



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

### **KCATT MEETING AGENDA**

June 24th, 2025 - 8:00 AM  
Idaho Transportation Department District One Headquarters 600  
W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions – Robert Palus, Chair
3. Approval of May 20th, 2025, Meeting Minutes - **Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
  - a. Post Falls Model Update (Tabled from May KCATT Meeting)-**Action Item**
  - b. Draft Unified Planning Work Program
  - c. Federal Functional Classification Map Update (Revisions)- **Action Item**
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
10. Other Business
11. KCATT Member Items
12. Next Meeting – July 22nd, 2025
13. Adjournment

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Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

## KCATT MEETING MINUTES

May 20th, 2025

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

### 1. Call to Order:

Chair Robert Palus called the meeting to order at 8:00 a.m. and welcomed attendees.

### 2. Welcome / Introductions:

Rob Palus, Chair	City of Post Falls
David Callahan	Kootenai County
Kevin Jump	City of Rathdrum
Chris Bosley	City of Coeur d'Alene
Kevin Howard	Worley Highway District
Ben Weymouth	East Side Highway District
Marvin Fenn	Idaho Transportation Department
Robert Beachler	Idaho Transportation Department

### Absent:

Alan Soderling	City of Hayden
Michael Lenz	Post Falls Highway District
Eric Shanley	Lakes Highway District

### KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

### Alternates and Guests:

Riannon Zender	JUB
Amanda LaMott	LHTAC
Pete Weigman	City of Athol
Lois Duncan	Kootenai Electric
Todd Kiesbuy	Avista
Jeff Peters	KPFF
Tyler Cooper	HMH
Greta Gissel	HMH
Monty Montgomery	Citizen
Donna Montgomery	Citizen

### 3. Approval of April 22nd, 2025 Meeting Minutes – Action Item

Chairman Robert Palus asked for a motion to approve the minutes as presented. Ben Weymouth made an amendment to his report; the emergency project they completed was on River Road not along I-90.

**Mr. David Callahan motioned to approve the April 2025 KCATT meeting minutes as amended. Mr. Kevin Howard seconded the motion, which passed unanimously.**

### 4. Public Comments (limited to 3 minutes per person)

There were no public comments made.

## **5. Member Project, Transit & Utility Updates**

Mr. Robert Beachler, ITD, reported on a list of various ongoing projects for the district:

- I-90/SH-41 Interchange project has begun concrete paving and will continue through mid-June. A signal has been placed at the interchange.
- I-90 (Wolf Lodge to Cedars maintenance site) has mill and inlay work being done on the east side of the 4<sup>th</sup> of July Pass. Work is being done on the street light foundations and the interconnecting electrical work.
- Coeur d'Alene River Bridge on I-90 has 12-foot-wide lane restrictions and slowdowns. A single lane of eastbound traffic will cross over to the westbound side of the interstate to allow for the demolition and reconstruction of the eastbound bridge.
- I-90, SH-41 to US 95 Widening Project is split into two packages, eastbound and westbound. The east package is out to bid, with bids due June 17<sup>th</sup>. The west package will go to bid on July 1<sup>st</sup>. They project this to be a multi-year project.
- SH 53 in Rathdrum saw the work completed on the right-hand turn lane at SH-41. However, there were some issues on the eastbound lane, and ITD will be redoing some mill and inlay.
- SH-53/Pleasant View Rd. Interchange project is still underway; the temporary signal at Prairie Ave. will be tested on May 29<sup>th</sup> and go into operation early June.
- Work on SH-54 is ongoing. Utilities are being relocated, and the first three miles of the corridor is being prepared for reconstruction this year.
- ITD maintenance is in summer mode, doing mowing and shoulder clean-up. Striping will begin in June. There is tree clean up occurring on highways 41 and 54.

Mr. David Callahan, Kootenai County, reported that the county commissioners has approved a comprehensive plan update, including a parks master plan, in the 2026 budget.

Mr. Kevin Jump, City of Rathdrum, reported the city has completed a speed study within the city limits. They have a project advertised for curb and sidewalk repairs, as well as some pedestrian ramp improvements that will use STBG grant funds. The city has reached out to some utility companies about some conflicts with the proposed single lane roundabout at Lancaster Ave. and Meyer Ave.

Mr. Kevin Howard, Worley Highway District, reported they are actively working on the punch list for the Cougar Gulch Road project. The Greensferry Guardrail project will go to bid on June 4<sup>th</sup>. The Rockford Bay Road and the Belgrove Creek crossing project is planned for late summer. The removal of the current structure will happen after work resumes on the fish passage, in coordination with the Coeur d'Alene Tribe. Work is planned for Elder Road; they have plans for two structures by the state line. WHD is working on their CIP plan for the next five years.

