



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program
Fiscal Year 2022
Approved September 9, 2021



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Purpose

Kootenai Metropolitan Planning Organization (KMPO) is responsible for conducting continuous, coordinated, and comprehensive transportation planning in Kootenai County that is consistent with Federal and State laws. KMPO's work involves regional transportation policy development, public involvement, technical studies, and project planning, programming and development.

This Unified Planning Work Program (UPWP) outlines KMPO's and Kootenai County Public Transportation's planning priorities and proposed work for fiscal year 2022, which will begin on October 1, 2021 and end on September 30, 2022.

Development Process

Development of the UPWP is intended to be a coordinated and collaborative process, which involves the KMPO staff, Kootenai County Public Transportation staff, the eleven member agencies of KMPO, and representatives from KMPO's technical advisory committee, known as KCATT. KMPO's potential planning studies, priorities and available resources are discussed throughout the year with these groups as part of developing the annual budget, which was approved in July 2021 and while assembling the UPWP for FY22. Kootenai County Public Transportation activities are based on the development of their Program of Projects in coordination with the Kootenai County Board of County Commissioners.

Key Work Projects

KMPO's key work products this year begins with receipt of the 2020 Census data and an update of our regional travel demand model to take advantage of that information; further planning and development of the Regional Traffic Management Center, based on the Feasibility Study completed in late 2020; and the annual update of the 2022-2028 Transportation Improvement Program (TIP). UPWP tasks are identified for 2022 which will allow for the continuous updating of the regional travel demand model and regional transportation plans. The regional model and plans are used to support land use and various transportation planning efforts in Kootenai County. Additional UPWP tasks are established to respond to emerging regional transportation issues.

Kootenai County Public Transportation

Strategic Service Plan

Kootenai County Public Transportation embarked on an effort to develop a strategic service plan in February 2021. The process includes a strong stakeholder outreach component to ensure plan development incorporates community input.

The goal of Kootenai County Public Transportation's Strategic Service Plan is to integrate multimodal mobility options enabling individuals to plan and execute complete trips throughout the region. The framework for developing the plan includes public transportation partners, data, performance metrics, implementation strategies and continuous education.

Integrated Mobility Innovation (IMI) Regional Platform

Kootenai County's integrated Mobility Platform application is designed to remove transportation barriers and expand mobility options within the North Idaho region. Seniors, individuals with disabilities, and those who live outside of the urban public transportation service areas will particularly benefit from our Mobility Platform. The goal is to make the Mobility Platform app intuitive and easy enough to use that even those

who shy away from technology can determine transportation options, arrange multimodal trips if needed, and pay for trips with “one touch.” Throughout our region, members of the public have sought transportation options to the urban areas; Kootenai County’s integrated Mobility Platform will provide shared multimodal mobility options to those individuals with improved safety, convenient payment, and expanded transportation service for all.

Funding Sources

Funds used for KMPO and Kootenai County Public Transportation activities in FY 2022 will be derived from local agencies actively participating in transportation planning, as well as from federal agencies. Combined funding for FY22 activities is estimated to total **\$742,311** for KMPO, ITD and Kootenai County Public Transportation planning functions. Major sources include:

Summary of Anticipated Revenue FY 2022

	2022 Funding Forecast	Grant Funds	Local Match	Total Funds
Revenues:		92.66%	7.34%	
Consolidated Planning 2022 KN20527	\$350,000	\$324,310	\$25,690	\$350,000
2020 Carry-over KN 20198	\$130,000	\$120,458	\$9,542	\$130,000
Kootenai County Public Transportation				
KMPO Local Contribution after match	\$7,334		\$7,334	\$7,334
KMPO Local Carry over after Local Match	\$55,000		\$55,000	\$55,000
subtotal	\$ 551,334	\$451,968	\$99,366	\$551,334

Coordination

A key part of KMPO and its transportation planning partners mission is ensure the transportation planning and development activities of participating jurisdictions, agencies and interest groups are well-coordinated. Tasks within this UPWP emphasize sharing of information and resources between member agencies.

