



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KCATT MEETING AGENDA

March 22, 2016 - 8:00 AM

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

1. Call to Order
2. Welcome/Introductions
3. Approval of February 23, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
 - a. SH 41 Corridor Master Plan Update
7. Idaho Transportation Board Update
8. Current Business
 - a. STP Applications – Scoring/Ranking Results – Bonnie Gow
 - b. Federal Competitive Grant Projects – Glenn Miles
 - c. STP Urban Balancing Recommendations
9. Upcoming KMPO Board Items
10. Other Business
 - a. Kootenai County Transit Presentation – Corey Clarke
 - b. KCATT Member Items
11. Next Meeting – April 26, 2016
12. Adjournment

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
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KCATT MEETING MINUTES

for

March 22, 2016

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Chair Sean Hoisington called the meeting to order and welcomed everyone at 8:00 a.m.

Welcome / Introductions

Sean Hoisington, Chair	City of Hayden
Kevin Howard, Vice Chair.....	Worley Highway District
Marvin Fenn	Idaho Transportation Department, District 1
Kevin Jump	City of Rathdrum
Eric Shanley	Lakes Highway District
Robert Palus	City of Post Falls
Kelly Brownsberger	Post Falls Highway District
Gordon Dobler.....	City of Coeur d'Alene
John Pankratz	East Side Highway District
John Kelly	Community Member
John Parmann.....	Community Member

Staff

Glenn Miles	Executive Director
Kelly Lund	Executive Secretary

Alternates and Guests

Thomas Gwin	Time Warner Cable
Donna Montgomery.....	KMPO Volunteer
Monty Montgomery.....	Lakes Highway District
Corey Clark	Kootenai County
Jeremy Hofer.....	KEC
Matt Gillis	Welch Comer
Laura Winter.....	Ruen Yaeger
Marshall Law	AVISTA
Jay Hassell.....	JUB
Kirk Hobson.....	Time Warner Cable
Heather Carroll.....	HDR
Diane Fountain.....	Lakes Highway District
Rusty Leahy	DEA
Ralph Paul.....	IDEQ
Rod Twete.....	Lakes Highway District
Shawn Metts	MHM
Jody Beize.....	Kootenai County

3. Approval of February 23, 2016 Meeting Minutes

Chair Hoisington noted Ms. Lund had made a date correction on the last page of the Minutes. Mr. John Pankratz made a motion to approve the February 23, 2016 KCATT meeting minutes. Mr. Kelly Brownsberger seconded the motion, which was unanimously approved.

4. Public Comments

There were no public comments.

5. Project, Transit & Utility Updates

Kevin Jump, City of Rathdrum, reported on projects that are expected to begin in the spring/summer of this year, an extension of a pedestrian pathway on Meyer Road, a 400 foot long pathway extension on Boekel Road, and small street improvement projects. As part of the Community Choices grant program, the City ordered 5 sets of the retroreflective flashing beacon school zone crosswalk signs and will install them in the May/June timeframe; one set will be installed along Highway 53 and the remainder along Highway 41. The City will soon begin issuing right-of-way encroachment permits.

Eric Shanley, Lakes Highway District, noted he had previously reported on 2016 construction projects; their Board awarded the contract to Interstate Concrete and Asphalt. A new maintenance facility will be constructed at their Belmont location in Athol. The District completed their pavement distress rating inspections and will now begin putting together a new capital improvement project list. Solar powered flashing beacons will be installed at stop signs at various intersections throughout the District; the project is funded by a grant. Crews are in spring maintenance.

Marvin Fenn, ITD, noted they would be picking up trash around rest areas and up through the US 95 corridor. Repair to the Pennsylvanian Avenue bridge on I-90 is currently being done; a bridge replacement is scheduled for 2020. Mr. Dobler confirmed crews were coordinating with him on Pennsylvania Avenue. Mr. Fenn will forward ITD's STP to Mr. Miles in the next two days. ITD is adding the expansion of Highway 41 up to Boekel Road in the ED and using the analytical tool TREDIS; the results are unknown. The Interstate job from Northwest Boulevard to Sherman Avenue is still expected to go out next summer; the rehab from state line to Sherman Avenue has been delayed one year to avoid traffic problems in case the two projects overlap. Mr. Fenn noted the ITD Board would be meeting this week and will provide an update next month.

