KCATT MEETING MINUTES
for
April 28, 2015
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Chair John Pankratz called the meeting to order and welcomed everyone at 8:05 a.m.

Welcome / Introductions

John Pankratz (Chair)	East Side Highway District
Sean Hoisington (Vice Chair)	City of Hayden
Eric Shanley	Lakes Highway District
Rob Palus	City of Post Falls
David Callahan	Kootenai County
Kelly Brownsberger	Post Falls Highway District
Kevin Howard	Worley Highway District

Staff

Glenn Miles	KMPO Executive Director
Bonnie Gow	Senior Transportation Planner

Alternates and Guests

Dan Hanenberg	KEC
Donna Montgomery	KMPO Volunteer
Monty Montgomery	Lakes Highway District
Rod Twete	Lakes Highway District
Dan Coonce	LHTAC
Dan Malcomb	LHD Community
Todd Tondee	Kootenai County
Matt Gillis	Welch Comer
Ralph Paul	DEQ

3. Approval of March Meeting Minutes

Mr. Rob Palus made a motion to approve the March 24, 2015 KCATT meeting minutes. Mr. Kelly Brownsberger seconded the motion, which was unanimously approved.

There was no motion to amend the minutes.

4. Public Comments

There were no public comments.

5. Utility & Project Updates

Dan Hanenberg, KEC, reported on several projects in the works right now on the public highways; ITD from Mica Creek to Dower Rd, the contractor is International Line Builders and they are in the process of constructing that line, another project is for LHD on Good Hope Rd within the right-of-way, about half the poles are in place but there are delays on the project. They have work on regular sub-divisions with more coming through as well as new services work. Mr. Hanenberg mentioned that the pole work on Hayden Ave. has a major delay due to the Bureau of Reclamation

property, they have a permit in for them which could take some time, so he does not have a time schedule for the project as yet. That project will be a contractor constructed project as well. The project on Ramsey Rd from SH 54 to Brunner Rd has the engineering complete and will be going out for contractor bid.

Eric Shanley, Lakes Highway District, reported they were nearly complete with their Huetter Rd re-alignment project at Boekel Rd; crews are going to be moving next weekend to Parks Rd and Remington Rd, Edwards and Windsor Rds; they will be doing about 4.5 to 5 miles of BSTs. They are doing some culvert work in Twin Lakes and have contract work this summer on Twin and Old Highway 95. Mr. Shanley said they will be doing design for the Ramsey Rd and Union Pacific Railroad improvement project in the next couple of months. They also started their spring pavement markings yesterday, a little ahead of schedule.

Rob Palus, City of Post Falls, reported on the 7th Ave. project - to additionally approve the construction plans, he anticipates that it will be out for bid the beginning of June and they will be getting that road ready so when the Seltice Congestion signals get out to construction sometime in the next few years that side road will handle the additional capacity. They will be putting in curb, gutter, sidewalk, off street parking for a modernized roadway. The City of Post Falls will be having a public house in the middle of May to let people know what is going on with that project. The Spencer St extension which includes a signal at Spencer St and Seltice Way is going out for construction later this summer they don't have a firm date yet as to when that will go out for bid. The State Highway 41 bike and pedestrian trail which is an Idaho Community Choice program that will be having a final design review with ITD in about two weeks from now. Their safety grants through LHTAC for the timing program they are wrapping it up; all new timings have been put in for their traffic signals and HDR has gone back out and taken a field review to see how well they are doing and they have not received any complaints from anyone, hopefully in the long term the project will improve efficiency as well as safety. On the Mullan Ave. project which is to install flashing yellow at Mullan Ave. and Idaho St. and improve pedestrian crossings at that location, they have done their final design review now they just need to verify the construction funding for that project. The Greensferry Rd overpass, the girders were put in place last week and it is still moving forward on schedule, hopefully, opening up this fall.

