KCATT MEETING MINUTES
for
July 22, 2014
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Vice Chair John Pankratz called the KCATT meeting to order at 8:00 a.m. and noted he was filling in for Chair Gordon Dobler.

Welcome / Introductions

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

Glenn Miles	Executive Director
Bonnie Gow	Senior Transportation Planner
Kelly Lund	Executive Secretary

Alternates and Guests

Donna Montgomery	Citizen
Drew Baden	JUB
Monty Montgomery	LHD
Ralph Paul	IDEQ
Dan Coonce	LHTAC
Eric Olson	HMH
Bruce Hathaway	TWC
Christopher DeLorto	HDR
Odo Grandi	LHTAC
Laura Winter	RYA
Rusty Leah	David Evans
Marshall Law	Avista

3. Approval of June Meeting Minutes

Mr. David Callahan made a motion to approve the June 24, 2014 KCATT meeting minutes as submitted. Mr. Kevin Howard seconded the motion, which was unanimously approved.

4. Public Comments

There were no public comments.

5. Project and Utility Updates

Marshall Law, Avista, reported the electric relocation work on the Prairie Avenue project had been completed. Gas relocation work on the Beck Road project had been completed. The relocation work in conjunction with the Spokane Street project is expected to begin soon. There will be some significant underground electric relocation work on Burma Road this construction season.

Bruce Hathaway, Time Warner Cable, reported they would be working on numerous road moves and subdivisions.

Ralph Paul, IDEQ, had no updates to report.

Marvin Fenn, ITD, reported the project on Highway 95 between Athol and Granite Hill was going well; with the exception of the seal coat, work is expected to be complete this year. The sign upgrade project along the Interstate is expected to be complete in three weeks. Work on the 41/53 Bridge project is nearly complete. The contractor on the SH-3 rehab/bridge culvert replacement project is working on the Swan Creek Bridge and will move to the Willow Creek Bridge later this fall. Work is being done on the signals at Ironwood Drive, Spokane Street, and Pleasant View Road.

Eric Shanley, Lakes Highway District, reported construction projects were going well. The Ramsey Road overlay is complete, work on Twin Lakes Road is nearly complete, work on Meyer Road will begin next week and will be followed by a rehabilitation project on Strahorn Road and a project in Spirit Lake. A reconstruction project on Good Hope Road is moving slowly; he would like to see the group encourage utility companies to be more responsive. Mr. Shanley expected the 25 miles of chip sealing to be done in a couple of weeks.

David Callahan, Kootenai County, reported there would be a code amendment before the County Commissioners on September 11 at 6:00 p.m. Currently, there is no land use review for special events like Diamond Cup. The amendment would allow him the authority to review these types of events when they are on parcel(s) of land outside the right-of-way and include more than 500 people aggregate; it would also allow him to send reviews to the committee as well as other agencies. Mr. Callahan noted the event could be conditionally approved or denied based on referrals from these agencies.

Kelly Brownsberger, Post Falls Highway District, noted the Prairie Avenue project pre-construction meeting was today and said he would be made aware of the project schedule at that time; the contractor has been authorized to close the road during construction. The District has been doing chip seals, paving, and some small overlays.

Sean Hoisington, City of Hayden, reported they had been working on cut-out patching on overlay routes. Crews have been building a parking lot and will be doing numerous overlays in August.

Kevin Howard, Worley Highway District, reported the District had just completed their chip sealing with assistance from East Side Highway District; fog seal will be done at a later time. The bid packet for the new Worley Highway District office is complete; it will be advertised soon. The Kidd Island Bay project remains unchanged from what had been reported last month.

John Pankrtaz, East Side Highway District, reported they had begun the Mineral Road reconstruction project. They will be doing chip seal on Medimont, Rainy Hill, and Hardy Creek Roads, Hardy Loop and Cataldo Drive; Hardy Loop, Hardy Creek Road, and Cataldo Drive are part of the Silver Valley paved roads program. The District is doing maintenance, mowing roadsides, and weed spraying.

