



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

**KMPO Board Meeting  
September 12th, 2024 1:30 pm**

Post Falls City Council Chambers, Post Falls City Hall, 1st Floor  
408 N. Spokane Street, Post Falls, Idaho

**AGENDA**

1. **Call to Order – Graham Christensen, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval of August 8th, 2024, Meeting Minutes – Action Item**
4. **Public Comments** (limited to 3 minutes per person)
5. **KCATT Recap & Recommendations – Michael Lenz**
  - a. Recap of Activities – August 27th, 2024 meeting
6. **Administrative Matters**
  - a. July 2024 KMPO Expenditures and Financial Recap – **Action Item**
  - b. KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment Requests: **Notification**
    - i. **Amendment #17**-ITD request to increase KN 10005 in the FY 2024-2030 Transportation Improvement Program for program year 2024 in the amount of \$158,356.00 in Local Participating Funds.
    - ii. **Amendment #18**-LHTAC request to increase KN 22875 in the FY 2024-2030 Transportation Improvement Program for program year 2025 in the amount of \$290,260.00 in Safety High Risk Rural Roads program.
    - iii. **Amendment #19**-LHTAC request to amend current project KN 22875 increasing PC in FY 2024 delays construction to FY 2025
    - iv. **Amendment #20**-ITD request to amend current projects KN 21935 advancing Construction to FY 2024 and Incorporating KN 23243 into the KMPO TIP and advancing CN Funds into FY 2024 using End of the Year Distribution
  - c. KMPO Draft FY '25 Unified Planning Work Program- **Action Item**
  - d. KMPO Draft FY 2025-3031 Transportation Improvement Program-**Action Item**
7. **Other Business**
  - a. 2023 Transportation System Performance Report-**Informational**
  - b. KMPO/ITD/Kootenai County Public Transportation MOU-**Action Item**
8. **Public Transportation (Informational Items Provided to KMPO) - Informational**

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  - a. Kootenai County Transit Report – Kootenai County Public Transportation – Chad Ingle
  - b. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – October 10th, 2024**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

## MEETING MINUTES

Kootenai Metropolitan Planning Organization  
Regular Board Meeting  
September 12, 2024  
Post Falls City Council Chambers, Post Falls City Hall, 1<sup>st</sup> Floor  
408 N. Spokane Street, Post Falls, Idaho

### **Board Members in Attendance:**

Jeff Tyler	Post Falls Highway District
Thomas Shafer	City of Hayden
Randy Westlund	City of Post Falls
Phil Cooper	Worley Highway District
Bruce Mattare, Vice Chairman	Kootenai County
Graham Christensen, Chairman	East Side Highway District
Jim Kackman	Coeur d’Alene Tribe
Steve Adams	Lakes Highway District
Marvin Fenn	Idaho Transportation Department, District 1
Dan Gookin	City of Coeur d’Alene

### **Board Members Absent:**

John Hodgkins	City of Rathdrum
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### **Staff Present:**

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

### **Attendees:**

Chad Ingle	Kootenai County
Rob Beachler	ITD
Michael Lenz	Post Falls Highway District
Theresa Roth	Citizen
Terry Werner	LHTAC
Rod Twete	LHD

#### **1. Call to Order – Graham Christensen, Chairman**

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:30 p.m.

#### **2. Changes to the Agenda and Declarations of Conflicts of Interest**

No conflicts of interest were declared. Mr. Christensen called to approve the agenda as is, which passed unanimously.

#### **3. Approval of August 8th, 2024, Meeting Minutes – Action Item**

Mr. Christensen called for a motion to approve the August 2024 meeting minutes as presented.

**Mr. Phil Cooper motioned to approve the minutes as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.**

#### 4. Public Comments (limited to non-agenda items 3 minutes)

Ms. Thera Roth voiced opposition to any expansion of a traffic management or intelligent transportation system in North Idaho. She commented that North Idaho residents do not want the surveillance and traffic management control that can be associated with these systems. She commented she felt there was a lack of details in the MOU with ITD that was adopted at the August KMPO board meeting regarding the Intelligent Transportation Systems Architecture. She emphasized that no matter what is built as part of the PEL study, the residents of North Idaho do not want any expansion of a traffic management center or intelligent transportation systems. Her opinion is that traffic synchronization can be achieved without the need for IT systems.

