

KCATT MEETING MINUTES

For

April 23rd, 2024

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

Call to Order:

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

Welcome / Introductions:

Michael Lenz, Chair.....	Post Falls Highway District
Ben Weymouth.....	East Side Highway District
Rob Palus, Vice Chair.....	City of Post Falls
Chris Bosley.....	City of Coeur d'Alene
Alan Soderling.....	City of Hayden
Eric Shanley.....	Lakes Highway District
David Callahan.....	Kootenai County
Rob Beachler.....	Idaho Transportation Department
Marvin Fenn.....	Idaho Transportation Department

Absent:

Kevin Jump.....	City of Rathdrum
Kevin Howard.....	Worley Highway District

KMPO Staff:

Glenn Miles.....	Executive Director
Ali Marienau.....	Transportation Planner
Kate Williams.....	Administrator

Alternates and Guests:

Terry Werner.....	Citizen/LHTAC
Monty Montgomery.....	LHD
Donna Montgomery.....	Citizen
Jason Stippich.....	AVISTA
Brian Klatt.....	JUB
Daniel Baker.....	HDR
Cameron Waite.....	HDR
Zach Bentzler.....	HDR
Lois Duncan.....	Kootenai Electric
Casey Walton.....	Kootenai Electric

3. Approval of February 27th, 2024 Meeting Minutes – Action Item

Rob Palus motioned to approve the February 2024 KCATT meeting minutes as submitted. Ben Weymouth 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, reported on current ITD projects. I-90/SH41 interchange has a lot of utility work happening now and throughout the summer months. Next week Seltice Ave will shift back to normal traffic flows for the summer as bridge work continues. SH 53, Latah Street to MP 9.3- building northbound section and using temporary pavement. Mill

Street is set to be closed for 4 weeks in May. SH/53 & Pleasantview Interchange project is almost ready to be advertised, railroad agreements are in place and ITD had received their pre-award letter. I-90 Cedars maintenance site to Dudley is wrapping up punch list items on the center median and has some minor paving planned. I-90 TECM project from SH 41 to US 95 is almost ready to be advertised this Fall with a construction to happen in 2025, broken down into a west and east package for a 3-year project. I-90 project, Wolf Lodge to Cedars maintenance site, paving project is getting PSE ready and expected to go out to bid in October. Overall, ITD has a lot of summer maintenance underway with tree removals and general shoulder clean up and some durapatch and patching happening along I-90 and its ramps as well as on US95. Asphalt overlays on 95 between Appleway and I-90 in the right lane. ITD maintenance operations staff will be repairing fences, repairing sections of pavements, removing trees, spraying weeds and may seal coat the US-95 Bike Path from Appleway to SH-54 at the request of the cities and Kootenai County as part of turning over the maintenance of path to local jurisdictions. ITD is coordinating with Zippy Fiber to complete some ditching along 97. Paving project planned for SH 3 at Black Lake Hill Road. Seal coat planned for SH 54 by Farragut state park, will remain 4 lanes and not cut back to 3. ITD has been completing a lot of trash pickup along the HW 95 corridor towards Athol, that is coming from construction vehicles hauling to the landfill. Planning to meet with County to try and partner with local construction to cover loads better to cut down on the trash leaving vehicles en route to the dump.

Eric Shanley, Lakes Highway District, reported on their new operations center in Garwood. This has been about a year project. The plan is for the administration team to move into the center in June, freeing up their current space for the City of Hayden to move into. The maintenance facility is set to be completed by September, so the entire Lakes Highway District team can complete the relocation move to the center around October 2024. LHD purchased a pavement marking truck, and has a 3-day training happening on how to use it. Mr. Shanley reported that the cost of buying the truck vs contraction out the work will balance out in a 5-year timeframe, and is excited about this investment. Plans to mark their roads and 25 miles of crack sealing are underway. A crew is working on Diagonal Road towards HW 41, being prepped for widening and utility relocation work for a bigger project next year.

David Callahan, Kootenai County, reported on an update to the county comprehensive plan. They have hire SCJ for the first round of data analysis, and should be public and online in the next few weeks. Round two of the update will be a land capacity analysis, and round three is to go public with the new data and capacity analysis and come up with a plan and objectives that the community agrees with, round three is not funded yet. Waiting for after elections this fall to see if this plan is still in line with the county commissioners. Mr. Miles asked a question about a hearing on sub-dividing for family members that just took place. Mr. Callahan gave some backstory a previous proposal that was made about 3 years ago on family divisions that could happen as an exemption from subdivision regulations, to help families with minor land divisions to be simpler and be less costly. The county commissioners declined that proposal, and now the recent hearing that took place is from a private citizen who has hired a firm to help get a similar proposal again, for use within families wanting to do minor subdivisions. The commissioners have postponed a decision on this twice, and there is a plan to write a white paper on the differences between the subdivision exemption, minor subdivisions, and this new family subdivision exemption to create a better understanding for the commissioners.

