



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

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

KCATT MEETING AGENDA

July 22th, 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 June 24th, 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. Draft Unified Planning Work Program - **Action Item**
 - b. Draft Transportation Improvement Program (TIP)
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – July 22nd, 2025
12. Adjournment

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KCATT MEETING MINUTES

June 24th, 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
Chris Bosley	City of Coeur d'Alene
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District
Ben Weymouth	East Side Highway District
Marvin Fenn	Idaho Transportation Department
Robert Beachler	Idaho Transportation Department
Michael Lenz	Post Falls Highway District

Absent:

Alan Soderling	City of Hayden
Kevin Jump	City of Rathdrum

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Alternates and Guests:

Tyler Kuber	HMH
Chad Ingle	Kootenai County
Patrick Cooksey	DEA
Bruce Hathaway	Fatbeam
Paul Franz	IT Board
Damon Allan	ITD

3. Approval of May 20th, 2025 Meeting Minutes – Action Item

Chairman Robert Palus asked for a motion to approve the minutes as presented. Mr. Chris Bosley asked to amend the minutes to reflect that he was not in attendance at the May KCATT meeting.

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

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

Mr. Damon Allen, ITD, commended Mr. Marvin Fenn for his 34 years of service at ITD and congratulated him on his upcoming retirement and this being his last KCATT meeting.

Mr. Allen also introduced Mr. Paul Franz, who is the District 1 IT Board member.

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 is continuing with concrete paving through mid-June. The eastbound ramp is very close to its final alignment, and the temporary ramp is being removed.
- I-90 (Wolf Lodge to Cedars maintenance site) had issues with the asphalt mix, which required repaving to take place this week. There are lane restrictions through the work zone: 12-foot-wide lane restrictions and 45 mph speed limits in place.
- Coeur d'Alene River Bridge demo is nearly complete, and work on drilling shafts for pier casings will begin soon.
- I-90, SH-41 to US 95 Widening Project is split into two packages, east and west. The east package is mile post 7 to the US-95 interchange, and bids opened for it on June 17th; it was awarded to N.A. Degerstrom (Spokane Valley). The west package bid will open on July 1st.
- SH-53/Pleasant View Rd. Interchange will have the temporary signal on Prairie Ave. activated on the 26th of June per BNSF.
- Work on SH-54 continues for utility relocations along the corridor; ITD is prepping the first two miles of sub-base and sub-grade material to be put in, with a goal to get the first two miles of the corridor reconstructed this year.

Mr. Eric Shanley, Lakes Highway District, reported they have half a dozen projects they are doing construction engineering inspection on. He reported they have completed about two miles of overlay on Seasons Road and about the same amount of overlay at the Tree Farms subdivision by Gunning Road. LHD is working with ITD to acquire right of way in for improvements at Diagonal Road and SH 41. Turn lane improvements are planned this summer for Garwood Road and North Ramsey Road. LHD will be adding a signal at the Atlas Road/UPRR Railroad crossing sometime this summer. New culverts are being installed that will require closing Rimrock Road at Lakeview Drive. In the City of Coeur d'Alene, they are working on a water line project that will cause some closures on Thomas Lane. Mr. Shanley reported LHD has a utility project on Chilco Road installing water lines. He reported they are working with ITD and their consultant on the UPRR bridge diagnostics. The Brunner Road/BNSF project is working with FRA to obligate the grant funds for the grade separation that will tie in at Diagonal Road. Mr. Shanley reported that LHD is investing in having their own salt grind facility at the Garwood pit, with it anticipated to be around \$2 million. They are working on a Transportation Plan update with JUB.

Mr. David Callahan, Kootenai County, had no updates to report.

Mr. Chris Bosley, City of Coeur d'Alene, reported their Government Way signalization and ADA improvement project is mostly complete. The coordination plan was implemented a couple weeks ago by Iteris and is working well. They have change ordered in the Government Way/Neider Ave. intersection and are waiting on equipment. He reported they have completed overlay projects on 4th Street and Kathleen Ave. and are moving on to St. Michelle Dr.

