KCATT MEETING MINUTES

for

September 28, 2010
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

Call to Order:

Chairman Kevin Jump called the KCATT meeting to order at 8:02 a.m.

Welcome / Introductions:

Kevin Jump requested all those present to introduce themselves:

Kevin Jump (Chair)	City of Rathdrum
Eric Shanley (Vice Chair)	Lakes Highway District
Robert Palus	City of Post Falls
John Pankratz	East Side Highway District
Kevin Howard	Worley Highway District
Sean Hoisington	City of Hayden
Andrea Storjohann	ITD
Don Davis	ITD

Staff.

Ryan Stewart	Senior Transportation Planner
Bonnie Gow	Transportation Planner II
Donna Lively	Administrative Secretary

Alternates and Guests.

Jimmie Dorsey	East Side Highway District
Lisa Key	City of Hayden
Dan Hanenburg	Kootenai Electric Company
Donna Montgomery	Citizen/KMPO
Monty Montgomery	Lakes Highway District
Marv Lekstrum	Lakes Highway District
Ralph Paul	IDEQ
Clif Warren	CTAI
Rusty Leahy	David Evans & Associates
Elaine Davis	HDR

Approval of August Meeting Minutes:

Robert Palus made a motion to approve the August 24, 2010 meeting minutes. John Pankratz seconded the motion, which was unanimously approved.

Public Comments:

There were no public comments.

Project Updates:

Don Davis distributed copies of the project key numbers for the State Transportation Improvement Program (STIP) update. He noted that ITD will commence a US 95 Corridor Study throughout District 1 on October 1, 2010. ITD will work with the various Highway Districts over the next several years to develop a long range corridor plan comprised of short list projects. The study follows plans already developed by Districts 2 and 3 to ensure continuity in Idaho's plan for all 538 miles of US 95.

Andrea Storjohann reported that ITD District 1 is completing this year's construction projects along with grinding in center lines from State line to State line. They hope to complete the Wyoming to Lancaster Road project by this fall, in addition to the parallel frontage road work for the Lakes Highway District.

Eric Shanley reported that Lakes Highway District has completed 2 of the 4 major construction projects so far this year: the Diagonal Road project west of Ramsey, and the East Hayden Lake Road project. Paving for the remaining 2 projects, the Avondale Water Line project and the Lancaster Phase II project, is expected to commence this week and next week. The District will also begin design work on their Board-approved improvement projects for next year that include East Hayden Lake Road from Honeysuckle to the Dike Road, Dodd Road and the continuation of their Diagonal Road project. At the next KCATT meeting, Lakes Highway District will seek a KCATT recommendation for Board approval for the funding of an upcoming project.

John Pankratz reported that East Side Highway District's Fernan Hill Road project is in the final stages of the overlay. The Governor's Discretionary funded project on 1.5 miles of O'Gara Road is completed; the Fernan Lake Road project has only a few completion items remaining. John reported that survey work is being conducted on Yellowstone Trail Road from Blue Creek to SH 22, which is a Bureau of Land Management (BLM) designated access route to their recreational facility. John noted that the Coeur d'Alene Press reported that the District's commissioners voted unanimously to approve three local improvement districts (LID) in Coeur d'Alene and Harrison, totaling more than half a million dollars, which will be used to match one-time federal funds for road overlays.

Robert Palus reported that all major transportation projects for the City of Post Falls are completed and they are now preparing for winter.

Sean Hoisington reported that the City of Hayden has only a Parks and Recreation project to complete and that they are preparing their winter equipment for use.

Kevin Howard reported that the Worley Highway District's Hull Loop/Kidd Island intersection project is nearly complete. Their Conklin Road Phase I project was scheduled for pulverizing on September 23, but due to a disagreement regarding asphalt specifications it will begin next week. A change order is being submitted on their Elder Road project to push back construction to next year. The District is currently preparing for winter.

Kevin Jump reported that the City of Rathdrum has begun their Highway 41 and Wright Street intersection improvement project, which is expected to be completed at the end of October. Construction on the City's Quiet Zone Improvement project will commence by next week. Rathdrum's pavement overlay project is completed and the City will soon begin work on a road improvement project and a water line project.

Utility Updates:

Dan Hanenburg with Kootenai Electric Company reported on a voltage conversion project on Asbury Road in addition to a forthcoming reconductor project on SH 3. Kootenai Electric also expects to complete a project in Worley over the next 3 months.

