



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

**KMPO Board Meeting
September 11th, 2025 1:30 pm**

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

AGENDA

- 1. Call to Order – Graham Christensen, Chair**
- 2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
- 3. Approval Meeting Minutes – Action Items**
 - a. Approval of July 10th, 2025 Meeting Minutes
 - b. Approval of July 23rd, 2025 Special Meeting Minutes
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations – Robert Palus, KCATT Chair**
 - a. Recap of August 2025 KCATT Meeting
 - b. Draft 2026 Unified Planning Work Program Recommendation
- 6. Administrative Matters**
 - a. July 2025 and August 2025 KMPO Expenditures – **Action Item**
 - b. September 2025 Financial Snapshot - Informational
- 7. Other Business**
 - a. 2024 Transportation System Performance- Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability
 - b. Draft 2026 Unified Planning Work Program- **Action Item**
 - c. Draft 2026-2032 Transportation Improvement Program
- 8. Public Transportation (Informational Items Provided to KMPO) - Informational**

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

 - a. Kootenai County Transit Report – Kootenai County Public Transportation – Chad Ingle
 - b. Coeur d'Alene Tribe Rural Transit Report
- 9. Director's Report** (written report included in Board packet)
- 10. Board Member Comments**
- 11. Next Meeting – October 9th, 2025**
- 12. Adjournment**

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814
1-208-930-4164 Website: www.kmpo.net

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
July 10, 2025
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Jeff Tyler	Post Falls Highway District
Graham Christensen, Chairman	East Side Highway District
Randy Westlund	City of Post Falls
Phil Cooper	Worley Highway District
Steve Adams	Lakes Highway District
Jim Kackman	Coeur d'Alene Tribe
John Hodgkins	City of Rathdrum
Damon Allen	ITD, District 1

Board Members Absent:

Tom Shafer	City of Hayden
Bruce Mattare, Vice Chairman	Kootenai County
Dan Gookin	City of Coeur d'Alene

Staff Present:

Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Rob Beachler	ITD
Robert Palus	City of Post Falls
Terry Werner	Citizen
Michael Lenz	Post Falls Highway District
Chad Ingle	Kootenai County
Greta Gissel	HMH
Angela Comstock	JUB

1. Call to Order – Graham Christensen, Chairman

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:30 p.m.

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

No conflicts of interest were declared. Mr. Christensen called to approve the agenda as is, which was approved unanimously.

3. Approval Meeting Minutes

a. Approval of Revised May 8th 2025 Meeting Minutes- Action Item

The revised meeting minutes from the May 2025 KMPO meeting were presented to the board for approval.

Mr. Jeff Tyler, Post Falls Highway District, motioned to approve the minutes as amended and presented. Mr. Steve Adams, Lakes Highway District, seconded the motion, which passed unanimously.

b. Approval of June 12th 2025 Meeting Minutes

Mr. Jeff Tyler motioned to approve the June 12th 2025 Meeting Minutes as presented. Mr. Steve Adams seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

No public comments were made.

5. KCATT Recap & Recommendations – Robert Palus, Chairman

a. Recap of Activities from June 2025 meeting

Mr. Robert Palus, City of Post Falls, reported most of the local jurisdictions are doing seal coating, chip sealing and other overlay projects for summer maintenance work. Lakes Highway District reported they are adding a signal at Atlas Road and the UP Railroad crossing later this summer. They are working on the Brunner Road/BNSF project with the Federal Railroad Administration to obligate grant funds to get the grade separation in near Diagonal Road. The City of Coeur d'Alene reported the Government Way signalization project and ADA improvements are mostly complete. The Post Falls Highway District is continuing their work on the Prairie Ave. widening project and are in the process of acquisition of right of way. The Idaho Ave. railroad crossing safety equipment will be installed by the end of July. Worley Highway District reported the Greensferry Road guardrail project was awarded and will be going to construction this summer. They also reported the Rockford Bay Road and Bell Grove Creek crossing project is now planned for fall. East Side Highway District reported their Canyon Road Bridge Project, Springston Bridge Project, and Cataldo Bridge Project all have about a year delay, due to environmental issues. The City of Post Falls is adding a turn pocket at Prairie Avenue and Charleville Road, which is a safety improvement. ITD gave an overview of the current I-90 projects, as well as the SH 53 and Pleasant View Road interchange.

b. KCATT Recommendations (For item 7a and 7b from the agenda)

Mr. Palus reported that after review of the material and discussion, KCATT is providing recommendations on two items to the KMPO board:

The first item is the Post Falls Sub-area Model Update. The City of Post Falls identified some deficiencies and needs for additional job placement within the SH-41 corridor in their sub-area model. This item was tabled from the May KCATT meeting to the June KCATT meeting in order to get input from the City of Coeur d'Alene and City of Hayden. At the June meeting, the model update was discussed and **KCATT is recommending to the KMPO Board to approve the model update that Ms. Marienau will present in full under item 7b of the agenda.**

The second item is the Federal Functional Classification Map Update. KMPO has been working through the logistics and paperwork of the map update. Local jurisdictions have been providing guidance as to needed improvements and modifications in the regional area. KMPO will submit the updated map to the KMPO board for approval, before it is then submitted to ITD. **KCATT's recommendation is for the KMPO Board to adopt the update as presented.**

6. Administrative Matters

a. June 2025 KMPO Expenditures – Action Item

Ms. Ali Marienau, KMPO, reported that KMPO had routine expenses for the month of June with nothing of note.

Mr. Jim Kackman motioned to approve expenses for June 2025, as presented. Mr. Phil Cooper seconded the motion, which passed unanimously.

b. July 2025 Financial Snapshot

Ms. Marienau reported that KMPO is in good financial standing with no major financial changes from June to July.

c. KMPO Operating By-laws – Action Item

Ms. Marienau reported that the KMPO Operating By-laws had been included in their entirety in the board packet. Any questions or comments from the Board were to be submitted to KMPO by July 9th; no comments or questions were received. The purpose of adopting the operating by-laws is to fulfill a needed part of the paperwork for the closing paperwork in the purchase of the KMPO office space. In the past, KMPO has been using the Joint Powers Agreement as the basis for operating procedures. KMPO worked with the law office of Hawley Troxell to develop the operating by-laws. The bylaws reflect how the KMPO board has operated over the last 22 years. Ms. Marienau reported there were a couple differences to make note of. The first is the use of proxies instead of alternates. In the bylaws, it states that if a board member is to miss a meeting or a vote, they are able to designate a proxy to vote in their place, but it must be specified on what items they will be voting on (which can be the whole agenda) and for what period of time. For each absence, a new proxy or the same proxy, must be designated. The second item in the bylaws that is new is the addition of a secretary/treasurer officer position, along with the chair and vice chair.. Only the chair and vice chair positions are mandatory. The secretary/treasurer position was included to be used at the board's discretion, whether that's something implemented as KMPO grows over time, or it could be a position designated by the board. Currently, the duties that are specified are undertaken primarily by the executive director, and those can continue to be delegated to KMPO staff, as the board sees. Ms. Quaid from Hawley Troxell was present to answer additional questions from the board. The Board had no questions.