Mr. Michael Lenz, Post Falls Highway District, reported the Prairie Trail Underpass Project anticipates receiving the state and local agreement soon. After they updated the engineer's estimate, the project still has about a \$400,000 funding shortfall. PFHD is working on acquiring the right of way for the Hayden Ave./Meyer Ave. roundabout. He reported the Prairie Widening

project is working on acquiring the right of way, with hopes to get it out to bid this fall. Idaho Road/UP railroad crossing safety equipment is planned to be installed by the end of July. He reported PFHD is partnering with LHD for the Lancaster and Huetter Road roundabout project, with the bids opening today.

Mr. Kevin Howard, Worley Highway District, reported the fish passage project, in coordination with the Coeur d'Alene Tribe, will have two structures: one off Elder Road at Idaho Road and the other at Burton Road. These should be installed as soon as the streams are at low flow. He reported the Cougar Gulch Road project is still undergoing repairs and corrections from winter conditions that caused damage. Kidd Island Phase Two is in design. The Greensferry Guardrail project was awarded and will go to construction this summer. The Rockford Bay Road and Belgrove Creek crossing project is now planned for fall. The intersection of Conkling Park Drive and Ditmore Road will have two culverts and a 16-inch lift added to mitigate some erosion issues. He reported JUB is continuing work on WHD's CIP.

Mr. Ben Weymouth, East Side Highway District, reported on the ongoing bridge projects: Canyon Road Bridge, Springston Bridge and Cataldo Bridge missed bid dates, due to environmental issues, but they are trying to keep the project moving with at least a year of delays anticipated. Fernan Hill Road and French Gulch Road have had culverts replaced in preparation for chip seal, which is a joint project with the City of Coeur d'Alene. He reported they are wrapping up work on Bell Canyon Road and Thompson Lake Road. The Yellowstone Trail FLAP grant is waiting on communication from Western Federal Lands. ESHD has chip seals planned for July, as well as about two miles of cement treated base and pavement, and two miles of overlays.

Mr. Rob Palus, City of Post Falls, reported they have two projects in design for Chase Road: one project is near the Union Pacific railroad crossing and is scheduled for construction next year; the other is putting in deep sewer lines on Chase Road north of the UPRR crossing. The city of Post Falls is continuing work on their Transportation Master Plan and anticipate it being completed this fall. He reported the crews are working on chip sealing, some small overlays, painting and putting in a left turn pocket on Prairie Ave. at Charleville Road.

Chad Ingle, Kootenai County, reported the Kootenai County Board of County Commissioners approved the agreement with ITD for a grant of \$80,000 for FY 2026 to continue operations for fixed routes services. The BOCC also approved an agreement with the Coeur d'Alene Tribe to continue operations of fixed route services. He reported they updated their purchase of service agreement with MV Transportation, who provide the paratransit services. That contract was updated with the 4% market increase. They have an upcoming site visit with ITD on July 23rd. Due to the construction on SH 41, the B Route will move its Herborn Pl. stop to 3rd Ave.

6. Planning and Programming Updates

a. Post Falls Model Update

Ms. Ali Marienau, KMPO, resumed this discussion, as it was tabled from the May KCATT meeting. The city of Post Falls is doing a transportation plan update and are doing a sub area model using the KMPO model, with Iteris as the consultant. In that model development process, Post Falls is looking at some deficiencies along the SH 41 corridor that aren't currently included in the KMPO Model. The growth being seen there wasn't foreseen/is happening more quickly than anticipated at the time KMPO updated the model. Through their analysis, the City of Post Falls has identified about 8,000 additional employees they felt would be within that corridor over the next 25 years. Ms. Marienau reported she looked at employment growth from 2019 to 2024 and sees about a 2.04% annual growth rate in employment over those five years. The KMPO model currently only takes into account 1.4%

growth. KMPO feels that there is potential room for adding in some additional employment into the forecast in those areas/land use categories. The proposed ask to KCATT is to add another (roughly) 2000 retail employees, 2500 medical employees and 1500 food service employees to the KMPO model. These numbers are comparable to what Post Falls is proposing in their sub-area model update. Ms. Marienau reported that Iteris is looking to adjust remaining land use types, which would redistribute some employment growth from the region into Post Falls, which KMPO feels is reasonable. The cities of Hayden and Coeur d'Alene were provided the May KCATT materials for review and are fine with these changes for the sub-area model.

