



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

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

**KMPO Board Meeting  
March 14th, 2024 1:30 pm**

Post Falls City Council Chambers, Post Falls City Hall, 1st Floor  
408 N. Spokane Street, Post Falls, Idaho

**AGENDA**

- 1. Call to Order** – Graham Christensen, Chair
- 2. Changes to the Agenda and Declarations of Conflicts of Interest** – Action Item
- 3. Approval of February 8th, 2024 Meeting Minutes** – Action Item
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations** – Michael Lenz, KCATT Chair
  - a. Recap of Activities –February 2024
- 6. Administrative Matters**
  - a. February 2024 KMPO Expenditures– **Action Item**
  - b. March Financial Snapshot- status report
  - c. KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment Requests:
    - i. TIP Amendment #1-Amending 6 Projects to realign funding
    - ii. TIP Amendment #2-Amending 1 Project KN 19955 Funding Phase reallocation
    - iii. TIP Amendment #3-Amending Project KN 19288and KN 24306 Funding Phase reallocation and delay
    - iv. TIP Amendment #4-Amending Project KN 12310 and KN 22770 Funding Phase reallocation and increase
- 7. Other Business**
  - a. Local Government Transportation Program – Status Report
  - b. Future Transportation Project Funding Levels
- 8. Public Transportation (Informational Items Provided to KMPO)**

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d'Alene Tribe.

  - a. Kootenai County Transit Report – Kootenai County Public Transportation Staff
  - b. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
- 9. Director's Report** (written report included in Board packet)
- 10. Board Member Comments**
- 11. Next Meeting** – April 11th, 2024
- 12. Adjournment**

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**KOOTENAI METROPOLITAN PLANNING ORGANIZATION**

250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814

1-208-930-4164 Website: [www.kmpo.net](http://www.kmpo.net)

## MEETING MINUTES

Kootenai Metropolitan Planning Organization  
Regular Board Meeting  
February 8, 2024  
Post Falls City Council Chambers, Post Falls City Hall, 1<sup>st</sup> Floor  
408 N. Spokane Street, Post Falls, Idaho

### **Board Members in Attendance:**

Graham Christensen, Chairman  
Bruce Mattare, Vice Chairman  
Sandra White  
Phil Cooper  
Steve Adams  
Jim Kackman

East Side Highway District  
Kootenai County  
City of Hayden  
Worley Highway District  
Lakes Highway District  
Coeur d'Alene Tribe

### **Board Members Absent:**

Dan Gookin  
Damon Allen  
Vacant Seat  
Nathan Ziegler  
Jeff Tyler

City of Coeur d'Alene  
Idaho Transportation Department, District 1  
City of Rathdrum  
City of Post Falls  
Post Falls Highway District

### **Staff Present:**

Glenn Miles  
Ali Marienau  
Kate Williams

Executive Director  
Transportation Planner  
Administrator

### **Attendees:**

Donna Montgomery  
Monty Montgomery  
Angela Sieverding  
Terry Werner  
Chad Ingle  
Michael Lenz  
Kevin Jump  
Nick Hatch  
Rob Beachler

Citizen  
Citizen  
East Side Highway District  
LHTAC  
Citylink - Kootenai County  
Post Falls Highway District  
City of Rathdrum  
GRI  
ITD

### **1. Call to Order – Graham Christensen, Chair**

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:36 p.m.

### **2. Changes to the Agenda and Declarations of Conflicts of Interest**

No conflicts of interest were declared. The Board agreed to move forward with the agenda as presented.

### **3. Approval of January 11th, 2024, Meeting Minutes – Action Item**

Mr. Christensen called to entertain a motion to approve the meeting minutes.

**Mr. Jim Kackman moved to approve the meeting minutes from January 11, 2024. Mr. Steve Adams seconded the motion, which passed unanimously.**

**4. Public Comments (limited to non-agenda items 3 minutes)**

No public comments were made.

**5. KCATT Recap & Recommendations – Michael Lenz**

**a. Recap of Activities – January 202**

There was no recap, due to lack of business/canceled January 2024 KCATT meeting. Mr. Lenz noted that the temporary signal at Huetter Road and Poleline Ave. is up and working.

**6. Administrative Matters**

**a. January 2024 KMPO Expenditures – Action Item**

Chair Christensen called to entertain a motion to approve the January expenditures.

**Mr. Jim Kackman moved to approve the January 2024 KMPO Expenditures. Mr. Phil Cooper seconded the motion, which passed unanimously.**

**b. February 2024 Financial Snapshot**

Mr. Glenn Miles reported KMPO is sitting in a good position with all accounts, as the reimbursement for January was received in a timely manner. KMPO expenditures are down, and the organization overall is in good standing.

**c. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests**

**a. TIP Amendment #32 request by ITD on KN 219357.**

This Amendment is for the Coeur d'Alene River Bridge eastbound lanes and westbound lanes. There was an increase of \$700,000 for construction management. This will be the last amendment for the 2023-2029 TIP. Six TIP amendments came in while Mr. Miles was out of the office this past week – those will be outlined in the March packet. The 2024-2030 Transportation Improvement Program was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); TIP amendments, moving forward, will be for the 2024-2030 program.

**7. Other Business**

**a. Local Government Transportation Program – Status Report**

Mr. Miles reported that KMPO has been in contact with ITD Headquarters about the timing of the delivery of the local state and local agreements. Some projects that were approved were to have design and engineering started this year. Without the state and local agreement, the projects can't start without the money. Mr. Miles expects to have something back next week. And then the following week, he may have a meeting with ITD, and some of the project program managers about what's holding up getting these state and local agreements delivered.

**b. 2024 Safety Performance Targets & Review – Status Report**

Ms. Marienau provided a report on ITD's updated safety targets for 2024. These are a part of the FHWA's transportation performance management requirements. The KMPO Board adopted ITD's targets for safety in 2018, and annually, KMPO provides an update on how the Kootenai County is performing versus ITD's targets. Ms. Marienau stated that she used 2022/2023 data via ITD's AASHTOWare Safety platform for this analysis; this data is available to the local agencies, as well. Ms. Marienau demonstrated with graphs what the trends have been over the past few years in terms of fatalities and serious injuries. Kootenai County is meeting the targets for fatalities, as well as serious

injuries. There has been a general downward trend over the 5-year period for traffic fatalities. Currently, we see the same trends of the most harmful events in fatal crashes, which tend to be overturns, head on collisions with fixed objects (such as trees), and crashes that involve pedestrians. The main factors in these accidents were: failure to maintain lane, alcohol, and impaired/inattentive driving. Weather, especially speeds too fast for conditions, is a common contributing factor in crashes. Most of these factors that contribute to these crashes are human behaviors; there are some counter measures that could be put in place to help minimize these accidents. Ms. Marienau noted that there has been an increase in failure to obey signals, which is a contributing factor to several crashes; additionally, Kootenai County continues to see fatal and serious crashes involving pedestrians and bicyclists. In 2023, Kootenai County saw the most fatal crashes on SH-53 and Lancaster Road. Overall, US 95 has had 41 crashes; I-90 has had 24 fatal accidents. This data analysis helps to look at smaller roads that are having crashes, to see if there are any counter measures that we can put in place to help reduce the crash rates.

Mr. Steve Adams asked to define “failure to maintain lane”, Ms. Marienau stated that is a general term used to state that a vehicle was outside of its marked lanes, but as each crash can have up to three contributing factors, failure to maintain lane is usually used with a few other factors like alcohol, weather or inattentive driving. Ms. Sandra White asked about weather being taken into account; Ms. Marienau responded that it is included in categories, such as “speeds too fast for conditions”. Chairman Christensen made a comment on the crash rate on Fernan Lake Road; he hoped that the added guardrails will bring the crash rate down on that road significantly.

**c. KMPO Board meeting Venue – Action Item**

Mr. Miles requested an official motion from the board to keep the location of the KMPO board meetings at the current location, Post Falls City Hall.

**Mr. Bruce Mattare motioned to confirm the meeting location. Ms. Sandra White, City of Hayden, second the motion, which passed unanimously.**

**d. AV Equipment Options- Action Item**

There was discussion over the purchase of camera equipment to create video recordings of the board meetings. Ms. White and Mr. Mattare had a few questions about the capabilities of the camera to record and potentially live stream future meetings. These questions were answered by Ms. Kate Williams, KMPO, to the satisfaction of the board and a motion was put forward to approve the approval of the 2nd option (Canon Camera).

