KCATT MEETING MINUTES

for

June 23, 2009

ITD District 1 Conference Room

Coeur d'Alene, Idaho

Call to Order:

Chairman Kevin Howard called the KCATT meeting to order at 8:00 a.m.

Welcome / Introductions:

Kevin Howard requested all those present to introduce themselves:

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

Staff.

Glenn Miles	Transportation Manager
Ryan Stewart	Senior Transportation Planner
Bonnie Gow	Transportation Planner I
Donna Lively	Administrative Secretary

Alternates and Guests.

Don Davis	ITD – District One
Jimmie Dorsey	East Side Highway District
Terry Sverdslen	East Side Highway District
Marv Lekstrum	Lakes Highway District
Rod Twete	Lakes Highway District
Bob Miller	Post Falls Highway District
Monty Montgomery	Lakes Highway District
Donna Montgomery	Citizen
Matt Gillis	Welch Comer Engineers
Mark Boyle	IDEQ

Approval of May Meeting Minutes:

Kelley Brownsberger made a motion to approve the May 26, 2009 meeting minutes. Robert Palus seconded the motion, which was unanimously approved.

KMPO Planning Updates:

Glenn Miles reported that the mark up on the transportation authorization bill begins tomorrow from the Transportation Infrastructure Committee (T&I). The bill outlines many changes, including the reduction of 129 separate transportation programs into approximately 20 and freight will be a major issue. Changes to Metropolitan Planning Organizations (MPOs) are also expected, including a population threshold change from 50,000 to 100,000, as well as how funding will be allocated to the various areas. Glenn stated that he will send out a copy of a summary of the report to KCATT members later today. The reporting requirements for federal aid funds in the future will be more significant in terms of who will get the information; project updates will be reported directly through a website for congressional access to ensure transparency and accountability.

Congressman Oberstar has stated that he will not support an extension of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users). Glenn noted that if this is the case, there could be a financial dry spell from when the authorization expires, September 30, 2009, and when the Senate takes up their version of the bill. The House of Representatives has made it clear that they intend to get the climate change bill and the energy bill signed and out the door before transportation is addressed. These bills are expected to influence the transportation bill. Congress is looking at possibly raising the amount of federal funds going into the authorization from $260 billion to $450 or $500 billion to make up for the declining condition of the nations transportation system.

Glenn emphasized that although no one locally is represented on the T&I Committee, Northern Idaho has influential congressional representation on the Finance/Budget Committees with Senator Mike Crapo, and Washington's Senator Patty Murray, Chair of the Transportation, Treasury, Judiciary, and Housing and Urban Development subcommittee within the Appropriations Committee. Senator Murray was highly influential in the American Recovery and Reinvestment Act of 2009, which appropriated $1.5 billion of discretionary grant funds (TIGER Discretionary Grants) for capital investments in surface transportation infrastructure to be awarded by the U.S. Department of Transportation. Glenn stated that between the seniority of these two representatives, and Congresswoman Cathy McMorris Rodgers' strong role on the House side and Florida Congressman John Mica's support as Ranking Member on the T&I Committee, Northern Idaho is in good position to receive funding.

Project Updates:

Andrea Storjohann reported that ITD should complete its work on US-95 in a few weeks. Work on Highway 41 from Seltice to Hope Avenue began Sunday night and is expected to be completed within 10 days. The SH-53 to Ohio Match project is on schedule and going well, while the Worley North project is expected to be completed in early August.

She noted that although funding has not yet been identified to construct the portion where Worley north ends down through Worley, they expect to see funds coming from the savings from various stimulus and GARVEE funded projects. Project design is completed and final right-of-way negotiations are expected to be completed soon.

Andrea noted that with regard to their various bridge projects, the reduced price of steel has resulted in substantial project cost savings.

Eric Shanley reported that the Lakes Highway District is currently crack sealing and patching their roads and construction will soon commence on their Wilkinson Road paving project off Hwy 53.

Gordon Dobler reported that the City of Coeur d'Alene does not have an overlay program this year; the Streets Department is busy deep patching as needed. He anticipates that their 4th Street reconstruction project should be completed by September. The Neider extension will go out for bid this Tuesday as well as the signal project at 15th and Harrison.

John Pankratz reported that the Federal Highway's Fernan Lake Road project within the East Side Highway District is in the construction stage. They are currently performing dirt patching within the district, but will commence hot patching within the next few weeks. They were unofficially informed that they will be receiving stimulus funds for an overlay project on O'Gara Road. Otherwise, they have been in summer maintenance mode. He added that geotech work is being performed on the Burma Road project and their two FEMA debris removal projects are completed and repair work is anticipated to go out for bid within the next few months.

Robert Palus reported that the City of Post Falls' 15th Avenue project will be completed within a week and a half. City crews are performing widening and modernization on Spokane Street, from 19th Avenue to Poleline, which should be completed by mid-July. Construction on the roundabout at Spokane and Poleline is expected to commence in mid-July. The roundabout project at Poleline and Idaho Street has been delayed until possibly next year. Bid openings began this month for a traffic signal at Seltice and Cedar Street and bids came in much less than anticipated. Construction is expected to commence at the end of July or early August when materials are available. The CMAQ study for Seltice and Mullan Avenue is ongoing and the consultant is currently working on the environmental.