Dan Coonce, LHTAC, reported they will be celebrating their 20th anniversary in Coeur d'Alene on September 11 and 12 at the Hampton Inn. The committee was invited to attend.

6. KMPO Planning Updates

a. Public Involvement Policy Update, Initial Discussions

KMPO operates under rules that require a Public Involvement Policy. The Policy is due for an update. Mr. Miles said KMPO has been approached by a number of groups, organizations and individuals from the bike and pedestrian, trucking, business, and airport communities who have expressed an interest in becoming part of the process. Mr. Miles asked for the committees' input on how to engage these groups in an ongoing discussion which would include the work program and upcoming projects from the jurisdictions. He did not anticipate individual planning activities to be included as strategic advisory committees are created for this purpose and include the stakeholders.

Mr. Miles proposed the idea of adding additional seats to KCATT or forming a multi-modal advisory committee that would meet quarterly and report directly to the KMPO Board. Alternatively, the committee could serve KCATT in an advisory capacity. Although KMPO currently meets the minimum requirements, Mr. Miles felt this was an opportunity to be responsive and a way to create a dialogue with the communities who have expressed an interest in being involved. He suggested appointing a representative from each of the 4-5 modal interest groups who can speak across multiple groups within that venue.

The committee noted that their meetings were open to the public. They had not seen a representative from any of these special interest groups attend regularly, if at all. Offering a formal invitation would show a good faith effort to engage them in the process. If the group was a separate entity and met quarterly, there would be missed opportunities for them to become aware of and comment on area projects as well as be engaged in the process regularly. The committee felt there would be a benefit in having representatives from these groups at the table, but noted KCATT members answer to elected officials and are responsible to their constituents who pay taxes. After a discussion, the committee agreed to allow representatives on a trial basis on the condition that they are ex-officio members and there is a good set of rules. The ex-officio members will have no voting rights and will not affect the voting quorum. If the trial period goes well, the positions would be open for nominations.

Mr. Miles noted that public involvement was an attempt to gain and take into consideration the views and opinions of those in the community. The change will not be made until the KMPO Board changes the Public Involvement Policy and it has gone through the process. Once the Policy is in place, they will solicit groups to participate; designees who can fairly and equitably provide input from these groups will be invited to participate.

b. 2015 Unified Planning Work Program Discussion

The 2015 Unified Planning Work Program (UPWP) begins October 1. Mr. Miles said he will begin drafting the 2015 program, but does not anticipate a lot of change. Projects include the Highway 41 and Metropolitan Transportation Plan (MTP) updates. If the travel survey of Kootenai County residents done in 2005 can be replicated, Mr. Miles will consider having one done in 2015; the results would be compared to the 2005 survey and used in the model.

c. 2014-2016 Construction Map

Kelly Lund noted the construction map would be available at the August KMPO Board meeting.

7. Idaho Transportation Board Update

Mr. Fenn said the last ITD Board meeting included both Districts 1 and 2. The meeting was held after a tour of both Districts. Discussions included the proposed 129,000-pound truck routes and the speed limit changes in southern Idaho. No delegate from Kootenai County was present.

Mr. Miles suggested they prepare and give a presentation next year showing transportation projects throughout Kootenai County; Clay Larkin had been the representative in the past.

8. Current Business

a. 2015 Transportation Improvement Program - Initial Draft

A copy of the Transportation Improvement Program (TIP) had been included in the packet. Mr. Miles asked the committee to check their projects for accuracy. The TIP will be advertised July 31, August 1 and 2 and will have a 30 day comment period. Comments may be submitted via phone, mail, email, or in person. The TIP included Kootenai County's Program of Projects for public transportation; the transit center property at Riverstone had been acquired. The KMPO Board is expected to adopt the TIP on September 11.

Mr. Brownsberger submitted a comment on both the TIP and ITIP noting a rail project on Spokane Street belonged to the City of Post Falls, but was listed as a Post Falls Highway District project.

