KCATT MEETING MINUTES

for
July 28, 2009
ITD District 1 Conference Room
Coeur d'Alene, Idaho

Call to Order:

Vice Chairman Kevin Jump called the KCATT meeting to order at 8:03 a.m.

Welcome / Introductions:

Kevin Jump requested all those present to introduce themselves:

Andrea Storjohann	ITD – District One
Kevin Jump (Vice Chair)	City of Rathdrum
Eric Shanley	Lakes Highway District
Gordon Dobler	City of Coeur d'Alene
John Pankratz	East Side Highway District
Robert Palus	City of Post Falls
Jeff Zaugg	City of Hayden
Kevin Howard (Chair)	Worley Highway District

Staff.

Ryan Stewart	Senior Transportation Planner
Bonnie Gow	Transportation Planner II
Tiara Schmidt	Transportation Planning Intern
Donna Lively	Administrative Secretary

Alternates and Guests.

Jimmie Dorsey	East Side Highway District
Dick Edinger	East Side Highway District
Marv Lekstrum	Lakes Highway District
Donna Montgomery	Citizen
Stan Griswold	The Land Group, Inc.
Matt Gillis	Welch Comer Engineers
Ralph Paul	IDEQ
Robert Eachon	IDEQ
Paul Good	Avista
Dan Hanenburg	Kootenai Electric Cooperative

Approval of June Meeting Minutes:

Andrea Storjohann made a motion to approve the June 23, 2009 meeting minutes. Robert Palus seconded the motion, which was unanimously approved.

KMPO Planning Updates:

Ryan Stewart reported that all KMPO Planning Updates are included in today's agenda.

Project Updates:

Andrea Storjohann reported that the work on Highway 41 is completed, while US-95 needs grinding before it is stripped and finished.

On the SH-53 to Ohio Match project, traffic has shifted over to the northbound lanes while the southbound lanes are being constructed. ITD Board added the 4-lane, stimulus-funded, Wyoming to SH-53 project to the STIP with a signal at Lancaster; construction is expected to commence next year pending completion of design and right-of-way.

Also work on the structure over US-95 will begin after Labor Day, i.e., paving from Ironwood up to Appleway.

Kevin Jump reported that the City of Rathdrum has their pavement/overlay and street rehabilitation project out for bid; bids will be open on Monday, August 3rd. Appraisals for the Highway 41 and Wright Street project were received yesterday; right-of-way acquisition offers will go out soon. And, a pedestrian pathway project administered through ITD to address gaps along Highways 41 to 53 is expected to commence soon.

Eric Shanley reported that the Lakes Highway District is currently chip sealing approximately 30 road miles. A contractor is currently working on the Wilkinson Road paving project. Discussions with property owners and public meetings with regard to the median project on US-95 are ongoing.

Gordon Dobler reported that the City of Coeur d'Alene's 4th Street project is still in progress and anticipates completion by mid-October. The Neider extension and the signal project at 15th and Harrison are also ongoing. He noted that the Kathleen/Howard Streets signal received stimulus funds and he is looking into how to proceed on that project.

John Pankratz reported that the East Side Highway District opened bids yesterday for a 1.3 mile overlay project on LeTour Creek. Construction on Mullan Trail Road will commence August 10th. Also, chip sealing projects on Blue Creek, Walker Bay, Meadow, Carlin Bay, Asbury, Elk and Gozzer Roads will commence August 18th.

Fiber optics utility work will be conducted on Yellowstone Trail Road; the road will be closed around the last week of September through the first week in October for Blue Creek stream crossing replacement as well.

Geotech work is still being conducted on the federal aid, Burma Road project. Poe Asphalt Paving, Inc. is scheduled to pave 5 miles of Fernan Lake Road in September and progress on the bridge at Lilly Pad Bay is delayed.

Robert Palus reported that the City of Post Falls' 15th Avenue project is substantially complete; a walk through with the contractor will be conducted tomorrow. City crews have nearly completed the widening and modernization work on Spokane Street, from 19th Avenue to Poleline. City crews have also started construction on the roundabout at Spokane and Poleline with the hope of having the project completed prior to school reconvening; various chip seal projects are also underway.

A bid was awarded for the traffic signal at Seltice and Cedar Street and construction is expected to begin in late August. The economic analysis portion of the CMAQ study on Seltice and Mullan Avenue will begin soon, as well as the design phase for the reconstruction of Fredrick and William Streets between 4th and Railroad Avenues, which is slated for construction in 2010.

Jeff Zaugg reported that the City of Hayden is currently in the standard pavement maintenance mode, which includes chip seals on Hayden Avenue. They are also anticipating traffic control issues around Government Way and US-95.

