KCATT MEETING MINUTES
for
February 26, 2013
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Chairman Kelly Brownsberger called the KCATT meeting to order at 8:00 a.m.

Welcome / Introductions:

Kelly Brownsberger requested all those present to introduce themselves:

Kelly Brownsberger (Chair).....Post Falls Highway District
Gordon Dobler (Vice Chair).....City of Coeur d'Alene
Kevin Howard.....Worley Highway District
Sean Hoisington.....City of Hayden
John Pankratz.....East Side Highway District
Scott Clark.....Kootenai County
Robert Palus .....City of Post Falls
Eric Shanley .....Lakes Highway District
Kevin Jump... .....City of Rathdrum
Marvin Fenn.....ITD
Don Davis .....ITD

Staff
Glenn Miles.....Executive Director
Bonnie Gow.....Senior Transportation Planner

Alternates and Guests
Donna Montgomery.....Citizen, KMPO Public Trans Roundtable
Heather Carroll.....HDR
Monty Montgomery.....Lakes Highway District
Shawn Metts.....HMH Engineering
Rod Twete.....Lakes Highway District
Ralph Paul.....IDEQ
Eric Olson.....Ruen-Yeager & Associates, Inc.
Ryan Luttman.....J-U-B Engineers, Inc.
Bruce Hathaway.....Time Warner Cable
Ron Helmick.....Frontier Communications
Ed Cannon.....Kootenai Electric Cooperative
Marshall Law.....Avista
J.R. Norvell.....T-O Engineers
Keith Kusler.....T-O Engineers

3. **Approval of January Meeting Minutes:**

Mr. Eric Shanley made a motion to approve the January 22, 2013 KCATT meeting minutes. Mr. Robert Palus seconded the motion, which was unanimously approved.

4. **Public Comments:**

There were no public comments.

5. **Project and Utility Updates**

Mr. Don Davis, ITD, reported the US 95 corridor study was progressing; they are currently looking at existing conditions along the corridor and the historic improvement reports. Once this phase is complete, they will look at future conditions and complete the study.

Mr. Marvin Fenn, ITD, said Federal funds are typically obligated October 1st, but are not spent until the next year's construction season. ITD is asking districts statewide to advance a year in the program to spend down the out of phase money. They have moved to a project scheduling system; funding will be determined once a project has been locked in. In order to get the funds spent down, ITD will award what they send out. Changes will be reflected in the next STIP. Mr. Fenn noted additional revenue was not available. The Worley North project was not scheduled; however, if there are funds remaining after round one, they will propose the project as ready to go.

Mr. Fenn noted the I-90 SH 3 signing project pre-construction meeting was held 2 weeks ago and the Rathdrum Highway 41/53 Bridge pre-construction meeting is scheduled for March 4, 2013.

Mr. Kevin Jump, City of Rathdrum, reported the City was in the process of putting together the preliminary list for their 2013 pavement rehabilitation program. The City continues to be in winter maintenance mode.

Eric Shanley, Lakes Highway District, reported they were in the process of getting their 2013 construction projects ready for bid. The District is in winter maintenance mode.

Mr. Rob Palus, City of Post Falls, reported they received environmental clearance on the Seltice Way Congestion Mitigation project this week; it will go to the balancing board and have right-of-way dollars authorized. Initial review has been done on the 15th/16th realignment project; they are hoping to have it out for bid in April. The Spencer Street project is still in right-of-way negotiations. The City is also working on some safety and capacity improvements on 7th Avenue which would be built just prior to and tie in with the Seltice Congestion Mitigation project. They are meeting with the consultant to scope out the design of that project. Mr. Palus said the right-of-way request for the Seltice Congestion Mitigation project was approximately $70,000; some of the easement work could possibly be done by ITD rather than consultants as it is part of ITD's business route.

Mr. Scott Clark, Kootenai County, gave an update on the Unified Land Use Code (ULUC) reporting the technical committee is continuing their work and should be done in the next two weeks; another draft will be published and available for agency and public comment for

60 days. It will then go to a planning commission hearing. Once a recommendation has been made, there will be a second 60 day comment period prior to the Board's hearing which is tentatively scheduled September 2013. Last week, the Board made the decision to refund impact fees collected for the Sheriff's department, the Parks department, and the jail.

Mr. John Pankratz, East Side Highway District, reported the Notice of Intent was filed on the Burma Road project; they have been advised that it has been signed and approved. The District is in winter maintenance mode.

Mr. Sean Hoisington, City of Hayden, reported they are working on the summer road maintenance plan; they will be focusing on thin overlays as opposed to chip seals.

