



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**

September 24th, 2024 - 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 – Michael Lenz, Chair
3. Approval of August 27th, 2024, 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. 2025 STBG-L Call for Projects
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
10. Other Business
11. KCATT Member Items
12. Next Meeting – October 22nd, 2024
13. Adjournment

**KCATT MEETING MINUTES**  
**For**  
**August 27th, 2024**  
Idaho Transportation Department District One  
Headquarters 600 W. Prairie Avenue, Coeur d'Alene,  
Idaho 83815

**1. Call to Order:**

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

**2. Welcome / Introductions:**

Michael Lenz, Chair	Post Falls Highway District
Rob Palus, Vice Chair	City of Post Falls
Chris Bosley	City of Coeur d'Alene
Kevin Jump	City of Rathdrum
Ben Weymouth	East Side Highway District
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District
David Callahan	Kootenai County

**Absent:**

Alan Soderling	City of Hayden
Rob Beachler	Idaho Transportation Department
Marvin Fenn	Idaho Transportation Department
Michael Fuller	Bike/Ped

**KMPO Staff:**

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

**Alternates and Guests:**

Terry Werner	Citizen/LHTAC
Lois Duncan	Kootenai Electric
Chad Ingle	Kootenai County
Keri Gullickson	JUB Engineering
Jeff Peters	KPFF

**3. Approval of July 23rd, 2024 Meeting Minutes – Action Item**

Kevin Howard had an amendment to the July minutes to say “the Rockford Bay Road/Bellgrove Creek project **{plans}** are substantially completed”.

**Mr. Rob Palus motioned to approve the July 2024 KCATT meeting minutes, as corrected.**

**Mr. 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**

Kevin Jump, City of Rathdrum, reported they are in the process of putting together their pavement marking program with work to begin in the next month. Road rehab projects are out, but there is no active work being done by the contractor at this time. They are also doing various sidewalk repairs throughout the city.

Eric Shanley, Lakes Highway District, reported being focused on opening their new operations center, with a proposed move-in date in mid-September. The city of Hayden will be moving into LHD's vacated office spaces once they complete their move to Garwood. He reported that the maintenance chip seal projects are done; a few pavement markings and patch work is being finished up.

David Callahan, Kootenai County, reported the county has approved a family subdivision exemption. This process will allow families to divide land without the formal review process. He stated he is concerned that this new exemption might spur an increase in development. There will be a staff review before these divisions are recorded. His hope is that these 20-acre spits will be ran past KCATT for comment on the access points. Mr. Shanley commented that this new ordinance would require these family splits to acquire approach permit approval from the highway districts.

Chris Bosley, City of Coeur d'Alene, reported paving and chip seal projects are wrapped up for the summer, with some additional striping set to be done. The RRFB project is stalled, as the city is still unable to get in contact with the communication companies about relocating their poles. The Government Way signal project bid was pushed back a week, and they are in the scoping phase of the Ramsey Road signal project.

Ben Weymouth, East Side Highway District, reported they are finishing chip seals and striping projects. They are working on cleaning up the striping/sight distance on the Wolf Lodge intersection with the frontage road. He reported the Canyon Road project is about to wrap up final design, with construction planned for 2025. There are a few items that might make environmental approval slowed to 2026, which is cause for concern since the bridge would become an alternate route while the I-90 bridges are being worked on. The Springston Bridge removal project is on track, with it going to construction this winter.

Rob Palus, City of Post Falls, reported their maintenance crew is working on getting their projects on track after an equipment and training delay. The City of Post Falls is still working on the Chase/BNSF railway crossing details with the railroad to get the project out for bid and construction in 2025. They are continuing to work on their Transportation Master Plan after a delay, but hopeful they can get it back on track. He also reported they will be doing asphalt grinding and replacement on Spokane Street, from Seltice Way to Spokane River Bridge. This will cause a few delays after Labor Day, with message boards alerting people to one lane through and one lane being detoured around.

Kevin Howard, Worley Highway District, reported the Cougar Gulch Road project had its punch list walk through and is almost finished. The Rockford Bay Road and Loff's Bay Road intersection was on a two-week hold for the contractor while utilities made moves; it started up again this week. Rockford Bay Road/Bellgrove Creek crossing is in easement acquisition right now. The Lake Creek project (a fish passage project with the Coeur d'Alene Tribe) is underway. The guardrail project on Greensferry Rd. has no change from last month's report. The McAvoy Bridge replacement is set to have the state local agreement signed at the next Worley Highway District board meeting. He also reported they are finishing up pavement markings, culvert replacements and patching.

Michael Lenz, Post Falls Highway District, reported maintenance is finishing up some overlays

and striping. The Beck Road project is ongoing and looking to be completed by the end of September. The Spokane Street River Bridge Project is finishing in-water work to wrap the piers and is to be completed by the end of October. He reported they are also working on design for the Prairie Trail Pedestrian Underpass, which is scheduled to be delivered by the end of the year, with construction in 2025.

