



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

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Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

**KCATT MEETING AGENDA**

November 26th, 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 October 22nd, 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
7. Idaho Transportation Board Update
8. Current Business
  - a. DRAFT 2025 KMPO Board and KCATT Meeting Dates- **Action Item**
9. Upcoming KMPO Board Items
10. Other Business
  - a. Safe Streets For All - **Informational**
11. KCATT Member Items
12. Next Meeting – December 17th, 2024
13. Adjournment

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## KCATT MEETING MINUTES

**October 22nd, 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
Rob Beachler	Idaho Transportation Department
Marvin Fenn	Idaho Transportation Department
David Callahan	Kootenai County
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District

### **Absent:**

Alan Soderling	City of Hayden
Michael Fuller	Bike/Ped

### **KMPO Staff:**

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

### **Alternates and Guests:**

Terry Werner	Citizen/LHTAC
Jerry Wilson	ITD
Monty Montgomery	Citizen/LHD
Donna Montgomery	Citizen
Karie Gullickson	JUB
Lois Duncan	KEC
Laura Winter	Ruen Yeager
Jeff Peters	KPFF
Casey Walton	KEC
Greta Gissel	HMH
Zach Bentzler	HDR
Phil Johnson	HDR
Cameron Waite	HDR
Carrie Ann Hewitt	ITD
Daniel Baker	HDR
Bill Ray	Hauser Lake

### 3. Approval of September 24th, 2024 Meeting Minutes – Action Item

Chairman Michael Lenz asked for a motion to approve the minutes as presented.

**Mr. Rob Palus motioned to approve the September 2024 KCATT meeting minutes, Mr. Kevin Howard seconded the motion, which passed unanimously.**

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

There were no public comments made.

**5. Member Project, Transit & Utility Updates**

Mr. Rob Beachler, ITD, reported on a list of various ongoing projects for the district:

- I-90/SH-41 interchange project: The project is being buttoned up for winter; final paving is being completed on the western quads of SH-41 and Mullan Ave. They will be opening up business approaches between Mullan Ave. and Central Ave. for the winter to provide access to businesses and for snow plow operations. Construction will resume in the spring.
- SH-53 in Rathdrum (Latah Street to mile post 9.3): The project is near completion. The contractor is working on the ped facilities, with completion planned by November 5<sup>th</sup>.
- I-90 Coeur d'Alene River Bridge: Work will be ending on October 31<sup>st</sup>; all four lanes to be open for the winter.
- SH-53/Pleasant View Rd. Interchange: Initial work for the project includes clearing, ground work, and the embankment on the south side of the highway, as well as the north bridge abutment. Pleasant View Rd. will close in March of 2025 for heavy construction.
- I-90 (Wolf Lodge to Cedars Maintenance over Fourth of July Pass): Avista has finished all the conduit work and has pulled wire to provide electrical service to the interchange, and lights along the corridor over the next two years.
- ITD is preparing for winter; they are doing some last-minute sign work across the district for delineation and finishing up a few minor paving jobs.

Mr. Eric Shanley, Lakes Highway District, reported they are moved into the new operations center in Garwood, located at 17783 N. Pope Road, Hayden, Idaho 83835. They have three major subdivisions ongoing, with approximately two additional miles of road being paved prior to winter. One of the subdivisions is building turn lanes on Chilco Road, which is creating some lane restrictions. They are working on design for the Diagonal Road Reconstruction project that should go out to bid in February 2025. The Union Pacific Railroad/Old Highway 95 railroad bridge is undergoing design. He also reported that their operations are getting things ready for winter road conditions.

Mr. David Callahan, Kootenai County, reported the county is working on an update to the comprehensive plan, with their consultant at SCA. The first round of data collection is complete and is being looked at by the planning commission for acceptance. After it is accepted, they will go out for public comment for input on goals and objectives for the plan. He asked KCATT for their input so that the new comprehensive plan would be more aspirational and more closely integrated with the local jurisdictions master plans. He reported that a meeting was held with the Board of County Commissioners, himself, and the mayors and administrators of the cities, and that they were in agreement with KCATT being more involved. There will be more to come.

Mr. Kevin Jump, City of Rathdrum, reported their street rehabilitation for the year is completed. Meyer Road between Nagel Ln. and Boekel Road has been reopened. Greensferry Road, North of Lancaster Road, has also been reopened.

Mr. Chris Bosley, City of Coeur d'Alene, reported the city is gearing up for leaf collection, beginning November 12<sup>th</sup>. They also are waiting on a communications company to move their line so they can complete their LHTAC RRFB project. The city has issued a statement to all

communications companies citing that no encroachment permits would be issued in the city of Coeur d'Alene until those utilities have been moved.