Mr. Ben Weymouth, East Side Highway District, reported they have almost half of their asphalt overlays done for the year. They have about two miles of chip seal and overlay left to complete. He reported on the ongoing bridge projects: Canyon Road Bridge and Springston Bridge have environmental issues to be resolved before they move forward.

Mr. Rob Palus, City of Post Falls, reported the joint project with Post Falls Highway District on the Prairie Ave. widening, from SH-41 and Meyer Road, is in negotiations for right of way acquisition. He reported the Ross Point cycle track is with the city of Post Falls' legal department to look over the contract and should be out for bid in the month of June. The Prairie Trail widening project (from Zorros Road to SH 41) will be before the city council today requesting permission to move the project forward and go out to bid in mid-June.

Lois Duncan, KEC, commented that they have two full time crews on site at SH-54 working on framing and setting new poles to move the lines to in order to remove the old poles.

Amanda LaMott, LHTAC, reported:

- LHTAC is doing once a month bid openings for the LILB (Leading Idaho Local Bridge) program and children/pedestrian safety. These are located on the LHTAC website and are livestreamed.
- July payments through ITD will include the fourth quarter sales tax payment and the FY 25 general fund transfer.
- LHTAC will not administer the existing local Strategic Initiatives projects. ITD is retaining those.
- House Bill 25 amends sales tax. Locals are guaranteed \$45 million per year through the formula. It's easier to plan local budgets knowing it's a guaranteed amount, but it is a reduction from what it possibly could have been or grown to over the years. The general fund transfer was reduced to \$275 million for FY 26 and locals will receive payments in July. The 2025 legislative session has now closed.
- All current LHTAC applications were scored and are on the website under each program's page. Note: many discretionary funds are on hold across the state with the new administration.
- The T2 Center fall classes have been released and begun. If local jurisdictions have anyone in need of training, please look at the T2 website and get signed up. The Leadership Program is fully developed, and classes for this program are now available.
- 10 bridges were approved in March, and LHTAC is proposing funding more in June, but at that point, they will probably put it on hold until they see where bids come in. There are many bridges in the design process, and LHTAC is waiting to see how those will bid before moving forward with putting more in the design process. They do anticipate getting further down the list this year.

## **6. Planning and Programming Updates**

### **a. Post Falls Model Update-Action Item**

Mr. Palus gave a brief description on why this item was coming before KCATT. The city of Post Falls is in the process of completing their transportation master plan update and are developing a subarea model. Part of that includes reviewing the future land use placement for the city. Staff questioned how much job placement was being put into their jurisdiction, specifically along the SH 41 corridor. The city feels the number was low given the 20-year growth projection for the area. They estimated that by 2045 there could be an additional 6,000 employees anticipated in the city of Post Falls, on top of the KMPO model projections. The city wants ensure that when identifying needs for their transportation plan and calculating for their impact fees, that they have realistic future projections.

Mr. Palus turned over the presentation to Ms. Jennifer Emerson-Martin with Iteris, the subconsultant on the project. She has been working on developing the model for the city of Post Falls in alignment with their transportation master plan. KMPO manages the regional model, and Ms. Martin has been working with Ms. Marienau to develop a new model that reflects the projections for growth in Post Falls. Ms. Martin discussed several graphs and sets of data that depict the TAZ splits and the figures that she has developed for Post Falls in comparison to the KMPO regional model. The Iteris model uses data for 2020, 2035, and 2045; the master plan for transportation uses 2035 and 2045. The impact fee update only uses 2035 and goes out 10 years. Post Falls'/Iteris' adjustments to the model are primarily centered at the SH 41 corridor to make sure that the land use is correct and that they're able to better generate trips in that area/region.

Post Falls anticipates more growth in dwelling units and employment than was previously planned. Kootenai County's projections would stay the same at a regional level, but the city would have a larger share than previously anticipated. Post Falls also anticipates an abundance of employment along the SH 41 corridor in retail, industrial, food services and medical. Ms. Marienau reviewed Post Falls' suggestions against existing land use and KMPO's projections. Based on the potential for current and future development/redevelopment and looking at employment growth over the past 5 years, KMPO provided some recommendations to Iteris ensure realistic numbers for these categories, which were detailed in charts that were provided to KCATT. Some additional employment is anticipated to be generated beyond the 20-year projections, and for some uses, projected employment will be redistributed from other areas of the county, with some areas affected more than others.