#### 5. KCATT Recap & Recommendations – Michael Lenz, Chairman

##### a. Recap of Activities from August 27th, 2024 meeting

Mr. Michael Lenz provided updates on various KCATT member projects: The City of Rathdrum is putting together their pavement marking program; Lakes Highway District reported they have completed their chip seal projects for the year. The City of Coeur d’Alene reported their chip seal and paving projects are finishing up for the year, and the Government Way signal project bid date was pushed back a week. East Side Highway District reported the Canyon Road project is wrapping up final design and should be out to construction in 2025. The City of Post Falls reported they are still working on the BNSF railway crossing details with the railway and hope to have that project out to bid in 2025. Worley Highway District reported the Cougar Gulch Road project had a punch list walk through and should be completed soon; the Rockford Bay Road/Loff’s Bay Road intersection was on hold due to utilities being moved. Mr. Lenz reported that the Post Falls Highway District is working on the Prairie Ave. Pedestrian Underpass design, which should go out to construction in 2025.

He reported that after discussion, Mr. **Chris Bosley made a motion to recommend the adoption of the draft FY 2025 Unified Planning Work Program by the KMPO Board. Mr. David Callahan seconded the motion, which was passed unanimously.**

The KMPO Draft FY 2025 to FY 3031 Transportation Improvement Program was discussed, and Mr. **Robert Paulus made a motion to recommend the adoption of the Draft 2025-2031 TIP by the KMPO Board; the motion was seconded by Mr. Eric Shanley, which was passed unanimously.**

The next KCATT meeting will be held September 24, 2024 at 8 a.m. at the Idaho transportation Department, District One headquarters.

#### 6. Administrative Matters

##### a. August 2024 KMPO Expenditures and Financial Recap – Action Item

Mr. Miles reported that KMPO is in good financial standing, and the report in the packet included all standard monthly expenditures, plus the purchase of ink for the large plotter printer.

**Mr. Randy Westlund made the motion to approve the August 2024 expenditures as presented; Mr. Bruce Mattare seconded the motion, which passed unanimously.**

##### b. KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment Requests: Notification

- I. **Amendment #17-** ITD request to increase KN 10005 (SH 53/Pleasant View Rd. Interchange) in the FY 2024-2030 Transportation Improvement Program for program year 2024 in the amount of \$158,356.00 in Local Participating Funds.
- II. **Amendment #18 -** LHTAC request to increase KN 22875 (Lancaster Rd. & Huetter Rd. Roundabout) in the FY 2024-2030 Transportation Improvement Program for program year 2025 in the amount of \$290,260.00 in Safety High Risk Rural Roads program.

- III. **Amendment #19** - LHTAC request to amend current project KN 22875 (Lancaster Rd. & Huetter Rd. Roundabout) increasing PC in FY 2024 delays construction to FY 2025
- IV. **Amendment #20** - ITD request to amend current projects KN 21935 (I-90/CDA River Bridge East and Westbound Lanes) advancing Construction to FY 2024 and Incorporating KN 23243 (I-90 Wolf Lodge to Cedars Maintenance Site) into the KMPO TIP and advancing CN Funds into FY 2024 using End of the Year Distribution

Mr. Tom Shafer, City of Hayden, asked Mr. Miles if he knew the timeline for when the Lancaster and Huetter Road roundabout would break ground. Mr. Miles deferred to give a timeline for that specific project, but explained that the transition of the fiscal year in the transportation world is October 1<sup>st</sup>. Local jurisdictions get their plans, specifications, estimates in order, then get put in the queue for bidding. He explained ITD and local jurisdictions try to roll the bidding out so that they don't overwhelm the contractors with work. He stated that they should know more about various project timelines once the jobs go out to bid in the coming months.