KMPO Planning Updates:

a. FY2011 Unified Planning Work Program (UPWP)

Ryan Stewart noted that copies of the draft FY2011 Unified Planning Work Program (UPWP) were sent electronically to KCATT and KMPO Board members on September 2. The UPWP outlines the scope of work activities that KMPO staff will be undertaking in the coming year. The UPWP also lists the anticipated budget of revenue and expenditures for each of the activities. He stated that the budget reflects an approximate $11,000 decrease from FY2010 due to the removal of the 2010 KMPO Metropolitan Transportation Plan (MTP), which is nearly complete. Item #3, Transportation Planning, received additional funds to update the Public Transportation Plan for Kootenai County, including the possibility of hiring a consultant to assist in the update.

Ryan clarified that these were the only changes made to the draft UPWP, with the exception of an administrative update to the Transportation Improvement Program (TIP), which was included in the UPWP.

Don Davis inquired as to whether subsection 5.2, Expand use of countywide GIS systems as they relate to transportation and land use data, under Section 5.0, Data Collection and Travel Demand Modeling, referred to the GIS that KMPO staff maintains or the GIS that Kootenai County maintains. Ryan responded that it refers to the GIS that KMPO staff maintains in coordination with the Kootenai County GIS staff. Ryan noted that this item is now numbered as 4.2 in the current UPWP handout.

Don noted that item 6.5, Begin corridor studies for SH 41 and SH 53 in FY11, under Section 6.0, Regional Transportation Studies, is no longer programmed or budgeted for ITD. The associated funding in the amount of $280,000 should be adjusted and the document renumbered accordingly. Robert Palus asked whether ITD had a timeline as to when the SH 41 corridor might be updated, to which Don responded that he did not know; the ITD did not adopt the SH 41 Corridor Plan due to legal issues.

Robert Palus made a motion to recommend KMPO Board approval of the FY2011 Unified Planning Work Program (UPWP) with the following corrections noted: striking renumbered Section 5.5 Begin corridor studies for SH41 and SH53 in FY11 and reducing the budgeted amount of $604,890 by $280,000 to reflect a new total of $324,890. Andrea Storjohann seconded the motion, which was unanimously approved.

b. FY 2011-2015 Transportation Improvement Program (TIP) Update

Ryan Stewart noted that copies of the FY 2011-2015 Transportation Improvement Program (TIP) were sent electronically to KCATT and KMPO Board members on September 2. The public comment period will open October 1 and end November 1. KMPO will advertise and host a public meeting to solicit comments on the TIP on October 20 at Post Falls City Hall from 4 to 6 pm. A KCATT recommendation for KMPO Board approval at the November KMPO Board meeting will be requested at the next KCATT meeting. Ryan noted that the TIP will be updated with the new key numbers that Don Davis distributed during their ITD project updates.

c. Draft 2010 KMPO Metropolitan Transportation Plan (MTP) Update

Bonnie Gow distributed a copy of KCATT comments to the previously distributed Draft 2010 KMPO MTP along with staff's response to the comments. She noted that the deadline for KMPO Board and small cities' comments is October 7. KCATT will be presented with all comments at their November 23, 2010 meeting. A public open house is scheduled for October 12 at ITD; an email will be forwarded to KCATT containing meeting details.

ITD Board Update:

Andrea Storjohann reported that the ITD Board did not recall discussing the Pleasant View Road Bridging the Valley Project. It will be presented to them again at the next ITD Board meeting.

Current Business:

a. FY 2009-2013 Transportation Improvement Program Amendment 11

This amendment adds the Conkling Road (from Larson Road to the Benewah County Line) Project to the 2009-2013 TIP based on the action of the ITD Board at their September 15, 2010 meeting. Also based on ITD Board action is an amendment that updates the funding amount for the Coeur d'Alene Transit Center project. Earmark requests have been made to complete the project.

John Pankratz made a motion recommending KMPO Board approval of FY 2009-2013 Transportation Improvement Program Amendment 11. Eric Shanley seconded the motion, which was unanimously carried.

b. WCE – Request to Consider City of Hayden 2030 Micro Simulation Model

Sean Hoisington with the City of Hayden commented that the City was surprised to see this request on the agenda and their request to have it removed was denied. He added that the quasi-judicial process to consider a developer request and the validity of their local travel demand model is in jeopardy as a result.