Mr. Rob Palus, City of Post Falls, reported that work continues on Spokane Street, between the Spokane River and I-90, for the next two weeks. They have night work planned to finish up the intersection of Fourth Ave and Spokane Street, as well as under I-90 on Spokane St. He reported that operations are gearing up for winter operations. The Chase Road/BNSF crossing Grant Project has acquired a couple rights of entry that were needed, and these have been passed on to design team.

Mr. Kevin Howard, Worley Highway District, reported the Cougar Gulch Road project is physically complete, but needs utilities finished and final payment. The Rockford Bay Road and Loff's Bay Road intersection is complete and they are working on final payment. The Rockford Bay Road/Bellgrove Creek crossing project received the 404 permit, and they are now working on the easement acquisition. The Lake Creek project (a fish passage culvert project in partnership with the Coeur d'Alene Tribe) has a bypass in place at Bozard Creek, which will be a culvert replacement at Weller Road. Replacement should start next week. He reported that the district crews are working on Rolling Hills Road and are finishing up the cleanup efforts for the winter. The McAvoy Bridge Project has a kick off date set for October 31st. He reports they are also getting the equipment ready for winter.

Mr. Ben Weymouth, East Side Highway District, reported they are finishing up projects for the winter. The Canyon Road Bridge project is in final design review and closing in on environmental approval. The Springston Bridge environmental approval and water work windows are conflicting; this might cause a delay until fall 2025 for construction.

Mr. Michael Lenz, Post Falls Highway District, reported the Beck Road rehab project is complete. The Spokane River Bridge Project is complete, as well. They are gearing up for winter operations.

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

No Planning and Programming Updates were addressed at the meeting.

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

Mr. Marvin Fenn, ITD, reported the Board discussed the 80-mph interstate speed limit update for I-90. There was discussion over exercising a speed increase in ITD District 1 on I-90 from the Washington to Montana borders, but a majority of that roadway is in mountain passes and mountainous roads and a speed increase would not be prudent. The IT Board also authorized the sale of bonds to help create and advertise the expansion of the interstate, with the project to go out to bid later this year.

## **8. Current Business**

No Current Business was addressed at the meeting.

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

No KMPO Board Items were addressed at the meeting.

## **10. Other Business**

a. Update to KMPO Online Construction Map

Kate Williams, KMPO, addressed KCATT and said she would be sending out forms to get updated CIPs from the local jurisdictions for the 2025-2031 KMPO online construction map.

b. Rathdrum Prairie PEL Study Level 2 Alternatives Update.

Members of the HDR team working on the Rathdrum Prairie PEL study presented the latest information on the study's status.. Mr. Zach Bentzler, HDR, presented slides showing where HDR is at in the project development process, explaining they are still in the planning phase, and not into the environmental or preliminary design phase. This phase of the project is the high-level alternatives analysis (which is half done). He stated one of the functions of PEL studies is to establish the projects' purpose and need, look at existing conditions and do alternative evaluations, while collecting community and stakeholder input. He explained that the alternatives presented to KCATT today are the top 14 that have been narrowed down from the original 50+. At this stage of the analysis, HDR is looking at things very high level and are asking local jurisdictions to weigh in on how they think these various alternatives would or would not work in terms of alignment with local plans. Mr. Cameron Waite presented the Level 2 alternatives, showing slides that depicted conceptual designs of each alternative with the number of lanes, a general corridor footprint, and where the intersections and interchanges could go for these alternatives. He suggested that there is probably not going to be one solution, but a combination of options put together to align with the purpose and need of the study. HDR is holding public meetings on November 13th and 14th to present the level 2 alternatives to stakeholders and the public for comment and feedback. More information about the Level 2 Alternatives and the Rathdrum Prairie PEL Study can be found by going to <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel> or <https://rathdrumprairiepel.com/PIM-2/> .

## 11. KCATT Member Items

Mr. Shanley commented that the KMPO website has an outdated version of the Associated Highway Districts standards, and would like to have that updated. Ms. Williams agreed that was possible to do.

Mr. Weymouth commented that adding funding sources to the construction map on the KMPO website could potentially be helpful. He said this could be useful for advertising purposes and for the state legislature to show if money is secured, which project would be skipped.

## 12. Next Meeting– November 26th, 2024

## 13. Adjournment

**Without objection, Chair Michael Lenz adjourned the October 22nd, 2024 KCATT meeting.**

The meeting adjourned at 8:54 a.m.