Mr. Jeff Tyler motioned to approve the KMPO Operating By-laws, as presented. Mr. Randy Westlund seconded the motion. A roll call vote was taken: Mr. Randy Westlund(aye), Mr. John Hodgkins(aye) , Mr. Jim Kackman(aye), Mr. Damon Allen (aye), Mr. Steve Adams (aye), Mr. Jeff Tyler (aye), Mr. Phil Cooper (aye), and Mr. Graham Christensen (aye). The final count was 8 ayes, 0 nays. Three board members were absent and did not vote: Mr. Dan Gookin, Mr. Tom Shafer and Mr. Bruce Mattare.

7. Other Business

a. Federal Functional Classification Map Update – Revisions – Action Item

Ms. Marienau reported that the KMPO Board adopted the updated KMPO federal functional classification map on August 8, 2024. KMPO had worked through the process with KCATT to designate which facilities needed to be updated, revised, added or removed from the map. While putting together the change forms that are required to go through ITD, KMPO has been collecting additional data, and upon further inspection there were a few routes identified for additional revisions before the map was finalized. The City of Harrison would like to keep Prospect Avenue and Cemetery Road on the map as minor collectors. Post Falls Highway District identified the section of McGuire Road from Riverbend Ave to Lundy Blvd is better classified as a collector, since it serves residential developments south of I-90. Lakes Highway District identified Rookery Road as a local road that is not maintained by the highway district and should be reclassified as a future minor collector. A section of Chilco Road was added from Abbott Rd. to Old Highway 95 and classified as a major collector. Atlas Road (Lancaster Road to Boekel Road) will be kept as a major collector, and the section from Boekel Rd. to SH-53 will be added as a major collector. The City of Hayden identified a section of Atlas Road south of Lancaster (near the airport) will remain classified as a collector. Buckles Road from Government Way to Rocking R Road will also remain on the map as a collector. Within the City of Post Falls, Zorros Lane and Fennecus Lane both have multiple sections that have been constructed, but corridors still have significant gaps. These roads will be important north/south connections to Prairie Ave. eventually, and will continue to be classified as future collectors. Pointe Pkwy from I-90 to Riverbend will remain classified as a minor arterial. Horsehaven Ave. has not been fully constructed, therefore the City of Post Falls would like to wait on applying for a federal functional classification; it will be listed as a future collector.

Ms. Marienau reported that FHWA has recommended ranges for the mileage of roadway under each classification and these map updates would stay within those ranges. KCATT reviewed the changes and provided a recommendation for the board to approve the revisions for submission to ITD.

Mr. Jeff Tyler motioned to adopt the revisions to the federal functional classification map for submittal to ITD, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

c. Post Falls Sub-Area Model Land Use Adjustments – Action Item

Ms. Marienau briefed the board on this item. The city of Post Falls is updating their transportation master plan and their impact fees. This has been an ongoing process for the last few years using the KMPO model to develop a subarea model for the city. KMPO typically allows changes to the network and some of the parameters in order to calibrate the model, but typically does not allow for changes in land use, in order to maintain regional consistency and stay within the control totals that are adopted by board. Upon review of the validation/calibration process, Post Falls found that, particularly along the SH 41 corridor, the KMPO model did not include an adequate amount of anticipated or known future land use. They City of Post Falls staff looked at their employee per acre ratios within the city and used that to develop an estimated number of potential future employees in some of those green spaces that are being developed along that corridor, and came up with 8,062 employees. Similar jurisdictions, like Coeur d'Alene and Hayden, have a higher job to employment ratio than Post Falls did in the KMPO forecast model. Further analysis and discussions at KCATT were used to verify that this was a reasonable proposal from the City of Post Falls. From 2019 to 2024, regional employment has grown at about a 2.04% annual percent growth rate. The KMPO model forecast used a 1.4% growth rate for employment, showing that in the last five years, growth has exceeded what KMPO was projecting. Industries such as retail, food, service, and medical are some of the areas that have grown the most over that time period. If KMPO had used the 2.04% annual growth rate instead for the model, there would be a difference of about 6,225 employees. Using a 2.04% growth rate over the last five years, would have accounted for a majority of the growth that the city of Post Falls is proposing to add. KMPO supports adding the additional employment to the city's subarea model, with minor revisions to food service and industrial land uses. Additionally, the reconcile the KMPO model to take into account for additional employment along SH-41, staff recommends adding employment for retail, food service and medical within the corridor for the KMPO forecast models. KCATT unanimously approved a recommendation for the KMPO board to allow the City of Post Falls to make the changes to their subarea model and move forward with their transportation master plan update and to add additional employment to KMPO's forecast models.

Mr. Jeff Tyler moved that the KMPO Board allow the city of Post Falls to make land use adjustments as outlined, and for KMPO to reconcile the regional model to include new land use for retail, medical and food services. Randy Westlund seconded the motion, which passed unanimously.

8. Public Transportation (Informational Items Provided to KMPO)

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

Mr. Chad Ingle reported fixed routes have seen a 13% increase over this month last year, and the fiscal year is up 15%. Paratransit service increased this month over last year by 4% but for the fiscal year, it was a decrease of 12%. He reported they are working on their Coordinated Human Services transportation plan. They have held several meetings for it and are having good conversations with individuals and groups such as the Kroc Center, St Vincent de Paul and the United Way. The Board of County Commissioners approved Citylink's service agreement for fiscal year 2025, a federally required step that allows them to apply for and amend federal grant awards. The BOCC also approved a five-year contract with Passio Technologies, which is the intelligent transportation system used for tracking of the busses, the app and website for passengers, and passenger counts, as well. He reported Citylink will be providing shuttle service during the Post Falls festival this week, and this is the third consecutive year having done this. Last year, they were able to provide just over 1100 rides during the festival in partnership with Post Falls

b. Coeur d’Alene Tribe Rural Transit Report

Mr. Ingle reported on behalf of the Tribe. They are having driver shortages and have had a few bus accidents and breakdowns that are creating shortages.

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

Ms. Marienau delivered the directors report on behalf of Director Miles. She reported the signal on SH 53 is now operational. KMPO held a workshop in June with KCATT to discuss adopting a regional pavement cut policy. The city of Coeur d’Alene’s policy is the starting draft and KMPO has asked KCATT to provide revisions and input for a regional policy draft. KCATT will reconvene in August for further discussion. Ms. Marienau reported that Mr. Miles was absent from the board meeting today, as he was attending the Urban Balancing committee meeting in Boise and that he was able to secure an additional \$200,000 for Post Falls Highway District to use on the Prairie Underpass project.