Alan Soderling, City of Hayden, reported on utility work happening on Ramsey, a sidewalk project happening On Hayden Ave from Finnucan to Maple as part of the safe walking path to that elementary school. Some grinding and repaving and shoulder widening will be happening on Huetter Ave this summer. Chip seal projects also just went out to bid. 3 roads will be torn up to place new sewer pipes along Ramsey Road from Dakota to Wyoming. As well as on Dakota over between Aero and Atlas.

Chris Bosley, city of Coeur d'Alene, gave an update on the city's current projects of installing several RRFPs at Hanley, Howard, Riverstone and adding sidewalk along Best Ave. They are also working on the Independence Point Stormwater project, with the goal to reduce the amount of

stormwater that funnels to independence points through a DEQ grant to reduce phosphorus entering lake CDA. Terra Underground is working on several stormwater ways around town at the same time to complete this goal.

Robert Palus, city of Post Falls, reported that the city is trying to finalize the agreement with BNSF for the Chase BNSF Bridge Project to move forward and go to bid. City of Post Falls has a preconstruction meeting for the Spokane Street project this week, the public notice was sent out and the Post Falls Highway District was invited as well. Post Falls also attended the preconstruction meeting at the Post Falls Highway District for the Spokane Street Bridge project, which starts May 6th, covering Spokane Street from I-90 to down and across the Spokane St bridge. City Post Falls is also working with ITD to get part of Spokane St north of I-90 done as well. Mr. Palus also reported that the city of PF has acquired some right of ways for the Prairie and Zorros roundabout, as a part of the Prairie widening project. The staff of PFs met with JUB to go over some Transportation Master Plan to go over some proofing and calibration from the 2020 data.

Ben Weymouth, East Side Highway District, reported they are getting ready for summer construction, prepping 2.5 miles of overlay on Yellowstone trail and French Gulch and Fernan Hill, and they are doing about of 20 miles of chip seal in house. They are also working on rebuilding a gravel portion of Bell Canyon. Canyon Bridge project is into final design.

Michael Lenz, Post Falls Highway District, reported that Spokane street River Bridge will be cut down to one lane starting May 6. PF Highway District and City of Post Falls have aligned their Spokane street projects which makes the area a bit tricky to navigate through the construction months. Beck Road rehab project has a bid opening date of May 21. Prairie underpass project is working on a supplemental with JUB for P E on that with construction dollars available in 2025. Harbor Drive in Riverview, has an in-house realignment project that should have minimal impacts to the traveling public. Mr. Lenz reported they are looking to start that in the beginning of May, and only take about two and a half to three weeks to complete.

Utility reports- Avista is working on the Poleline Substation over the next year or so, transmission line and distribution should be finished shortly.

Kootenai Electric is working on an undergrounding project, in cooperation with ITD with how this will impact some of the intersections along HW 54 the lines currently cross over.

Mr. Miles made a note that Chad Ingle was not present for the meeting but that he is now interim Director of transit/public transportation. That department is currently going through triennial review right now with Federal Transit Administration

6. Planning and Programming Updates

a. Federal Functional Classification Map Update

- i. Ali Marienau, KMPO, presented the newest draft map of federal functional classification map to the KCATT members. Ms. Marienau will send out a pdf for them to do another round of review and adjustments. The main updates and adjustments to the maps were to principal minor arterials and major/minor collectors, where each jurisdiction is at percentage wise for each type of roadway, and the classified facilities compared to what FHWA recommends as a total mileage extent by classification. KMPO's area has 86.6 miles of US Forest roads located within their boundary, and there was some discussion on if these should be left in or removed to help get the percentages for FHWA guidelines. The conclusion was to leave those roads in the calculations and wait and see if FHWA has any issues with it or guidelines on another way to categorize Forest Service roads. Ms. Marienau will make the final edits based on KCATT feedback and present the final version at the May or June KCATT meeting to be approved prior to going to the KMPO board.

b. 2025-2031 STBG Urban Call for Projects

- i. Mr. Miles spoke on this packet item, and used the application form that was used for the '21- '27 Urban Program as a reference. Some changes for this round of projects. This year one of the biggest changes is that there are now 6 MPOs splitting the funding pot. KMPO gets roughly \$1.6 million of that funding, so there will be less to go around for each jurisdiction's projects this year. With this in mind, Mr. Miles asked for input and discussion about local participation and setting a cap on a percentage increase over the life of a project within the program from the KCATT committee. There was some discussion and the group agreed that 15% should be the cap on a percentage increase over the life of a project. After that, local jurisdictions will have to figure out a way to phase a project or call it. This policy will be recommended to the KMPO Board at the May 9th meeting. The call for projects this year will go out in July, to be submitted for review in August 2024. Mr. Miles concluded his report by mentioning that through strategic planning, they were able to move the construction date of the Chase Street BSNF crossing from 2027 to 2025 since the City of Post Falls had their ducks in a row and were ready to roll.