*Kate Williams*

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Recording Secretary



**DRAFT**

## 2025 KMPO Board and KCATT Meeting Dates

KMPO Policy Board 1:30 p.m. 2 <sup>nd</sup> Thursday of Each Month  Post Falls City Council Chambers Post Falls City Hall, 1 <sup>st</sup> Floor 408 N. Spokane Street, Post Falls, Idaho	K.C.A.T.T. 8:00 a.m. 4 <sup>th</sup> Tuesday of Each Month  Idaho Transportation Department District 1 Headquarters 600 W. Prairie Avenue Coeur d'Alene, Idaho 83815
January 9	January 28
February 13	February 25
March 13	March 25
April 10	April 22
May 8	May 20 (this is the 3 <sup>rd</sup> Tuesday)
June 12	June 24
July 10	July 22
August 14	August 26
September 11	September 23
October 9	October 28
November 20 (this is the 3 <sup>rd</sup> Thursday)	November 25
December 11	December 16 (this is the 3 <sup>rd</sup> Tuesday)

ALL MEETING DATES ARE SUBJECT TO CHANGE.

**Kootenai Metropolitan Planning Organization**  
 250 Northwest Boulevard, Suite 209  
 Coeur d'Alene, ID 83814

# S | S Safe Streets and Roads for All 4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

**SS4A is exclusively designed to help local communities.** DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

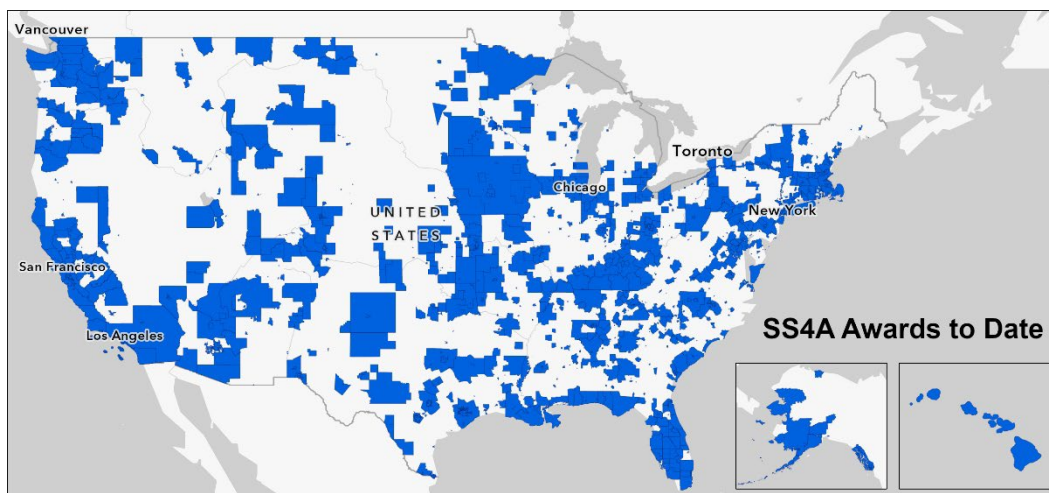
For more information, use the QR code above or visit the [SS4A website](#).

## SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.9 billion** to over **1,600 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up **70% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



## SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past three years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National Complete Streets Coalition, National League of Cities, National Association of County Engineers, National Safety Council, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Smart Growth America, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

## SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In preparation for the third funding year (FY24), **SS4A provided a courtesy pre-application screen to 111 Action Plans** to help them determine whether they were eligible to apply for an Implementation Grant. Many that found out they were ineligible for Implementation Grants applied to develop an Action Plan instead.
- In the second and third funding years (FY23 and FY24), SS4A conducted **follow-up outreach to over 1,200 communities** to provide opportunities to address missing application elements and program requirements. As a result, **nearly all eligible applications are complete and fully evaluated.**
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A has conducted hundreds of **debriefs with applicants**, and many have re-applied and received awards in subsequent years.

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Approximately **97% of the 511 FY22 award recipients and 57% of the 620 FY23 award recipients have executed grant agreements** in place and initial **funding amounts obligated.**
- A **Technical Assistance Center** was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans. Visit the [Technical Assistance Center website](#) for more information.
- A **Community of Practice** was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date. [Learn more about the Community of Practice.](#)

## Future funding opportunities

The FY25 SS4A Notice of Funding Opportunity (NOFO) is expected to be announced before the end of March 2025. Approximately \$2 billion will be made available in future funding rounds (FY25 and FY26).