Kevin Howard reported that the Worley Highway District went out to bid on the Safety Improvement, Watson Road project. All the bids came in higher than the budget allowed, thus all bids have been refused until the project can be reconfigured. The sewer and water districts chose to drill and shoot to lay their sewer and water lines on the hilly portion of the road, which dislodged the road from the hillside, causing a problem the district will need to address. Chip seal projects are completed and the district is working on fog sealing some roads.

Utility Updates:

Paul Good with Avista reported that there is ongoing work in Rathdrum on Highways 41 and 53 regarding a reconductor.

Dan Hanenburg with Kootenai Electric Cooperative reported that the substation rebuilding project is an ongoing process and is currently stalled. The reconductor job on Presley Road is wrapping up; they are working on switching to the new substation with Avista this week. They are also in the process of building feeder lines from the Casino by Worley to Conkling Road.

ITD Board Update:

Andrea Storjohann reported that the Idaho Transportation Board (ITD) has added the Wyoming to SH-53 "gap" to the STIP and that the project will be funded from available stimulus money.

Also, Scott Stokes was appointed as the Acting Director for the Idaho Transportation Department until a permanent Director is selected.

Current Business:

a) Transit Center Location Study Preferred Site Recommendation

Ryan Stewart introduced Stan Griswold of The Land Group, Inc., who presented KCATT with three transit center locations, one of which was the preferred location based on criteria ranking. Preliminary, conceptual layouts were conducted on each of the three locations for the purpose of assessing the areas on their viability and build out implications.

Stan noted that the top ranking location was the one located at Riverstone Drive and Seltice Way; the second and third ranking locations were Appleway and Ramsey, respectively. Stan reviewed the drawbacks on the Appleway and Ramsey locations, which included grade change requirements, queuing and/or access restrictions, and for the Appleway location only due to size, growth & expandability restrictions, limited parking, and road widening needs.

Stan then outlined the benefits of the preferred location: the developer is very accommodating, good access and proximity to mixed uses, lot line flexibility, the lot is ready to go cost-wise (utilities installed) and the environmental is complete. Stan noted that the developer recently changed his mind on the location and offered a site west of the original location, reducing the size substantially. Gordon Dobler asked whether the land was for sale. Stan stated that the developer was willing to sell the new location at cost ($9 per sq. ft.), whereas the original site is available at full retail, i.e. $13 sq. ft. He stated that the stimulus funds available are what is driving the size of the site. John Austin with the Panhandle Area Council is working on the purchase. Stan noted that the main drawback with the new site is the loss of parking for a park & ride, although the parking does not need to be located all on one site. A long term goal is to provide other park & ride locations.

Eric Shanley stated that the Appleway location seemed more accessible for the population base and asked how the location ratings change given the changes to the preferred location. Stan stated that the advantage of the Riverstone location is the upfront capital costs to get the project going and the opportunity for stimulus funds. He again emphasized that the parking does not need to be located all at this one location. He noted that the developer plans on having an area built on adjacent property for which the transit center would support. Also, parking agreements on adjacent property is a possibility.

KCATT asked what the available parking is at the other locations. Stan stated that the new Riverstone location has 65 spaces, the Appleway location has 130 spaces, and both the Ramsey and original Riverstone location have 150 spaces each. Gordon asked whether the City of Coeur d'Alene was contacted with regard to what the City's parking requirements were for this proposed facility. Stan responded that the City has not yet been contacted since the site is in preliminary stages. Gordon noted that the existing transit facility at Riverstone currently has 50 to 60 parked cars there per day and the proposed new site, with 65 spaces, would be full upon opening.

KCATT argued that the proposed new Riverstone site would no longer be a preferred transit center location given the reduction in parking and other related issues. Ryan Stewart emphasized that the intent of the update is not to focus on the site plans; the location study is to identify a general vicinity for a transit facility based on the criteria outlined in the recently published technical memo. He added that a lot of work will need to be done before a site can be fully designed and approved. The question is whether or not the Riverstone "area" is the ideal/preferred location for a transit facility. Eric Shanley stated that the revised location at Riverstone has the same drawbacks as the alternate sites.

There was continued discussion regarding what funds are needed, where it would come from, and what they would be used for. Ryan noted that the site preference being presented was based on the steering committee and public roundtable discussion and recommendation. He encouraged discussion on the other two sites as well and whom the center will serve. He pointed out that the ideal vision, which was adopted in the 2005 public transportation plan, reflected 150 parking places but not necessarily at one location.

It was noted that the only time constraint was with regard to accessing stimulus funding by September; however, funds for the land purchase is a priority. The location(s) are in high commercial real estate areas. Stan noted that the second technical memo (due out soon) will have cost estimates included and Ryan assured KCATT members that they will be involved throughout every step of the process.