Rob Palus, City of Post Falls, reported the State Highway 41 bicycle and pedestrian facility is progressing smoothly; construction is expected to be complete the first of May. The traffic signal at Spencer Street and Seltice Way is in place and operational, the railroad has completed their work for the railroad crossing which should open shortly. The City is finishing up construction plans and specifications on the 7th Avenue project; it is expected to go out to bid in May and construction shortly thereafter. Last week, City staff met with Ms. Gow, Post Falls Highway District, and ITD regarding their Transportation Master Plan update; they discussed jurisdictional interactions and matters happening outside the city boundary that could possibly affect the City. Following a joint workshop with their Planning and Zoning and City Council, Mr. Palus expects the Plan to go out to a public hearing and then adopted by the City.

Kelly Brownsberger, Post Falls Highway District, reported a bid opening for the Huetter overlay project will be held next Tuesday. The District is in spring maintenance.

Gordon Dobler, City of Coeur d'Alene, reported the Government Way project was progressing; with the exception Frontier Communications, most utilities were either done or nearly done with their work. The City opened several bids and received good pricing for overlays and chip seals. Mr. Dobler noted they would be working on other projects.

John Pankratz, East Side Highway District, reported the District was updating their Capital Improvement Plan (CIP). Their Board approved application of a bridge rehabilitation project for the Coeur d'Alene River Bridge on Canyon Road in Cataldo.

Mr. Kelly, community member (bike/pedestrian), had no updates to report. Ironman competitors are beginning to run the Ironman route which includes approximately 19 miles along Highway 95. He had sent Mr. Fenn an email requesting ITD do what they can to make roadways more comfortable/safe for the athletes. Mr. Howard noted ITD crews had been out sweeping this week. Mr. Kelly said to let him know if there was anything they could do to support/thank ITD crews.

John Parmann, community member (aviation), had no updates to report, but noted a number of pilots bring up their currency requirements this time of year; more activity at the airport is expected.

Kevin Howard, Worley Highway District, reported they are pushing for the right-of-way on the Kidd Island Road project and attempting to get funds obligated. The District was awarded the LHSIP application for some enhancements with signage and delineation in problem areas; they were not awarded the LRHIP application for assistance with the Burton Road Bridge project. Their Board is supporting improvements to Carnie Road this summer.

Chair Hoisington, City of Hayden, reported the City had partnered with the cities of Coeur d'Alene, Dalton Gardens, and Hayden Lake for a combined chip seal bid. The City has initiated a negotiation and appraisal process for the Honeysuckle/Ramsey Road roundabout acquisition. Chair Hoisington reported on the Ramsey Road environmental document; environmental subs have been working on the project. Crews are ready to move into spring/summer maintenance.

Thomas Gwin, Time Warner Cable, reported crews are working on the Government Way project between Hanley Road and Prairie Avenue, new build-ins and other projects.

Marshall Law, AVISTA, reported their crews were continuing work on Greensferry Road in Rathdrum area between Lancaster Road and Highway 53. They will begin a small reconductor project in Post Falls this week south of the freeway in the alley north of 3rd between Henry and Frederick. Mr. Law is working on finalizing the design for the City of Post Falls 7th Avenue project. Their gas engineering department in Spokane is designing a large project with construction anticipated later this year from Ramsey Road to Prairie Avenue, east on Prairie Avenue to Government Way, south on Government Way to Hanley Avenue, and then east on Hanley Avenue to 15th Street. Chair Hoisington noted the City had sewer planned for at least two segments of the route. Mr. Law will email Chair Hoisington the engineer's contact information.

Ralph Paul, IDEQ, had no updates to report.

Corey Clarke, Kootenai County, will provide updates during his presentation.

Jeremy Hofer, KEC, reported on Capital Project 204 – Hayden Avenue; he met with the City of Post Falls yesterday and is close to finalizing a route. Capital Project 323 – Ramsey Road north of Brunner Road has been completed. Capital Project 329 – Medimont crews are going to rebuild 3 miles of single phase. This fall, KEC expects to begin rebuilding their transmission line out of the Athol sub toward Clagstone. Crews will be working on a number of projects in the Post Falls and Rathdrum areas.

6. KMPO Planning Updates

a. SH 41 Corridor Master Plan Update

Mr. Miles reported the draft SH 41 Corridor Master Plan Update text document was nearly complete; ITD is reviewing the Synchro files. Ms. Gow is on schedule to deliver the draft document at the April KCATT meeting. She anticipates a one month review period followed by a meeting to discuss the document. The open house is expected to be in the Post Falls area and will be scheduled once the review process has been complete.

7. Idaho Transportation Board Update

Mr. Fenn noted the Board meeting would be held this week; an update will be provided next month.