10. Board Member Comments

Mr. Jeff Tyler, Post Falls Highway District, commented that with the work happening at I-90, he felt an offramp at Huetter Road from I-90 might be something to consider in terms of relieving traffic at the US-95/I-90 interchange.

11. Next Meeting – August 14th, 2025

Mr. Christensen motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on July 10th, 2025, and with no objections, the meeting was adjourned at 2:10 p.m.

Kate Williams

Recording Secretary

Signature on file

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Special Board Meeting
July 23rd, 2025
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Graham Christensen, Chairman	East Side Highway District
Randy Westlund	City of Post Falls
Phil Cooper	Worley Highway District
Dan Gookin	City of Coeur d'Alene
Jim Kackman	Coeur d'Alene Tribe
John Hodgkins	City of Rathdrum

Board Members Absent:

Tom Shafer	City of Hayden
Bruce Mattare, Vice Chairman	Kootenai County
Steve Adams	Lakes Highway District
Damon Allen	ITD, District 1
Jeff Tyler	Post Falls Highway District

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

1. Call to Order – Graham Christensen, Chairman

The special meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:31 p.m.

2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item

There were no changes or declarations made.

3. KMPO Office Space Work Program and Budget Amendment – Action Item

a. KMPO FY 2025 UPWP Amendment #1

Director Miles presented the amendment to the Unified Planning Work Program related to the purchase of the KMPO office space. Once the board approved the option to pursue buying the KMPO's existing office space, Mr. Miles has worked to find the best means to do so. He currently has a loan in process with Washington Trust Bank. Outside of the loan option, Mr. Miles was also able to request the use of Federal Aid funds to acquire the property. In order for KMPO to become eligible to use those funds, there needs to be a budget item in the work program describing how the funds are to be spent. This proposed amendment adds budget into the administrative activity function, which is task one, KMPO Administration. The amendment adds an additional \$350,000 under the work item "KMPO Office Space," with the grant supplying \$300,000 and the local match of \$50,000, supplied via the special assessment. The amended budget, that Mr. Miles is to present, demonstrates to FHWA how the purchase of the office space will impact the overall operating budget and the logistics of cash flow. The funds for the acquisition of the office would predominantly be coming out of the Metropolitan Transportation Plan task, which was set at about \$350,000 and will be finishing up in FY 26. Therefore, the funds are already allocated and KMPO is able move forward.

b. Final KMPO 2026 Budget & Final FY 2025 Budget

Mr. Miles reported on the updated budget, which shows that KMPO can get through FY 26 with the budgeted program without a problem and still have cash reserves, which the board would like to see. The full budget was provided in the board packet.

c. FHWA Funded Office Acquisition Financing Plan and UPWP Budgets

The proposed budget distinguishes federal funds and local funds. The 2026 budget shows KMPO with \$566,910 in revenue and expenditures of \$539,000. This shows KMPO will have some unencumbered revenue that would be used as cash flow. For 2025, KMPO has \$968,000 in revenues and \$893,000 in expenses. KMPO would carry over into FY 2026 \$62,850; \$58,237, of which, is the federal portion.

d. KMPO Office Space Work Plan Timeline

Mr. Miles described the office space timeline. The purchase and sale agreement had the first opportunity for closing on August 15, 2025, with the contingency of September 15, 2025, if the paperwork isn't completed. This timeline is dependent on FHWA getting the paperwork processed. As of this meeting, FHWA stated they could make the August 15th deadline. The sellers have been advised it could go to September 15th, and it was not an issue.

Mr. Miles clarified that by using the federal aid funds, this would be a paid-in-full purchase for the office space rather than an annual payment, as the case would be with a loan from the bank. Mr. Dan Gookin, city of Coeur d'Alene, asked if the change from tenant to owner of the office space would impact the annual insurance cost. Mr. Miles reported that he has been in touch with ICRIMP and that the changes in insurance premiums would be minimal. Mr. Gookin asked if this purchase would impact the KMPO audit, since the office space would be a capital item. Mr. Miles stated no, he did not think the purchase would impact the audit. KMPO will maintain insurance and maintenance of the property to be shown in the reporting requirements.

Board members Mr. Jim Kackmen, Mr. Phil Cooper and Mr. Graham Christensen stated they fully supported completing the purchase of the office space using federal funds.

Mr. Jim Kackman motioned to approve the KMPO FY 2025 UPWP Amendment #1; Randy Westlund seconded the motion, which was approved unanimously.

Mr. Phil Cooper motioned to approve the Final KMPO 2026 Budget & Final FY 2025 Budget; Mr. Randy Westlund seconded the motion, which was approved unanimously.

4. Next KMPO Board Meeting – August 14th, 2025

5. Adjournment

Mr. Christensen motioned to adjourn the special meeting of the Kootenai Metropolitan Planning Organization Policy Board on July 23, 2025, and with no objections, the meeting was adjourned at 1:46 p.m.

Kate Williams

Recording Secretary

Signature on file



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

July, 2025

As of this date **September 11, 2025** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **July, 2025** included in the following list, in the amount of **\$43,995.80**

Chair: _____

Kootenai Metropolitan Planning Organization							2:46 PM
Monthly Expense Report							09/04/2025
July 2025							
Type ▾	Num ▾	Date ▾	Name ▾	Memo ▾	Paid Amount ▾		
Liability Check	E-pay	07/01/2025	United States Treasury	Federal Employee Withholding 7-11	2,737.76		
Liability Check	ACH	07/01/2025	PERSI Choice Plan	PERSI Employee 401K Contributions	1,550.00		
Liability Check	ACH	07/01/2025	PERSI	PERSI Contributions NEXEN Transfer	2,147.63		
Liability Check	ACH	07/01/2025	State of Idaho Dept of Labor	0002783223 2nd Quarter 2025 Submittal	203.46		
Check	Debit Card	07/01/2025	Rackspace Inc	Rackspace Email and Archive Hosting	61.86		
Check	ACH	07/01/2025	Unum	Unum July 2025 Premium	226.18		
Check	Debit Card	07/03/2025	Staples Inc.	Office supplies	0.41		
Check	Debit Card	07/07/2025	Adobe Store North America	Adobe Acrobat Pro (3 seats) July 2025	71.97		
Liability Check	ACH	07/08/2025	Regence Blue Shield of Idaho	10010747 Regence July 2025 Premium	5,198.48		
Check	3777	07/08/2025	Glenn F. Miles	GFM Urban Balancing Meeting Meridian 7/9-10/2	700.00		
Check	Debit Card	07/08/2025	USPS	IRS 2nd Quarter Filing & Supplies	9.57		
Check	Debit Card	07/14/2025	TDS Telecom	208-930-4164	135.40		
Check	3778	07/14/2025	AVISTA	6500250000	89.20		
Check	3779	07/14/2025	Glenn F. Miles	GFM Urban Balancing July 2025	71.43		
Liability Check	E-pay	07/14/2025	United States Treasury	27-0061680 QB Tracking # 1659838826	2,735.64		
Liability Check	ACH	07/15/2025	PERSI Choice Plan	PERSI Choice 401K Contributions	1,550.00		
Check	Debit Card	07/17/2025	ESRI	ESRI Online Service s120.00	120.00		
Liability Check	ACH	07/17/2025	PERSI	PERSI Contributions 6/28 to7/25/25	2,146.24		
Check	Debit Card	07/18/2025	Zoom Video Communications	Zoom Inc Invoice 314025141	15.99		
Check	Debit Card	07/23/2025	WP Engine	Web Hosting	300.00		
Check	Debit Card	07/24/2025	Staples Inc.	Office Supplies	192.85		
Liability Check	ACH	07/24/2025	Delta Dental	Delta Dental August 2025	327.09		
Check	ACH	07/25/2025	Vision Service Plan	VSP August 2025 Premium	34.73		
Liability Check	E-pay	07/29/2025	United States Treasury	Federal Employee Withholding 7-25-25	2,720.76		
Liability Check	ACH	07/30/2025	PERSI Choice Plan	Empower 401K Contribution -7/25/25	1,550.00		
Liability Check	ACH	07/30/2025	PERSI	PERSI Contributions 7/25/25 NEXEN Transfer	2,135.14		
				Subtotal July Operating Expenses	\$ 27,031.79		
				Subtotal July Salary and Wages	\$ 16,964.01		
				Total Expenses July 2025	\$ 43,995.80		