**Mr. Steve Adams motioned to approve option 2 (a Canon VIXIA HF G50 \$K Camera Camcorder) for KMPO to purchase. Mr. Bruce Mattare seconded the motion, which passed unanimously.**

**8. Public Transportation (Informational Items Provided to KMPO)**

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**a. Kootenai County Transit Report – Kootenai County Public Transportation Staff**

Mr. Chad Ingle, Kootenai County Public Transportation, reported that for fixed route service, they saw a 2% decrease in ridership for the month of January, but are looking at a 1% increase for the fiscal year thus far. For paratransit services, they have seen a 16% decrease for the month and a 16% decrease for the fiscal year. For bus procurement, they finally have all paratransit buses after over two years of working through the process. Mr. Ingle reported they are in the process of dispossession of the buses that have met their

useful life. Three buses have been posted for their 10-day public notice, which will be ending on the 15th of this month; after that, they will be posted on property room. He stated that their NTD reporting has been completed (the annual reporting done for FTA for the National Transit Database). The organization's drug and alcohol reporting is due March 15. All the initial paperwork is due February 29. Mr. Ingle stated they had received approval from the Board of County Commissioners to submit grants to ITD for bus purchasing and service.

**b. Coeur d'Alene Tribe Rural Transit Report**

Mr. Ingle also reported on behalf of Mr. Alan Eirls and the Coeur d'Alene Tribe. The Tribe is working on their NTD and DAMIS reporting for the year, which will be in June. He also stated that the Tribe recently had to let one of their drivers go.

**9. Director's Report (written report included in Board packet)**

Mr. Miles reported that the 2024 Transportation Improvement Program has been approved by FHWA and FTA. The MOU (memorandum of understanding) being worked on with ITD was sent back for a substantive rewrite. Mr. Miles reported that all financial and reporting requirements for the Federal IRS and Social Security Administration (W-2 and 1099) were completed for January. He noted that the metropolitan transportation plan update will be starting soon. He also reported that the traffic data provider INRIX is back online, after an outage due to a supplier bankruptcy, so performance measures and intersection data will be posted to the website again. He reminded the board that the office will be closed on February 19th for a federal holiday.

Mr. Miles ended his director's report by raising the issue of project cost overruns and when enough is enough in terms of additional funding. He encouraged the Board members to think over what they think the policy should be and how local agencies can take charge of situations when projects go over and start to take funding from other projects. At the March KMPO board meeting, he would like the Board to have a more in-depth discussion over what the best policy should be moving forward. There was some discussion between Chairman Christensen and other members of the Board about what other MPOs in the state of Idaho have adopted and what has been done in the past with projects that have gone over budget.

**10. Board Member Comments**

Ms. Sandra White, City of Hayden, asked when the full meeting packets would be made available online. Kate Williams informed her that they would be on the KMPO website the Monday prior to the monthly Board meeting.

**11. Next Meeting – March 14th, 2024**

Chair Christensen motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on February 8th, 2024. With no objections, the meeting was adjourned at 2:23 p.m.

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Recording Secretary



## KOOTENAI METROPOLITAN PLANNING ORGANIZATION

### EXPENSES

February, 2024

As of this date **March 14, 2024** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **February, 2024** included in the following list, in the amount of **\$ 44,261.02**

Chair: \_\_\_\_\_

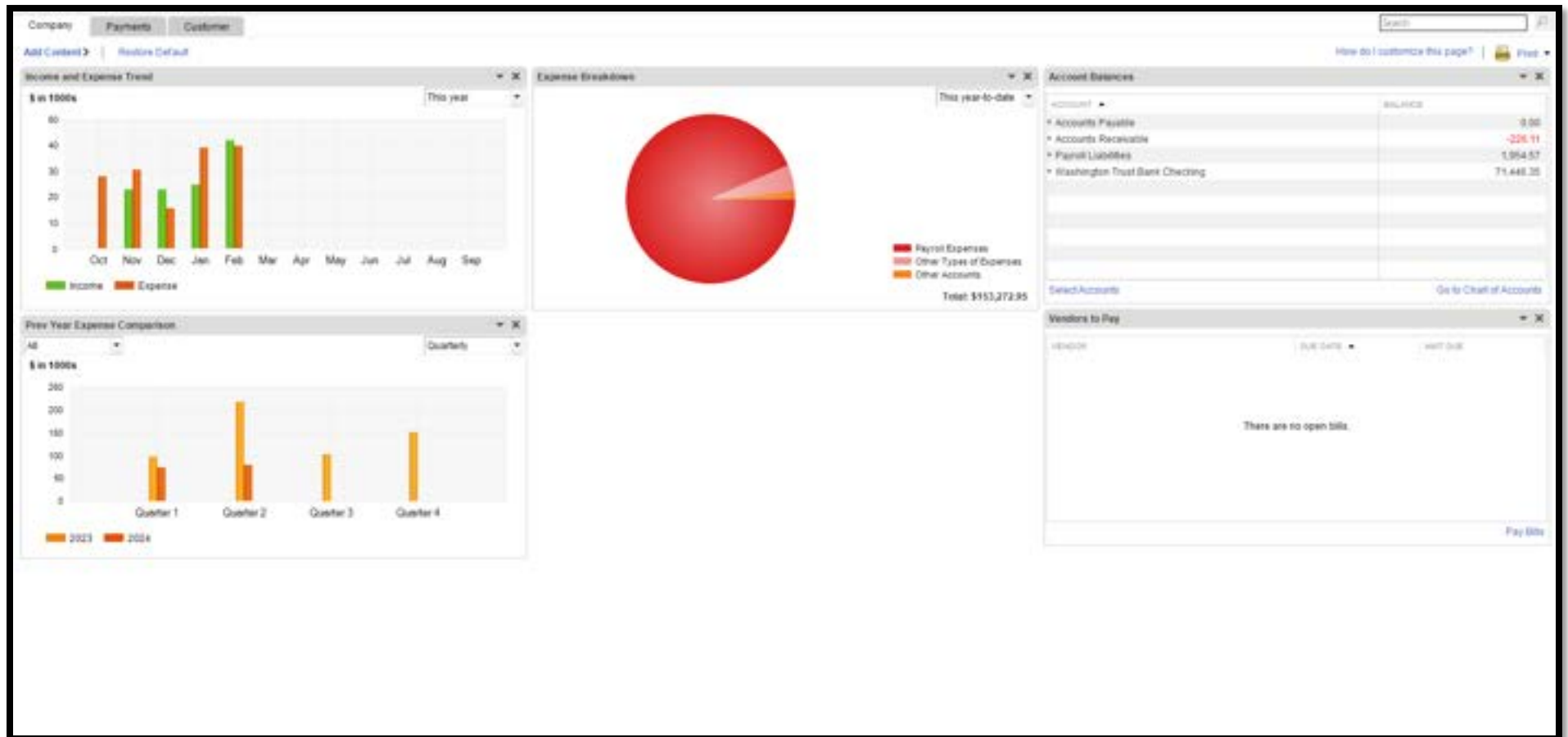
Kootenai Metropolitan Planning Organization						9:29 AM
Monthly Expense Report						03/07/2024
February 2024						
Type	Num	Date	Name	Memo	Paid Amount	
Liability Check	E-pay	02/01/2024	United States Treasury	Federal Withholding	2,811.50	
Check	ACH	02/01/2024	Unum	Premium February 2024 STD/AD/L	222.33	
Check	Debit Card	02/01/2024	Rackspace Inc	Rackspace Email & Archive Hosting February 2024	61.32	
Liability Check	ACH	02/01/2024	PERSI Choice Plan	PERSI Choice Plan Employee Contributions	800.00	
Liability Check	ACH	02/01/2024	PERSI	Payroll withholding Nexen Transfer	1,980.13	
Liability Check	ACH	02/02/2024	Idaho State Tax Commission	Idaho State Withholding January 2024	659.00	
Check	ACH	02/02/2024	TDS Telecom	TDS Phone and Internet Provider February 2024	207.31	
Liability Check	ACH	02/05/2024	Regence Blue Shield of Idaho	February 2024 Premium	3,115.06	
Check	Debit Card	02/05/2024	Charter Communications (Spectrum)	Spectrum Final Billing	162.97	
Check	Debit Card	02/07/2024	Adobe Store North America	Adobe Acrobat Pro - Multiple licenses February 2024	71.97	
Bill Pmt -Check	3589	02/13/2024	AVISTA	Utilities February 2024	80.83	
Bill Pmt -Check	Debit Card	02/13/2024	Capone's - Hayden	KMPO Board Member briefing	43.88	
Bill Pmt -Check	Debit Card	02/13/2024	Tilly's on Seventh	KMPO Lunch	42.78	
Check	Debit Card	02/13/2024	Walmart Inc	Canon VIXIA HF 4K Ultra HD Video Camera	1,417.89	
Check	Debit Card	02/14/2024	Axaw are, LLC	Spambully Email software	29.95	
Liability Check	E-pay	02/14/2024	United States Treasury	Federal Withholding	2,789.02	
Liability Check	ACH	02/15/2024	PERSI	M043 NEXEN Transfer	1,965.57	
Liability Check	ACH	02/15/2024	PERSI Choice Plan	PERSI Choice Plan Employee Contributions	800.00	
Check	Debit Card	02/18/2024	Intuit	Annual Compliance Poster and Payroll Fee February 2024	111.27	
Check	Debit Card	02/18/2024	Zoom Video Communications	Webinar Hosting February 2024	15.99	
Check	Debit Card	02/23/2024	Staples Inc.	Office Supplies	30.72	
Liability Check	E-pay	02/29/2024	United States Treasury	Federal Withholding	2,789.02	
Liability Check	ACH	02/29/2024	PERSI	Payroll withholding Nexen Transfer	1,965.57	
Liability Check	ACH	02/29/2024	PERSI Choice Plan	PERSI Choice Plan Employee Contributions	800.00	
				February 2024 Operating Expense Subtotal	\$ 22,974.08	
				February 2024 Salaries & Wages Subtotal	\$ 21,286.94	
				<b>Total February 2024 Expenses</b>	<b>\$ 44,261.02</b>	