Rob Beachler, ITD, was absent, Mr. Glenn Miles gave the update for Idaho Transportation Department.

- I-90/SH41 interchange project: paving work continuing at Mullan Ave.; they have moved traffic over to temporary eastbound ramps, with the goal of moving I-90 traffic over in October.
- SH53 in Rathdrum (Latah St. to mile post 9.3): They are working on curbing and finishing up the stormwater system.
- Coeur d'Alene River Bridge: I-90 is down to one lane in each direction with a 14-foot restriction, with concrete barriers in place for the duration of the project.
- South River Road to Pinehurst: Mill and inlay project on areas of I-90 between milepost 36.2 and 43.3 to preserve pavement life, half work will be in Kootenai County and half in Shoshone County. Set to be completed by October 1<sup>st</sup>.
- SH 53/Pleasant View Interchange: the project was awarded to Scarsella Brothers, with work planned to begin after Labor Day. Utilities are being moved.
- SH41 to US-95: This project will be advertised this fall after environmental is approved with construction set for spring 2025.
- I-90, Wolf Lodge to Cedars Maintenance site: the project was awarded to Central Washington Asphalt for 13 miles of work.
- Avista is bringing commercial power to 4th of July Pass; this will add lights to ramps, truck parking areas and recreational access areas.
- CDA Metro to clean culverts on I-90 and US-95 in early September and crack fill US-95 and SH-53 the end of the month.
- Misc Projects: SH-3 to have bridge deck repairs and delineation work being done on SH-97. Teams will be doing hazard tree removal on US-95 and dura patching on I-90 milepost 12 to 22 and US-95 milepost 430 to 372.

Lois Duncan, Kootenai Electric, reported they are done moving seven poles at Loff's Bay Road/Rockford Bay Road intersection. They are starting two capital projects working on undergrounding lines for prior mitigation and reliability upgrades. These projects will start this fall from Presley Road south to Valhalla Road, and then next year work in the right of way along Valhalla Road will begin.

Chad Ingle, Kootenai County, reported that USDOT published a DBE (disadvantaged business enterprise) rule this year that will impact their program, and they are working to make the changes to their DBE program. He reported his office has given a few presentations to veteran's homes and retirement communities about public transit. They are also working on their Coordinated Human Services transportation plan, as well as their Strategic Service plan.

## **6. Planning and Programming Updates**

### **a. 2023 Transportation System Performance- Update**

Ms. Ali Marienau, KMPO, reported on 2023 performance of pavement condition, bridge condition, travel time reliability and freight reliability. FHWA has established performance measures and KMPO provides an annual update to KCATT and the KMPO board. ITD's targets for these performance measures have not changed since last year. In Kootenai County, the percent of

pavements in 'poor' condition met ITDs targets in 2023- with the percentage of poor condition decreasing over the year; pavements in "good" condition did not meet the targets. Kootenai County roads do not meet the national targets for pavements in "good" condition, but they do meet the national target for "poor" condition. For bridges, Kootenai County met both targets for percent of bridges in "good" and "poor" condition. The I-90 westbound bridge at the Prairie Trail overpass is only bridge currently rated in "poor" condition but is set to be replaced with the I-90 widening project. Kootenai County met both targets for interstate and non-interstate travel time reliability; the ITD target for Freight Reliability was met in Kootenai County, as well. Overall, our percentages improved in all categories due to the many various improvement projects that have been taking place over the past few years. These numbers might not look as favorable next year since there are some large projects set to take place that will impact travel times and reliability.

## **7. Idaho Transportation Board Update**

ITD representatives did not attend the meeting. There was no update provided.

## **8. Current Business**

### **a. KMPO Draft FY 25 Unified Planning Work Program - Action Item**

Mr. Miles noted that the main focus in 2025 is updating the Metropolitan Transportation Plan and finishing the PEL study for the Rathdrum Prairie. KMPO will be using it to make updates in the plan and that will occupy quite a bit of KMPO's capacity in terms of modeling.

**Mr. Chris Bosley made a motion to recommend the adoption of the Draft FY 25 Unified Planning Work Program by the KMPO board. Mr. David Callahan seconded the motion, which passed unanimously.**

### **b. KMPO Draft FY 2025-2031 Transportation Improvement Program - Action Item**

KMPO had a public comment open house on Wednesday August 21<sup>st</sup> to review this document; no one attended from the public. The TIP has almost \$400 million programmed for the next five years. Mr. Miles noted that in 2028, ITD's bonding authority will run out, and they will need to go to the legislature to ask for more funding. Mr. Palus asked if moving the US-95/I-90 interchange project out of the program would help, and Mr. Miles said they will go through PS&E for sure and then reassess where to go from there with the project in terms of funding it. The US-95 Bridge across the Spokane River will need to be replaced and widened by 2030 or so. KMPO will most likely work on a PROTECT grant to help with funding.