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

August, 2025

As of this date **September 11, 2025** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **August, 2025** included in the following list, in the amount of **\$120,918.18**

Chair: _____

Kootenai Metropolitan Planning Organization						2:48 PM
Monthly Expense Report						09/04/2025
August 2025						
Type	Num	Date	Name	Memo	Paid Amount	
Check	Debit Card	08/01/2025	Rackspace Inc	Rackspace August 2025 Email and Archive Hosting	61.86	
Check	ACH	08/01/2025	Unum	Unum - L,STD,LD Premium	226.18	
Liability Check	ACH	08/05/2025	Regence Blue Shield of Idaho	August 2025 Premium	5,198.48	
Check	Debit Card	08/06/2025	Adobe Store North America	Adobe Acrobat Pro - 3 Seats August 2025	71.97	
Check	3786	08/07/2025	Robert A. Gilles Family Trust	CdA North Suite 209 August 1-15, 2205	679.96	
Check	3787	08/07/2025	Glenn F. Miles	GFM Lewiston ITD Staff	182.70	
Check	ACH	08/11/2025	TDS Telecom	August 2025 Phone and ISP Service	135.36	
Check	Cashier Chk	08/13/2025	Title One Title Company	KMPO Office Closing Payment	84,830.61	
Liability Check	ACH	08/13/2025	Idaho State Tax Commission	003877456	787.00	
Bill Pmt -Check	3791	08/13/2025	AVISTA	August Utilities	82.25	
Liability Check	E-pay	08/13/2025	United States Treasury	Federal Payroll Withholding	2,713.34	
Liability Check	ACH	08/13/2025	PERSI Choice Plan	PERSI Choice 401K Employee Contribution 8/08/2025	1,550.00	
Liability Check	ACH	08/15/2025	PERSI	M043 NEXEN Transfer	2,129.60	
Check	Debit Card	08/18/2025	Zoom Video Communications	Zoom Inc. August 2025 Web Meeting Hosting	15.99	
Check	Debit Card	08/18/2025	Intuit	Intuit Monthly Usage Fee August 2025	42.00	
Check	EFT	08/21/2025	Washington Trust Bank	Closing and Appraisal Fees settled	4,573.40	
Liability Check	ACH	08/25/2025	PERSI Choice Plan	PERSI Choice 401K Employee Contributions	1,550.00	
Check	ACH	08/25/2025	Vision Service Plan	VSP September 2025 Billing	34.73	
Liability Check	E-pay	08/27/2025	United States Treasury	Federal Payroll Withholding	2,733.54	
Liability Check	ACH	08/28/2025	PERSI	M043 NEXEN Transfer	2,144.85	
				Subtotal August Operating Expenses	\$ 109,743.82	
				Subtotal August Salary and Wages	\$ 11,174.36	
				Total August 2025 Expenses	\$ 120,918.18	



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Item 7a

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

DATE: September 4, 2025
TO: KMPO Board
FROM: Ali Marienau, Transportation Planner
SUBJECT: 2024 Transportation System Performance – Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability

Background:

MPO's and the states are required, by law, to set targets for each of FHWA's transportation performance measures. In July 2019, the KMPO Board approved the decision to support ITD's adopted targets for pavement condition, bridge condition, travel time reliability, and freight reliability rather than adopt separate targets for Kootenai County. KMPO will continue to monitor Kootenai County's progress annually to ensure the County continues to meet the state's targets.

Overview:

ITD provided KMPO with the 2024 performance data for Kootenai County. ITD's performance targets for pavement condition and bridge condition are the same as those established in 2022; FHWA has also established national targets for these measures. The state's targets for travel time reliability and freight reliability have not changed from those set in 2017.

Pavement Condition:

Pavement condition receives a 'Good' rating if it receives a 'Good' rating for the following categories: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more of the factors. 'Fair' ratings encompass the remaining combinations. Categories are rated by the following criteria:

Rating	IRI	Cracking	Either	
			Rutting (asphalt)	Faulting (jointed concrete)
Good	< 95	< 5%	< 0.20 in.	< 0.10 in.
Fair	95-170	5 - 20% asphalt; OR 5 – 15% jointed concrete; OR 5 – 10% CRCP	0.20 – 0.40 in.	0.10 – 0.15 in.
Poor	>170	> 20% asphalt; OR > 15% jointed concrete; OR > 10% CRCP	> 0.40 in.	> 0.15 in.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Boulevard, Suite 209 Coeur d'Alene, ID 83814
1-208-930-4164 www.kmpo.net

Interstate and Non-Interstate NHS pavements in Kootenai County in ‘Good’ condition increased over the year; Non-Interstate pavements met ITD’s target, but Interstate pavements did not. Pavements in ‘Poor’ condition met both of ITD’s performance targets in 2024. The percentage of Interstate pavements in the County in ‘Good’ condition do not meet the national targets, but the percentage of ‘Poor’ condition pavements do.

	2024 ITD Targets	National Target	Kootenai County 2024	Kootenai County 2023	% Change
Interstate NHS Percent Good	≥ 35%	61.8%	23.9%	23.7%	+ 0.2%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.2%	0%	+ 0.2%
Non-Interstate NHS Percent Good	≥ 20%	-	24.9%	12.1%	+ 12.8%
Non-Interstate NHS Percent Poor	≤ 8%	-	0.8%	0.2%	+ 0.6%

Bridge Condition:

Bridge condition is classified as either ‘Good’, ‘Fair’ or ‘Bad’ and is assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a ‘Good’ rating when it receives a 7 or higher for the NBI items. A bridge receives a ‘Fair’ rating when it receives a score of 5 or 6, and a ‘Poor’ rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered ‘Structurally Deficient’.