# Kootenai Metropolitan Planning Organization

March 1, 2024

## Monthly Financial Snapshot





February 6, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment #1 6** Requests by ITD and LHTAC

The Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). These Amendments adjusts funding levels for six projects currently in the program. The funding adjustments are being provided for FY 2024.

KMPO Amendment #1

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	Costs	Life Time Costs
23607	2024	I 90, SH 41 TO US 95, KOOTENAI CO	TECM	SWC & Mitigation	MAJRWDN	RW	Decrease	100,000	39,650,000
23607	2024	I 90, SH 41 TO US 95, KOOTENAI CO	TECM	SWC & Mitigation	MAJRWDN	PE	Decrease	50,000	39,650,000

Removes additional RW/PE funds that are not needed on the project:

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	Costs	Life Time Costs
23607	2024	I 90, SH 41 TO US 95, KOOTENAI CO	Leading Idaho	State Leading Idaho	MAJRWDN	LP	Decrease	19,000,000	20,650,000

Reduces budget to match needs, with the offset going to KN24395/24396 (other Leading Idaho projects):

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	Costs	Lifetime Costs
22770	2026	SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO	Pavement Preservation	State	PM	PE	Increase	100,000	20,665,000

Increases costs by \$100k in State funds for additional PE:



2024-2030 KMPO TIP **Amendment #1** 6 Requests by ITD and LHTAC, Page 2

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	Costs	Lifetime Costs
10005	2024	SH 53, PLEASANT VIEW IC, KOOTENAI CO	Capacity	STP - State Highway	SAFTY/TRAF OPER	PE, PC, UT	Increase	750,000	54,922,663

Increases cost by \$750k for additional PE, PC, and UT, offset from the Statewide Balance: UT = \$500k PC/PE = \$250k

KeyNo	ProgYr	Location	Program	Funding	Work	Phases	Action	Costs	Lifetime Costs
23649	2028	I 90B, POST FALLS BUSINESS LOOP, POST FALLS	Pavement Preservation	STP - State Highway	RESURF RESTORE&REHAB	PC	Increase	800,000	4,177,000

Increases cost by \$800k for additional PC for design, offset from the Statewide Balance:

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	Costs	Lifetime Costs
22892	2028	STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	Bridge - Local	Bridge - Local	BR/APPRS	PC	Increase	250,000	5,674,000

Increases \$250k PC to cover cost increases, offset from KN 19530 & 23092:

**The 2024-2030** Transportation Improvement Program **Amendment #1** provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to their original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #1 effective February 6, 2024**



February 21, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 2** Request by ITD and LHTAC to reconcile End of the Year funding categories to KN 19955

The Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). These Amendments modify KN 19955 by adjusting the Urban Balancing Committee funding allocation of \$310,000 in PC, to PL in the amount \$10,000 and to PE in the amount of \$300,000. The funding adjustments are being provided for FY 2024.

**KMPO Amendment #2**

									FY 2024	
KeyNo	Program Year	Location	MPO	Program	Funding Source	Work	Phases	Action	Costs	Lifetime Costs
19955	2027	SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALLS	KMPO	STP - Local Large Urban	STP - Local Urban	SAFTY/TRAF OPER	PC	Decrease	310,000	1,308,000
19955	2027	SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALLS	KMPO	STP - Local Large Urban	STP - Local Urban	SAFTY/TRAF OPER	PL/PE	Increase	310,000	1,308,000

**The 2024-2030** Transportation Improvement Program **Amendment #2** provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to their original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #2 effective February 21, 2024**



February 22, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 3** Request by ITD and LHTAC to modify funding between activities and delay construction funding

The Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The first amendment modifies KN 19288 by decreasing phase CC and increasing CE/CL/CN for the same project. The second amendment modifies KN24306 by delaying CN from FY 2024 to FY 2027. The funding adjustments are being provided for FY 2024.

**KMPO Amendment #3**

KeyNo	ProgYr	Location	Program	Funding Source	Work	Phases	Action	FY 2024 Costs	Lifetime Costs
19288	2024	STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD	STP - Local Rural	STP - Local Rural	RESRF/RESTO&REHAB	CE/CL/CN	Increase	309,114	3,374,381
19288	2024	STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD	STP - Local Rural	STP - Local Rural	RESRF/RESTO&REHAB	CC	Decrease	214,833	3,374,381
24306	2027	I 90, SH 41 TO US 95 - EAST, KOOTENAI CO	Early Development	Other State Categories	RECONST/REALIGN	CN/CE/CC	Delay to FY27	23,400,000	69,200,000

**The 2024-2030** Transportation Improvement Program **Amendment #3** provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to their original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #3 effective February 22, 2024**



March 4, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 4** Request by ITD and LHTAC to modify funding levels to existing projects KN 12310 and KN 22770

The Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The first amendment modifies KN 12310 by reallocating obligated right of way funds from RW to Land Purchase (LP) in the amount of \$833,000 for the same project. The second amendment modifies KN22770 by adding \$4,000,000 in available FY 2024 STBG-State Highway funds to the existing project CN. Funding adjustments for these projects are being provided for FY 2024.

**KMPO Amendment #4**

Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail			Ph	Year-Of-Expenditure Dollars (Not Current Prices)								Total	Federal	Match
Sponsor		Program	Fund			2024	2025	2026	2027	2028	2029	2030	PREL			
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD				1	CN	7,060	-	-	-	-	-	-	-	7,060	6,542	518
12310	MP 17.000 - 17.986	NEW RTE, Resurfacing			PE	-	-	-	-	-	-	-	-	1,711	1,585	126
HAYDEN	STP-LARGE (L)	STP- Large Urban			RW	-	-	-	-	-	-	-	-	2,480	2,298	182
This project will provide a new connection to Ramsey Road from Wyoming Ave to Lancaster Road in Coeur d'Alene. Amendment 2024-4 Transfers Obligated RW Funds to Land Purchase (LP) \$833,000 no change in current obligation level.																
SH 54, SH 41 TO QUAIL RUN COURT, KOOTENAI CO				1	CN	18,845	5,000	-	-	-	-	-	-	24,765	-	19,845
22770	MP 0.000 - 5.250	PM, Pavement Rehabilitation & Resurfacing			PE	-	-	-	-	-	-	-	-	140	-	140
STATE OF IDAHO (ITD)		PAVE	STBG – State Highway		RW	-	-	-	-	-	-	-	-	-	-	
This project will extend the life of the roadway by applying a seal coat. Amendment # 2024-4 Adds \$4,000,000 Federal STBG- State to FY 2024																

The 2024-2030 Transportation Improvement Program **Amendment #4** provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs These projects have been through the required and concluded public involvement processes prior to their original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #4 effective March 4, 2024**

**KMPO Board Packet Agenda Item**

DATE: March 7, 2024  
TO: KMPO Board Members  
FROM: Glenn F. Miles, Executive Director  
  
SUBJECT: Future Transportation Project Funding Levels

**Background:**

As part of the federally required transportation planning process conducted by the Kootenai Metropolitan Planning Organization (KMPO), the KMPO Board has the authority to prioritize and select regionally significant transportation projects seeking to use FHWA Surface Transportation Block Grant (STBG) Large Urban (LU) funding. These funds are authorized and appropriated by Congress as part of a five-year transportation authorization bill. The funds are allocated to the States (Idaho) using the annual Federal appropriation bill, which again suballocates these funds to large urbanized areas with metropolitan planning organizations (MPO's).