David Callahan, Kootenai County, reported they are working on the development code, and have started discussion for dialogue. The changes will include no new code except what is necessary. The commissioners have also directed Mr. Callahan to update their comprehensive plan with other development amendment codes to follow. Kootenai County's planning commission is helping him with that task. Mr. Callahan will be asking KMPO for assistance on updating the transportation element of the comprehensive plan update. The timeline is about a year and a half to complete it.

Mr. Kelly Brownsberger, Post Falls Highway District, reported they had the final inspection on the Prairie Ave. project yesterday that went really well, there is just general clean-up left to do and there were only a couple small issues of things to finish up the project. Next Tuesday, they are having their bid opening for the Prairie Ave and Lancaster Rd overlays. That will extend Prairie Ave as an all-weather road out to SH 41. They will also be doing Lancaster Rd east to SH 41 for an all-weather project. The crews have also started on their summer maintenance programs.

Mr. Kevin Howard, Worley Highway District, reported they are doing spring maintenance with a major portion of that starting their road stabilization with magnesium chloride, the process takes nearly five weeks with nearly an entire crew. The new office building that they have been working on, they finally received the building permit yesterday so they will be starting that. The Kidd Island Rd project is still in right-of-way acquisition, he should be hearing from the district's attorney tomorrow. The Bloomsburg Bay Rd project is a culvert and drainage project for erosion control,

through the Kootenai/Shoshone Conservation District is on hold since there is still no word on funding as yet.

Mr. Sean Hoisington, City of Hayden, reported they are teaming up with Dalton Gardens this year for their chip seal bid, those should be out next week. They have started work on a corridor plan on Hayden Ave from Huetter Rd to US 95 so you will see some core drilling and surveying, it is a 30% design to get something on the shelf in case developers come in for frontage improvement direction and they can give them where the curbs, gutters and pavement cuts are. They are in the middle of their Ramsey Rd and Honeysuckle Ave. improvement project. DEA is the consultant for that project and they are looking at both round-a-bouts and signals. Mr. Hoisington commented that they do not have a public meeting, open house forum; they are coordinating that with a council workshop. They sent out letters to over 40 residents, so he has had a lot of conversations over round-a-bouts verses signals. They are planning to post card those people and then put an ad in the paper informing every one of the council workshop to see the results of their traffic analysis and the initial concept layout so that everyone can see the presentation at the same time to get public feedback on it. If it were to be a round-a-bout it would be a two lane since Ramsey Rd. is planned to be a five lane facility and two lane facility on Honeysuckle Ave. Mr. Hoisington mentioned they are also refreshing the contract with DEA on the Ramsey Rd. extension and there should be a contract amendment this week that is being considered by LHTAC, then it will go back to their city council to be able to work on that project. They will also be working on pavement markings late this week or early next week.

Mr. Pankratz, Eastside Highway District reported that Apollo is back on site on the Burma Rd. project removing plastic and sandbags and there has been another slope failure at a driveway they are working on. The other slope failure repairs are in design. They opened bids for the Canyon Rd. overlay project and Coeur d'Alene Paving was the successful low bidder. The other three highway districts in the room have probably already been notified that they have been given an opportunity from Idaho Asphalt to piggyback off of a seal coat oil bid, which is a gracious act from Idaho Asphalt to lower their costs. Mr. Pankratz believes they are in the process of design consultant selection for a safety improvement project that they have, which is guardrail replacement and installation. Mr. Pankratz said that he saw in the newspaper about a week ago that the SRS funds have been reinstated but that is all the information that he knows, so stay tuned. He added that they are in spring/summer maintenance.