Ms. Marienau presented two recommendations: making the discussed changes to the Post Falls model, allowing them to move forward with their update process; and, because it is a gap in KMPO's modeling, making these adjustments in the regional model to use moving forward with any modeling and planning. KMPO will look at making these adjustments for the Metropolitan Transportation Plan, to have the most up to date data. Some discussion was had, and since the cities of Coeur d'Alene and Hayden were not present to add comment, it was decided to table this decision on approving these recommendations until the June 2025 KCATT meeting.

## **7. Idaho Transportation Board Update**

Mr. Marvin Fenn, ITD, reported the board meeting was held in District 4. The board spent time discussing the increase of dedicated revenue for the TECM (Transportation Expansion & Congestion Mitigation) bonding program. The board also discussed GARVEE (Grant Anticipation Revenue Vehicle), a type of bond that is repaid with future federal-aid highway dollars, and what future opportunities in Idaho might look like. Workshops are planned for June to discuss projects for these funding opportunities. The next board meeting is June 11<sup>th</sup> and 12<sup>th</sup> in Boise.

## **8. Current Business**

No current business was addressed.

## **9. Upcoming KMPO Board Items**

No upcoming KMPO Board items were addressed.

## **10. Other Business**

### **a. Pavement Cut Policy-Avista**

Avista Utilities had a workshop with cities earlier this year that several of the local jurisdictions

attended. Mr. Todd Kiesbury, Avista, gave a presentation about the pavement cut policy that they enacted in Spokane County; Avista would like to see something similar in Kootenai County. In that discussion, it was discussed it would make sense to have a regional policy and for it to be presented to KCATT. The thought behind a regional policy is to create a better understanding for contractors on what to expect and having the same expectation across jurisdictions.

There was some discussion over what policies the local jurisdictions currently have in place. KCATT decided that it would be beneficial to have a regional policy that would be used as a starting point, that local jurisdictions could amend to fit their needs. More discussion is needed, so a workshop will be planned by KMPO to specifically review local pavement cut policies and create a regional draft. The time and date of this workshop will be forthcoming.

b. TAP funding Informational- LHTAC

Ms. Amanda LaMott, LHTAC, spoke to KCATT about the Transportation Alternatives Program (TAP); the application will be available in October. These funds are primarily used to enhance facilities for people walking or biking to their destination. Idaho gets roughly \$8 million to use across the state. Funds are designated for both rural and urban projects. She reported they have had success funding every application and encouraged the members of KCATT to apply for the funds. Recently District 1 jurisdictions have not applied, and she feels there are some projects that would be a good match for the funds. If anyone has questions or would like assistance in filling out the application, please reach out to Amanda LaMott.

## **11. KCATT Member Items**

Mr. Robert Beachler, ITD, wanted to bring attention to House Bill 180, which has the intent of the legislature to promote reliable broadband and wireless connectivity in Idaho. This bill amends two sections of code, one under statutes covering state government and state affairs, and the second one amends statutes regarding the Public Utilities Commission and attachments to poles. He reported that larger communications companies took on ITD to grant access to public rights away, and they went through two years of negotiated rule makings and updates to the ITD utility accommodation policy. He encouraged KCATT to have their teams, including legal and permitting, to look at the potential impacts to their right of ways, in regards to broadband facilities.

The main part of the bill that Mr. Beachler stressed to KCATT was sighting of telecommunications facilities and broadband infrastructure, which puts the responsibility on the permitting agency to make a decision regarding a permit on a tight timeline. An agency will get 10 days from the application submittal to tell the applicant whether the packet is complete or not. Then 60 days to make a decision whether to approve or deny a co-location on an existing structure, and 90 days to make a decision on a new standalone. If no communication/decision is received from the local permitting agency, it will be determined an approval and the company move forward. FCC guidelines on this allow the local permitting jurisdictions to create unique fee structures, whether it's a cost recovery for staff time, or a presumptive fee structure for co-locations or standalone poles, and reoccurring right away, access and attachment fees. It is imperative for local jurisdictions to be prepared and aware of how to handle the permitting of small wireless facilities

Mr. Kevin Jump, City of Rathdrum, commented that he appreciated ITD's help in correcting some signal issues they were having on SH 41.

Mr. Ben Weymouth, East Side Highway District, commented that the Associated Highway Districts are working on an update to their standards and will be reaching out to stakeholders with a survey as part of public involvement.