Mr. Kevin Howard, Worley Highway District, reported they are still working on the final design for Kidd Island Road, US 95 to Hull Loop. Environmental approval is expected this week. The project will then move to final design and the District will have an idea of how much right-of-way will need to be purchased. They are still in winter maintenance mode.

Chair Kelly Brownsberger, Post Falls Highway District, reported on the Prairie Avenue project; they are hoping to have the last two right-of-way properties acquired soon. Correspondence has been sent to LHTAC regarding moving the project up to next year's construction. Mr. Brownsberger noted the project included a signal at both Huetter and Meyer Road.

Mr. Ron Helmick, Frontier Communications, commented they were trying to keep up with the relocations for the cities, highway districts, and the state.

Mr. Bruce Hathaway, Time Warner Cable, reported they were doing relocations.

Mr. Ed Canon, Kootenai Electric Cooperative, reported they still have some relocations on North US 95. KEC expects to start the project on Conkling Road this summer; they will be doing approximately 6 miles of re-conductor and upgrading to three phase. The 3 mile re-conductor project at Hayden Avenue and Ramsey Road is nearly complete. On SH 3, a line has been moved to prevent interference with some work on Willow Creek Bridge.

Mr. Ralph Paul, IDEQ, had no update to report.

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

Ms. Bonnie Gow reported KMPO has been going through jurisdictional review of the modeling results. Comments were due February 18, 2013; none were received. KMPO is requesting KCATT's acceptance of the 2014, 2020 and 2035 travel demand forecast model sets. A modeling scenario workshop is scheduled for February 28, 2013. Three scenarios will be reviewed; one from the Post Falls Highway District, one from the City of Post Falls, and a scenario provided by KMPO which examines congested areas and added projects to alleviate congestion.

7. Idaho Transportation Board Update

Mr. Don Davis commented Paul Steinman, Chief Operations Engineer, is in the process of relocating to Florida effective the end of the month; a replacement has not been announced.

Mr. Glenn Miles noted Jim Coleman had been reappointed to the ITD Board for another 6 year term.

8. Current Business

a. Travel Demand Forecast Models – Update/Acceptance

Ms. Gow asked for KCATT's acceptance of the 2014, 2020 and 2035 travel demand forecast model sets and a recommendation to the KMPO Board.

Mr. John Pankratz moved to accept the travel demand forecast model sets for 2014, 2020 and 2035 and make a recommendation to the KMPO Board. Mr. Kevin Howard seconded the motion which unanimously passed.

Mr. Sean Hoisington, City of Hayden, commented that he did not believe they had ever had a model that was as locally informed and carefully constructed. In his review of the volume to capacity, traffic volume plots, and every route, he felt the volumes reflected the general trends. Mr. Hoisington thanked Ms. Gow for her work on the model and said he is looking forward to using the model sets as a tool in future analysis as envisioned by Mr. Miles and Ms. Gow.

b. Regional Transportation Discussion related to Coeur d'Alene Airport

Mr. Miles noted Mr. Greg Delavan the Coeur d'Alene Airport Manager was present as well as his associates from T-O Engineers. Recently, there has been a lot of discussion regarding the Ramsey Road Extension project which was included in the 2007 Metropolitan Transportation Plan (MTP) and funded by Federal Highway Administration (FHA) for the purpose of extending Ramsey Road north to Lancaster. Both the 2007 MTP and the City of Hayden's updated local transportation plan intentionally avoided the airport's Runway Protection Zone (RPZ); however, as the City was working through various alternatives, they discovered the Coeur d' Alene Airport had proposed an extension to the RPZ in the updated Coeur d'Alene Airport Master Plan adopted by the Kootenai County Commissioners in July of 2012. The airport has the need to decouple the ends of the two runways; the proposed extensions of the runways and therefore the zones on both ends of the main runway would place current alignments for both the Huetter Bypass Corridor and the Ramsey Road Extension project within future RPZs and consequently, in conflict with FAA regulations.

Representatives from the Coeur d'Alene Airport, City of Hayden, FAA and KMPO along with some consultants met to discuss the issues recently. Mr. Miles said a regional dialogue between all stakeholders would be held if necessary to resolve the issues.

Mr. Delevan commented that the issues demonstrate a need for dialogue.

Mr. Hoisington said the City of Hayden would like to see the Ramsey Road Extension project move forward, but wants to make sure it is regionally and collaboratively the best decision.