In the State of Idaho, the Idaho Transportation Board (ITB) has adopted a Board policy that retains some of the STBG-LU funds for ITD use within large urbanized areas, and then suballocates the remaining funds to the MPO areas based on population. For the KMPO area, we receive approximately 1.6 million dollars per year. Given the limited amount of funds available to conduct projects on any given year, MPO's across the State of Idaho have for decades collaborated on the effective use of these funds to ensure regionally significant projects have the ability to be adequately funded. This has been accomplished by balancing these available funds over the six-year scope of the Transportation Improvement Program (TIP).

This practice of balancing funds across the needs of the 5 MPO areas has provided the opportunity to tackle regionally significant projects that would otherwise be beyond the scope and scale of the limited funds available each year (ITD does not allow for carrying over annual allocations). It would therefore become an annual use it or lose it dilemma. The process has been very effective at delivering much needed projects across the State.

**Times Have Changed:**

In the past, most projects as selected first to be place in the Pre-Development (PD) Category, which does not have an assigned construction year in the Transportation Improvement Program (TIP). To get into PD, a project must go through the regional MPO process and be prioritized and selected by the MPO Board for consideration. Secondly, PD has a financial construction limitation of \$5,000,000 for each MPO area, so there must be "room" in PD to insert the project. Once in PD, the Urban Balancing Committee reviews what has already been programmed within the upcoming 6 years, and collectively determines (based on each MPO's balance) how and where to place preliminary engineering (conceptual design phase) for funding. Once the Conceptual Design is completed, the project is once again brought before the Urban Balancing Committee for inclusion of additional steps in the project development process (PE, Right of Way, Construction). Once a construction year has been set into the program, the project is expected to meet that construction year. Failure to do so, depending on the circumstances, have had very large and expensive consequences to both the overall program and the agency failing to meet the delivery schedule. So at best an agency has 6 years to deliver a project.

Page 2

Historically, the Urban Balancing Committee (UBC) has been very effective at assisting local agencies at adjusting project schedules to accommodate unexpected challenges that come with most projects. Some projects can be delayed, while other projects in the program are ready to go and can take their place. This keeps the 6-year program balanced. Unfortunately, in several cases, project delays have resulted in higher than anticipated costs, often far above inflation, which is factored into each project annually. The consequences of delay are multifaceted:

1. The additional costs associated with the delayed and/or inadequately funded project in the construction year, often cannot be captured by simply advancing a project into it place
2. The additional costs associated with other projects being delayed to address (1)
3. The inability to advance any projects in Project Development that have completed Conceptual design
4. The impact to an MPO's "balance" therefore, the inability to advance projects already programmed.

Over the past 10 years, and especially the most recent 5 years, costs in Kootenai County (and in other parts of the State) related to right of way and construction have stripped the buying power from the limited funding provided by Congress and ITD to support these projects. With some projects programmed in 2012 through 2018, the ability for the Urban Balancing Committee to absorb the cost increases has become untenable and threatens the entire program. The ability for KMPO to maintain a balance for future projects already programmed for 2025 construction and beyond becomes ever more challenging.

Another factor impacting the availability of funds, is the recent creation of the metropolitan planning organization in Twin Falls, which became a requirement from the 2020 Census. The Twin Falls MPO has now been officially created and they too, rightfully desire to program STBG LU projects with their piece of the pie. There were no additional funds to the program with the creation of the Twin Falls MPO.

#### **Suggestions to consider:**

As KMPO embarks on the next call for projects using STBG- Large Urban funding, it would be beneficial to establish some financial side boards for projects. By providing local jurisdictions and agencies an opportunity to scale their requests in a way that accomplishes regionally significant objectives. Some parameters to consider:

1. The project needs to consider both the current cost estimate by Design, Right of Way, and Construction as well as the Federally required estimate for Year of Expenditure. This could provide an opportunity to assess the financial risk of price escalation as well as the ability to secure funding on the way to construction, rather than attempting to fund on a single year budget
2. The ability to collaborate with other cities and agencies on projects crossing boundaries, so projects can have logical termini, both in its entirety and if it subsequently needs to be phased
3. Recognize before submitting a project application, that if successful, a State and Local Agreement will be required before the project can start. That State and Local Agreement (SLA) currently has language that clearly states all cost over-runs or change orders are the financial responsibility of the local agency. As clear understanding of the associated project risk should be understood and acknowledged.
4. KMPO and the Urban Balancing Committee want local projects to be successful. It should be understood the cost increases above annual inflation will most likely be capped at 25%-30% of the

**KMPO Board Packet Agenda Item**

estimated Year of Expenditure estimate or 3.2 million dollars; whichever is lower. That would be equivalent to KMPO's allocation for two years.

5. Failure to perform the project in a timely manner as exhibited in the project application, could make the project subject to cancellation if its not past the environmental phase.
6. Change orders brought about by decisions outside or beyond the project scope, would be the responsibility of the local entity requesting the change order and not the project.

These are just some suggestions to consider by KCATT and the KMPO Board and would welcome any additional thoughts or ideas that make sure regionally significant projects are timely, successful and financial viable.

## 2023-2024 Monthly Ridership Comparison

	Feb'23	Mar'23	Apr'23	May'23	Jun'23	Jul'23	Aug'23	Sep'23	Oct'23	Nov'23	Dec'23	Jan'24	Feb'24
A Route	3,200	3,905	3,422	3,680	3,428	3,477	3,883	3,226	3,297	3,383	3,166	2,836	3,100
B Route	3,462	3,439	3,186	3,782	3,613	4,001	3,429	2,879	3,198	2,701	2,734	2,764	3,122
C Route	1,915	3,097	2,857	3,348	3,448	2,709	2,753	3,327	3,672	2,963	2,957	2,551	2,930
North	8,577	10,441	9,465	10,810	10,489	10,187	10,065	9,432	10,167	9,047	8,857	8,151	9,152
Link	3,579	3,835	3,473	3,705	3,684	3,956	4,290	4,176	4,204	4,138	4,093	4,774	4,664
Rural	2,252	2,694	2,546	2,622	2,484	2,615	3,144	2,702	3,065	2,795	2,400	2,494	2,462
South	5,831	6,529	6,019	6,327	6,168	6,571	7,434	6,878	7,269	6,933	6,493	7,268	7,126
Citylink Para	1,128	1,240	1,095	1,236	986	859	1,057	999	1,139	1,113	977	1,051	937
KH	1,737	1,913	1,599	1,823	1,879	1,633	1,985	1,715	1,974	1,756	1,541	1,913	1,927
Para	2,865	3,153	2,694	3,059	2,865	2,492	3,042	2,714	3,113	2,869	2,518	2,964	2,864
Totals	17,273	20,123	18,178	20,196	19,522	19,250	20,541	19,024	20,549	18,849	17,868	18,383	19,142

## Citylink

## 2022-2024 Total Ridership Comparison

## NORTH

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	8,222	9,087	10,714	10,039	9,679	10,940	10,153	11,258	10,061	10,584	9,286	7,759
2023	8,300	8,577	10,441	9,465	10,810	10,489	10,187	10,065	9,432	10,167	9,047	8,857
2024	8,151	9,152										

## SOUTH

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	5,354	4,612	6,069	5,879	6,165	6,124	6,497	6,043	6,000	6,205	5,500	6,143
2023	6,133	5,831	6,529	6,019	6,327	6,168	6,571	7,434	6,878	7,269	6,933	6,493
2024	7,268	7,126										