Ms. Marienau, KMPO, reported that she and Executive Director Glenn Miles had attended the Coalition for America's Gateways and Trade Corridors (CAGTC) annual meeting last week in Washington, DC. The main themes discussed items were tariffs and the need for additional freight infrastructure. Congress is looking to get a new surface transportation bill done before November. They heard from the Vice Secretary of the Department of Transportation about some of their priorities. One of the things they're looking at for transportation funding is taking another look at discretionary grant programs with the IIJA (Infrastructure Investment and Jobs Act), and additional grant programs that were established through that.

**12. Next Meeting**– June 24th, 2025

**13. Adjournment**

**Without objection, Chair Robert Palus adjourned the May 20<sup>th</sup>, 2025 KCATT meeting.**

The meeting adjourned at 9:29 a.m.

Kate Williams *signature on file*

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Recording Secretary



# KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program  
Fiscal Year 2026  
Draft June 9, 2025



US-95 Southbound, 6-2-2025 3:30 p.m.

Prepared by:  
KMPO  
250 Northwest Blvd., Suite 209  
Coeur d'Alene, ID 83814



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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 activities involve regional transportation policy development, public involvement, technical studies, as well as 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 2026, which will begin on October 1, 2025 and end on September 30, 2026.

## **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 July 10, 2025 and while preparing the UPWP for FY26. Kootenai County Public Transportation planning activities are developed by staff and their coordination with the Kootenai County Board of County Commissioners.

### KMPO Key Work Projects and Anticipated Activities

KMPO's key work product this coming year will be to complete the update of the Metropolitan Transportation Plan (MTP). KMPO, last fiscal year, had been in partnership with the Idaho Transportation Department District 1 Office in the development of the Rathdrum Prairie Planning and Environmental Linkages (PEL) Study. Unfortunately, this study was significantly delayed during the alternative screening process.

These delays have pushed the full development and completion of the MTP Update to FY 2026, as KMPO awaits the PEL Studies completion.

This PEL study, when completed, is intended to identify current and future access, safety, and mobility challenges within one of the fastest growing areas within Kootenai County. The proposed solutions being developed to address these challenges, will then be considered for inclusion into the Metropolitan Transportation Plan (MTP).

This update will also enhance the MTP to address additional efforts to incorporate Safe Streets and Roads for All (SSR4A) guidelines, improve freight and goods movement efforts, and take advantage of our INRIX data to better monitor and address the impact of growth and development impacts to highway and arterial corridors and intersection performance.

KMPO will also be updating transportation performance measures by either adopting the Idaho Transportation Performance targets established by the ITD Board or locally developed performance targets.

With several key regional transportation studies still underway in FY 2026, KMPO will be providing planning and modeling support to provide consistent analysis for these efforts.

UPWP tasks identified for 2026 will allow for the continuous updating of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional travel demand model and plans are used to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County. Additionally, UPWP tasks are established to respond to emerging regional transportation issues as they occur throughout the course of the fiscal year.

### **Kootenai County Public Transportation Activities (Provided by Kootenai County)**

#### **Strategic Service Plan:**

Kootenai County Public Transportation embarked on an effort to develop a strategic service plan in February 2021. The process included a strong stakeholder outreach component to ensure that plan development incorporates community input. Elements of the Strategic Service Plan is anticipated to be completed in September 30, 2025. The plan effort also includes the development of a bus stop improvement plan. 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.

Phase II of the Strategic Service Plan will include a strategic approach to network and route design, stop layout, frequency determination, vehicle scheduling, transportation planning utilizing data science, and financial planning.

#### **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 the 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 trips, and pay for trips with "one touch." Throughout our region, members of the public have sought transportation options to and from urban areas; Kootenai County's integrated Mobility Platform will provide shared multimodal mobility options to those individuals with improved safety, convenient payment, and improved access to transportation service for all.

## **Funding Sources**

Funds used for KMPO and Kootenai County Public Transportation activities in FY 2025 will

be derived from local agencies actively participating in the KMPO transportation planning process, as well as from federal agencies within USDOT. Combined funding for FY25 activities is estimated to total **\$1,029,481** for KMPO, ITD and Kootenai County Public Transportation planning functions.