Kelly Brownsberger reported that the Post Falls Highway District is into their summer maintenance mode. Their chip/seal program is expected to commence after July 4th.

Kevin Howard reported that the Worley Highway District has resolved the right-of-way issues on Tall Pines Ridge out of court. Right-of-way on the Kidd Island Road/Hull Road intersection will commence soon. Hot patch and chip sealing will begin following the Fourth of July.

Utility Updates:

No representation present.

ITD Board Update:

Andrea Storjohann reported that the Idaho Transportation Board (ITD) has instructed staff to proceed with the right-of-way acquisition on the Wyoming to SH-53 "gap" even though the Attorney General's Office announced that GARVEE funds cannot be used for this project. Funds from other sources will be used until additional funds are secured.

Glenn reported that ITD Board members Jim Coleman, Bruce Sweeney, and Chairman Darrell Manning met with the Washington Transportation Commission (WTC) last week in Spokane Valley prior to the WTC Transportation Plan Meeting to discuss business processes/practices.

Andrea added that the ITD Board will be in District 1 July 22-23, 2009, and Idaho Governor Butch Otter will be present for the Dover Bridge groundbreaking ceremony.

Current Business:

a) Transit Center Location Study Update/Recommendation

Ryan Stewart provided KCATT with a copy of The Land Group, Inc., Draft Technical Memorandum 01 for the Transit Center Location Study, dated May 2009, for review. He pointed out key elements of the study, including the analysis of the six sites on page 17, Section 4; the preliminary program elements needed for the site in Table 1 on page 24; and the scoring of the six sites contained in Table 4 on page 27.

The Board will be presented with the Technical Memo at their July 2, 2009 meeting and a presentation made in the hopes that the Board will approve a preferred site and two alternative sites for a more detailed analysis. Ryan stated that the second technical memo and the final report will be finalized by the end of July for KCATT and Board review in August.

Ryan added that there will be a Public Workshop/Open House this Thursday from 4 pm to 7 pm at The Land Group, Inc. office located at 611 E. Sherman in Coeur d'Alene. He invited KCATT members to attend.

Glenn clarified that a draft recommendation/report will be made at the July KMPO Board meeting with a final recommendation by August.

b) FY 2009-2010 Statewide TIP Amendment – Kootenai County

Glenn Miles stated that this agenda item was kept as a place holder in hopes that further clarification from Kootenai County would have been received regarding their letter that was included in the KCATT meeting packet. Glenn stated that since the clarification has not yet been provided, KMPO staff is unprepared to discuss this item at today's meeting.

Ryan Stewart explained that Kootenai County has expressed a desire to shift funding towards the additional FTA required paratransit services. An additional paratransit vehicle was acquired through ARRA funds; consequently, the County seeks to shift some operation funds to the paratransit service and preventative maintenance costs. KMPO staff; however, needed clarification as to whether this funding reallocation impacts Citylink's or the Panhandle Area Council's (PAC) operational budget. Ryan stated that it would result in a net increase of $96,000; the tribe would provide the local match and no increase to the remaining local match would be necessary.

Glenn emphasized that when dealing with federal stimulus funds, details and transparency requirements apply and are necessary to ensure smooth processing through FTA.

c) ARRA Public Transportation Projects Update

Ryan Stewart reported that KMPO staff is still waiting for an update from the Panhandle Area Council. Glenn Miles reported that PAC has put the stimulus projects into the grant management tracking software that FTA uses for tracking their grant programs. PAC received a lengthy email from FTA with regard to how to get the projects through the process. Glenn encouraged John Austin to contact FTA in order to provide clarification. He anticipates that it will take another 60 – 90 days before the projects get to the funding stage.

The Tribe is moving forward with their maintenance facility in Worley and the acquisition of the buses. The project with the most concerns and clarification requests is the Transit Center funding request for $863,000.

d) Air Quality Update

Mark Boyle reported that road dust complaints are picking up. On the east side, DEQ is involved with lead issues in Kellogg.

He noted that Washington State University released their Ozone Precursor Study, which can be found on their website. Also, DEQ staff is meeting with Coeur d'Alene School Districts this week regarding diesel retrofit funds for emission control measures on the buses; specifically particulate traps.

e) Non-Motorized Plan Update

Glenn Miles reported that staff is mapping the comments received at the Non-Motorized Plan Workshop held last month. Close to 30 people attended and the results will be forthcoming.

f) KMPO 2030 Model Land Use Update

Bonnie Gow provided copies of the 2007 KMPO VISUM Travel Demand Base Model and the 2007 KMPO Land Use Update and 2015, 2030 Land Use Growth Projections for KCATT review. She explained the changes made to the original model and expressed confidence in the validity of the current version. Glenn encouraged KCATT to report any changes to the traffic network to KMPO staff in order to keep the model continuously updated.

