,000. This

provides the department with a tool to get a property owner's attention to address issues that occur as a result of the violation.

Chris Bosley, city of Coeur d'Alene, reported that the city is still working on finishing their transit access program; the project will provide sidewalk additions in areas that access transit routes. The Hanley Avenue extension from Carrington Lane to Huetter Road is ongoing; the developer is still planning on pave the section this year, weather permitting. The new signal at Carrington Lane is anticipated to be installed in November; however, Mr. Bosley noted that he was unsure if the signal at Huetter Road will be completed this year. Rob Palus, city of Post Falls, inquired if the intention was to keep that section closed until the signals are online. Mr. Bosley confirmed that the plan is to block the road off at Carrington Lane, as well as Huetter Road, until the signals are up and working.

Ben Weymouth, East Side Highway District, noted that District is also closing up projects for the season and preparing their plows for the impending snow.

Mr. Palus reported that all major projects are wrapped up for the city of Post Falls. Prairie Avenue from Meyer Avenue to SH-41 opened yesterday; the two new roundabouts at Fennecus Lane and Zorros Lane are now open to traffic. The roadway illumination is not yet complete but will up in the next two weeks.

Kevin Howard, Worley Highway District, reported that the District completed an in-house advanced maintenance project on Bell Grove Road this fall and is currently working on an update to their Transportation Master plan. He noted that he had no changes to report for the projects listed last month, and they are also preparing for a change in the weather.

Chair Kevin Jump, city of Rathdrum, reported that the city is in fall/winter maintenance mode; he has no changes from last month.

Chad Ingle, Kootenai County, reported that they are still working on the new paratransit bus from Northwest Bus sales; they are currently in the process of getting it registered, licensed, and wrapped. The County is still waiting to receive the paratransit buses from Creative Bus sales; the parts needed to make the required fixes have been unavailable, so it's taking much longer than anticipated to get them into service.

Dan Smith, Idaho Department of Environmental Quality (IDEQ), reported that there will be new funding opportunities for environmental work through the Inflation Reduction Act (IRA). Right now, IDEQ has opened up an opportunity through their website for anyone to submit ideas for improving air quality. He noted that from a road perspective, anything that would improve efficiency would automatically help improve emissions; anything that is shovel-ready would be highly helpful. The department has until April to gather ideas and develop and submit a plan; millions of dollars are available. Mr. Smith noted that we are going into no-permit burning time, so please be responsible with burning and do it on days without fog issues.

6. Planning Updates

a. CARBON Funding process – Update

Ali Marienau reported that ITD has been working on their Carbon Reduction Strategy document required by the Bipartisan Infrastructure Law (BIL); money is now available under that program. ITD has been working with the MPOs to put together a statewide carbon reduction strategy. The draft document is out for review but is not likely to be the final version; the MPOs will hopefully get to look at the final document and provide additional comment. The final version will likely go before the ITD Board in December for adoption. Some of the strategies outlined in the document include: freight improvements, such as additional parking and parking communication systems; active

mobility expansion, including on street bike lanes, sidewalks, complete streets, and off-street trails; traffic operations and technology solutions, including integration of Intelligent Transportation Systems (ITS), signage, and improved signal operations; and improved construction equipment and materials. \$45 million is available to implement these strategies.

Mr. Palus asked if the document impacts the project Post Falls Highway District recently applied for, which would construct the Prairie trail underpass at Prairie Avenue. Ms. Marienau said she did not know at this time and would need to inquire with Mr. Miles.

b. **Strategic Initiatives – Local Government Transportation Program – Update**

Ms. Marienau reported that the MPOs were recently informed by ITD that the executive management team is further reviewing the projects and their rankings; after their review is complete, the projects will be submitted to the ITD director and Board chair for review. The recommended projects may go before the ITD Board in November but may be further delayed until the December meeting. With the additional review that is being done, the MPOs are unsure of the current standing of local projects and the ranking of projects that was provided by the MPOs.

Mr. Beachler noted that ITD received triple the amount of requested funds as money available. Leadership is looking more closely at which projects meet the application criteria. However, he believes the amount of funding requested will make a good case for the legislature to fund the program again in the future.

Mr. Weymouth inquired if ITD's expectation was for projects to still be constructed next year, as the delay in awarding the projects was eating into the time they normally would be putting projects out for bid. Mr. Beachler replied that it he was hopeful that a decision would be made by the end of the year so that agencies could still work on bids over the winter.

7. Idaho Transportation Board Update

Mr. Fenn noted that the October ITD Board meeting was held in District 6 in Rexburg. District 1 was granted a request to exceed original contract costs for the design of the Fourth of July Pass preservation project; final design services are estimated to be \$1.3 million. ITD anticipates kicking off the project early next spring. The Board's December meeting will take place on the 13th in Boise.

8. Current Business

a. **Integration of VISTRO into VISUM modeling suite – Action Item**

Ms. Marienau reported that for the last couple of years, KMPO staff has been looking at additional procedures and tools to help retain the integrity of the regional model. One tool that is being considered is the addition of the Vistro software from PTV, the same company that produces the Visum software that the KMPO model is built in. Vistro is a traffic engineering software that would allow KMPO to better work with local agencies and consultants on the analysis of developments. Additionally, post-processing and additional adjustments are usually applied to the Visum regional model results; at this time, there is inconsistency in which methods are used, as well as what the results end up being between projects. Utilizing Vistro would allow KMPO to oversee that analysis, in hopes to ensure additional consistency in the model process. Vistro also has a specific traffic impact assessment (TIA) tool that would be helpful to get a better picture of how new developments affect adjacent roadways, as well as KMPO's Critical Arterial Corridors. It would produce more refined results than the regional model currently can. Staff is requesting the purchase of an annual license for \$2,000; additional funds would also be needed for an online or private training.