Major sources include:

### Summary of UPWP Anticipated Revenue FY 2026

Revenue Budget (FY 2026)	
	2026 Funding Forecast
<b>Revenues:</b>	
CPG FY 2025 <b>KN23052</b> Carry-over	\$205,000
2026 Consolidated Planning <b>KN 23052</b>	\$388,000
ITD INRIX Data Sharing Payment	\$18,970
Special Assessment Suite 209 (pending)	
KMPO Local Contributions 2025/2026	\$54,721
KMPO Local Carry over after Local Match	\$54,000
Subtotal Local Funds	\$ 108,721
<b>Grand Total</b>	<b>\$ 720,691</b>

Based on KMPO FY 2026 Approved Budget and 2025-2031 TIP

## 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 FY25 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

## Significant Issues Facing the Region in FY 2026

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

- The highest priority task for FY 2026 is to complete the Metropolitan Transportation Plan Update to meet the current requirements of the Infrastructure Investment and Jobs Act (IIJA). This will be embodying work completed as part of the Rathdrum Prairie Planning & Environmental Linkage (PEL) Study conducted in 2024-2026.
- There is also an ongoing need to prepare for investments on various widening, reconstruction, and new construction projects such as: U.S. 95 south of I-90; completion of Prairie Avenue westward toward SH-41; the Alternate U.S. 95 Huetter Corridor; and widening I-90, which is currently in engineering and design, with the first segment anticipated to begin construction in the spring of 2025.
- Funding for transportation to support local arterial improvements continues to fall well behind in its ability to address capacity and rehabilitation needs. Discussions need to begin on local option funding sources and/or additional State sources that are base line funding to a jurisdiction or to a region, rather than State-wide competitive programs that are relegated to LHTAC for selection, programming and project management.
- 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 that will be needed for system expansion in the future. ITD and KMPO signed an updated Memorandum of Understanding in July of 2024, which included a provision for the ITD Board to receive and consider future corridor studies conducted within the MPO area for acceptance.
- Continued development of a unified regional philosophy for transportation investments that crosses all modes of transportation. This will include funding strategies to address rising costs, rapid growth, and system capacity shortfalls.
- KMPO and ITD engaged with the other MPO's during FY 2024 through a collaborative process to update the MOU between ITD and KMPO, as well as data collection to support the performance measures. Not included, was the provisions related to public transportation, which becomes problematic.

These are both short and long-term major issues. Therefore, KMPO will endeavor each year to maintain 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.

## **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 FY25. Inter-agency roles and responsibilities will continue to be clarified to address the performance measures, accountability, as well as the project selection process and funding aspects contained in the latest surface transportation reauthorization from the new Infrastructure Investment and Jobs Act.

## 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 in jeopardy future travel corridors previously identified for preservation. Additional funding is necessary to support continued implementation of alternatives analysis efforts.
- Additional resources to address ongoing needs to facilitate public involvement and make it more accessible. KMPO continues looking at new public involvement platforms to encourage meaningful public engagement, and screen for potential manipulation that uses artificial intelligence to influence and introduce bias to study outcomes.

## UPWP Activities for FY 2026

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, 2025. We have identified the following ten major work program categories:

1. MPO Administration
2. KMPO Committees and Public Involvement
3. Transportation Improvement Program Development & Amendment
4. KMPO Regional Public Transportation Planning
5. Kootenai County Public Transportation Planning
6. Metropolitan Transportation Plan 2026 - 2050 Update
7. Data Collection, Performance Measures and Evaluation
8. Travel Demand Modeling – Maintenance and Improvement
9. Regionally Sponsored Transportation Studies
10. Local Planning and Development Review Support

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, 2025 and September 30, 2026 and to identify budget and sources of revenue for the next year's planning activities (UPWP).

## Inter-Agency Roles and Responsibilities

### 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. **Title VI (Civil Rights) Plan.** KMPO will monitor and report on the plan in 2025 to ensure compliance with Title VI of the Civil Rights Act of 1964, as amended.
3. Prepare FY 2026 Unified Planning Work Program.
4. Prepare FY 2024 Annual Report on KMPO activities during FY2024, including work with the FY 2024 financial audit and reporting.

### Products

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

**Timeline for Performance:** October 1, 2025 through October 31, 2026 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	STBG	Local
KMPO Financial Audit & Legal Services \$ 20,000	\$18,532			\$ 1,468
KMPO \$142,355	\$ 131,906			\$ 10,449
<b>Total \$162,355</b>	<b>\$ 150,438</b>			<b>\$11,917</b>

## **2.0 KMPO Committees and Public Involvement**

### Objective:

Provide inter-local and interagency coordination and meeting support between KMPO and stakeholder groups at the local, State, and Federal level. This task will be performed and/or administered by KMPO staff with possible use of outside expertise

### Scope:

1. **Public Involvement Activities.** Throughout FY25, 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 other options. KMPO is also considering retail platforms for broader outreach.
2. **Website.** Update and maintain the KMPO website to keep information current and ensure it remains an effective public outreach tool.
3. **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.