Participants

The primary public agency participants in KMPO’s regional transportation planning process for FY22 will likely include:

KMPO Member Agencies

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

Other Agencies

- Federal Highway Administration
- Federal Transit Administration

Significant Issues Facing the Region in FY 2022

In the period covered by this UPWP, Kootenai County will continue to face many significant transportation issues. Examples of our most pressing issues are described below:

- The highest priority task for FY 2022 is to begin incorporating the delayed Census 2020 data into our regional transportation planning program and plans. The significant growth and development being experienced requires timely incorporation of demographic data associated with that growth.
- There is also an ongoing need to plan and prepare for investments in various widening and reconstruction projects such as: Pleasant View Grade Separation, U.S. 95, completion of Prairie Avenue west to SH-41, the Huetter Corridor and widening I-90. In FY 2021 the local option vehicle registration fee was not successful in November 2020. Since then, the Idaho Legislature increased the Statewide sales tax contribution to transportation, allow the implementation of several large projects statewide, including widening I-90 in Kootenai County, to the program
- Protecting future transportation corridors through land use and right-of-way

preservation activities are necessary to mitigate the future public cost of infrastructure improvements and the unnecessary displacement of homes and businesses. These strategies become increasingly important, as growth and development in the county consumes open space and escalates the price of property, which will be needed for system expansion in the future.

- Continued development of a unified regional philosophy for transportation investments that crosses all modes of transportation, along with funding strategies to address rising costs, rapid growth and system capacity shortfalls.
- With the anticipated transportation reauthorization bill, coordination and engagement with ITD and local stakeholders on several performance measures related to planning, public transportation, and street/roadway maintenance and preservation will need to be developed. KMPO anticipates ITD continuing to engage with MPO's in the collaborative process during FY 2022 as data collection to support the performance measures as they become more important.

These are both short and long-term major issues. Therefore, we endeavor each year to continue a work program that best positions the MPO to build upon work conducted in previous year(s), and to lay the groundwork for advancing these initiatives in future years. In 2022, the primary focuses will be on updating the transportation planning data, protection of the Huetter Corridor and furthering development of the Regional Traffic Management Center.

Defining Roles and Responsibilities

Consistent with federal planning regulations 23 CFR Part 450 and 49 CFR Part 613, ITD shall coordinate data collection analyses with MPO's and public transportation operators to support statewide transportation planning and programming priorities and decisions. KMPO, working with ITD, will coordinate roles and responsibilities with local agencies and public transportation providers. Inter-agency roles and responsibilities are defined for each UPWP task herein, as well as through the Memorandum of Understanding (MOU) between KMPO and ITD.

This collaborative process continues to develop and will continue during FY22. With expiration of the FAST Act, a new transportation bill is expected; therefore inter-agency roles and responsibilities will continue to be developed to address the performance measures and accountability aspects contained in the reauthorization bill.

Unfunded Needs in Transportation Planning

As KMPO continues the process of coordinated regional transportation planning, we recognize that planning needs often exceed available funding. The following items describe significant needs that are not covered by anticipated funding:

- Significant development pressure has returned to the Rathdrum Prairie, putting future travel corridors identified for preservation in jeopardy.

- The need to update travel behavior survey data for use in the regional travel demand. Growth and new employment centers for retail, commercial, and light industrial activities may have influenced travel characteristics for trip purpose, trip length and travel patterns may be impacted.

UPWP Activities for FY 2022

The remainder of this document describes planning activities that KMPO and Kootenai County Public Transportation will undertake, from the adoption date of this UPWP through September 30, 2022. We have identified the following eight (8) major work program categories:

1. MPO Administration
2. Transportation Improvement Program
3. KMPO Regional Public Transportation Planning
4. Kootenai County Public Transportation Planning
5. Metropolitan Transportation Plan Update
6. Data Collection, Performance Measures and Evaluation
7. Travel Demand Modeling
8. Regional Transportation Studies
 - 8.1 Advance Right-of Way Acquisition Framework
 - 8.2 Regional Traffic Management Center Implementation Plan

Objectives, inter-agency roles, tasks, expected work products and costs for the eight program categories are defined below.