## COMBINED

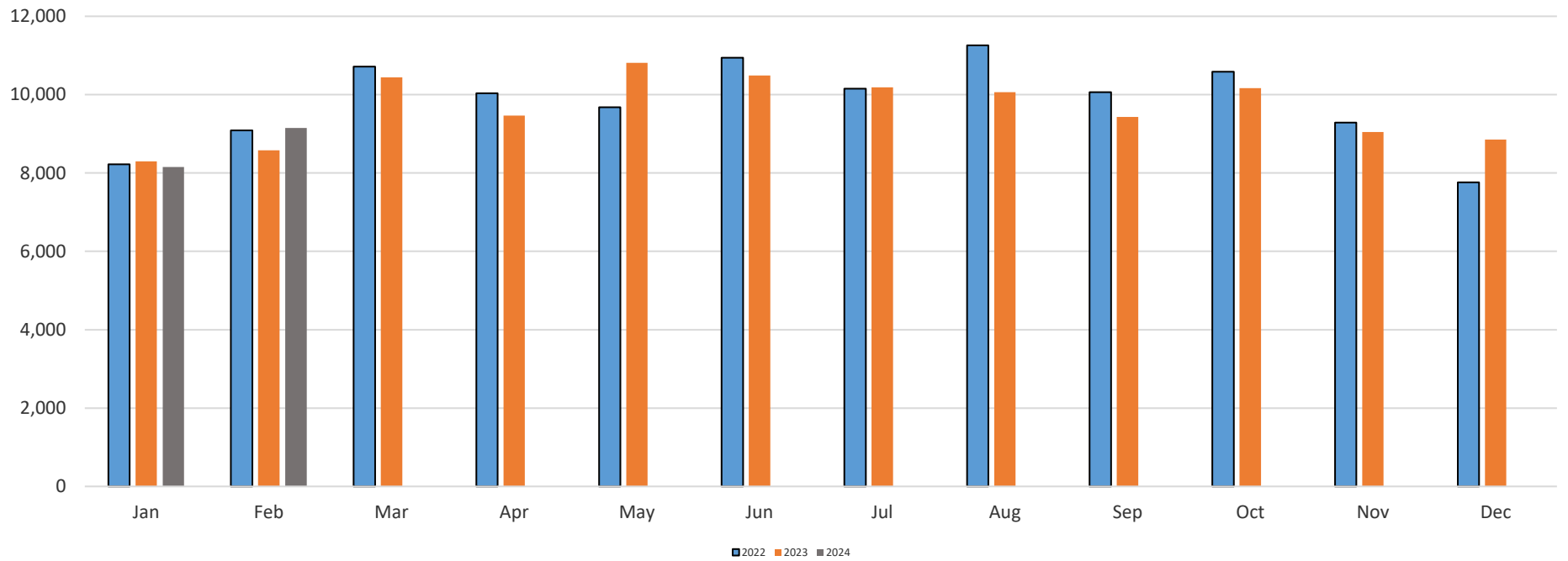
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	13,576	13,699	16,783	15,918	15,844	17,064	16,650	17,301	16,061	16,789	14,786	13,902
2023	14,433	14,408	16,970	15,484	17,137	16,657	16,758	17,499	16,310	17,436	15,980	15,350
2024	15,419	16,278										

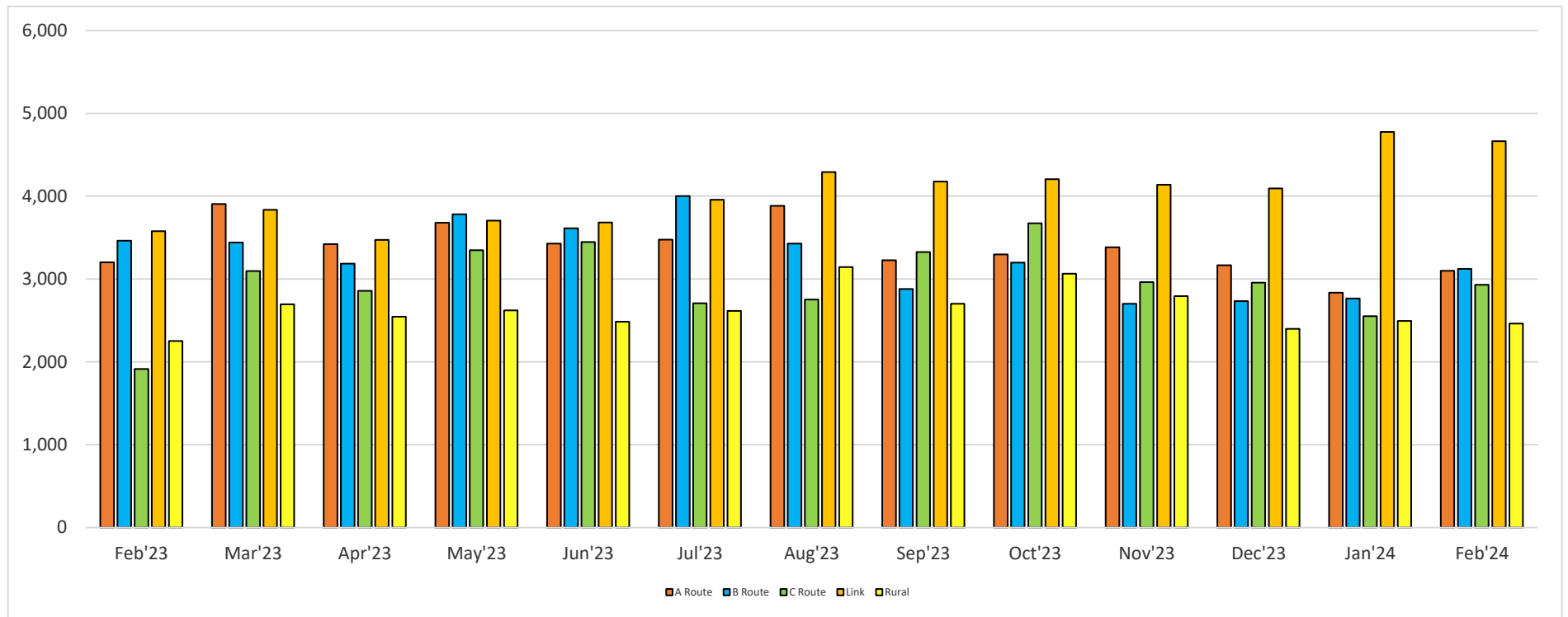
## PARATRANSIT

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	2,785	2,523	3,036	2,926	2,668	2,853	2,620	3,060	2,957	2,962	3,030	3,033
2023	3,020	2,865	3,153	2,694	3,059	2,865	2,492	3,042	2,714	3,113	2,869	2,518
2024	2,964	2,864										