9. Upcoming KMPO Board Items

Mr. Miles noted several items that would be discussed with the KMPO Board:

- Public Involvement Policy; KCATT's comments will be relayed to the Board
- Draft TIP which will be for public comment; the Board will receive a copy
- 2015 Unified Planning Work Program
- 2013 audit results; there were no findings or corrective actions
- Title VI Plan; it has been approved by ITD
- 2014-2016 Construction Map will be available

The construction map will be updated next year and posted online. Mr. Miles said they will look into options for a live map.

10. Other Business

a. KN 13680 SH-53, N Pleasant View Rd Turn Bays Project

Mr. Kelly Brownsberger noted the packet included a copy of the letter Post Falls Highway District received from ITD regarding one of their projects on Highway 53 at Pleasant View Road; Highway 53 is a two lane highway and Pleasant View Road has an upgraded rail crossing where BNSF's tracks are approximately 50 feet off the highway. Currently, there are no turn lanes. The Highway District feels it is an added safety issue and has asked ITD to accelerate construction of the project to 2015, but are having problems funding construction; the project was originally in the ITIP for design in 2015. The Pleasant View Interchange project has some unexpended funds that they would like to transfer and use for the construction of the turn lanes which will become part of Highway 53. Post Falls Highway District is asking for KCATT's support in the transferring of those funds. Construction of the turn lanes is estimated at $275,000.

Mr. Miles explained the funding was High Priority Project funding which had been received several years ago through the Bridging the Valley program. The money was assigned to two different projects, the Highway 41/53 Bridge in Rathdrum which was accelerated from 2017 and now complete and the Pleasant View Interchange; although they have approval for the interchange, funding for the entire project is being sought and is expected to take a couple of years. This allows some of the current funding to be used for the turn bays which will create a safer environment until the interchange is constructed. Mr. Miles noted the funds were already programed for that location and said it was just a matter of moving funds from one project to another. ITD would like a letter stating KMPO concurs with how the funds should be used.

Mr. Kevin Howard made a motion that KCATT draft a letter in support of the project. Eric Shanley seconded, which was unanimously approved.

Mr. Fenn said ITD appreciates this and thanked Mr. Brownsberger and Mr. Miles for their efforts. ITD met with the railroad yesterday – some of the improvements will need to go on their jurisdiction; they were amendable to the improvements.

b. I-90 Speed Limit Analysis – Marvin Fenn

Mr. Fenn provided the committee with a copy of some data collected from ITD's counters on the interstate system, but said he would need to double-check the data. Legislature has granted the speed increase to 80 mph on the interstate and 70 mph on US system highways. Headquarters gave the Districts a directive to analyze the interstate by July 1. Mr. Fenn said he believes it will take until the end of September to determine whether or not they can safely increase speeds in District 1; he will keep the committee informed.

c. KCATT Member Items

Mr. Shanley said Lakes Highway District had anticipated the construction match for the Government Way project in their 2015 budget, but said it appeared to have been delayed until 2016. Mr. Miles confirmed the project had been delayed until 2016.

Mr. Shanley noted many jurisdictions had a meeting scheduled with Marsha Bracke, the facilitator for the Ramsey Road extension, Huetter Corridor Bypass, and Coeur d'Alene Airport discussion. She had requested information regarding quantifiable impacts prior to the meeting. He questioned what was needed from Lakes Highway District's perspective and if KMPO and the City of Hayden would be doing any work in this effort.