4. *Outside Public Involvement Support.* KMPO will consider the use of outside services during development and outreach for the Metropolitan Transportation Plan Update.

#### Products

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

Timeline for Performance: October 1, 2025 through September 30, 2026

#### Budget and Revenue Source

<b>2.0 KMPO Committees and Public Involvement</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local
Contract \$ 35,000	\$ 32,431			\$ 2,569
KMPO \$ 70,000	\$ 64,862			\$ 5,138
<b>Total \$ 105,000</b>	<b>\$ 97,293</b>			<b>\$ 7,707</b>

### **3.0 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 constraints 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 to KMPO staff as needed, 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. Provide for reporting of the annual Transportation Performance Measures (TPM) within the TIP in coordination with the ITD Office of Safety and other offices
4. Prepare the 2025-2031 Transportation Improvement Program for Kootenai County, along with associated documentation to support its approval.
5. 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 2023 and 2024 TIP amendments and preparation of the 2025-2031 TIP. Preparation of the 2025-2031 TIP begins in March 2024 and culminates in September 2024.

### Budget / Revenue Source

3.0 Transportation Improvement Program (TIP)				
Total Budget	Funding Source			
	CPG	5307	STBG	Local
<b>KMPO</b> \$ 28,986	<b>\$ 26,858</b>			<b>\$2,128</b>
<b>Total</b> \$ 28,986				

## **4. 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, studies for a regional transit expansion to other areas of Kootenai County, 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 complementary paratransit service, as an Idaho Transportation Department (ITD) subrecipient of FTA Section 5310 funds for seniors and individuals with disabilities within the Coeur d'Alene 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 local jurisdictions within the Federal Urbanized Area. This includes service/network design, operations, security, and capital assets of the transit system within the 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 and Statewide Urban Balancing Committee 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. Outreach to users, stakeholders, general public to ensure public involvement in transit decision-making,
  - b. Transit system design/redesign,
  - c. Targeted service plans,
  - d. Integrated Mobility Innovation regional transportation platform,
  - e. Statewide GTFS standard,
  - f. 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. The area will be relying on Kootenai County's Strategic Service Plan to provide short and long-term direction for transit services inside the Urbanized Area.

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

### Budget / Revenue Source:

<b>4.0 KMPO Regional Public Transportation Planning</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local
KMPO \$ 35,000	\$ 32,431			\$ 2,569
<b>Total \$ 35,000</b>	<b>\$ 32,431</b>			<b>\$ 2,569</b>

## **5.0 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 FTA required 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 service 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>5.0 Kootenai County Transit Planning</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local <sup>1</sup>
Kootenai County		\$ 75,200		\$ 18,800
<b>Total \$ 94,000</b>		<b>\$ 75,200</b>		<b>\$ 18,800</b>

## 6. 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, evaluating 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, needed projects, and 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 (6-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 a 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. This will include meeting requirements for certifying a Safe Streets and Roads for All (SS4A) plan to ensure funding is accessible and available for local improvements
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 based on delivery of the Rathdrum Prairie PEL Study and retention of a consultant to assist with additional public outreach outside of the PEL Study area.

### Budget / Revenue Source:

<b>6.0 Metropolitan Transportation Plan Update</b>				
	Funding Source			
	CPG	5307	STBG	Local
<b>KMPO</b>	\$302,813			\$ 23,987
<b>Total \$ 250,375</b>				

## **7.0 Data Collection, Performance Measures and GIS Evaluation**

### Objective

Collect and compile data for state and local roadways, transportation facilities, land use, and systems performance 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. Collect annual building permit, platting and development information to maintain the model.

Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys. KMPO will continue to utilize INRIX IA Signal Analytics to evaluate model output and current system performance.

4. Continue to review options for developing 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>7.0 Data Collection, Performance Measures and GIS Evaluation</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local
KMPO \$ 85,204	\$ 78,950			\$ 6,254
<b>Total \$85,204</b>	<b>\$ 78,950</b>			<b>\$ 6,254</b>

## **8.0 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 to fulfill travel demand modeling requests and corridor alternatives.
2. 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 as a part of KMPO regular program.

### 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 KMPO, as well as local and state transportation planning and development efforts.