It was suggested that the Appleway location was a preferred site due to its location adjacent to the golf course district. Gordon stated that he preferred the Riverstone area because it has better access direct to Seltice and is a fair representation of a mixed use location in that it is near condominiums, restaurants, retail, recreational facilities, office buildings, and trails. He noted that the other locations would increase use of residential streets, which would be problematic for the City of Coeur d'Alene. It was noted that Citylink prefers the Riverstone location due to accessibility. Without specific site plan, Marv Lekstrum agreed that the Riverstone area is the preferred transit center site location.

Gordon Dobler made a motion to support the Steering Committee and Public Round Table recommendation that the Riverstone area is the preferred Transit Center location site. John Pankratz seconded the motion. There were eight members in attendance with seven ayes and one nay from ITD.

Jimmie Dorsey asked whether an application for stimulus funds can be made if only an "area" is identified vs. a specific location. Ryan stated that a formal Board action and study advocating a preferred location is needed, along with the completion of an environmental study, and any other FTA certifications. Jimmie argued that the application requirements can not be met within the September 30th deadline. Ryan responded that the environmental has been done on the Riverstone location. Jimmie opined that these details should have been presented to KCATT for discussion prior to taking action. Gordon stated that regardless of all other issues, KCATT was asked to make a recommendation on a preferred location. Stan noted that the process began prior to the availability of any stimulus funds. Gordon added that KCATT has done its job in making a recommendation regardless of funding sources.

b) FY 2010 - 2013 STIP Update Schedule

Ryan Stewart stated that the KCATT meeting packet was missing a graphic outlining the state STIP update schedule and will be forwarded to KCATT members following the meeting. He added that copies of the Idaho Transportation Department FY 2010 Update Packet for the Capital Investment Program; however, have been provided to KCATT members prior to the meeting.

c) ARRA Public Transportation Projects Update

Ryan Stewart reported that the grant for ARRA funding has been submitted by the Panhandle Area Council (PAC). The grant will be amended to include the transit center funding if/when the Board takes action. According to John Austin (Economic Development Specialist, PAC) the balance of the over $1.2 million in funds is for Citylink vehicles, a Citylink maintenance vehicle, and Kootenai Medical Center vehicles.

d) Air Quality Update

Ralph Paul stated that there was nothing new to report, but noted that ozone levels were at acceptable levels.

e) Non-Motorized Plan Update

Ryan Stewart introduced KMPO staff, Tiara Schmidt, who provided the non-motorized plan update. Tiara provided a summary of the Future Needs Public Workshop held in May, which included KMPO's motivation for preparing the plan, the study process, public survey highlights, and outlined the vision and future needs. Future needs identified included a well connected system, a safe system, and a community design with non-motorized travel in mind.

Also included were results from a mapping exercise that identified critical routes in addition to the following needs: 1) to fill in the gaps on and between existing trails and routes, 2) public infrastructure, education and outreach efforts, and 3) additional data layers showing Citylink routes, forest trail roads and trail heads, and conversion

of rails to trails. Maps were included which coincided with public comments provided.

Tiara stated that KMPO staff is in process of planning next advisory group meeting, scheduled for September 17th at the Hayden City Hall. The meeting will focus on funding and implementation strategies.

Gordon asked what the ultimate goal/product was for the plan. Ryan stated that the intent is that the non-motorized plan be adopted into the Metropolitan Transportation Plan (MTP) as a vision of improving connectivity between modes in support of an intermodal transportation system over the next 10 to 20 years. The hope is to have the plan written and approved by the end of the year.

f) KMPO 2030 Model Project List

Bonnie Gow provided copies of the current Metropolitan Transportation Plan Project List. The 2030/2015 project list will be used to build the 2030 and 2015 VISUM travel demand forecast models and has been updated with the project information provided by the various jurisdictions.

KMPO staff is requesting that KCATT accept the project list and make a recommendation for KMPO Board adoption in order for staff to begin building the 2030 and 2015 VISUM travel demand forecast models.

Bonnie stated that jurisdictions have been contacted to provide additional clarifications, such as more detailed project descriptions, and clarified that the committee is being asked to accept the project list as presented with modifications to follow.

John Pankratz made a motion to accept the KMPO 2030 Model Project List as presented with updates to follow. Gordon Dobler seconded the motion, which was unanimously approved.

Bonnie stressed the need for jurisdictions to respond to the clarification requests in order to have an accurate model.

g) Call for Urban Projects Update

Ryan Stewart stated that Glenn Miles did not provide him with an update and consequently assumes that no movement has been made since the last meeting.

Robert Palus stated that according to his recollection, a letter regarding an official call for projects was to be sent out at the beginning of July; however, Post Falls has not received one.

Upcoming Board Items

It was noted that upcoming Board items included both the Transit Center Location Study preferred site recommendation and the KMPO 2030 Model Project List to the Board at it's August 6, 2009 Board meeting.

Adjournment:

The meeting adjourned at 9:54 a.m.

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Donna Lively
Recording Secretary