1.0 MPO Administration

Objectives

- To provide for all of KMPO’s administrative needs, including but not limited to progress reporting, budgeting, financial documentation, and preparation of materials needed to fulfill federal funding requirements.
- To determine planning work needed between October 1, 2021 and September 30, 2022, and to identify a budget and sources of revenue for next year’s planning activities (UPWP).
- Provide inter-local and interagency coordination and meeting support between KMPO and stakeholder groups at the local, State and Federal level.

Inter-Agency Roles and Responsibilities

This task will be performed or administered by KMPO staff.

Scope

1. *General Administration.* This task includes but is not limited to staff support for fiscal and clerical needs, staff meetings and training, policy board meetings, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks. Legal support to assist KMPO is also included in this task.
2. *Public Involvement Activities.* Throughout FY22, KMPO staff will work with the Federal Highway Administration guidelines and ITD to address any additional changes needed to KMPO’s transportation planning efforts.
3. *Title VI (Civil Rights) Plan.* KMPO will monitor and report on the plan in 2022 to ensure compliance with Title VI of the Civil Rights Act of 1964.
4. Prepare FY 2023 Unified Planning Work Program.
5. Prepare FY 2021 Annual Report on KMPO activities during FY2022.
6. Update and maintain the KMPO website to keep current and an effective public outreach tool.
7. *Inter-local Coordination.* This task provides for coordination work that is not covered under other specific work tasks. KMPO expects meetings, workshops, educational efforts and other outreach activities may be needed throughout the year to involve citizens, technical staff, elected officials, and stakeholders. The intent of this task is to ensure adequate agency coordination, public education, and stakeholder participation in the overall planning process.

Products

Completion and adoption of all necessary reports and documents, with public participation and stakeholder involvement as described above.

Timeline for Performance: October 1, 2021 through October 31, 2022 to provide for end of Fiscal Year billings and close out.

Budget and Revenue Source

1.0 MPO Administration				
Budget	Funding Source			
	CPG	5307	STP	Local
\$6,000 KMPO Financial Audit Services	\$ 5,560			\$ 440
\$2,000 KMPO Legal	\$ 1,853			\$ 147
\$88,750 KMPO Staff	\$ 82,236			\$6,514
Total \$96,750	\$ 89,649			\$7,101

2.0 Regional Transportation Improvement Program (TIP)

Objective

To update and maintain the Transportation Improvement Program for Kootenai County.

Inter-Agency Roles and Responsibilities

This task will be led and coordinated by KMPO staff in collaboration with local jurisdictions, highway districts, Kootenai County, and the Idaho Transportation Department. Kootenai County will be responsible for preparing the public transportation portion of the TIP, including public involvement activities necessary to develop the FTA Program of Projects (POP) and satisfy federal funding requirements. KMPO will then review the POP for financial constraint and consistency with current programmed projects. Selected projects will then be included as part of the public involvement process prior the TIP adoption.

If a call for new projects is needed, KCATT will be responsible for reviewing and recommending projects based on the adopted project selection criteria approved by the KMPO Board.

All KMPO member agencies are responsible to provide project information as needed to KMPO staff, to review and comment on the draft TIP, and to make the draft TIP available at their agencies for public comment.

Scope

1. Review projects and project selection processes to ensure they meet emerging needs and requirements brought about through new legislation or regulation
2. Amend the current Transportation Improvement Program to reflect changes in project and program status.
3. Prepare the 2023-2029 Transportation Improvement Program for Kootenai County, along with associated documentation to support its approval.
4. Conduct public outreach activities to allow for comment on the draft TIP/STIP prior to adoption by the KMPO Board.

Products

TIP adoption, amendments and associated public documentation for submittal to ITD, and subsequently FHWA and FTA for approval.

Timeline for Performance: This activity includes 2021 and 2022 TIP amendments and preparation of the 2023-2029 TIP. Preparation of the 2023-2029 TIP begins in March 2022 and culminate in September 2022.