### Budget / Revenue Source

<b>8.0 Regional Travel Demand Modeling</b>				
Budget	Funding Source			
	CPG	5307		Local/State
KMPO \$ 111,937	\$ 103,721			\$ 8,216
<b>Total \$ 111,937</b>	<b>\$ 103,721</b>			<b>\$ 8,216</b>

## 9.0 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 address regional traffic management solutions for the Coeur d'Alene Urbanized area.

### Inter-Agency Coordination

KMPO will continue to consider alternative ways to update and maintain origin and destination data used to update and calibrate the KMPO regional travel demand model. This data review effort will also look at 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 and performance in the national freight network, as well as a means to support economic development opportunities in the region. KMPO has utilized INRIX data to provide insight into existing travel patterns throughout the region. This will look at other approaches to achieve a multimodal view of the regional transportation system's performance.

### General Scope

1. Coordinate the scoping of regional transportation systems, corridor, and traffic management 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 support to local jurisdictions and area projects, as needed.
4. Ensure ongoing public involvement participation in study processes.
5. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for preservation of identified corridors.
6. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.

### 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. Corridor modeling and evaluation will be ongoing with major land use updates anticipated in

2024 and 2025.

Budget / Revenue Source

<b>9.0 Regional Transportation Studies</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local/State
KMPO \$ 131,199	\$71,569		\$ 50,000	\$9,630
<b>Total \$ 131,199</b>	<b>\$71,569</b>		<b>\$ 50,000</b>	<b>\$ 9,630</b>

## 10.0 Rathdrum Prairie Transportation 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 Government Way. 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.

KMPO will provide the regional transportation modeling of the existing and future baseline conditions, as well as provide travel demand modeling and VISTRO support for alternatives into the Phase 3 and subsequent phase the will be conducted during the course of the study.

As the Metropolitan Planning Organization (MPO) for the Coeur d'Alene Urbanized Area, KMPO is participating as a partner, stakeholder and reviewing agency during the study's development. The study is expected to be completed during the third quarter FY 2026.

Products

KMPO will provide the consultant study team ongoing travel demand modeling support for alternatives being further considered as part of the Rathdrum Prairie Transportation Study, as well as the potential for combinations and variations during the process. This will be conducted by KMPO to ensure the analysis of access and mobility for the overall transportation system in Kootenai County is consistent, efficient and effective as possible.

Timeline for Performance: Many of these activities anticipated to continue through the third quarter of FY 2026; however, some final reviews are expected during the fourth quarter

Budget / Revenue Source

<b>10.0 Rathdrum Prairie Transportation Study (Former PEL Study)</b>				
Budget	Funding Source			
	CPG	5307	STBG	Local/State
KMPO \$ 65,000	\$ 10,229		\$ 50,000	\$ 4,771
<b>Total \$ 65,000</b>	<b>\$ 10,229</b>		<b>\$ 50,000</b>	<b>\$ 4,771</b>