**c. KMPO Draft FY 2025 Unified Planning Work Program- Action Item**

Mr. Miles presented on the 2025 Unified Planning Work Program (UPWP). He stated that some terminology that mentioned cell phone data was removed from the program, and that KCATT had reviewed the document and presented a recommendation for the KMPO board to adopt it unanimously. The UPWP is the guide KMPO will use for the next 12 months, beginning on October 1<sup>st</sup>.

Mr. Shafer had a question about the Huetter Corridor in terms of long-term planning and mentioned how Hayden is always mindful of this project. Mr. Miles explained that the Rathdrum Prairie PEL study had narrowed its list of alternates to about 15 options and the Huetter Corridor is still in the mix, as it is a National Highway system corridor. But as far as funding and what option will move forward, there is no way to say. It's a process that will play out over the next few years. As soon as environmental approval is granted on any project, it can go from a 10-year project to construction relatively quickly if funding is available. Mr. Miles said the reason for putting the Huetter Corridor, and projects like it, into planning documents and getting the approvals is to give the local jurisdictions the information they need to protect the corridor; because if something goes in the corridor where that alignment is identified, it becomes very expensive to relocate.

**Mr. Jim Kackman made a motion to adopt the FY 2025 Unified Planning Work Program. Mr. Bruce Mattare seconded the motion, which passed unanimously.**

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

Mr. Miles presented the draft 2025-2031 TIP to the board for adoption. This document was given to the board in August for review and to be given time to submit questions. The TIP includes just over \$400 million in projects programmed. KMPO posted the draft TIP and held a 30-day public comment period (posted on the KMPO website and published in the CDA Press on August 9th and 17th). KMPO also held an open house for questions or comments on August 21<sup>st</sup>, which no one attended. The open comment period ended on September 8<sup>th</sup>, and no comments were submitted. This program is the basis for obligation of funds over the next 7 years, and gives KMPO authority under federal law to advance projects up from future construction years as funds become available. Mr. Miles commented that bridge projects that are included in the state program are not currently listed in the TIP. There have been conversations with the Federal Highway Administration about regulations around the TIP needing to include all transportation projects - regardless of funding sources, project sponsor, etc. This issue should be reconciled, since there are many bridge projects that are ongoing.

**Mr. Bruce Mattare made a motion to adopt the FY 2025-2031 Transportation Improvement Program. Mr. Randy Westlund seconded the motion, which passed unanimously.**

## **7. Other Business**

**A. 2023 Transportation System Performance Report-Informational**

Ms. Ali Marienau gave a recap of the 2023 Transportation System Performance Report to the KMPO board. The update she gave covered four of the Federal Highways performance measures that KMPO annually tracks and reports on: pavement condition, bridge condition, travel time reliability and freight reliability. Since 2019, the KMPO board has adopted the ITD targets for these four performance measures, due to most of the corridors that are measured are under the interstate or national highway system. This means there is little ability for local jurisdictions to have a large impact on the metrics.

Pavement condition performance is tracked by two metrics for both interstate and non-interstate NHS pavements: percentage in good condition and percentage in poor condition. Kootenai County did not meet the targets for percentage in good condition, but did meet the targets for percentage in poor condition. The majority of pavements in Kootenai County are in fair condition, for both interstate and non-interstate roads. There is a half mile that is considered poor condition, which is located on Fourth of July Pass. With overall percentages moving in the right direction.

Bridge condition performance is tracked by two metrics for the National Highway System (NHS)- bridges in good condition and bridges in poor condition. Kootenai County met the target for bridges in poor condition, but did not meet the target for bridges in good condition. Kootenai County has only one bridge in poor condition, located on the I-90 westbound bridge at the Prairie Trail Overpass. The bridge is set to be replaced with the I-90 widening project.