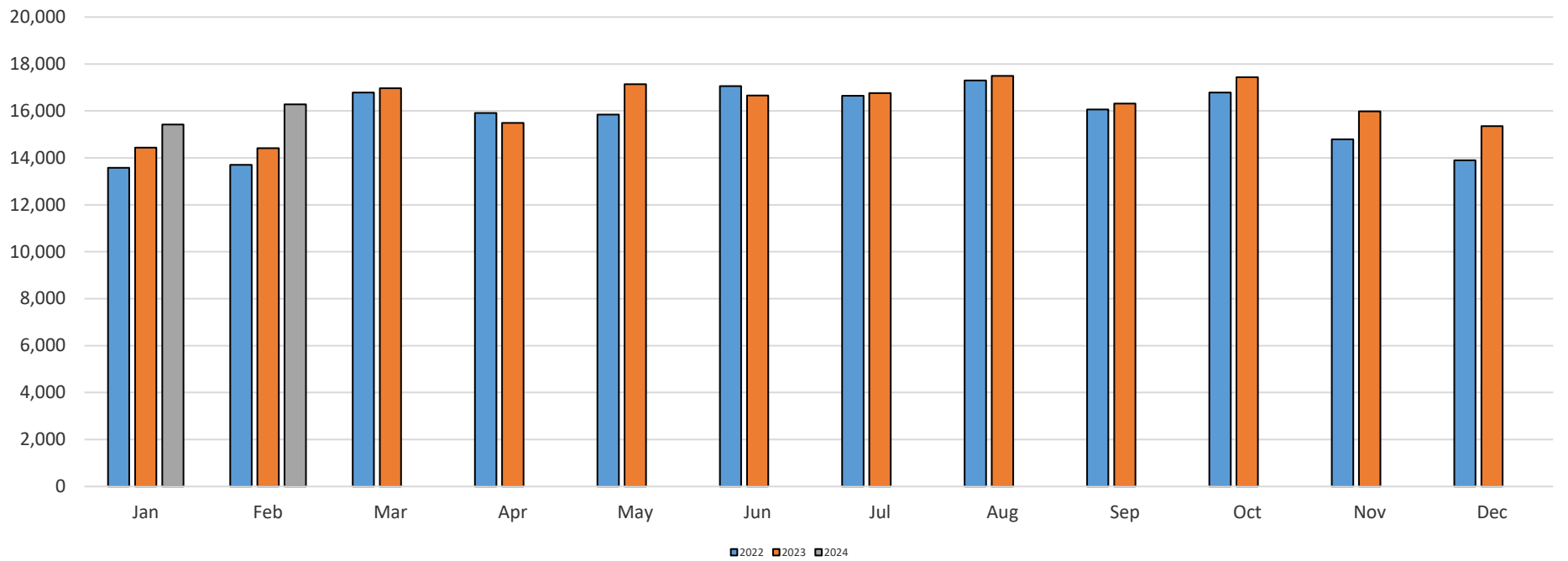


Fixed Route Yearly Citylink North



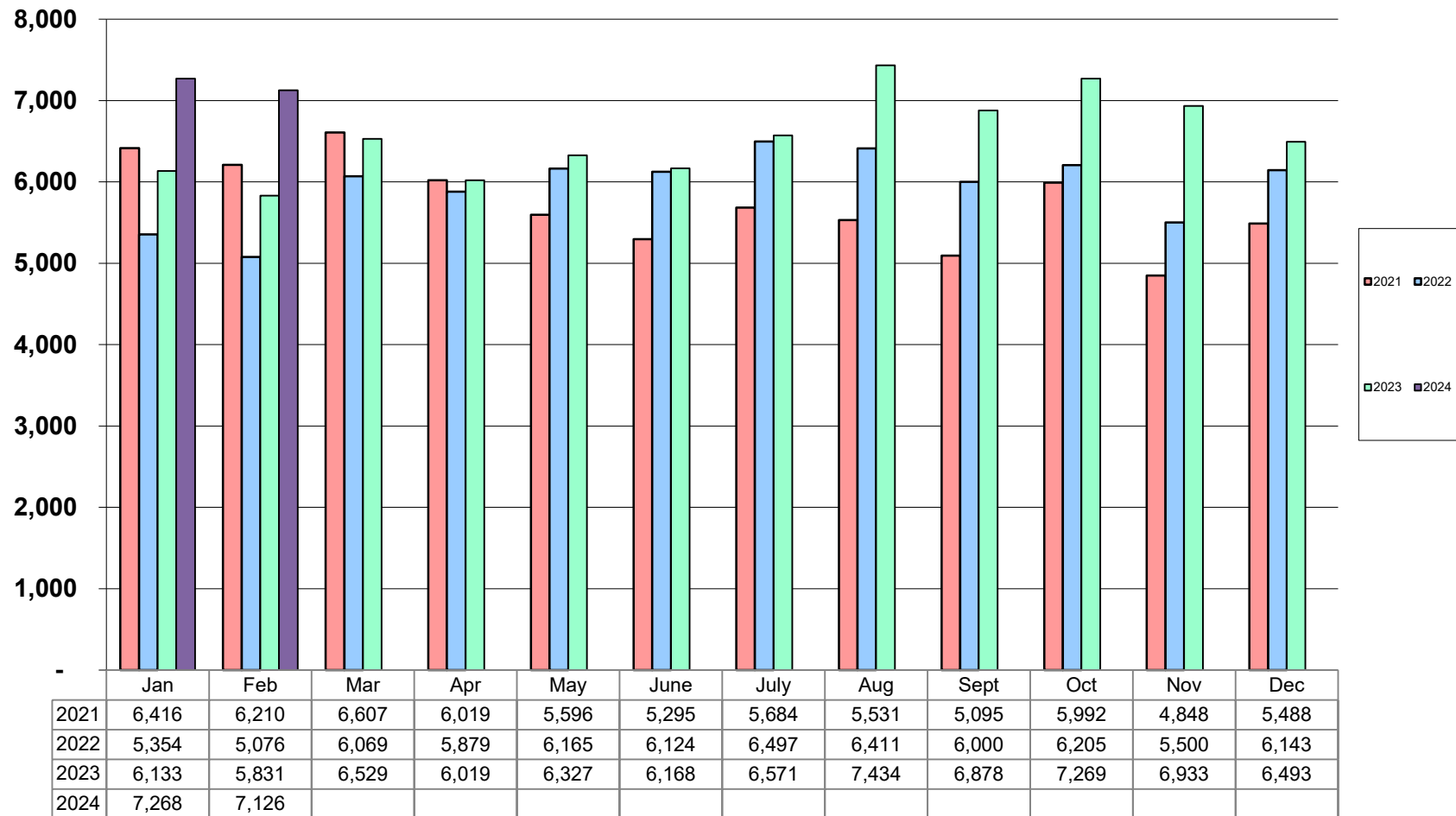


Fixed Route Yearly Comparison Combined



**Citylink**

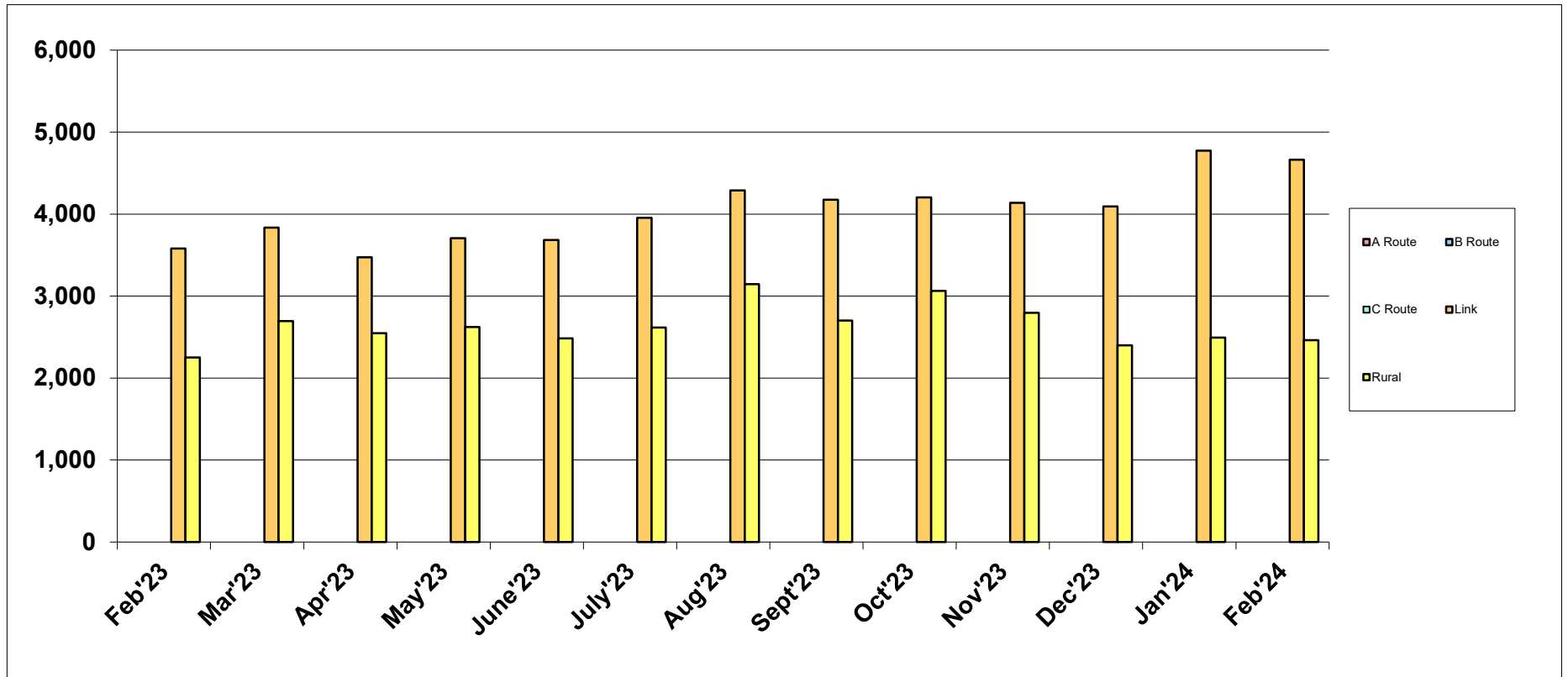
## 2021-2024 Total Ridership Comparison



# Citylink

## 2022-2023 Comparison

	Feb'23	Mar'23	Apr'23	May'23	June'23	July'23	Aug'23	Sept'23	Oct'23	Nov'23	Dec'23	Jan'24	Feb'24
A Route	0	0	0	0	0	0	0	0	0	0	0	0	0
B Route	0	0	0	0	0	0	0	0	0	0	0	0	0
C Route	0	0	0	0	0	0	0	0	0	0	0	0	0
Link	3,579	3,835	3,473	3,705	3,684	3,956	4,290	4,176	4,204	4,138	4,093	4,774	4,664
Rural	2,252	2,694	2,546	2,622	2,484	2,615	3,144	2,702	3,065	2,795	2,400	2,494	2,462
<b>Totals</b>	<b>5,831</b>	<b>6,529</b>	<b>6,019</b>	<b>6,327</b>	<b>6,168</b>	<b>6,571</b>	<b>7,434</b>	<b>6,878</b>	<b>7,269</b>	<b>6,933</b>	<b>6,493</b>	<b>7,268</b>	<b>7,126</b>