Ms. Marienau presented KCATT with recommendations for 2 items:

- 1) To approve the land use adjustments proposed by the city of Post Falls, with the adjustments recommended by KMPO. KMPO feels the recommended land use adjustments should be allowed for city of Post Falls to use within their sub-area model for the update of the transportation plan and their impact fee update.
- 2) To allow for KMPO to revise the 2045 forecast to include additional retail, medical, and food service employment to address inadequate forecasts along the SH 41 corridor.

There was some discussion, with questions directed to local jurisdictions as well as ITD. Mr. Marvin Fenn commented that ITD has noticed many varying permits being requested and issued along the SH 41 corridor and supported the idea that growth will be happening there.

Mr. Chris Bosley, City of Coeur d'Alene, motioned to recommend these 2 items to the KMPO board. David Callahan, Kootenai County, seconded the motions, which was approved unanimously.

b. Draft Unified Planning Work Program

Mr. Glenn Miles, KMPO, reported that KCATT had received a draft of the Unified Planning Work Program for 2026 in their packets. He noted that, for the 2026 UPWP, KMPO will split out the KMPO committees and public involvement process into a separate task, rather than having it in the MPO administrative task. This makes it clearer the amount of activity spent there. Another main item in the UPWP for 2026 is the Metropolitan Transportation Plan update, along with KMPO regional travel demand modeling updates. Mr. Miles reported this MTP update will tie in with the PEL study, which is now titled the Rathdrum Prairie Transportation Study. The MTP will take into account what projects are happening on US 95 and across the prairie over the 20 years and create a list of priorities and recommendations. The UPWP includes travel demand modeling assistance and participation with Regional Transportation Studies working with local jurisdictions. The funds that are in the UPWP budget are allocated and are available for programming next year. Mr. Miles asked KCATT to review the draft and stated that KMPO would be looking for a recommendation from them next month to present to the KMPO board.

c. Federal Functional Classification Map Update (Revisions)- **Action Item**

Ms. Marienau reported she is in the process of doing the functional classification change forms for ITD at this time, and has sent them to the local jurisdictions for review. During the process, several revisions to map, adopted by the Board in August 2024, were identified. Ms. Marienau asked if there were questions about the proposed revisions (a full list was provided in their packet as Item 6c). Ms. Marienau asked for a recommendation to the Board to adopt the revised federal functional classification map, so that it can be used moving forward in the classification change forms to be sent to ITD.

Mr. Kevin Howard, Worley Highway District, motioned to recommend adoption of the

revised federal functional classification map. David Callahan, Kootenai County, seconded the motion, which was approved unanimously.

7. Idaho Transportation Board Update

Mr. Marvin Fenn, ITD, reported the board meeting was held in District 3, in Boise on June 12th. He reported that the board approved the draft 2026-2032 TIP to go to public comment for the month of July. The next board meeting will be in Coeur d'Alene July 24th, at District 1 in the EOC.

8. Current Business

No current business was addressed.

9. Upcoming KMPO Board Items

- a. KCATT recommendation for the Post Falls Sub-area Model Land Use Adjustments
- b. KCATT recommendation for adoption of the revised federal functional classification map

10. Other Business

No other business was addressed.

11. KCATT Member Items

Mr. Fenn commented that ITD is working on an IT Board item for August that would allow funding to be advanced for Worley Highway District illumination in advance of ITD intersection improvements. He thanked Post Falls and Coeur d'Alene for extending various projects to cover ITD jurisdiction areas and for getting the work completed.

Mr. Ben Weymouth, East Side Highway District, commented that the Associated Highway Districts has send out a survey for the standards update they working on, which will be open for key stakeholder to complete until June 27th.

Mr. Palus thanked Mr. Fenn for his hard work over the last decade.

12. Next Meeting– July 22nd, 2025

13. Adjournment

Without objection, Chair Robert Palus adjourned the June 24th, 2025 KCATT meeting.

The meeting adjourned at 9:29 a.m.