Travel time reliability is defined by Federal Highway as the consistency or dependability of travel times from day to day, across different times of the day. The National Performance Management Research Data Set (NMRDS) looks at a comparison of the 80th percentile travel time to the normal or 50th percent travel time for each of the different time periods; AM and PM peak, midday and overnight. Any time period that has a ratio over 1.5, that segment is considered to be unreliable. Kootenai County met both targets for this metric for interstate and non-interstate roadways.

Freight reliability is measured similar to travel time reliability, but looks specifically at freight movements on interstate systems. Kootenai County met the ITD target for freight reliability.

Mr. Randy Westlund, City of Post Falls, asked a question referring to the maps included in Ms. Marienau's report. He asked what the plan was since it looked like most of the roads in Kootenai County were reported in Fair condition. What happens over the next 10-15 years as these roads degenerate to a poor rating? There was discussion over who/what jurisdiction would be responsible for the funding of the repairs. A majority of the roads that are used to track these targets are ITD roadways, and there are projects in the current program that will help improve pavement conditions. Ideally, the program each year will include projects that will address pavement issues before they ever fall into poor condition ratings. It is cheaper to repair and maintain, than it is to replace and rebuild.

**b. KMPO/ITD/Kootenai County Public Transportation MOU-Action Item**

Mr. Miles presented the memorandum of understanding (MOU). It was drafted to fulfill a Federal Transit Administration requirement to have an MOU between ITD, KMPO and Kootenai County, which was identified during Kootenai County's triannual review. The MOU was included in the board packet in its entirety for review. Mr. Miles answered questions about the content of the MOU, explaining that it didn't shift any responsibilities or change any structures or operations, but rather was a paperwork requirement.

**Mr. Bruce Mattare made a motion to adopt the KMPO/ITD/Kootenai County Public Transportation MOU. Mr. Phil Cooper seconded the motion, which passed unanimously.**

**8. Public Transportation (Informational Items Provided to KMPO)**

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**a. Kootenai County Transit Report – Kootenai County Public Transportation Staff**

Mr. Chad Ingle gave the report, stating that fixed route ridership was up 12% year over year. There was a 5% increase in ridership for 2024 year over year. There was a 5% increase in paratransit ridership year over year, but a 12% decrease for the fiscal year. He reported that the county is updating their DBE program, looking at revisions of Title VI program for 2025 and the ADA transition plan. He stated that his office is looking to set up a meeting in October to discuss with stakeholders the goals and objectives of the strategic service plan. They also would like to include ride-alongs with any local jurisdictions that would like to participate.

Mr. Ingle answered a question about a potential route to open between Kootenai County and Spokane. He stated that yes, a potential route had been put into plans years ago at Spokane Transit but that there were no plans for that to move forward, and that it had not been discussed with Kootenai County.

**b. Coeur d'Alene Tribe Rural Transit Report**

Mr. Ingle gave this report on behalf of Alan Erlis, who was unable to attend. He reported that Rural Transit had two grants to use towards the purchase of busses and that they are looking to hire new drivers.

**9. Director's Report (written report included in Board packet)**

Mr. Miles reviewed his written report. He gave an update on the Rathdrum Prairie PEL study, stating they have narrowed down the alternatives to 15 options, which are being evaluated. There was discussion over what the a PEL study covers and who is running it. The Rathdrum Prairie PEL study is being led by HDR, who is also working with a public involvement firm to spread awareness of opportunities for public comments. HDR is to present their work thus far at the October KCATT meeting and there will be a community working group and public meetings hosted in November, dates TBD.

**10. Board Member Comments**

Mr. Jeff Tyler, Post Falls Highway District, commented that he empathized with the statements made during the public comment portion of the meeting and that he shares some of those concerns.

Mr. Tom Shafer, City of Hayden, commented that since the material covered in KMPO board meetings can be contentious, he would like to make sure any documents presented are very clear and that the topic being presented is defined in language that is clear to understand.

**11. Next Meeting – October 10, 2024**

**Mr. Christensen motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on September 12th, 2024, and with no objections, the meeting was adjourned at 2:26 p.m.**

Kate Williams

*Signature on file*

Recording Secretary