Budget / Revenue Source

2.0 Transportation Improvement Program (TIP)					
Total Budget		Funding Source			
		CPG	5307	STP	Local
KMPO	\$26,281	\$24,352			
Total	\$26,281				\$1,929

3.0 KMPO Regional Public Transportation Planning

Objective

To plan for sustainable development of public transportation in Kootenai County deficiencies and potential financial resources.

Inter-Agency Roles and Responsibilities

KMPO and Kootenai County Public Transportation roles include leading larger regional public transportation planning initiatives, such as a possible transit connection to Spokane, studies for a regional transit expansion, evaluation of strategic plans for governance and long-term sustainable funding.

KMPO will also continue to be responsible for the periodic update of the Regional Public Transportation Plan and monitor the potential for implementing a Regional Public Transportation Authority to oversee public transportation operations throughout Kootenai County.

Kootenai County is the Designated Recipient and lead agency for the administration of 5307 funds for fixed-route and paratransit complementary service and an Idaho Transportation Department (ITD) subrecipient of FTA Section 5310 funds for seniors and individuals with disabilities within the Urbanized Area. In this role, Kootenai County is responsible for the oversight and management of public transportation services operated by Kootenai County on behalf of the communities within the Federal Urbanized Area. This includes service/network design, operations, security, and capital assets of the transit system within the Coeur d' Alene Urbanized Area. Additional responsibilities include projects for the enhanced mobility for individuals with disabilities and seniors in participation with seniors, individuals with disabilities, representatives of the public, private, nonprofit transportation and human services providers within, or provide service to the Urbanized Area.

As a recipient of 5307 funds, Kootenai County is financially responsible for planning, design and evaluation of transit capital projects and other technical transportation-related studies; capital investment in bus and bus-related activities; intelligent transportation system (ITS), and certain public transportation mobility management programs.

In this role, Kootenai County is responsible for day to day planning, management, operations, and enhanced mobility options for the Kootenai County.

Kootenai County develops the FTA Section 5307 public transportation portion of KMPO's TIP, including any required public involvement associated with the development of the FTA required Program of Projects (POP).

ITD's Public Transportation Section is responsible for the administration of 5310 and Section 5339 grant contracts for projects selected through the KMPO processes.

As a member of KMPO, Kootenai County is responsible for participating in all planning activities, as well as collecting/tracking and reporting transit ridership and performance data, as well as operational information used to inform the Federal Transit Administration, Idaho Transportation Department and Kootenai County's funding partners.

Kootenai County Public Transportation Activities

1. Participate in the implementation of the Regional Public Transportation Plan
2. Participate in meetings related to public transportation activities in Kootenai County.
3. Provide transit planning including:
 - a. Conducting surveys of existing riders and the general public.
 - b. Coordinating transportation activities between, riders, and stakeholders
 - c. Working with local jurisdictions in the review of existing as well as planned public transportation routes and operations.
 - d. Human Services Transportation Plan

Inter-Agency Scope

KMPO will collaborate with ITD, KCATT, Kootenai County Public Transportation and stakeholders regarding performance metrics.

Products

Updated Regional Public Transportation Plan, programs and projects to keep current with public transportation needs of the Kootenai Metropolitan Area, as well as strategies to implement plan recommendations and seeking long-term sustainable funding.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

3.0 KMPO Regional Public Transportation Planning				
Budget		Funding Source		
		CPG	5307	STP
KMPO	\$20,225	\$18,740		\$ 1,485
Total	\$20,225	\$18,740		\$ 1,485

4.0 Kootenai County Public Transportation Planning

Objective

Transit planning supports transit planning studies and related activities, which includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites, corridors, and various community developments.

Inter-Agency Roles and Responsibilities

Kootenai County is the Designated Recipient and lead agency for the administration of 5307 funds for fixed-route and paratransit complementary service and an Idaho Transportation Department (ITD) subrecipient of FTA 5310 funds for seniors and individuals with disabilities within the Coeur d' Alene Urbanized Area. In this role, Kootenai County is responsible for the administration of the grant funds that includes but is not limited to: management, finance, financial forecasting, network design and coordinating service between public transportation providers, developing Section 5307 public transportation portion of the Transportation Improvement Plan (TIP), which includes public involvement associated with the development of FTA's Program of Projects.