8. Current Business

a. STP Applications – Scoring/Ranking Results – Bonnie Gow

Mr. Miles said the packet included a memo covering the scoring and ranking results. He addressed the question regarding the use of the standard deviation and reminded the committee that he had previously explained it is used to ensure there is no opportunity for bias to enter the process. Mr. Miles looked at the raw score and one and two standard deviations from the average and said there was very little difference; the highs and lows essentially cancelled each other out.

Ramsey Road – Wyoming Road to Lancaster Road, City of Hayden scored 66 points; Chase BNSF, City of Post Falls scored 56 points; 4th Street – Dalton Road to Prairie Avenue, Cities of Coeur d’Alene, Dalton Gardens, and Hayden scored 55; and Poleline Road/Chase Road roundabout, City of Post Falls scored 52. The recommendation would come from KCATT to make the list available for the Urban Balancing Committee in order to program projects. Mr. Miles noted each jurisdiction receives \$5 million in preliminary development. With the concept report for Ramsey Road extension being complete, the intent is to get Ramsey Road put into the 2021 program year. Mr. Miles noted they were trying to get additional money so when it drops into 2021, it is fully funded; they will then put projects into preliminary development. There will need to be a recommendation to take the priority to the KMPO Board.

Mr. Kelly noted this was his first experience with the application form/scoring process. He saw the value in emphasizing mass transit, walking, and biking; he felt the form was light in emphasizing those areas. Mass transit related questions and how it related to school buses was of concern.

Mr. Miles said Ms. Gow will be planning a workshop in June/July to go over the application and scoring process. Mr. Miles addressed Mr. Kelly’s question regarding mass transit and school buses. A number of jurisdictions apply for Safe Routes to Schools money.

Chair Hoisington noted an updated plan from Citylink could be used as a tool in the future.

Mr. Kevin Jump made a motion to present the recommendation of the STP scoring and ranking results to the KMPO Board. Mr. Rob Palus seconded the motion. The motion passed with one nay.

Mr. Kelly objected to the recommendation.

Mr. Miles noted Mr. Kelly was a non-voting member, but said the objection would be noted in the minutes; Mr. Kelly objected. Mr. Miles stated there had been a lot of discussion at the time the KMPO Board made the decision to create the non-voting positions. The application stated the positions were non-voting positions; Mr. Kelly chose to apply and was appointed. Mr. Miles said he would appreciate Mr. Kelly honoring the process put in place by the KMPO Board and denied Mr. Kelly’s request to rebut his comments. Mr. Miles remarked that he was only stating the facts as set forth by the KMPO Board which Mr. Kelly agreed to at the time he applied for the position.

Mr. Jump questioned why non-voting members were allowed to participate in something as important as scoring projects. He commented on the use of the standard deviation and the use of their scores to determine outcomes; he felt it was more or less a form of voting. Mr. Jump noted the non-voting members had only been on KCATT 2-3 months and were already involved in the scoring process involving \$5 million worth of funding. He recognized the non-voting members were on KCATT for a purpose and said he and the committee valued their input. Mr. Jump felt Mr.

Kelly had brought up a valid point on the application and believed this was the input they were looking for, but beyond that, wanted to question whether or not they were doing the right thing.

Mr. Miles said, with the exception of official votes, non-voting members were allowed to participate in everything KCATT did. The non-voting members were one of several who scored; as such, their scores went into the mix, as if it were a conversation of the committee. KCATT's official vote goes to the Board; non-voting members may provide input, but still not vote on the final outcome.

Mr. Palus said, while non-voting members have the ability to weigh in and score, as a committee with voting members, they can vote and reject the outcome; he noted there was no debate and very little discussion about the outcome. Mr. Palus remarked that he valued the input of both the aeronautics and bike/ped non-voting members in this discussion and the scoring process.

Mr. Miles appreciated Mr. Jump's views, but noted Mr. Palus was correct in stating that it is within KCATT's right to reject the outcome and make a recommendation counter to the scores. He believed allowing non-voting members to participate in the scoring process was valuable and noted KCATT's vote was a recommendation to the Board; the Board makes the final decision.

Mr. Dobler commented that his opinion was more closely aligned with Mr. Jump and said it was highly unlikely KCATT or the Board would reject the outcome. At some point in the future, prior to having another scoring, Mr. Dobler said he would like the committee to revisit this topic so they can agree on how non-voting members should participate.

Mr. Kelly commented that he was grateful to be involved and have the opportunity to make contributions whether it was a non-voting position or not. He noted a national/global shift emphasizing non-motorized transportation options and would do what he could to help the committee/community make the shift.

