



# KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program  
Fiscal Year 2023  
Approved September 8, 2022



U.S. 95 North – Coeur d' Alene, ID

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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 2023, which will begin on October 1, 2022 and end on September 30, 2023.

## **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 2022 and while assembling the UPWP for FY23. 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; additional planning and development of the Regional Traffic Management Center, based on the Feasibility Study completed in late 2021, with further effort included with the annual update of the 2022-2028 Transportation Improvement Program (TIP). It is anticipated the KRTMC Facilities and Operations Plan will be completed during the 4<sup>th</sup> quarter of FY 2023.

UPWP tasks are identified for 2023, 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 Activities

### **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 Service Plan is anticipated to be completed in early FY 2023.

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 2023 will be derived from local agencies actively participating in transportation planning, as well as from federal agencies. Combined funding for FY23 activities is estimated to total **\$1,317,816** for KMPO, ITD and Kootenai County Public Transportation planning functions. Major sources include:

#### Summary of KMPO Anticipated Revenue FY 2023

Revenue Budget (2023)	
	2023 Funding Forecast
<b>Revenues:</b>	
KMPO:	
2022 Carry-over <b>KN20527</b>	\$ 72,000
Regional Traffic Mgmt Center <b>KN20637</b>	\$ 200,000
Corridor Planning Studies <b>KN19344</b>	\$ 400,000
2023 Consolidated Planning <b>KN 22106</b>	\$ 351,381
KMPO Local Contribution after match	\$ 17,000
KMPO Local Carry over after Local Match	\$ 83,000
Subtotal	\$ 1,123,381
Kootenai County:	
KCPT Local Match	\$ 150,000
<b>Grand Total</b>	<b>\$ 1,317,816</b>
Adopted July 14, 2022	

## Coordination

A key part of KMPO and its transportation planning partners' mission is to 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 FY23 will include at various levels:

### **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 2023

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 2023 is to continue 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. Growth that occurred in 2021 alone accounted for an increase in approximately 8,000 people within Kootenai County.
- 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 Alternate U.S. 95 Huetter Corridor; and widening I-90, which is currently in engineering and design.
- Funding for transportation to support local arterial improvements continues to fall behind in its ability to address capacity and rehabilitation needs.

- Protecting future transportation corridors through land use and right-of-way preservation activities is 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. ITD District 1 and KMPO will be initiating a Strategic Transportation Plan for the Rathdrum Prairie to address east-west to north-south connectivity issues, especially in the vicinity of Rathdrum.
- 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 recent 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 will continue to engage with MPO's during FY 2023 through the collaborative process and 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 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 FY23. With the new BIL Act; 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 the travel behavior survey data for use in the regional travel demand. KMPO will be utilizing INRIX data in FY 2023 to begin addressing the travel patterns in the region. Growth and new employment centers for retail, commercial, and light industrial activities may have influenced travel characteristics for trip purpose and trip length, and travel patterns may be impacted.

## UPWP Activities for FY 2023

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, 2023. We have identified the following ten 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 Updates
6. Data Collection, Performance Measures and Evaluation
7. Travel Demand Modeling
8. Regional Transportation Studies
9. Corridor Preservation Strategic Transportation Plan for the Rathdrum Prairie
10. Regional Traffic Management Center Facilities and Operations Plan

Objectives, inter-agency roles, tasks, expected work products and costs for the ten 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, 2022 and September 30, 2023, 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 FY23, KMPO staff will work with the Federal Highway Administration guidelines and ITD to address any additional changes needed to KMPO's transportation planning efforts, using resources such as online tools and Metroquest.
3. *Title VI (Civil Rights) Plan.* KMPO will monitor and report on the plan in 2023 to ensure compliance with Title VI of the Civil Rights Act of 1964.
4. Prepare FY 2024 Unified Planning Work Program.
5. Prepare FY 2022 Annual Report on KMPO activities during FY2023, including work with the FY 2022 financial audit and reporting.
6. Update and maintain the KMPO website to keep information current and ensure it remains 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, 2022 through October 31, 2023 to provide for end of Fiscal Year billings and close out.



Budget and Revenue Source

<b>1.0 MPO Administration</b>				
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
<b>Total \$96,750</b>	<b>\$ 89,649</b>			<b>\$ 7,101</b>

**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 to 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 2024-2030 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 2022 and 2023 TIP amendments and preparation of the 2023-2029 TIP. Preparation of the 2024-2030 TIP begins in March 2023 and culminates in September 2023.