7. Idaho Transportation Board Update

Mr. Beachler reported that the board meeting and workshop that will be held in District 1 will be in July this year.

Marvin Fenn, ITD, commented that IT Board met in district 5 (Pocatello) and has decided that they will be moving back into HQ on State Street in Boise and not selling the building. He also mentioned that Blake Rindlisbacher retired and Mike Johnson will be the new Highway Division Administrator. ITD has set up a work zone safety task force to try and make road work zone safer and more consistent throughout the state, adding variable speed zones. ITD also had 2 over \$1million requests presented to the IT Board for the Pleasant View and HW 41 projects. The next board meeting is in District 4, Shoshone County. Mr. Fenn also reported that one of his main focuses with the board this summer will be to try and show some land options to acquire for truck parking.

8. Current Business

Mr. Miles summarized what had been decided in previous conversation, that KMPO will take the future funding application to the board and will recommend that they put a 15% cap on overspending, and once this policy is approved, projects approved from this round of applications would be subject to a 15% cap. Applications will most likely ask for more scope of work for the cost estimates of projects.

9. Upcoming KMPO Board Items

The future funding 15% cap recommendation will be presented.

TIP Amendment #6 (to add an interchange at US 95), has come off public comment and KMPO will be making a recommendation to move forward with that amendment.

There was an MOU submitted by a citizen for the board to consider each jurisdiction signing an agreement with ITD to let the locals manage traffic signals, the board was interested in discussing this further but tabled the MOU because they wanted to get ITDs perspective, so Damon Allen will be asked to give his perspective on this item.

10. Other Business

a. Reminder that after the KCATT meeting would be a presentation by HDR about the PEL study and the level 1 alternatives.

Mr. Fenn made an FYI comment that ITD has made a shift in funding to focus on pavement preservation efforts, on Beauty Bay Hill on 97, and the stretch of Cedars to Dudley.

11. Next Meeting – May 21st, 2024

12. Adjournment

Without objection, Chair Michael Lenz adjourned the April 23, 2024 KCATT meeting.

The meeting adjourned at 9:04 a.m.

Signature on File

Recording Secretary



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

DATE: May 13, 2024
TO: KCATT
FROM: Ali Marienau, Transportation Planner
SUBJECT: 2020 Rathdrum Urban Area Boundary Adjustment

Background:

At the August 2023 KMPO Board meeting, the Board approved the adjusted urban area boundary, recommended by KCATT, for the Coeur d'Alene-Post Falls-Hayden Urbanized Area. However, when the U.S. Census Bureau changed its criteria for defining urban areas, it also removed the classification of "Urban Clusters," and instead, classified urban areas with populations between 5,000 and 50,000 as Small Urban areas. At the time of the 2020 Census, Rathdrum had a total population of 9,211, categorizing it as Small Urban. FHWA allows for the adjustment of urban area boundaries for all urban areas with populations greater than 5,000 for transportation planning purposes.

23 U.S.C. 101(a)(35) gives states and MPOs authority to adjust Census Urban Boundaries for transportation planning and funding purposes. The Census boundaries are computer-generated boundaries and do not take into consideration local land use decisions and the location of transportation infrastructure. As with large urbanized areas, this allows Small Urban agencies to make changes to their urban boundary to better align with existing planning boundaries, maintain functional classification of facilities for funding and maintenance, and address any changes that have occurred since the Census was completed. The city of Rathdrum has expressed the desire to adjust their urban boundary for these purposes.

FHWA recommends the following considerations when adjusting urban boundaries:

- Include entire municipal boundary or other physical features;
- Include areas with urban characteristics;
- Include large and/or significant traffic generators;
- Boundaries should not split roadways/ramps;
- Ensure one contiguous area;
- Simplify the boundary line, minimizing irregularities.