Mr. Miles noted the Huetter Corridor had been adopted and the City of Hayden had been buying right-of-way as a part of their annexation and development process; the Ramsey Road extension is in-design and based on a location. However, the airport recently created a layout plan which extends into both Huetter and Ramsey Roads. Mr. Miles said quantifiable impacts include reopening the Huetter Corridor and Ramsey Road discussions, the possibility of relocating the two roads, the change in land acquisition, right-of-way, the environmental document(s) and the impact of the airport reducing its runway within the boundaries. Mr. Miles said if the airport chooses to extend the runway as it is in the airport layout plan, he felt the County should bear the full cost of the impact and provide planning and modification requests in order to accommodate these roads since local jurisdictions have done their due diligence in planning and meeting right-of-way preservation requirements. Mr. Miles sees this as a developer driven impact and the associated costs for expanding. There is not a mutual agreement about what the airport should look like in the future; if everyone agreed, the jurisdictions could work together to meet that need. Ms. Bracke is getting feedback from stakeholders regarding the best date for the meeting.

Mr. Shanley felt the scenario analysis showing trip generations with and without the Ramsey Road extension would be the only quantifiable impact Lakes Highway District would have with regards to transportation mobility on the north end of the District.

Mr. Hoisington commented that the discussion was pertinent and should have taken place years ago. Although the outcome may not have changed, at least they would have discussed regional priorities, the transportation system, and what the airport was expected to be in the future. He noted that trips off Ramsey Road naturally congest a number of intersections that make it a pertinent conversation for ITD. Mr. Hoisington said he believed Minutes from 2001 reflect a comment from Scott Stokes of ITD saying they need to be responsible with the development of

parallel transportation corridors in this region and the reason Ramsey and Huetter Roads were looked at during that time. He said it is in the State's best interest that these intersections are not handling shift traffic. Mr. Shanley noted ITD was not at the table.

Mr. Miles remarked that ITD was on the KMPO Board and welcome to attend as a stakeholder. The Huetter Bypass is a local and regional benefit. It would move 8,000 vehicles a day, reduce congestion on Highway 41, Highway 95, Government Way and redistribute and balance traffic. It is through transportation investments that KMPO and KCATT have attempted to create a balancing of traffic across the region; if arterials that are slated for development are pulled, traffic is then redistributed.

Mr. Fenn reported Bigge Crane was proposing to move one of the mega loads the first week of August; load packages have not yet been submitted to ITD. Bigge Crane will hold an open house in Hope, Idaho on July 24. The original contractor, Mammoet, now has everything approved; it is not known which company will move the loads. In preparation of Kootenai Health's intermodal transportation study, ITD will be placing counters around that system; Mr. Fenn has requested that all legitimate ITD counts be forwarded to Ms. Gow.

In regards to a question about STP funding, Mr. Miles said all available funds through MAP-21 have been programmed through 2019 and all projects currently in the queue are based on the available funds anticipated through 2019; this includes projects from the cities of Coeur d'Alene, Hayden, and Post Falls. Congress is expected to take up the House Transportation package today which will provide funding through May 2015 with the expectation that they will be working on the MAP-21 reauthorization between now and then. Congress is under pressure to create a revenue package through gas tax or the re-shoring of revenues of corporations. Congresswoman Hahn has introduced a Bill that would create a freight fund and put $5-7B into the program through customs' duty fees; this would affect US Highway 95 and Interstate 90. Senator Cantwell has a Bill on a similar topic. It is likely to pass since some of the larger ports have weighed in and do not object. This could possibly provide funding for US Highway 95 and Bridging the Valley. Mr. Miles expects to see a revenue increase at the federal level, but does not anticipate it to be enough to address the need; the State will need to consider doing something as well. Although there are positive things coming forward, he has not seen anything for local streets and roads.

Mr. Fenn noted ITD Director Ness said he would be going after revenue this year, had encouraged all agencies to be polished, and requested their support for a revenue increase.

Mr. Miles commented that ITD should reach out to LHTAC and the highway districts to ensure all associations agree to what the shares should look like as it is imperative to their success in obtaining a revenue increase

11. Next Meeting – August 26, 2014

12. Adjournment

Mr. Sean Hoisington moved to adjourn the July 22, 2014 KCATT meeting. Mr. Kelly Brownsberger seconded the motion which unanimously passed.

The meeting adjourned at 9:27 a.m.

_____

Recording Secretary