6. <u>KMPO Planning Updates</u>

a. SH 41 Corridor Master Plan Update

Ms. Gow reported that she is continuing to work on the SH 41 master corridor plan update. She sent out a rough draft of the text document, about a month ago to KCATT members for review. There is a lot more direction that she needs form each jurisdiction. She has received comments from the City of Post Falls and the LHD; additional comments on those are welcome. Review comments are due back on May 4th. She received two Synchro files from ITD, but thought that she would also be receiving a Synchro analysis. She spoke with Marvin Fenn and asked if KMPO could get an analysis but has not heard anything back yet. Ms. Gow said that if she could not get an analysis from ITD, KMPO will need to put out an RFP for a consultant to do it

Mr. Miles commented that the Synchro analysis has been a critical issue because it's taking a look at all the land use changes including the Greensferry overpass and the KTEC technical center. KMPO turned the files over in December or January expecting to get the Synchro analysis. Mr. Miles mentioned that if we do not hear back from ITD in the next week we will go out for an RFP or piggybacking on someone who has consultant services roster. Mr. Hoisington said they have a

consultant roster they could use. Mr. Miles mentioned they have all the files and the data; it's just a matter of crunching the numbers.

7. Idaho Transportation Board Update

Mr. Miles stated they are having their tour today with a meeting tomorrow. It is District 2's turn for the ITD Board. They are meeting up in Orofino. They do have some revisions to the Idaho State Transportation Improvement Program, there are two that affect our area; one is the East Canyon Rd. Guardrail Project, they need to increase the contract funds for $48,000 in 2015 that will supplement the money that is going to be available in 2015.

It is important that as these projects move forward, we need to make sure that any changes in scope, timing or funding get updated well in advance, otherwise we will be holding up projects. If KCATT members are aware of changes that are coming, let us know so that we can initiate it and get it going, as we will coordinate with LHTAC to make sure this happens. On the ITD agenda, the Moscow A St. project went out to bid and was about 1.2 million over the engineer's estimate, so it's not moving forward. At the same time Heyburn came in about 1.5 million over the engineers estimate for the 2015 projects that need to get obligated and then Sandpoint is about $300,000 short on their right-of-way. Initially, LHTAC had recommended the Moscow A St. project trade out for an ITD project in Weippe; however, there was a special meeting yesterday of the Urban Balancing Committee. It looks like funds from Moscow "A" St. are going to Heyburn and to Sandpoint. The Moscow "A" St. will go back to the end of the line programmed to 2020 and then we will have the funds necessary to do the entire project. The general feeling was that this way we get all three projects programmed and two of them done.

Mr. Shanley asked if there were any discussion on the Government Way project shortfalls. Mr. Miles responded that there were no funds available because LHTAC (communities under 50,000 population) needed the funds, which went to the Heyburn and Sandpoint projects. Government Way is on the list waiting to see if there is additional funding, fortunately there is one more fiscal year before it goes to construction. It is on the list plus the additional cost estimates for construction is on the list as well. Mr. Shanley mentioned that they talked once before about potential local funding for the construction shortfalls. LHD will be entering into their budget season, so if construction in in 2017, it would be worth a conversation with their boards and councils about potential local funding.

8. Current Business

a. 129K Truck Restrictions

Mr. Miles reported that Marvin Fenn has been meaning to have someone come to KCATT to talk about 129k. He did give Mr. Miles three bullets to let everyone know where it is at. The first one is that there are none north of Lewiston, only one has been submitted since last October which is one in the District 4 area that was part of an old abandoned highway project and the ones before that were State Route 55 east of Meridian, US 95 Grangeville to Lewiston and US 2 from mile marker 2 to Lewiston. Mr. Miles feels it is coming around to get to the port.

Mr. Miles was in Washington DC last week. For the first time in years, he is guardedly optimistic that there is going to be a highway bill. There is an intent to go to a five year bill as early as September of this year. Another thing that is coming up and starting to get a lot of interest from the economic development and growing the economy aspect to create a dedicated freight trust fund. One approach to funding a dedicated freight trust fund would be by a 1% way bill fee, which would be 1% of the cost of the transportation cost, not the product value that is being carried. It is estimated to generate approximately 8 billion dollars a year. Under a currently proposed bill, 50%

of the funds would go back by formula to the states and 50% would be in a national competitive grant program, similar to what TIGER does today.