Overview:

KMPO staff reviewed the Census urbanized boundary for the city of Rathdrum and compared it with the existing city boundaries and transportation facilities. There are several

areas where the Census boundary divides functionally classified roadways and does not fully include city boundaries. KMPO staff has made the following adjustments to Rathdrum's urban area boundary:

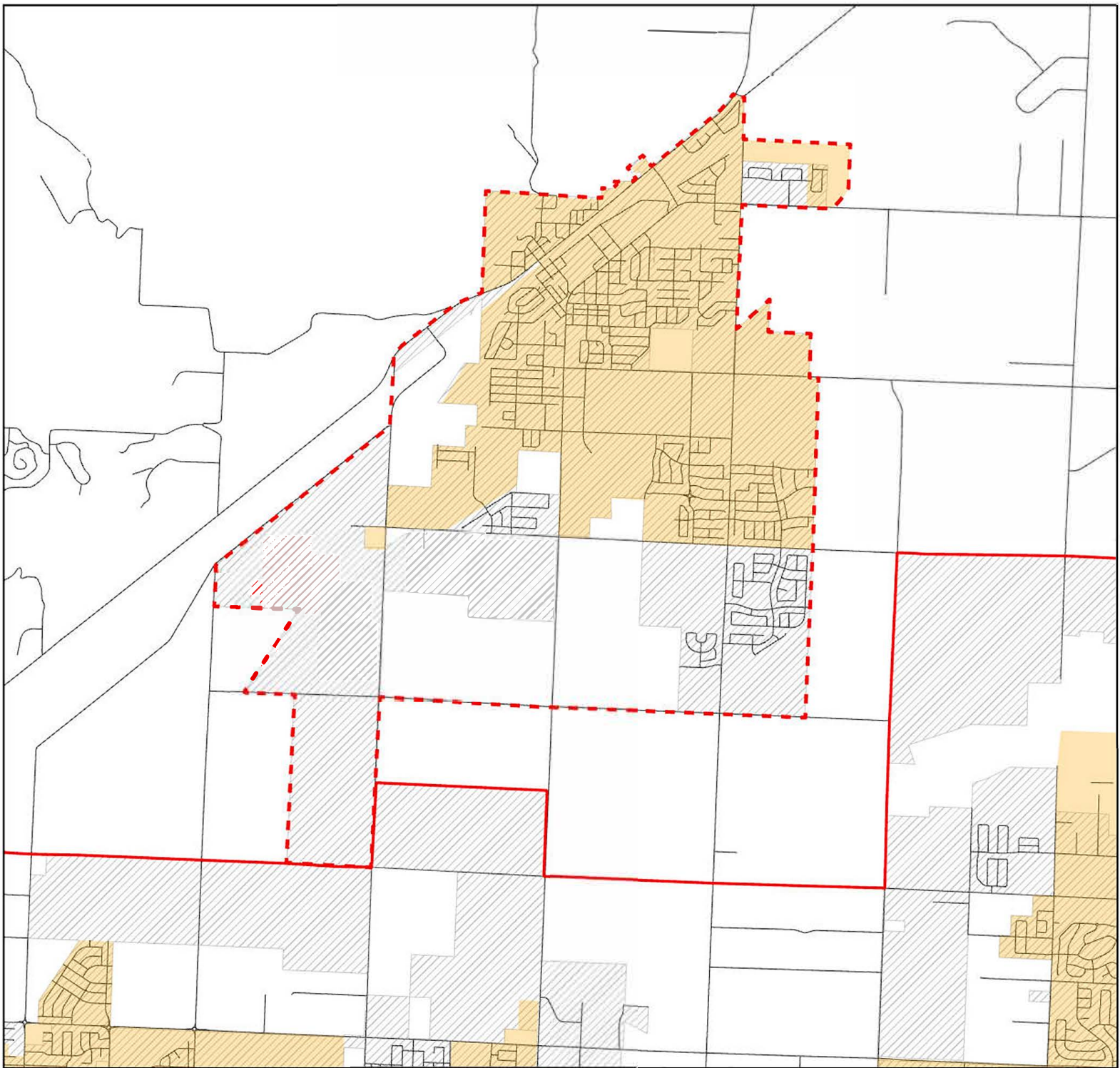
- Fully include the city of Rathdrum's city limits, which extends south to Hayden Ave., west to Idaho Road, east of Meyer Rd (future Hiawatha Rd.) and north to SH-41 & Diagonal Rd. This would incorporate developments that have been constructed since the Census was completed, as well as lands identified for new development.
- Include local traffic generators, such as KTEC, KEC, and Interstate Concrete.
- Expand boundary to incorporate all of Greensferry Road.
- Expand southern boundary to incorporate an uninterrupted section of Wyoming Ave.







Attachment A shows the Census designated urban area boundary, the city boundary, and the adjusted urban boundary revised by KMPO. City of Rathdrum staff have reviewed and approved the adjusted boundary.

Attachments:

A- 2020 KMPO Proposed Rathdrum Urban Area Adjustment

2020 KMPO Proposed Rathdrum Urban Area Adjustment



-  Proposed Rathdrum UA
-  Coeur d'Alene UZA - Board Approved 8/2023
-  Census Urban Areas
-  City Boundaries
-  Roads
-  Water Features