After reviewing the scoring ranges, Mr. Parmann remarked that he did not see a significant skew, but suggested removing non-voting members' scores to see if there was a direct impact on the outcome of the scoring. He noted he and Mr. Kelly were both retired law enforcement and have a lot of experience on roadways; he felt they brought some perspective.

Of all the suggested alternatives, Mr. Miles preferred leaving more opinions in the evaluation and removing the bias.

Chair Hoisington noted the goal was to enrich the discussion and knew the committee agreed that both Mr. Parmann and Mr. Kelly's input had done that. The committee will address concerns as part of the process improvement.

b. Federal Competitive Grant Projects – Glenn Miles

Mr. Miles had mentioned last month that there were two competitive grant programs out and due late April. The TIGER grant and the FAST grant which is part of the National Freight Network. Under the FAST grant, there is approximately \$500 million available for the purpose of making improvements to the Network for freight and goods movement. Mr. Miles had met with Marvin Fenn, Damon Allen, and others to discuss possible projects. Mr. Allen met with Jim Carpenter and Jim Coleman of ITD last week and discussed three projects: 1) Moving the port of entry from the current location at Huetter east of Pleasant View Road. 2) Finishing up the US 95 corridor from I-90 to Highway 53; this is an operational fix addressing access issues to improve the corridor and has been adopted by both the KMPO and ITD Boards. Mr. Miles noted the 16 new adaptive signal controllers recently acquired by ITD could be rolled into the project. 3) A TIGER grant for the Pleasant View Road grade separation at Highway 53; ITD and the Post Falls Highway District have been working to get the design completed.

ITD is interested in KMPO assisting them in putting together two grants – moving the port of entry currently at Huetter and completing the US 95 corridor from I-90 to Highway 53. The money would be available September 2016. The project must be awarded by the USDOT by Labor Day and the project(s) completed within three years.

Mr. Carpenter had mentioned to Mr. Allen that a number of local jurisdictions now want to compete for competitive funding. For these projects, ITD will put up 50% of the local match, but would like to see local participation from the jurisdiction(s) so would be seeking 50% of the local match from jurisdiction who would also be benefiting from the projects. Mr. Miles expects ITD to seek 50% of the local match from the cities of Coeur d'Alene and Hayden for the US 95 corridor project; no jurisdictional match is expected for the port of entry project as it is an ITD function.

Mr. Fenn commented on the Pleasant View Road grade separation project; it is not clear why it dropped in priority.

Mr. Miles has discussed the Pleasant View Road grade separation project with Jeff Marker, ITD Freight Program Manager. ITD has received approximately \$8 million in apportionment of freight funds. Pleasant View grade separation would be a freight related project. Mr. Miles said they have discussed writing a TIGER grant; ITD has committed \$2-3 million of freight funds to buy down the size of the project.

Mr. Miles said for this area and at this point in time, Interstate 90 is the only roadway on the National Freight Network; in Southern Idaho, Interstates 15 and 84 have been added to the Network. Due to the low interstate miles, the State has the authority to add 150 additional miles to the Network. A request has been made to add US 95 from I-90 to Highway 53. Mr. Miles said they believe the request is fair and equitable as it would only use an estimated eleven of the 150 miles available around the State. Two miles of Lancaster Road from Highway 95 has also been suggested as the area is expected to see growth and development; the stretch of road incorporates Kootenai Technical Education Campus (KTEC) and the area north of the airport.

Although Congress provided funding for the National Freight Network, they did not provide funding for the Multi-Modal Freight Network. Mr. Miles explained the Multi-Modal Freight Network and noted all of Highway 95 would have been included. When viewed multi-modally, the corridor becomes much more significant considering the rail/truck interaction along the corridor. There are approximately 39,000 loaded freight containers crossing the Canadian border by truck and approximately 119,000 loaded containers crossing the border by rail a year.

c. STP Urban Balancing Recommendations

Mr. Miles said, if the Urban Balancing Committee agrees, they will be moving the Ramsey Road extension project out of the program and begin slotting other projects into the project development phase. The Ramsey Road extension project has been in the project development since 2012 and is expected to be programmed for 2021. Mr. Miles noted the importance of keeping projects in the program and said the longer projects stay in the development phase, the longer it takes to move other projects creating gaps in program. The Government Way project is scheduled in 2017, Seltice Way in 2018, and Ramsey Road extension in 2021. Due to the size of the Ramsey Road extension project, other projects were unable to move into the program leaving the years 2019 and 2020 with no scheduled projects.