The percentage of Kootenai County NHS bridges rated as ‘Good’ and ‘Poor’ condition meet both of ITD’s targets for those performance measures. The number of bridges in ‘Poor’ condition also meet the national target. Bridges with a ‘Poor’ rating include: I90 WB bridge at MP 10.9 (Prairie Trail Overpass).

	2024 ITD Targets	National Target	Kootenai County 2024	Kootenai County 2023	% Change
NHS Bridge Percent Good	≥19%	40.4%	33.8%	30.9%	+2.9%
NHS Bridge Percent Poor	≤ 3.5%	4.0%	1.4%	1.5%	-0.1%

Travel Time Reliability:

ITD used the NPMRDS (National Performance Management Research Data Set) available from FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.

Travel Time Reliability is defined by Federal highways as “the consistency or dependability of travel times from day to day or across different times of the day.” The Level of Travel Time Reliability (LOTTR) is a comparison of the 80th percentile travel time to the “normal”

(50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

Kootenai County’s current travel time reliability meets ITD’s targets. Non-Interstate reliability has increased slightly since 2023. Construction projects reduced reliability on SH-41 and SH-53.

	2024 ITD Targets	Kootenai County 2024	Kootenai County 2023	% Change
Percent of the Person-Miles Traveled that are Reliable – Interstate	≥ 90.0%	100%	100%	0%
Percent of the Person-Miles Traveled that are Reliable - Non-Interstate	≥ 70.0%	98.1%	97.4%	+0.7%

Freight Reliability:

Similar to the measures above, ITD, used NPMRDS dataset, as well, to calculate the Truck Travel Time Reliability (TTTR) Index. TTTR represents the 95th percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

Kootenai County’s TTTR Index decreased over 2023 and still meets ITD’s target. The reconstruction of the SH-41 interchange has reduced the TTTR within the Post Falls area.