ITD's Public Transportation Section is responsible for the administration of 5310, 5311 and 5339 funds.

KMPO's role is to develop and maintain the Regional Public Transportation Plan in partnership Kootenai County, local jurisdictions, stakeholder and the general public. Kootenai County Public Transportation is an active participant in the studies and analyses conducted by KMPO as required by U.S.C Title 49 Section 5303. The Regional Public Transportation Plan is an integral part of the Metropolitan Transportation Plan.

1. Update and maintain the 2017 Coordinated Public Transportation Human Services Transportation Plan, pursuant to revised federal funding and performance requirements established in the FAST Act and coordination with stakeholders, private and public providers, the general public and ITD Public Transportation Office in Boise.
2. Provide planning and coordination activities with local jurisdictions, other providers, stakeholders, agencies and the general public to secure more sustainable funding for the program.
3. Evaluate and incorporate the improvement of local and regional mobility options to expand rider choices through increased transit, special transportation options, special transportation availability, enhanced communication and public education, and between current public and private transportation providers.

Products

Keeping current on the public transportation needs specifically within the Coeur d' Alene

Urbanized Area, as well as develop strategies to implement plans, recommendations, and strategies for improving service and seeking long-term sustainable funding to support public transportation services.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

4.0 Kootenai County Transit Planning				
Budget	Funding Source			
	CPG	5307	STP	Local ¹
Kootenai County		\$120,000		\$30,000
Total \$150,000		\$120,000		\$30,000

5.0 Metropolitan Transportation Plan Update

Objective

To plan for the future development of a regional transportation system in Kootenai County, including but not limited to identifying existing and future transportation needs, assessing the impact of planned growth, developing financial strategies to implement the MTP over the next 25-30 years, as well as evaluate the overall performance of the plan and recommendations with benchmarks that are approved or are currently under development by USDOT, ITD and Metropolitan Planning Organizations around the State.

Inter-Agency Roles and Responsibilities

This task will be directed by the KMPO Board. KMPO staff and KCATT are responsible for participating in the development of the long-range plan, reviewing and commenting on plan revisions, performance measures and recommending final updates to the KMPO Board.

Scope

KMPO will be incorporating previously approved elements of the Metropolitan Transportation Plan that have been completed during previous fiscal year using chapter updates and regional corridor plans and studies. This includes updates related regional goals and policies, existing conditions, forecasts of population, employment and land use plans, travel demands, need projects, and recently adopted (December 2020 and July 2021) performance measures that have been collaboratively developed with local jurisdictions, highway districts, ITD District 1 and Headquarters. Updates to the financial Chapter will utilize data reported annually by local agencies and highway districts, as well as data derived through ITD’s OTIS project tracking system. Future financial needs will take into consideration currently available revenue and financing opportunities to address emerging transportation needs. Provide a public involvement program consistent with the KMPO adopted public involvement plan.

1. Continue to integrate newly updated land use plans and land use decisions of local jurisdictions into the regional transportation planning process in order to ensure that current land use planning assumptions are incorporated into the MPO planning process.
2. Determine short (5-year), mid-range (15-year) and long-range (20-year) transportation system capacity constraints for evaluation through scenario analysis, including an assessment in the effectiveness of investments against established performance measures and targets.
3. Develop scope and conceptual design for proposed improvements contained in the Plan as needed to accurately model and assess their impact on the regional transportation system.
4. Update the financial plan identifying those resources that may be reasonably available during the 20-year planning horizon and meet the financial constraint provisions.
5. Update performance measures and previously approved by the KMPO Board and provide a discussion in the report on the MTP's impact on future transportation performance.
6. Update as necessary the Non-Motorized Pedestrian and Bicycle Plan narrative on the plans ability to influence and support ITD's approval.
7. Include additional freight and goods data from work conducted as part of the recently completed update of the Idaho State Freight Plan and FHWA Freight data sets.