Lisa Key reported that the request was made by Whipple Consulting Engineers, representing Hayden Canyon, LLC (a developer with an open application in the City of Hayden), to "consider City of Hayden 2030 micro-simulation model" for discussion and decisions related to future transportation system improvements at US 95 & Lancaster Road, and Government Way and Lancaster Road. Lisa emphasized that the validity of the models differ and that the City's model is a refined tool for effective and accurate local planning purposes. She had requested that the agenda item be removed for the following reasons:

1. The micro-simulation analysis was performed to evaluate a specific question related to a specific application for development (Hayden Canyon), and was based on assumptions that were related to that application for a project that has not been approved.
2. The micro-simulation is NOT Hayden's Travel Demand Model, nor have any results arising from that analysis been incorporated into Hayden's Travel Demand Model.
3. Differences between Hayden's Travel Demand Model and KMPO's Travel Demand Model, as discussed in KMPO staff's memo, are a red herring, as they serve different purposes, and are being utilized differently. Hayden's model is used to evaluate the adequacy of the current transportation system to support a proposed development, the impacts of that development on the transportation system, and the improvements necessary to mitigate those impacts. In addition, it takes into account "pipeline" projects (projects that have already been approved, but are not yet built) as part of the analysis.
4. Hayden Canyon is an open development application, subject to the quasi-judicial process.
5. The City of Hayden is *not* requesting that the analysis be utilized by KMPO or that it be incorporated into the Regional Travel Demand Model; nor did the City ask that KMPO take a position on the analysis. Premature discussion of this issue has the potential to taint the quasi-judicial process, as one of the City Council members is also a board member on KMPO.

The City requested that, in the future, KCATT and KMPO continue with its policy of deferring developer requests to the applicable jurisdiction to avoid the potential of tainting the quasi-judicial process.

Ryan Stewart apologized and reaffirmed that KMPO's role is to support member jurisdictions. He requested that jurisdictions keep KMPO apprised of similar issues in the future to avoid any miscommunication and misunderstanding. He explained that the intent of the response was not to attack the City's model, but to explain

KMPO's role and the purpose of the macro model. Bonnie added that the differences between the City's model and the KMPO model were outlined in the referenced memo to support the City of Hayden. The committee unanimously agreed that this item need not be addressed by the KMPO Board.

c. Bridging the Valley Discussion – Kevin Jump

Kevin Jump stated that the City of Rathdrum is questioning how best to use the funds for the Bridging the Valley (BTV) Project, specifically with regard to the City's downtown crossing and the Pleasant View crossing. He noted that BTV is a series of projects in multiple states designed to remove at grade Burlington Northern Santa Fe (BNSF) railroad crossings. Kevin asked for KCATT discussion regarding the $5 million in earmarked funds that are underutilized and the challenge in meeting the 20% local match requirement.

Andrea Storjohann stated that the local match requirement is only 7.34%. Eric Shanley commented that Lakes Highway District had also been advised that the local match requirement was 20%; Robert Palus concurred. Eric Shanley requested that staff investigate this requirement and report back to KCATT.

It was noted that the Post Falls Highway District had submitted a request to the ITD Board for assistance in the BTV local match at the Pleasant View interchange since it involves SH 53. The Board has not yet responded and construction funds have not yet been secured.

Kevin Jump stated that the City of Rathdrum had prepared a letter supporting improvements to the SH 41/SH 53 Bridge in hopes of securing BTV funds prior to any funding recall. It was noted that only two BTV projects were selected and ranked for funding: 1) the Rathdrum Main Street Extension, and 2) Pleasant View. Robert Palus requested that a full update on the status of BTV be provided to KCATT. Ryan Stewart stated that he would provide clarification prior to the next meeting. It was noted that the discussion was prompted in part by a Bill in Congress to rescind earmark funds that are not more than 10% obligated.

Jimmie Dorsey clarified that the motion made at the September KMPO Board meeting was to support the Post Falls BTV application and was not intended to change the priority of or exclude other BTV projects.

Upcoming KMPO Board Items:

It was noted that KCATT recommendations for KMPO Board approval of the FY2011 Unified Planning Work Program (UPWP) as corrected and the FY 2009-2013 Transportation Improvement Program Amendment 11 would be presented to the Board at their October 7, 2010 meeting. In addition, updates on the 2010 draft KMPO Metropolitan Transportation Plan and the FY 2011-2015 Transportation Improvement Program would be provided.

Adjournment:

The meeting adjourned at 9:10 a.m.

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Donna Lively
Recording Secretary