	2024 ITD Targets	Kootenai County 2024	Kootenai County 2023	
Interstate Truck Time Reliability	≤ 1.30	1.26	1.28	- 0.02

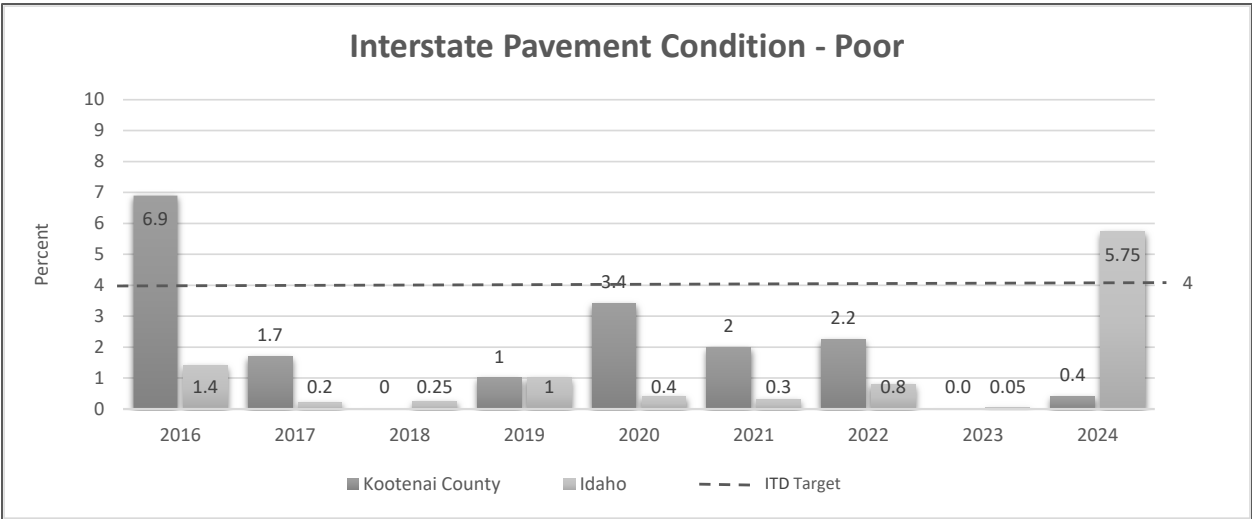
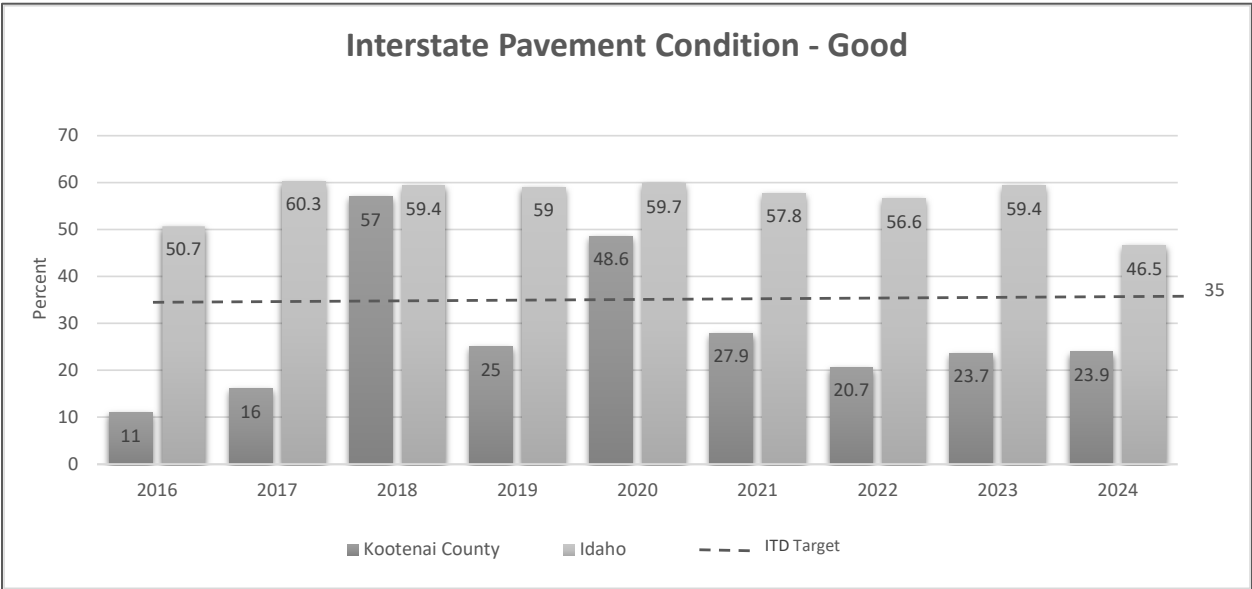
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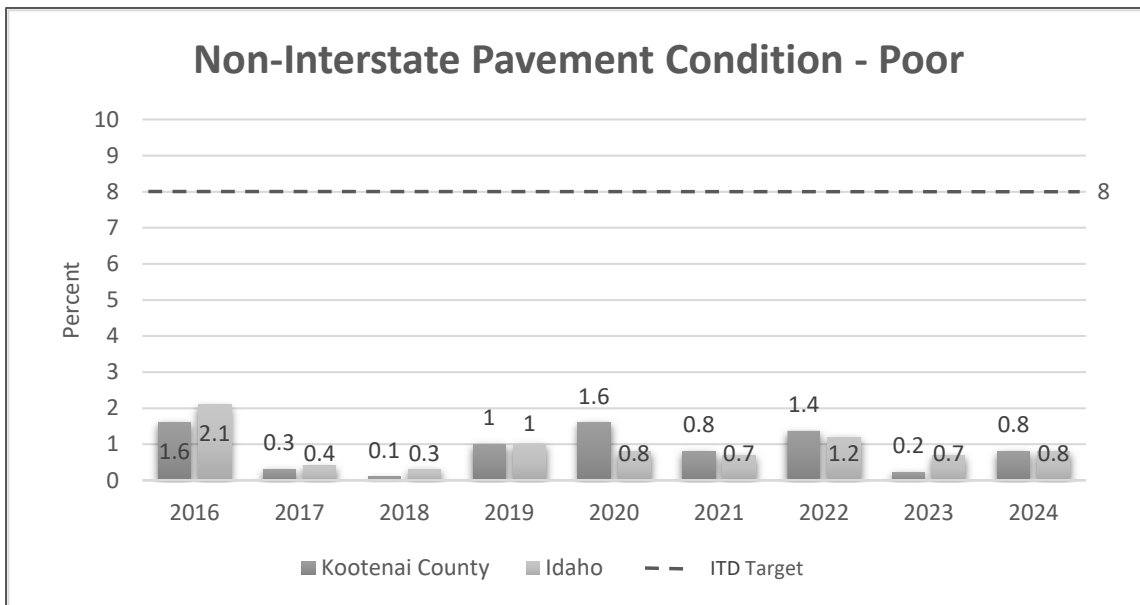
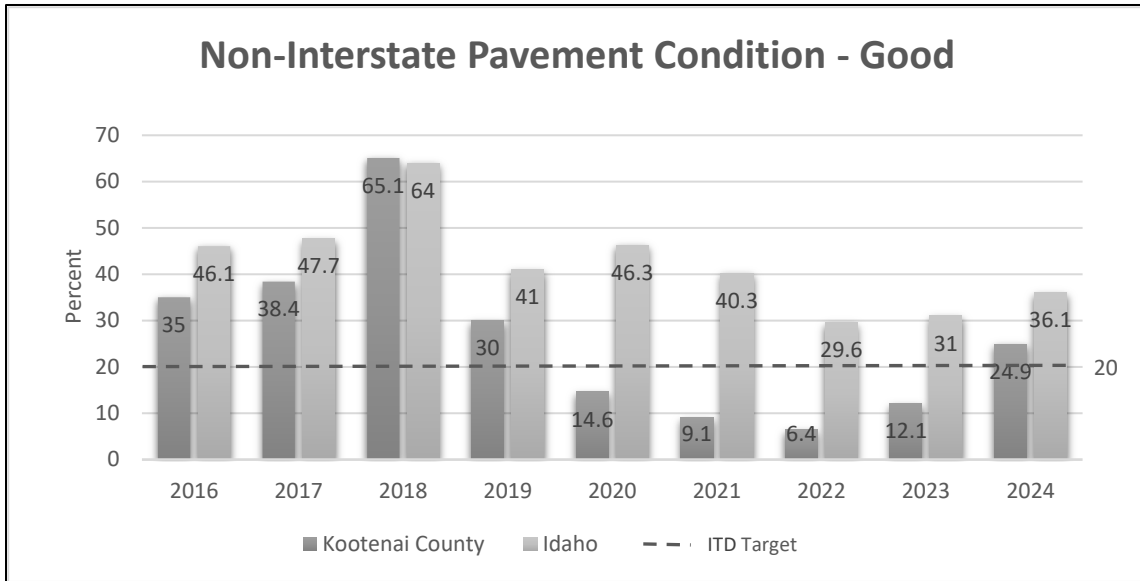
- A- Kootenai County 2024 Transportation Performance Data - Bridge & Pavement Condition and Travel Time & Freight Reliability 2016-2024
- B- 2024 Pavement Condition Map
- C- 2024 Bridge Condition Map
- D- 2024 Level of Travel Time Reliability Map
- E- 2024 Truck Travel Time Reliability Map