A Route: Post Falls and State Line

B Route: Post Falls, Hayden and CDA

C Route: CDA and Hayden

	2021	2022	2023	2024
Jan	6,416	5,354	6,133	7,268
Feb	6,210	5,076	5,831	7,126
Mar	6,607	6,069	6,529	
Apr	6,019	5,879	6,019	
May	5,596	6,165	6,327	
June	5,295	6,124	6,168	
July	5,684	6,497	6,571	
Aug	5,531	6,411	7,434	
Sept	5,095	6,000	6,878	
Oct	5,992	6,205	7,269	
Nov	4,848	5,500	6,933	
Dec	5,488	6,143	6,493	

**DUE TO BOB BY 5TH OF MONTH**

**February-2024**  
**CITYLINK LINK & RURAL**  
**MONTHLY SENIOR RIDERSHIP**

LINK		RURAL		TOTAL
1,439		272		1,711

<b>February-2024</b>
CITYLINK MONTHLY SENIOR RIDERSHIP LINK ROUTE
1,439

<b>February-2024</b>
CITYLINK MONTHLY SENIOR RIDERSHIP RURAL ROUTE
272

February-2024 : Link (BUR)

[illegible]



## February-2024 : CDA Link (BUR)

[illegible]

## February-2024 : Casino Link (BUR)

[illegible]

## February-2024 : Rural (Bus 25) (BUR)

[illegible]

## February-2024 : Rural (Bus 26 ) (BUR)

[illegible]

**February-2024 : Rural (Bus 52 ) (BUR)**

[illegible]

## February-2024 : Plummer Express (Bus 24) (BUO)

[illegible]

## February-2024 : On-Demand (Bus 22) (BUO)

[illegible]

**February-2024 : On-Demand (Bus 23) (BUO)**

[illegible]



## February-2024 : On-Demand (20) (BUO)

[illegible]

## ON DEMAND TRIP DENIAL FORM

[illegible]

**February-2024 : Plummer Express (Time & Mileage) (BUO)**

	TOTAL BUS MILES	TOTAL BUS REVENUE MILES	TOTAL MILES TO REVENUE	TOTAL REVENUE MILES	TOTAL NONE REVENUE MILES	TOTAL BUS HOURS	TOTAL BUS REVENUE HOURS	TOTAL HOURS TO REVENUE	TOTAL REVENUE HOURS	TOTAL NONE REVENUE HOURS
1	254	212	92	120	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
2	227	183	79	104	44	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
3	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	227	211	89	122	16	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
6	251	209	90	119	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
7	178	175	50	125	3	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
8	215	211	81	130	4	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
9	156	141	56	85	15	3:50:00	3:25:00	1:05:00	2:20:00	0:25:00
10	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
12	187	172	51	121	15	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
13	250	209	89	120	41	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
14	252	209	90	119	43	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
15	251	208	89	119	43	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
16	223	208	88	120	15	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
17	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
19	193	180	65	115	13	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
20	252	238	118	120	14	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
21	252	210	90	120	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
22	251	209	90	119	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
23	181	140	57	83	41	3:50:00	3:25:00	1:05:00	2:20:00	0:25:00
24	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
25	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
26	256	212	90	122	44	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
27	250	208	90	118	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
28	253	211	115	96	42	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
29	253	209	89	120	44	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
30	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
31	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
	4812	4165	1748	2417	647	110:35:00	101:50:00	37:00:00	64:50:00	8:45:00

**February-2024 : On-Demand (Time & Mileage) (BUO)**

	TOTAL BUS MILES	TOTAL BUS REVENUE MILES	TOTAL MILES TO REVENUE	TOTAL REVENUE MILES	TOTAL NONE REVENUE MILES	TOTAL BUS HOURS	TOTAL BUS REVENUE HOURS	TOTAL HOURS TO REVENUE	TOTAL REVENUE HOURS	TOTAL NONE REVENUE HOURS
1	100	39	22	17	61	5:08:00	2:25:00	0:55:00	1:30:00	2:43:00
2	69	17	6	11	52	4:35:00	1:45:00	0:24:00	1:21:00	2:50:00
3	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	82	38	23	15	44	2:35:00	1:20:00	0:50:00	0:30:00	1:15:00
5	80	11	4	7	69	5:15:00	1:33:00	0:30:00	1:03:00	3:42:00
6	35	8	3	5	27	3:07:00	2:06:00	0:20:00	1:46:00	1:01:00
7	82	27	10	17	55	4:35:00	2:22:00	0:40:00	1:42:00	2:13:00
8	93	24	12	12	69	5:21:00	2:33:00	0:51:00	1:42:00	2:48:00
9	125	78	28	50	47	4:35:00	3:10:00	1:02:00	2:08:00	1:25:00
10	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	117	77	33	44	40	4:25:00	3:00:00	1:15:00	1:45:00	1:25:00
12	35	32	5	27	3	2:05:00	1:47:00	0:29:00	1:18:00	0:18:00
13	79	33	12	21	46	4:52:00	2:55:00	1:04:00	1:51:00	1:57:00
14	88	20	8	12	68	3:30:00	1:36:00	0:31:00	1:05:00	1:54:00
15	37	8	3	5	29	3:30:00	1:45:00	0:25:00	1:20:00	1:45:00
16	102	49	21	28	53	4:57:00	2:52:00	1:08:00	1:44:00	2:05:00
17	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	52	21	7	14	31	1:45:00	0:55:00	0:25:00	0:30:00	0:50:00
19	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
20	81	27	10	17	54	5:17:00	3:02:00	0:48:00	2:14:00	2:15:00
21	109	37	19	18	72	5:53:00	3:12:00	0:41:00	2:31:00	2:41:00
22	101	40	11	29	61	6:04:00	3:07:00	0:47:00	2:20:00	2:57:00
23	125	80	28	52	45	7:17:00	4:20:00	1:33:00	2:47:00	2:57:00
24	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
25	106	47	31	16	59	3:35:00	1:50:00	1:10:00	0:40:00	1:45:00
26	105	63	34	29	42	6:02:00	3:19:00	1:13:00	2:06:00	2:43:00
27	88	35	14	21	53	5:21:00	2:30:00	0:57:00	1:33:00	2:51:00
28	60	12	4	8	48	5:07:00	2:07:00	0:37:00	1:30:00	3:00:00
29	66	18	10	8	48	5:04:00	2:35:00	0:45:00	1:50:00	2:29:00
30	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
31	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
	2017	841	358	483	1176	109:55:00	58:06:00	19:20:00	38:46:00	51:49:00

**February-2024 : On-Demand & Plummer Exp (Time & Mileage) (BUO)**

	TOTAL BUS MILES	TOTAL BUS REVENUE MILES	TOTAL MILES TO REVENUE	TOTAL REVENUE MILES	TOTAL NONE REVENUE MILES	TOTAL BUS HOURS	TOTAL BUS REVENUE HOURS	TOTAL HOURS TO REVENUE	TOTAL REVENUE HOURS	TOTAL NONE REVENUE HOURS
1	354	251	114	137	103	10:33:00	7:25:00	2:45:00	4:40:00	3:08:00
2	296	200	85	115	96	10:00:00	6:45:00	2:14:00	4:31:00	3:15:00
3	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	82	38	23	15	44	2:35:00	1:20:00	0:50:00	0:30:00	1:15:00
5	307	222	93	129	85	10:40:00	6:33:00	2:20:00	4:13:00	4:07:00
6	286	217	93	124	69	8:32:00	7:06:00	2:10:00	4:56:00	1:26:00
7	260	202	60	142	58	10:00:00	7:22:00	2:30:00	4:52:00	2:38:00
8	308	235	93	142	73	10:46:00	7:33:00	2:41:00	4:52:00	3:13:00
9	281	219	84	135	62	8:25:00	6:35:00	2:07:00	4:28:00	1:50:00
10	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	117	77	33	44	40	4:25:00	3:00:00	1:15:00	1:45:00	1:25:00
12	222	204	56	148	18	7:30:00	6:47:00	2:19:00	4:28:00	0:43:00
13	329	242	101	141	87	10:17:00	7:55:00	2:54:00	5:01:00	2:22:00
14	340	229	98	131	111	8:55:00	6:36:00	2:21:00	4:15:00	2:19:00
15	288	216	92	124	72	8:55:00	6:45:00	2:15:00	4:30:00	2:10:00
16	325	257	109	148	68	10:22:00	7:52:00	2:58:00	4:54:00	2:30:00
17	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	52	21	7	14	31	1:45:00	0:55:00	0:25:00	0:30:00	0:50:00
19	193	180	65	115	13	5:25:00	5:00:00	1:50:00	3:10:00	0:25:00
20	333	265	128	137	68	10:42:00	8:02:00	2:38:00	5:24:00	2:40:00
21	361	247	109	138	114	11:18:00	8:12:00	2:31:00	5:41:00	3:06:00
22	352	249	101	148	103	11:29:00	8:07:00	2:37:00	5:30:00	3:22:00
23	306	220	85	135	86	11:07:00	7:45:00	2:38:00	5:07:00	3:22:00
24	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
25	106	47	31	16	59	3:35:00	1:50:00	1:10:00	0:40:00	1:45:00
26	361	275	124	151	86	11:27:00	8:19:00	3:03:00	5:16:00	3:08:00
27	338	243	104	139	95	10:46:00	7:30:00	2:47:00	4:43:00	3:16:00
28	313	223	119	104	90	10:32:00	7:07:00	2:27:00	4:40:00	3:25:00
29	319	227	99	128	92	10:29:00	7:35:00	2:35:00	5:00:00	2:54:00
30	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
31	0	0	0	0	0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
	6829	5006	2106	2900	1823	220:30:00	159:56:00	56:20:00	103:36:00	60:34:00