Budget / Revenue Source

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

### 3.0 KMPO Regional Public Transportation Planning

Objective

To plan for the sustainable development of public transportation in Kootenai County, through addressing deficiencies and identifying 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, as 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, and representatives of the public, private, nonprofit transportation and human services providers within, or that 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 investments 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 of transit within the Coeur d'Alene Urbanized Area of 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).

In collaboration with KMPO, ITD's Public Transportation Office is responsible for the administration of Section 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. They are responsible for 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

The updated Regional Public Transportation Plan is to include a review of existing/planned 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:

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

#### 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 with Kootenai County, local jurisdictions, stakeholders 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:

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

**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 and 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 years using chapter updates and regional corridor plans and studies. This includes updates related to 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, and 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. The public involvement program will be 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, 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 plan's ability to influence and support ITD's approved targets.
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 detailed 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
<b>Total</b>	<b>\$ 67,731</b>				

**6.0 Data Collection, Performance Measures and GIS Evaluation**

Objective

Collect and compile data for state and local roadways and 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 for reviewing input data and providing feedback on travel demand model outputs, 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. KMPO will utilize INRIX Street Analytics to evaluate model output.

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

<b>6.0 Data Collection, Performance Measures and GIS Evaluation</b>				
Budget	Funding Source			
	CPG	5307	STP	Local
KMPO \$ 71,685	\$ 62,760			\$ 4,971
<b>Total \$71,685</b>	<b>\$ 62,750</b>			<b>\$ 4,971</b>

**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 or specific projects being conducted in the area.

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. Continue modeling I-90 and other corridor scenarios for alternatives.

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 and state transportation planning and development efforts.

Budget / Revenue Source

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

**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 SH-53 Corridor and its relationship to the Alternate U.S. 95 Huetter Corridor Plan updated July 8, 2021. KMPO will also continue to 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 Facilities and Operations Plan being developed by ITERIS as part of the ongoing assessment in 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, 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. KMPO has acquired INRIX data to provide insight into existing travel patterns throughout 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 corridor alternatives associated with Alternate U.S.95 and SH-53 to better integrate east-west and north-south corridors.
6. Continue working in collaboration with ITD and local agencies on a TMC development.

## **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 preservation of identified corridors.
2. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.

## **8.2 Regional Traffic Management**

### General Scope

Provide project management and oversight for consultant services for the Regional Traffic Management Center Facilities and Operations Plan for the Coeur d'Alene Urbanized area being prepared by ITERIS ®.

**8.3 Prairie Access Study**

General Scope

In collaboration with ITD District 1 and local agencies, KMPO will participate in a study to evaluate east-west to north-south connectivity on the Rathdrum Prairie between Stateline and U.S. 95. This effort will look at considering potential corridor re-alignments for SH-53 in the area of Rathdrum and the effects of current growth patterns on travel demands to and from various locations in the federally-designated urbanized area.

Products

Regional transportation studies and route development plan updates that can be used by ITD, 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 Regional Traffic Management Center Facilities and Operations plan will be completed in FY 2023. Corridor modeling and evaluation will be ongoing with major land use updates anticipated in 2023 and 2024.

Budget / Revenue Source

<b>8.0 Regional Transportation Studies</b>					
Budget		Funding Source			
		CPG	5307	STP	Local/State
KTMC	\$ 425,000			\$ 425,000	\$ 31,195
Corridor	\$ 375,000			\$ 347,475	\$ 27,525
<b>Total</b>	<b>\$ 800,000</b>			<b>\$ 741,280</b>	<b>\$ 58,720</b>

**Overall  
FY 2023 UPWP  
Budget**

Task	Budget	Funding Sources				
		CPG	STBG-U	5307	KMPO	KCPT
						<b>Match</b>
1.0 MPO Administration	\$96,750	\$89,649			\$7,101	
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					\$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	\$800,000		\$ 741,280		\$58,720	
Grand Total	\$1,317,816	\$340,818	\$ 741,280	\$0	\$85,718	\$150,000

**Work Responsibility Allocations:**

KMPO	\$1,167,816
Kootenai County	<u>\$ 150,000</u>
<b>Total</b>	<b>\$1,317,816</b>