2024 Transportation Performance Data

Pavement Condition

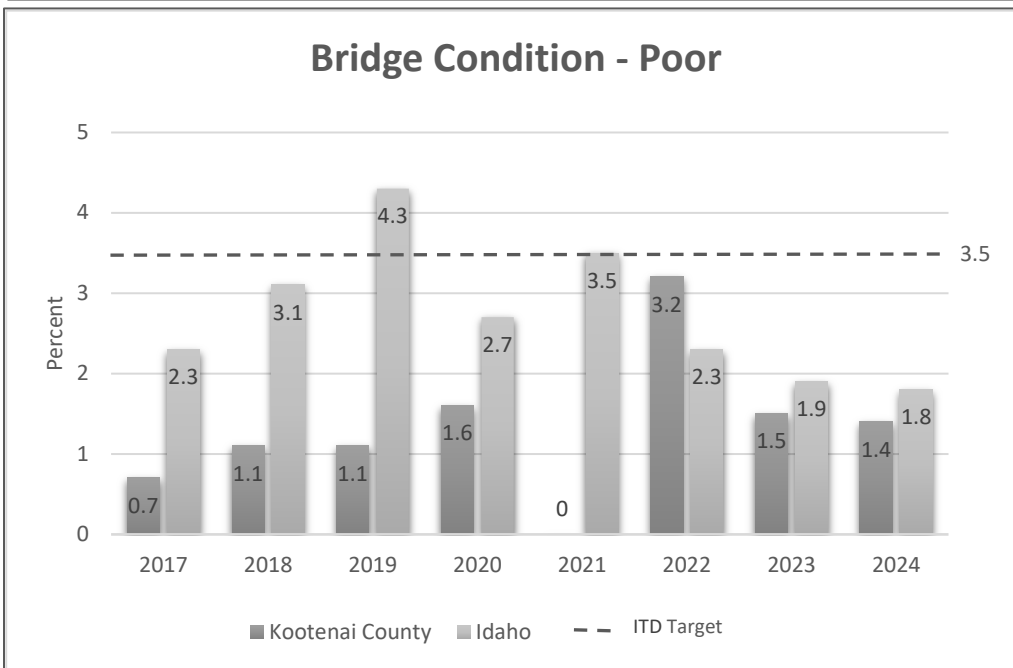
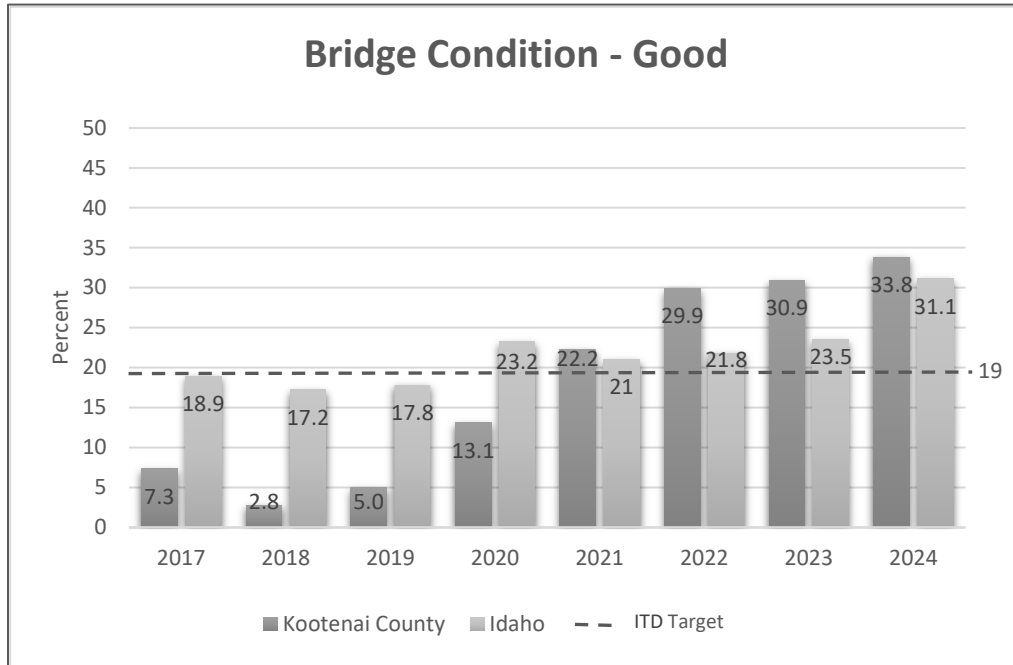
	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change**	2022	2021	2020
Interstate NHS Percent Good	≥ 35%	23.9%	23.7%	+ 0.2%	20.7%	27.9%	48.6%
Interstate NHS Percent Poor	≤ 4%	0.2%	0%	+ 0.2%	2.2%	2.0%	3.4%
Non-Interstate NHS Percent Good	≥ 20%	24.9%	12.1%	+ 12.8%	6.4%	9.1%	14.6%
Non-Interstate NHS Percent Poor	≤ 8%	0.8%	0.2%	+ 0.6%	1.4%	0.8%	1.6%





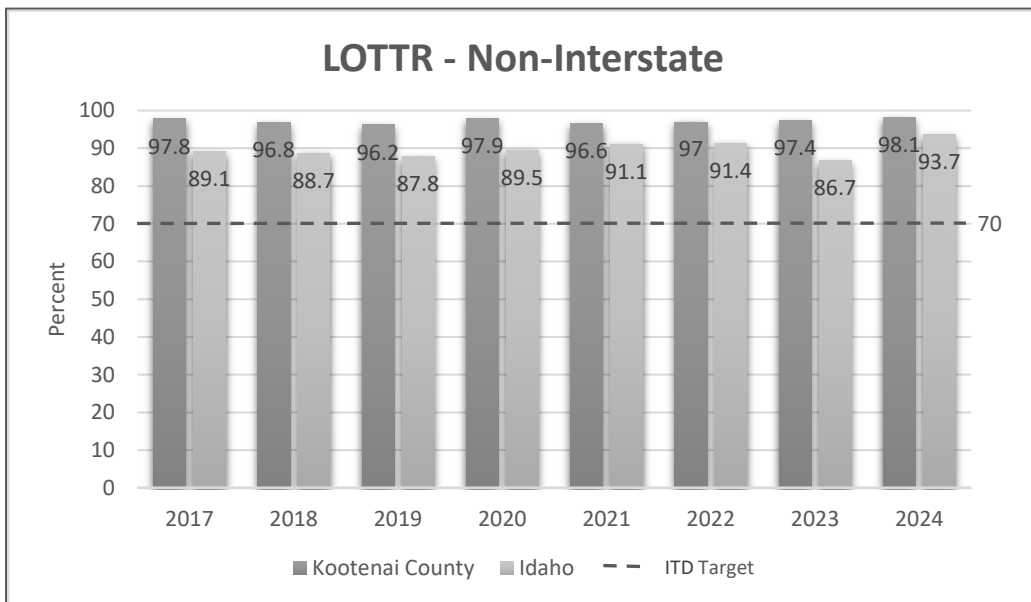
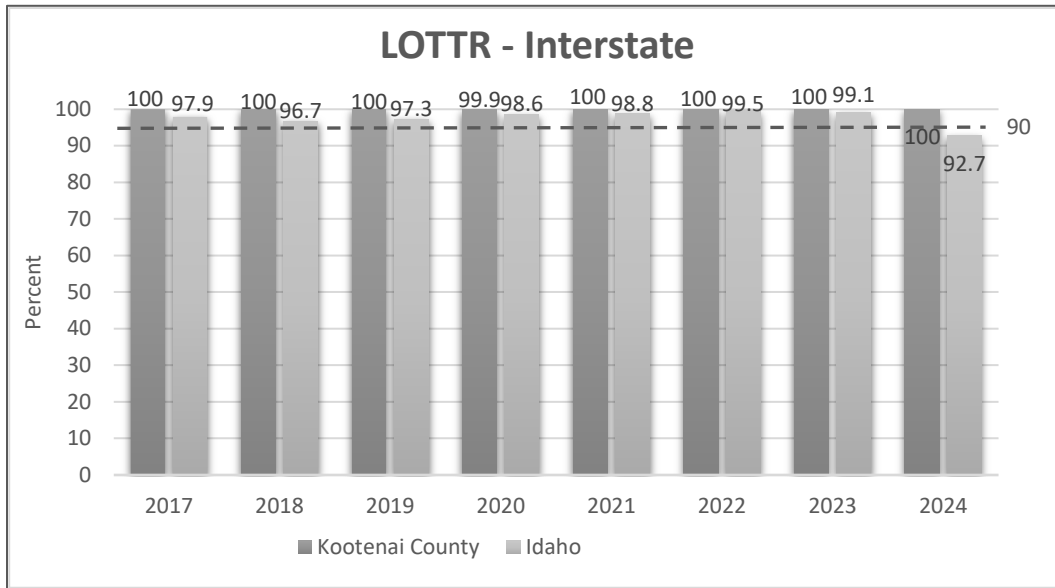
Bridge Condition