Bonnie reported that the 2015, 2030 Land Use Growth Projections have been updated with the changes supplied by the various jurisdictions. She added that edits to the Metropolitan Transportation Plan Project Lists are all that is needed from the jurisdictions in order to complete these updates. So far, she has received edits from the City of Hayden, Post Falls Highway District, Worley Highway District, and ITD. Pending edits received from all the other jurisdictions, she hopes to have the model completed by early September. She clarified that any projects that could affect the model should be noted.

Glenn added that providing project updates is a balancing act; the importance being that projects affecting the network will be built into the 2030 model. Financial need determinations are made by comparing whether projects are completed by 2015 or 2030. A mid-year forecast can be run against the existing roadway system, as with the 2030 that will establish what is needed in order to achieve an acceptable level of service. Glenn stated that the evaluation is against a "no-build" alternative should funding be unavailable. Projects that can reasonably be anticipated being built within the 2015 and 2030 time frame must be considered. If a tremendous amount of need and deficiencies exist but no funding is available then a moratorium on development can be expected.

Bonnie noted that 2015 and 2030 no-build scenarios are currently built into the model, but projects are needed to balance the growth projections. Glenn added that Bonnie has worked a tremendous amount on this project, which involved an extensive, internal 2-touch verification process. He expressed confidence in the quality of the model and stated that given the amount of work invested, it is important that jurisdictions provide staff with whatever updates and information is needed.

Glenn stated that KCATT has been kept up-to-date with the model process and that staff will be asking the KMPO Board to accept the model at their July 2, 2009 meeting. He stated that the record will show that each jurisdiction was involved in the process and has accepted the final model.

g) Call for Urban Projects Update

Glenn Miles stated that the Board approved a limited call for urban projects for preliminary development funding at their June 4, 2009 meeting. Given the uncertainty with regard to the authorization bill, it is important to have projects teed up and ready for construction funding when it becomes available.

Mr. Miles reported that the Governor has released approximately $775,000 in additional discretionary funds to the Coeur d'Alene/Post Falls/Hayden urbanized area. The projects designated to receive the funding must be identified by June 30th. Glenn noted that he identified several potential projects using the approved stimulus roadway project list, including the City of Coeur d'Alene's Kathleen/Howard signal project and the City of Post Falls' Seltice/Cedar signal project. He indicated that $350,000 would go toward the City of Coeur d'Alene's signal project, but that an additional project will need to be identified to receive the remaining $350,000, since the City of Post Falls' Seltice/Cedar signal project has already been awarded. An email notification was sent to the Board asking for concurrence regarding the fund allocation and based on the responses, they are in agreement. LHTAC will conduct its own call for projects in the small urban and rural areas.

Glenn stated that there are currently no projects in preliminary development and there is approximately $4 to $6 million available towards preliminary engineering, environmental, etc. If a project is located within the urbanized area boundary, then these funds are available.

Glenn reported that on June 9th, SRTC hosted an FHWA Talking Freight Webinar on the TIGER Discretionary Grants Program. This $1.5 billion discretionary fund, which is not Title 23 or 49 funds (Highways and Transit), but rather, General Fund borrowing money, is being managed out of the U.S. Department of Transportation Secretary's Office and the eligibility requirements are broad. Applications can be submitted for any transportation project, including rail, transit, and other non-motorized projects, but applications must be for projects costing between $20 million and $300 million. Smaller communities (yet to be defined) can apply for less funding by seeking a waiver. The ranking process will include such factors as project readiness, regional/national significance, short/long term employment growth and retention, sustainability, and environmental impact. Applications will be due by September 15th and the funds must be spent by February 17, 2012.

Mr. Miles emphasized that this is a nation-wide competition for funds and if the region is interested in competing, it will need to put forth its best, brightest, and most ready-to-go projects in order to have a slim chance of receiving funds. Applications will also be weighed on the amount support letters are included with the project and whether there are partnership contributions.

Andrea asked whether the Bridging the Valley project should be considered. Glenn responded that it fits, but that funding leverage (e.g., local match) is problematic.

Robert Palus asked whether the Post Falls Greensferry interchange project would be eligible. Glenn stated that it would if the environmental can be completed since there are only two construction seasons remaining to spend the funds.

Glenn stated that he has never seen such a wide-open program and the funds can be used for any mode of transportation (ferry, airports, bridges, high-speed rail, etc.). John Pankratz suggested that perhaps the Cataldo Interstate Bridge replacement would be eligible.

Glenn emphasized the for the past six years he has tried to encourage the region to have projects teed up and close to shovel ready for these types of funding opportunities that generally appear every 5-6 years.

Upcoming Board Items

KMPO staff will take both the Transit Center Location Study update and preliminary recommendations along with the KMPO 2030 Model Land Use update to the Board at it's July, 2009 Board meeting. Staff will also take those projects eligible for the Governor's funding to the Board for their concurrence as well as the TIP amendment if Kootenai Co. can answer the clarifying questions needed to proceed. None of these items are KCATT recommendations.

Andrea advised that the ITD HVAC system will be worked on next month and will notify KCATT if next month's meeting will need to be relocated.

Adjournment:

The meeting adjourned at 9:00 a.m.

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Donna Lively
Recording Secretary