In order to be eligible to receive any of these freight funds, each state has to have an FHWA approved freight plan. Mr. Miles' understanding is that ITD has an RFP out right now to do a statewide freight plan.

Mr. Miles handed out a few "Freight Can't Wait" books by the Coalition for America's Gateways & Trade Corridors (CAGTC). The group has been handing them out to educate people about the importance of freight in our communities and how freight and goods movement affects our economies. KMPO has been asked to contribute some projects into the book, so Mr. Miles was thinking that we could add the Pleasant View Interchange/Grade Separation and there are also some projects up north towards the Canadian border that ITD may be interested in adding. So if there are any freight related type projects that we might be interested in putting forward let us know. The booklet got a very good reception on the Hill; congressional members were looking to see which projects were from their states. Even though there are not earmarks anymore, they want to see projects and how it would affect their states.

Mr. Palus asked if we put in the 1% way bill and more funding becomes available for freight type projects would the Huetter Bypass or the Bridging the Valley projects be good programs for that? Mr. Miles said that those are ideal programs for that, for example, Bridging the Valley, one of the stipulations that Congressman Lowenthal has put in is that part of the projects, we will have to develop our own priority list for freight projects in this area is that they have to be intrastate, they have to involve multi-modes of transportation dealing with congestion and bottlenecks to make sure the flow of traffic occurs, so Huetter and Bridging the Valley fits the requirements very well, or improvements to US 95 through Coeur d'Alene, across the Spokane River, projects that provide direct and efficient connectivity down to the Port of Lewiston.

A question came from the audience asking if they are talking of a freight bill, funding for freight projects how would that come down to them, would there be a call for projects? Mr. Miles stated that first to participate, there would be a need for a statewide freight plan, developed from the bottom up, it has to involve the local jurisdictions, ITD, MPO's, LHTAC would be involved, then there would be a priority list of projects. That prioritization would the basis from which to select projects from. The key element is that if a project is not in the plan, and they are not on a prioritized list, the project will not be eligible.

Which projects you select from the list is going to be part of the competitive process once they get vetted. If anyone is interested it is Congressman Lowenthal's bill in the House. Congressman Lowenthal has actually run two successful freight bills through the California legislative process and he is open to improving it and what the pitfalls might be. Mr. Miles also spoke with Senator Crapo and he seemed very supportive of the concept. One last thing, Mr. Miles mentioned was the Washington State version brochure on "Follow that Cherry" that shows how product it starts in one place and how it goes through the entire freight and goods movement to get into someone's grocery store. He added that they have reached out to a couple of companies in northern Idaho, to see if we can do something for our area.

9. <u>Upcoming KMPO Board Items</u>

Mr. Miles reported that we are going to do the TIP amendment to do the East Canyon Rd Guardrail project and the Pleasant View Rd Turn Bay project. We are going to present our draft 2016 budget which is basically no change from last year. No official action is needed, they will be administrative amendments.

10. Other Business

a. KCATT Member Items

Mr. Hoisington forgot to mention during the project updates the City of Hayden has a project out to bid right now, that is a sewer line replacement from US 95 to Reed Rd along the frontage of Walmart to past Orchard Ave. So if the bid is reasonable they will be awarding that. It also includes extending some casing that houses a sewer force main, they want to extend that casing outside of ITD's right-of-way and also replace the force main because it blew up. That project will removing the entire roadway and replacing it in the same location from the H2 lift station down to Reed Rd. then up to Orchard Ave that will be replaced this summer, so water main, force main, sewer line, gravity line between three jurisdictions.

Mr. Pankratz has been traveling several different states recently and wanted to comment that he thinks everyone does a pretty good job with what they have to work with.

11. Next Meeting – May, 19, 2015

12. Adjournment

Mr. Pankratz entertained a motion to adjourn the April 28, 2015 KCATT meeting. Mr. Palus moved to adjourn the meeting and Mr. Howard seconded the motion. All were in favor.

The meeting adjourned at 8:50 a.m.

Recording Secretary