A ROUTE	B ROUTE	C ROUTE	LINK BUS	RURAL BUS 21	RURAL BUS 25	RURAL BUS 26	RURAL BUS 27	RURAL BUS 28
CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP
0	0	0	1,374	0	108	110	0	0
CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP
0	0	0	65	0	18	7	0	0

RURAL BUS 52	PLUMMER BUS 20	PLUMMER BUS 22	PLUMMER BUS 23	PLUMMER BUS 24	ON DEMAND BUS 22	ON DEMAND BUS 23	ON DEMAND BUS 20	ON DEMAND BUS 24
CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP
27	0	0	0	223	10	83	3	0
CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP	CITYLINK WHEEL-CHAIR RIDERSHIP
2	0	0	0	0	3	37	2	0

**MOSCOW BUS**

CITYLINK SENIOR RIDERSHIP
0
CITYLINK WHEEL-CHAIR RIDERSHIP
0

**CITYLINK ROUTES MONTHLY SENIOR & WHEELCHAIR RIDERSHIP TOTAL**

A, B, C, LINK, RURAL, MOSCOW	
SENIOR RIDERSHIP TOTAL	WHEELCHAIR RIDERSHIP TOTAL
0	92

February-2024

ON-DEMAND PLUMMER EXPRESS	
SENIOR RIDERSHIP TOTAL	WHEELCHAIR RIDERSHIP TOTAL
319	42

# CITYLINK ROUTES MONTHLY SENIOR & WHEELCHAIR RIDERSHIP TOTAL

February-2024

A ROUTE	B ROUTE	C ROUTE
CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP
0	0	0
CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP
0	0	0
A, B, C, ROUTES		
SENIOR RIDERSHIP TOTAL	WHEELCHAIR RIDERSHIP TOTAL	
0	0	

LINK BUS	MOSCOW BUS	RURAL BUS 21	RURAL BUS 25	RURAL BUS 26	RURAL BUS 27	RURAL BUS 28	RURAL BUS 52
CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP
1,374	0	0	108	110	0	0	27
CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP
65	0	0	18	7	0	0	2

LINK, RURAL, MOSCOW ROUTES	
SENIOR RIDERSHIP TOTAL	WHEELCHAIR RIDERSHIP TOTAL
1,619	92

PLUMMER BUS 20	PLUMMER BUS 22	PLUMMER BUS 23	PLUMMER BUS 24	ON DEMAND BUS 22	ON DEMAND BUS 23	ON DEMAND BUS 20	ON DEMAND BUS 24
CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP	CITYLINK SENIOR RIDERSHIP
0	0	0	223	10	83	3	0
CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP	CITYLINK WHEELCHAIR RIDERSHIP
0	0	0	0	3	37	2	0

ON-DEMAND & PLUMMER EXPRESS	
SENIOR RIDERSHIP TOTAL	WHEELCHAIR RIDERSHIP TOTAL
319	42

CITYLINK ROUTES MONTHLY RIDERSHIP TOTAL	February-2024
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LINK BUS	MOSCOW BUS	RURAL BUS 21	RURAL BUS 25	RURAL BUS 26	RURAL BUS 27	RURAL BUS 28	RURAL BUS 52
CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP
4,664	0	0	736	902	0	0	198

LINK ROUTE	MOSCOW ROUTE	RURAL ROUTE
RIDERSHIP TOTAL	RIDERSHIP TOTAL	RIDERSHIP TOTAL
4,664	0	1,836

PLUMMER BUS 20	PLUMMER BUS 22	PLUMMER BUS 23	PLUMMER BUS 24	ON DEMAND BUS 22	ON DEMAND BUS 23	ON DEMAND BUS 20	ON DEMAND BUS 24
CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP	CITYLINK RIDERSHIP
0	0	0	463	17	141	5	0

PLUMMER EXPRESS	ON-DEMAND
RIDERSHIP TOTAL	RIDERSHIP TOTAL
463	163

CITYLINK ROUTES MONTHLY RIDERSHIP TOTAL
7,126





DATE: March 7, 2024  
TO: KMPO Board Members  
FROM: Glenn F. Miles, Executive Director  
SUBJECT: Director's Report

Here is a recap of KMPO's activities through March 7, 2024

## **WE WILL MEET AT THE CITY OF POST FALLS CITY COUNCIL CHAMBERS**

### **Planning Activities:**

**2024-2030 Transportation Improvement Program (TIP):** This TIP will now be used for obligation of Federal funds for transportation projects within Kootenai County for the balance of FY 2024. As of March 7, there have been four amendments to the TIP. Those amendments are provided in your packet.

### **KMPO and Idaho Transportation Department Memorandum of Understanding (MOU).**

The current working copy of the draft MOU was withdrawn by ITD in late January. ITD requested and received an extension from the Federal Highway Administration (FHWA) on updating the MOU's with local metropolitan planning organizations. The current deadline for completing the MOU with KMPO is July 30, 2024

**KMPO Support to Members:** KMPO staff has been working with the City of Hayden, City of Post Falls and ITD to provide assistance in advancing projects. This year the City of Hayden has the Ramsey Road Extension for Wyoming to Lancaster scheduled for construction, so getting the Federal funds obligated before June will be essential. KMPO is also working to ensure funds for the Prairie Trail Underpass approved last fall are obligated in the near term in order to meet the construction schedule for 2025. Post Falls Highway District is working with LHTAC in executing the State and Local Agreement. KMPO is providing ongoing travel demand modeling and TIP amendments to support the Rathdrum Prairie and various activities associated with the I-90 widening projects.

**KMPO Update of the Metropolitan Transportation Plan:** This year's work program will begin the two year process of updating the Federally required Metropolitan Transportation Plan. KMPO staff has completed the existing conditions update in coordination with ITD, local jurisdictions, highway districts and Kootenai County. Last year, the KMPO Board adopted the 2045 forecasts for employment and population. KMPO is now receiving INRIX data with weekly reports, providing actual transportation performance data. As of March 1<sup>st</sup> their data stream for our areas is close to its previous levels, and is expected to be performing above previous level by April 1, 2024

### **KMPO Video of Board Meetings:**

Ms. Kate Williams has completed KMPO's acquisition of video recording equipment, which will be used at the March 14<sup>th</sup> meeting. Consistent with adopted Board policy, the video will be posted on the KMPO website for viewing until the following months approval of the official board meeting minutes.

**KMPO Board Packet Agenda Item****KMPO Presentations:**

KMPO receives several requests each for presentations to local business and community groups to talk about transportation in general, or sometimes very community specific topics. In January, KMPO provided the Post Falls Chamber of Commerce a presentation on upcoming projects in and around Post Falls. In March, KMPO has been approached by the Coeur d' Alene Rotary and NIBCA/Board of Realtors to provide presentations to their groups as well. This is part of KMPO's outreach to the community on the role of KMPO as well as informing the public on a wide variety of transportation topics. If there are groups that you believe would be interested in having a conversation about our regional transportation system and what's going on, feel free to have them contact the KMPO Office. We would be more than happy to have either Ali or myself meet with them.

**Administrative Activities:**

1. The KMPO Month End Expense Reports for February is included in the Board packet.
2. A financial Snapshot as of March 1, 2024 is also contained in the Board packet, which includes current expenses year to date and compared to previous years.
3. The next KMPO Board meeting is scheduled for April 11, 2024