Mr. Palus noted that with it being an engineering software, there is a gray area between using the software for planning purposes and the application of engineering practices. He asked how KMPO proposes to protect future analysis from crossing that line. Ms. Marienau responded that KMPO anticipates that staff will be working closely with local agencies on input data for the Vistro model, as well as fact-checking results. Primarily, staff sees the software as a tool that can be run at the request of the local jurisdiction; agency staff can then apply their engineering experience in the analysis of those results. The TIA tool would provide an opportunity for more refined analysis, so agencies can get a better idea of the impacts of development. Another benefit is that data can be shared between the Vistro and Visum platforms for consistency of data. Mr. Palus reiterated that Vistro would be a tool to be used by agencies to fact check between the regional model results and the work of consultants.

Ms. Marienau noted that the current regional model connectors are very broad, which does not allow for a detailed view of access points or allow for a good assessment of what access looks like in and out of a traffic analysis zone (TAZ), resulting in the need for more post-processing on the consultant's end. Vistro would provide more detailed information to consultants.

Mr. Bosley inquired how soon would the Vistro model be ready to use after the license is purchased, considering training. Ms. Marienau noted that PTV has an online beginner training course available the week after the November KMPO Board meeting; if KMPO can take advantage of that training, she anticipates she could then start to look at integrating the Visum model data into Vistro. She noted she would probably need to work directly with PTV for the first couple projects to make sure everything is input correctly, but is hopeful that agencies could utilize within the next few months. She noted that she did not know how far out it would be if an individual training was needed.

Mr. Shanley wondered how the results from Vistro might be perceived by developers. Based on past interactions that he's had, he noted they might not take too kindly to the results, as he already gets pushback then their recommendations are questioned. However, he could see the benefit of it as a tool to assist in more detailed planning analysis.

Chair Jump noted that it sounds like the Vistro results might compliment an agency's evaluation of developer recommendations and would provide another source to support an agency's decision.

Mr. Shanley asked how well will the software be able to be used in a rural area. Ms. Marienau noted she will have to get additional clarification on that. At this time, it is known that the Visum results are not as accurate in the rural areas. However, due to the additional detail available through Vistro, she sees an opportunity to better define access and provide a more accurate picture of the trips in and out of the TAZs.

Mr. Palus noted that when the committee had discussed updating the Critical Arterial Corridor Policy this spring, Vistro was the software recommended to help agencies do a more in-depth analysis of new access points on arterials and determine what the degradation might be of the reliability of the network. He commented, that alone would help at a planning level.

Ms. Marienau noted that the software can do other things, but KMPO sees the primary uses of the software to be for TIA analysis and the analysis on critical arterial corridors – helping determine how projects affect the whole corridor and the impact on level of service of intersections.

Mr. Rob Palus moved to recommend the KMPO Board purchase the Vistro software, to supplement the Visum modeling, and additional training, as required. Mr. David Callahan seconded, which passed unanimously.

9. Upcoming KMPO Board Items

- a. Integration of VISTRO into VISUM modeling suite – **Action Item**

10. Other Business

- a. KCATT Member Items

Mr. Fenn noted that he would like to talk with the city of Rathdrum over an access request by the Shephard of the Hills Lutheran Church at SH-41 and SH-53. The church is requesting access at the signal at that location, and he'd like to discuss with the city what other options might be available, such as access via a new local road connection.

Mr. Fenn also reported that ITD had received the Federal Railroad Administration (FRA) grant for the Pleasant View Road Interchange. The District was hoping to move forward with the project and start construction next year. However, the FRA is further reviewing the project's environmental documents; the process is likely going to take a couple months to produce an environmental document the FRA is willing to sign off on; ITD is currently meeting with FRA staff monthly. Mr. Palus inquired if ITD is thinking they will not go out to bid and construction until 2025. Mr. Fenn responded that 2025 was the original start date set in the grant award, though ITD had hoped to start construction next year. He noted that FRA has hinted the process may be as quick as two to three months but could take up to six to 18 months. ITD had wanted to advance construct the project but do not have the funds at this time, so they will need to wait for FRA to sign off on the documents, in order to obligate funds to the project.

Mr. Beachler wanted to thank those who attended the Rathdrum Prairie Planning and Environmental Linkages (PEL) workshop last week. ITD will be hosting an open house November 1 at the Red Lion Inn in Post Falls from 4 to 7 PM. They are looking forward to seeing the participation they get, as the consultant sent out 50,000 mailer invites to the public.

Mr. Palus wanted to thank ITD staff for coordination on SH-41/I-90 project. The Post Falls Streets Department has been meeting with the contractor and ITD to coordinate winter maintenance issues that may be involved in keeping that construction zone clear this winter.

11. Next Meeting – November 28, 2023

12. Adjournment

Without objection, Chair Kevin Jump adjourned the October 24, 2023 meeting.

The meeting adjourned at 8:39 a.m.

_AM- Signature On File _____
Recording Secretary