Products

A Metropolitan Transportation Plan that will remain current and identifies the existing and future transportation needs, its anticipated performance and a recommended direction for KMPO's planning area. The MTP revisions will provide a basis for projects and programs being recommended for inclusion in the Transportation Improvement Program.

Timeline for Performance: The work will be ongoing and largely determined by delivery of 2020 Census Data and the results of ITD's projects for advancement.

Budget / Revenue Source

5.0 Metropolitan Transportation Plan Update					
		Funding Source			
		CPG	5307	STP	Local
KMPO		\$62,760			\$4,971
Total	\$67,731				

6.0 Data Collection, Performance Measures and GIS Evaluation

Objective

Collect and compile data for state and local roadways, transportation facilities and systems in Kootenai County. Data collected will be used to update and maintain the regional travel-demand model, and to assist KMPO's member agencies with their transportation planning activities.

Inter-Agency Coordination

This task will be led by KMPO staff with support from various local agencies, consultants and ITD.

Local jurisdictions, highway districts, ITD and public transportation providers are responsible for sharing available data as requested by KMPO for planning purposes. This may include traffic counts, information on land use actions and building permits, traffic impact study reports, roadway inventory data, transit routes and schedules, etc. KMPO may use contracted services in order to acquire data necessary to meet the transportation planning activities in the UPWP. KCATT is responsible to review input data and provide feedback on travel demand model output upon request.

Scope

1. Coordinate collection of annual traffic counts.
2. Maintain the VISUM travel demand model data sets, such as updating population, employment, land use, and transportation facility data provided to KMPO by local jurisdictions and State agencies.
3. Continue to provide scenario analysis modeling in support of the MTP. Provide travel modeling analysis for transportation projects and land use proposals submitted by ITD, local jurisdictions and highway districts.
4. Collect annual building permit, platting and development information to maintain the model.
5. Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys and/or cell phone data sources.
6. Continue to review options for creating multi-jurisdiction sub-area models within the urbanized area.

Products

Collection and analysis of well documented data that can and will be used to assess the regional transportation system and evaluate its performance to established benchmarks approved by KMPO in collaboration with ITD.

Timeline for Performance: Monthly and ongoing collection and incorporation of data into the KMPO GIS to maintain and enhance planning efforts.

Budget / Revenue Source

6.0 Data Collection, Performance Measures and GIS Evaluation				
Budget		Funding Source		
		CPG	5307	STP
KMPO	\$ 71,685	\$		\$5,262
Total	\$71,685	\$66,423		\$5,262

7.0 Regional Travel Demand Modeling

Objective

Continue to develop, operate and maintain a well-documented regional travel demand model that meets the regional transportation planning needs in Kootenai County. Evaluate both short and long-term strategies for specific corridors and/or transportation system enhancements. These analyses will form the basis for future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans.

Inter-Agency Coordination

KMPO will be responsible for the continued development, operation and maintenance of the regional travel demand model for Kootenai County, and will provide modeling support to local jurisdictions, highway districts, and ITD for studies being conducted in the area or for specific projects or studies.

ITD and local jurisdictions and highway districts will provide review and support to the development and maintenance effort on the model by assisting in the evaluation of the performance and accuracy of the model compared to their knowledge and understanding of the regional transportation system.

Scope:

1. Coordinate the scoping of modeling efforts for corridor studies, plans, or projects.
 - a. Provide transportation modeling to support development reviews.
 - b. Provide for technical consultant support as needed.
 - c. Provide an opportunity for public comment on information used in the modeling processes.
 - d. Continue efforts to update the model using data derived from Task 5
 - e. Model Huetter Corridor R/W scope and phasing options to advance right of way acquisition

Products

A well supported and documented regional travel demand model that is used by KMPO and member agencies to update regional transportation plans, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Modeling efforts are ongoing and support both KMPO, as well as local state transportation planning and development efforts.