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## Overall

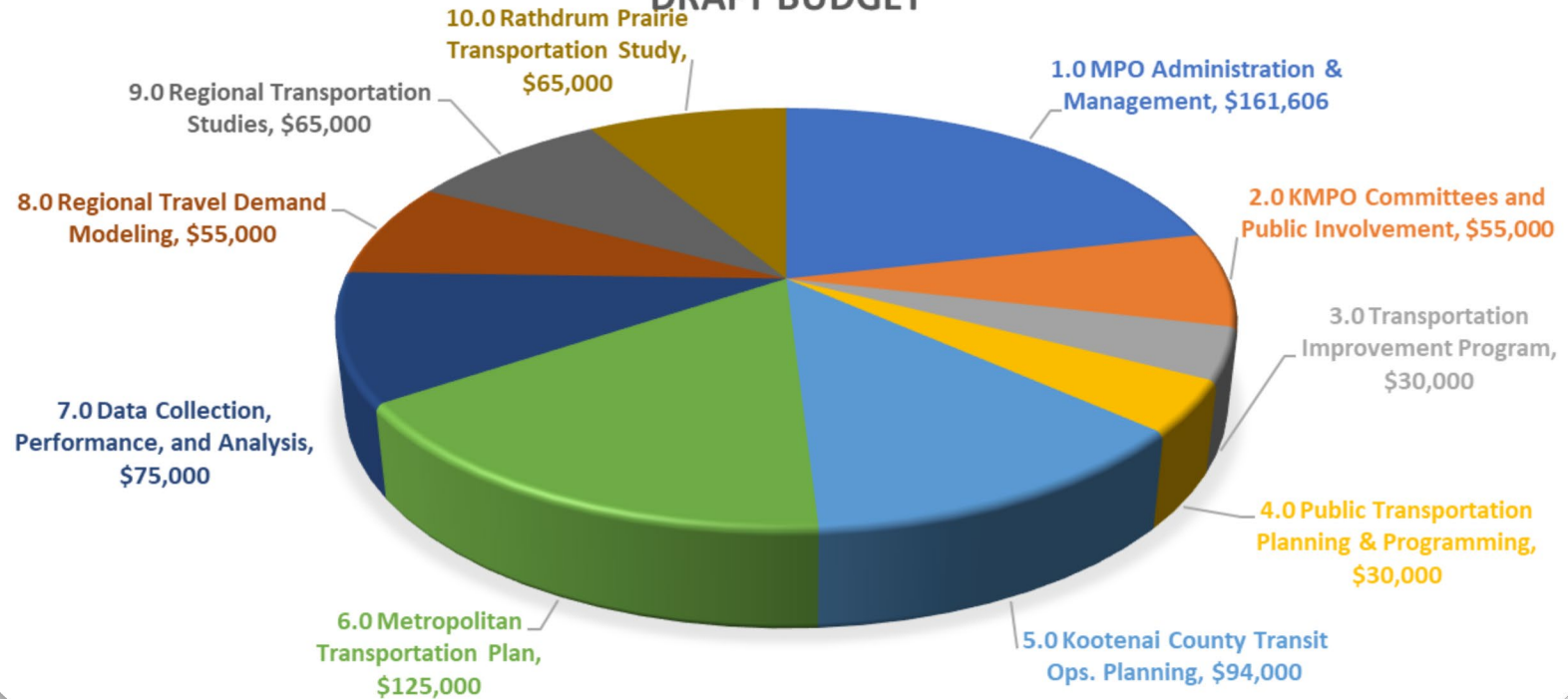
### FY 2026 UPWP Draft Budget

Task	Budget	Personnel & Operating Expenses	Contracts	Consolidated Planning Grant	FTA Section 5307	KMPO Matching Funds
1.0 MPO Administration & Management	\$161,606	\$141,606	\$20,000	\$149,744		\$11,862
2.0 KMPO Committees and Public Involvement	\$55,000	\$45,000	\$10,000	\$50,963		\$4,037
3.0 Transportation Improvement Program	\$30,000	\$30,000		\$27,798		\$2,202
4.0 Public Transportation Planning & Programming	\$30,000	\$30,000		\$27,798		\$2,202
5.0 Kootenai County Transit Ops. Planning	\$94,000	\$94,000			\$75,200	\$6,900
6.0 Metropolitan Transportation Plan	\$125,000	\$83,000	\$42,000	\$115,825		\$9,175
7.0 Data Collection, Performance, and Analysis	\$75,000	\$47,000	\$28,000	\$69,495		\$5,505
8.0 Regional Travel Demand Modeling	\$55,000	\$55,000		\$50,963		\$4,037
9.0 Regional Transportation Studies	\$65,000	\$65,000		\$60,229		\$4,771
10.0 Rathdrum Prairie Transportation Study	\$65,000	\$65,000		\$60,229		\$4,771
<b>Total</b>	<b>\$755,606</b>	<b>\$655,606</b>	<b>\$100,000</b>	<b>\$613,044</b>	<b>\$75,200</b>	<b>\$55,461</b>

#### Work Responsibility Allocations:

KMPO	\$ 661,606
Kootenai County	\$ 94,000
<b>Total</b>	<b>\$ 755,606</b>

## FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP) DRAFT BUDGET



Draft of June 11, 2025



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

Item 6c

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

DATE: June 17, 2025  
TO: KCATT  
FROM: Ali Marienau, Transportation Planner  
SUBJECT: Federal Functional Classification Map Update - Revisions

**Background:**

The KMPO Board adopted the updated KMPO Federal Functional Classification map on August 8, 2024. Since that time, KMPO staff has been working KCATT agencies and ITD on the change request forms required for each of the adjustments; ITD has provided a spreadsheet for those changes and are requesting they are submitted by November 2025. KMPO has populated spreadsheets for each jurisdiction's changes; those were sent out June 11-12 for agency review.

During that process, there were several locations where it was proposed a revision of the adopted map is needed, due to existing or future use of the roadway. A revised map will be presented at the June KCATT meeting, as KMPO has not yet gotten feedback from all agency's affected. The breakdown of total miles by classification will also be provided.