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
Revenues:	
CPG FY 2025 KN23052 Carry-over	\$205,000
2026 Consolidated Planning KN 23052	\$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
Grand Total	\$ 720,691

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

1.0 MPO Administration				
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
Total \$162,355	\$ 150,438			\$11,917

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

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

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
KMPO \$ 28,986	\$ 26,858			\$2,128
Total \$ 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:

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

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:

5.0 Kootenai County Transit Planning				
Budget	Funding Source			
	CPG	5307	STBG	Local ¹
Kootenai County		\$ 75,200		\$ 18,800
Total \$ 94,000		\$ 75,200		\$ 18,800

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:

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

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

7.0 Data Collection, Performance Measures and GIS Evaluation				
Budget	Funding Source			
	CPG	5307	STBG	Local
KMPO \$ 85,204	\$ 78,950			\$ 6,254
Total \$85,204	\$ 78,950			\$ 6,254

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

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

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

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

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

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

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Overall

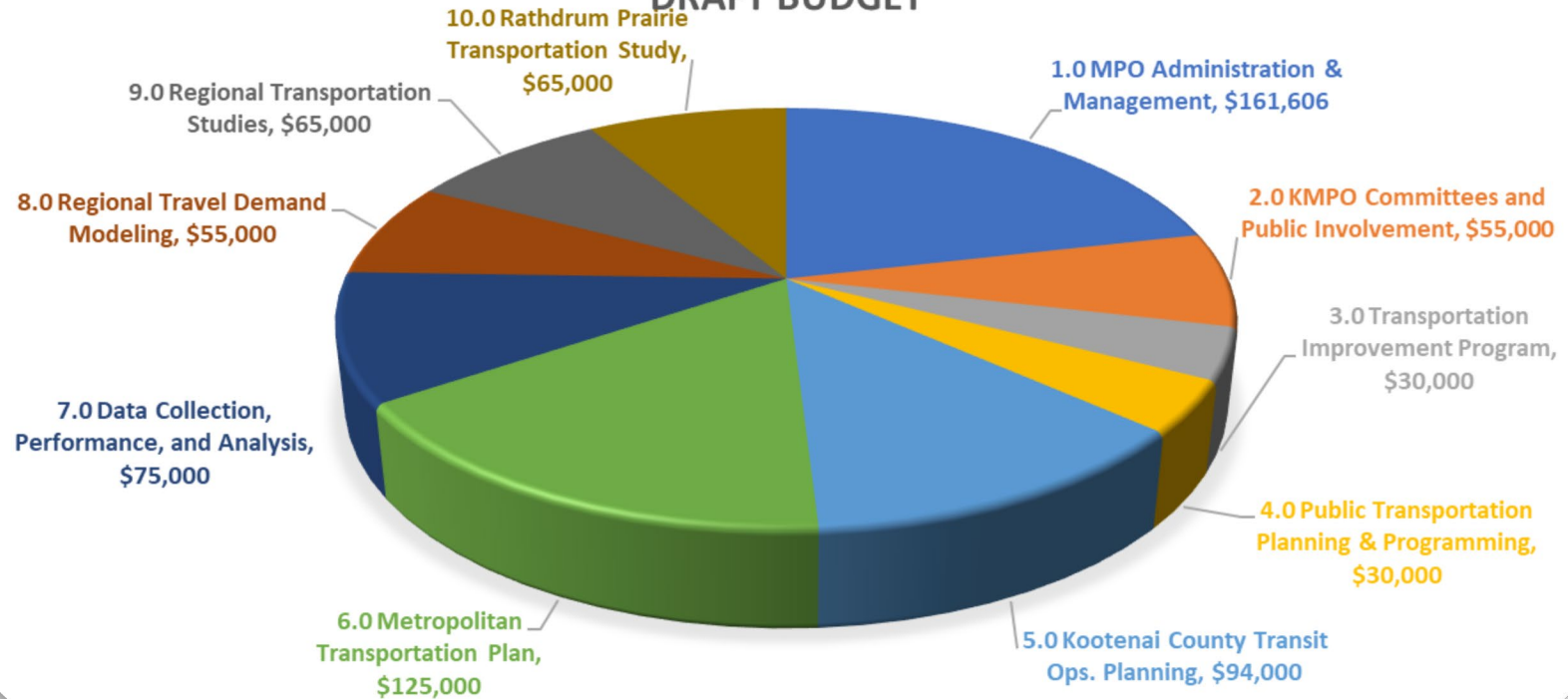
FY 2026 UPWP Draft Budget

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
Total	\$755,606	\$655,606	\$100,000	\$613,044	\$75,200	\$55,461

Work Responsibility Allocations:

KMPO	\$ 661,606
Kootenai County	\$ 94,000
Total	\$ 755,606

FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP) DRAFT BUDGET



Draft of June 11, 2025