**Mr. Robert Palus made a motion to recommend the adoption of the Draft 2025-2031 TIP by the KMPO board. Mr. Eric Shanley seconded the motion, which passed unanimously.**

## **9. Upcoming KMPO Board Items**

Mr. Miles will present the KCATT recommendations for adoption for the UPWP and the TIP to the KMPO Board.

## **10. Other Business**

Ms. Marienau commented that she is in the process of completing the forms for the Federal Functional Classification update and will need traffic data from each of the local jurisdictions. She will be reaching out directly to coordinate.

Mr. Miles commented that the City of Hayden plans to put the Ramsey Road extension project out to bid at the end of October with construction in spring 2025.

11. **Next Meeting**– September 24th, 2024

12. **Adjournment**

**Without objection, Chair Michael Lenz adjourned the August 27th, 2024 KCATT meeting.**

The meeting adjourned at 8:35 a.m.

Kate Williams *Signature on File*  
\_\_\_\_\_  
Recording Secretary

## STBG – Local Large Urban Program

**Contact:** Glenn Miles

**Title:** KMPO Executive Director

**Phone:** 208 930-4164

**Program Length:**

5 Years + PD

**Funding Sources:**

- STBG Large Urban apportionment

**Available Funding:**

To Be Determined

### Program Purpose

The purpose of the STP-Local Urban Program is to provide funding for local federal-aid routes within large urban areas (population 50,000 to 200,000) to ensure roads are in good condition and are unrestricted. Projects within this program should preserve and/or improve the conditions of the local federal-aid route as well as encourage and promote the safe and efficient management, operation, and development of the transportation systems to serve the mobility needs of people and foster economic growth and development.

### Program Benefit

The STP-Local Urban Program benefits Idaho by providing funding for projects on local federal-aid routes within urban areas (population 50,000 to 200,000) improved access and mobility in the area.

### Strategic Goals Met

Safety, Mobility & Economic Opportunity

### Project Selection and Implementation

STP-Local Urban projects in areas with population from 50,000 to 200,000 are identified, prioritized, and scheduled by the relevant metropolitan planning organization (MPO) in consultation with their District.

Projects submitted from the MPOs are prioritized and selected by the Large Urban Balancing Committee. Projects are managed and developed by the MPOs, LHTAC, or District as appropriate.

The Urban Committee is composed of representatives from:

1. Kootenai Metropolitan Planning Organization (KMPO) representing the Kootenai County area
2. Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) representing the Lewiston, ID and Clarkston, WA area
3. Community Planning Association (COMPASS) representing the Nampa/Caldwell area
4. Bannock Planning Organization (BPO) representing the Pocatello/Chubbuck area
5. Bonneville Metropolitan Planning Organization (BMPO) representing the Idaho Falls/Ammon/Iona area

## 6. Twin Falls

### Eligible Projects

Projects located on a local federal-aid route within an urban or urbanized area are eligible for:

- Construction
- Reconstruction
- Rehabilitation
- Resurfacing
- Restoration
- Preservation
- Safety Improvements
- Urban Transportation Plans

### Ineligible Projects

- Projects not on a designated federal-aid route.

### Funding Allocation

The **Large** Urban Balancing Committee is responsible for submitting the STP-Local Urban Program into the STIP using OTIS. Each individual project will be entered/updated in OTIS as part of the submittal. For each new local project, the **Large** Urban Balancing Committee will be required to submit maps through OTIS to clearly identify a project's location and the ITD-2435 Federal-Aid Project Request form.

Fiscal Year (FY) increases due to project overruns or advances are offset by the **Large** Urban Balancing Committee. FY decreases due to project under-runs or delays belong to the **Large** Urban Balancing Committee. Cost decreases to prior year projects belong to the **Large** Urban Balancing Committee. Funds must be obligated by the end of the federal fiscal year. Any obligations not in OTIS by August 1 (FFY Q4) will need to be included in the End of Year Plan.

Obligations do not automatically get processed after August 1 (FFY Q4) unless identified in the End of Year Plan. Unobligated funds not identified in the End of Year Plan are available statewide to deliverable projects outside of this program.

### References

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028; 23 USC 104(b)(3), 133, 217; 49 USC 52 and subject to ITD Board Policy 4028 limitations
- Urban Balancing Committee MOU

### Project Guidelines

Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements, safety improvements, and other activities as set forth in 23 USC 133, 217, and 49 USC 53. Project must be located on a designated federal-aid route within an urban or urbanized area less than 200,000 population (population between 50,000 and 200,000).