KMPO is currently gathering information to ensure everyone has the same baseline information. They will be putting together a stakeholder group to look at different options which will include the Huetter Corridor and Ramsey Road Extension projects. Once a compromise has been reached, the matter will be presented to the KMPO Board; Board member Todd Tondee represents Kootenai County. Mr. Miles noted the airport board would also be engaged. The group should expect to see something in the next 30-45 days.

It was suggested that a representative from the Coeur d'Alene Airport be part of the KCATT Committee. Mr. Miles noted the airport is part of transportation and said Mr. Delevan would always be welcome as part of the group.

c. STP Formula Update

Mr. Glenn Miles reported the Urban Balancing Committee met on February 7, 2013 to discuss the formula apportionment recommendation for the STP Urban and Rural funds. John Krause, ITD Office of Transportation Investments, had asked the Committee to provide a recommendation. A subcommittee comprised of Mr. Miles, Matt Stoll of COMPASS, and Jerry Flatz, who participated on behalf of LHTAC, came up with a number of scenarios for the allocation of the B-11-04 funds. The Committee voted 5 to 1 to recommend following the apportionments based on population as presented by Congress and consistent with the Federal Register Notice. The recommendation has been forwarded to ITD and is expected to be before their Board in April. With regards to the Surface Transportation Program (STP) funds, the Urban Balancing Committee unanimously voted to recommend additional funding from the STP; 50% that can be used anywhere in the State, should be allocated to the rural areas and highway districts to ensure they can maintain status quo as a result of the Congressional apportionment changes. This recommendation has also been submitted to ITD.

9. Upcoming KMPO Board Items

a. Travel Demand Forecast Models - Recommendation

Chair Kelly Brownsberger noted KCATT's approval of the travel demand forecast models and said the recommendation would be made to the KMPO Board.

10. Other Business

a. KCATT Member Items

Mr. Fenn provided an update on local agencies taking over the maintenance of the bicycle trail from Appleway north on US 95. ITD had commented on, but had not yet returned the Memorandum of Understanding (MOU) to the agencies. Although ITD is in favor of the agreement, it comes down to them obtaining the funding to improve the trail system prior to the agencies taking it over. Mr. Fenn said funding is not currently programmed, but anticipates the agreement will be signed and expects to see the project in the next STIP update. He will look in to and report which agencies are involved in the agreement.

Mr. Hoisington asked Mr. Miles what kind of coordination or understanding KMPO had with the County regarding the updated land use plan, changes in travel patterns, and traffic trip generations.

Mr. Miles said he had discussed with Mr. Clark the way in which the updated land use code or comprehensive plan would change the dynamic growth and development of the county. The impact would be a scenario that should be run in the new model as it is based on the local jurisdiction's comprehensive land use plans and a county wide control total of population and employment. Mr. Miles noted some of that growth and development that had been projected between now and 2035 was in the unincorporated area in Kootenai County. If the updated land use code was to restrict growth and development in those areas, the impact should be known as investment decisions could become inconsistent with the growth development plan. Mr. Miles did not believe the County or their consultant had any expectation of evaluating the potential changes being reflected in the Comprehensive Plan or the result of the Unified Land Use Code.

Mr. Palus commented that the City of Post Falls receives numerous inquiries regarding current load limits and said restrictions are placed on and off roadways by various jurisdictions. He noted Spokane and Spokane County had an electronic map showing locations of load limits and asked about the possibility of KMPO putting out such a map. Mr. Miles said if each of the jurisdictions provided a list of roads with load limits, KMPO could publish a page or links on the KMPO website; the importance of keeping the map up-to-date was noted.

Mr. Howard commented on the oil sands and commercial growth in relationship to the Huetter corridor.

Mr. Miles noted plans for the Huetter Corridor were taken as far as getting the right-of-way corridor plan approved under Idaho code. This provided local jurisdictions the ability to set aside land in order to protect the corridor as a result of annexation or development. The 2035 future forecast model shows the Huetter Corridor surpassing US 95 in terms of interstate traffic. Mr. Miles said there was a renewed interest in the corridor and a more solid foundation from a growth and development aspect. As improvements on US 95 occur, it will become more attractive and is likely to become part of the National Freight Network in to Canada. Mr. Miles commented on the use of US 95 for transporting mega loads. As Kootenai County has good connectivity with north, south, east, west access via US 95, I-90 and 3 rail carriers, the opportunities for manufacturing and processing of products become more real and the construction of the Huetter Corridor even more critical.

11. Next Meeting – March 26, 2013

12. Adjournment

Mr. John Pankratz moved to adjourn the February 26, 2013 KCATT meeting. Mr. Robert Palus seconded the motion which unanimously passed.

The meeting adjourned at 9:03 a.m.

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Recording Secretary