Budget / Revenue Source

7.0 Regional Travel Demand Modeling				
Budget	Funding Source			
	CPG	5307	STP	Local/State
KMPO \$85,144	\$77,894			\$ 6,250
Total \$85,144	\$77,894			\$ 6,250

8.0 Regional Transportation Studies

Objective

Develop and evaluate long-term strategies for specific corridors and/or transportation system enhancements. These studies form the basis for consideration as future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans. KMPO will also continue to advance creating a Regional Traffic Management Center for the Coeur d’ Alene Urbanized area.

Inter-Agency Coordination

In close coordination with KMPO staff, KCATT and the KMPO Policy Board, KMPO staff will continue to update land use and travel demand modeling scenarios for the Huetter Corridor Plan recently updated July 8, 2021. KMPO will also provide supporting work for ITD District 1 as they develop the environmental documents for both I-90 widening and the Huetter Corridor.

ITD and local jurisdictions will actively participate in the Regional Traffic Management Center Feasibility Study to assess the design, concept, scope, operational model and timing for such a facility.

KMPO will continue to consider alternative ways to update to the 2005 Home Interview Survey data that was used to update and calibrate the KMPO regional travel demand model. This survey review effort will also look at a freight and goods movement analysis in support of developing a freight and goods element to the MTP and an emphasis area of the USDOT to increase efficiency in the national freight network, as well as a means to support economic development opportunities in the region.

General Scope

1. Coordinate the scoping of regional transportation systems, corridor, and traffic management center studies.
2. Provide support for regional studies in support of transportation related economic development opportunities that come forward during the fiscal year.
3. Provide for technical consultant support to local jurisdictions and area projects as needed.
4. Ensure ongoing public involvement participation in study processes.
5. Continue to review and refine the Huetter Corridor environmental scope and phasing options.
6. Continue working in collaboration with ITD and local agencies on a TMC.

8.1 Advanced Right of Way Acquisition Framework

General Scope

1. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for future acquisition of real property in the Huetter alignment.
2. Provide for technical support to local jurisdictions for the identification and definition of land preservation in the Huetter Alignment. This includes assisting Kootenai County in providing information for their proposed overlay zone.

8.2 Regional Traffic Management

General Scope

Participate with ITD and local jurisdictions in further developing a Regional Traffic Management Center for Kootenai County.

Products

Regional transportation studies and route development plan updates that can be used by KMPO and member agencies to update the regional transportation plan, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Many of these activities are performed on an as needed basis; however, activities such as the Huetter Corridor Early Acquisition Framework, and the Regional Traffic Management Center are more clearly established. Huetter Corridor modeling and evaluation is ongoing with major land use updates anticipated in late 2021 and 2022, as well as the recent acquisition of 1,100 acres by a property developer in the proximity of I-90 and Huetter Road.

Budget / Revenue Source

8.0 Regional Transportation Studies				
Budget	Funding Source			
	CPG	5307	STP	Local/State
KMPO \$ 174,528	\$103,950			\$70,578
Total \$ 174,528	\$103,950			\$70,578

Overall Budget FY 2022

Task	Budget	Funding Sources			
		CPG	5307	KMPO	KCPT Match
1.0 MPO Administration	\$96,750	\$89,649		\$7,101	\$150,000
2.0 Transportation Improvement Program	\$26,281	\$24,352		\$1,929	
3.0 Public Transportation Planning & Programming	\$20,225	\$18,740		\$1,485	
4.0 Kootenai County Transit Ops. Planning	\$150,000				
5.0 Metropolitan Transportation Plan	\$67,731	\$62,760		\$4,971	
6.0 Data Collection, Performance, and Analysis	\$71,685	\$66,423		\$5,262	
7.0 Regional Travel Demand Modeling	\$85,144	\$78,894		\$6,250	
8.0 Regional Transportation Studies	\$174,528	\$103,950		\$70,578	
Grand Total	\$692,344	\$444,395	\$7,200	\$97,576	\$150,000
		82.01%		17.99%	

Work Responsibility Allocations:

KMPO	\$ 542,344
Kootenai County	\$ 150,000
Total	\$ 692,344