Mr. Miles said when the Committee meets in April, they will be looking at the 2017 program year. He will advise the Committee of the shortfall on the Government Way project and find out if there are any funds available. If no funds are available, the project will proceed with sponsors funding

the shortfall. Mr. Miles noted there was no guarantee that sponsors would be able to recapture funds from the Urban Balancing Committee

9. Upcoming KMPO Board Items

Chair Hoisington will present the KCATT STP recommendations to the KMPO Board. Mr. Miles noted the KMPO Board had requested a review of the recommendations of the Public Transportation Plan for the creation of a Regional Public Transportation Authority (RPTA). He will provide the Board a recap; Kelli Fairless, Executive Director of the RPTA in Ada and Canyon Counties will attend and give a presentation on how an RPTA functions.

10. Other Business

a. Kootenai County Transit Presentation – Corey Clarke

Corey Clarke, Kootenai County Transit Program Specialist, provided a PowerPoint presentation on the service and current projects. As the direct recipient of federal funds, Kootenai County has the “management, oversight, and planning responsibilities” for Citylink within the urbanized boundary. The area within the boundary covers approximately 29 square miles and includes Coeur d’Alene, Post Falls, Hayden, Dalton Gardens, Huetter, and Stateline. Last year, the two fixed routes serviced 186,910 riders and 38,554 Paratransit riders. Mr. Clarke noted there was also a Citylink service outside the urbanized boundary, but said it was fully overseen and managed by the Coeur d’Alene Tribe. He stated the services had the same name, but were two separate systems; through an agreement, the Tribe provides Kootenai County with drivers, maintenance, and dispatching. The Service and Fare Equity Analysis is looking at instituting a fare on the transit service which is currently free, options for a cashless system, and a route analysis. There will be four public meetings held; approximately ten people attended the first meeting. The next meeting is scheduled for April 7th. They will be speaking to the cities of Huetter, Dalton Gardens, Hayden and Post Falls and were waiting to hear back from the City of Coeur d’Alene. They will go before the Post Falls City Council on April 19th and the Hayden City Council on April 26th. Other projects include the Intelligent Transit System which will go out to RFP in the next few weeks, Capital projects including the purchase of six new Paratransit buses, radios, fleet management software, and the transit center.

b. KCATT Member Items

Mr. Fenn reported the adaptive system for the signals through the Highway 95 corridor had shut down. The new controllers are out to contract; new sensors and detectors will be installed. A future project to enhance detection with sonar and install reflective backs on signals has been programmed. The current update is expected to be complete mid-May. Mr. Fenn and Mr. Dobler discussed the signals in the area of Northwest Boulevard.

Mr. Kelly noted Don Davis was a guest speaker at one of the bike meetings. Mr. Davis commented on the estimated 31.5 miles of trail from Garwood to Sagle and the issues ITD faced. Mr. Kelly asked about the possibility of completing the trail.

Mr. Fenn said, at the time, no one wanted to take and maintain the trail so it was never built – it was that simple. The cost to finish out the trail and repave the existing portion is estimated at \$4 million. ITD owns the trail through the corridor and built the trail between Appleway Avenue and Garwood Road without having a sponsor to take it over and maintain it. Mr. Fenn said at the time the trail was built, the policy of the Department was not to own trails. He commented that trails will be built with new projects if there is a government sponsor to take and maintain them once they are built. ITD has been approached by individuals/groups in the past about funding and the completion of the trail. Kootenai County approaches the Department nearly every six months

asking why they cannot sign the agreement. Mr. Fenn said their request to bring the trail up to a “maintainable level” is understandable, but said he is unable to commit the funds to improve the condition of the trail prior to it being handed off to a sponsor. The cities and County pay to maintain the paths. ITD is comfortable handing the path over to Kootenai County who would have sub-agreements out for other coalitions/organizations to come in and maintain it under them.

Mr. Miles noted the Community Choices grant on the Federal side was called the Transportation Alternatives Program (TAP). Nearly all TAP projects selected in the State of Idaho were on state highways. If the project was important to all jurisdictions along the corridor, they could collectively apply for a TAP project to finish the project.

Chair Hoisington noted there was a lot of interest and suggested a sub-committee or adding it as a discussion item next month.

Mr. Fenn reported the announcement for a planner closed Friday.

11. Next Meeting – April 26, 2016

12. Adjournment

Chair Hoisington adjourned the March 22, 2016 meeting without objection.

The meeting adjourned at 9:35 a.m.

Recording Secretary