	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change	2022	2021	2020
NHS Bridge Percent Good	≥ 19%	33.8%	30.9%	+ 2.9%	29.9%	22.2%	13.1%
NHS Bridge Percent Poor	≤ 3.5%	1.4%	1.5%	- 0.1%	3.2%	0%	1.6%



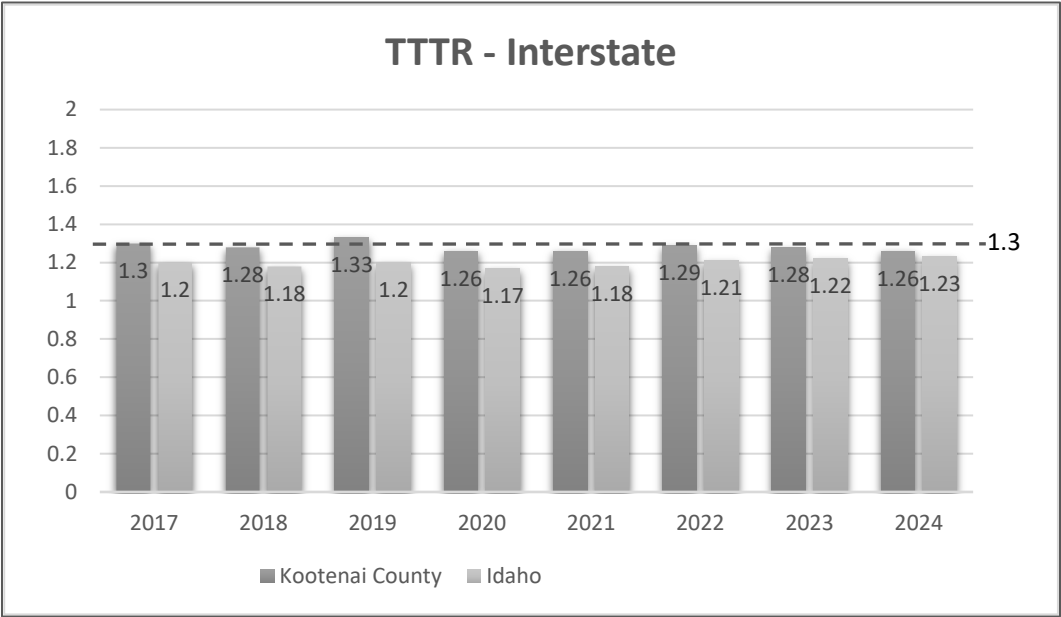
Travel Time Reliability

	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change	2022	2021	2020
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	100%	100%	0%	100%	100%	99.9%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	98.1%	97.4%	+ 0.7%	97%	96.6%	97.9%

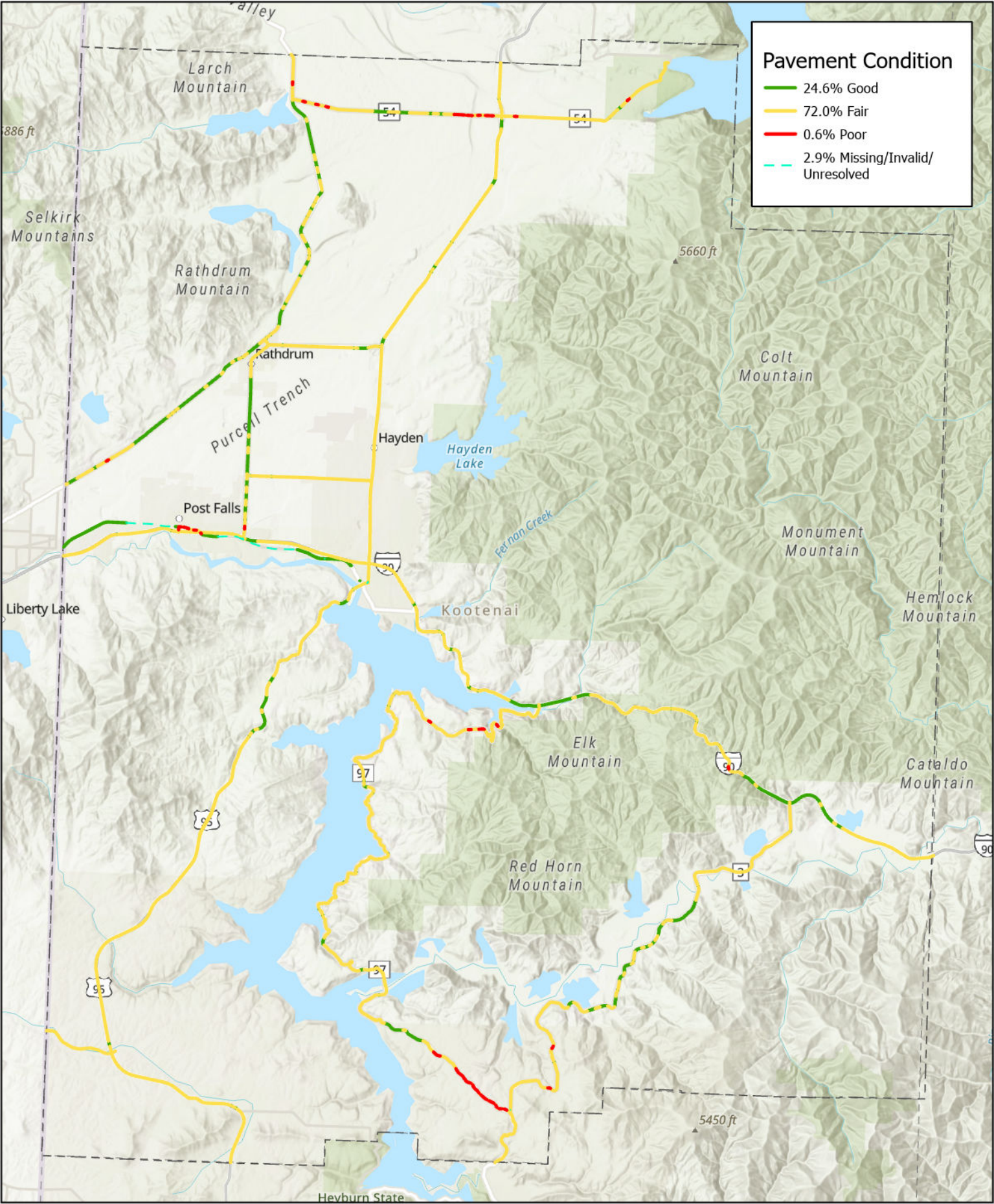


Freight Reliability

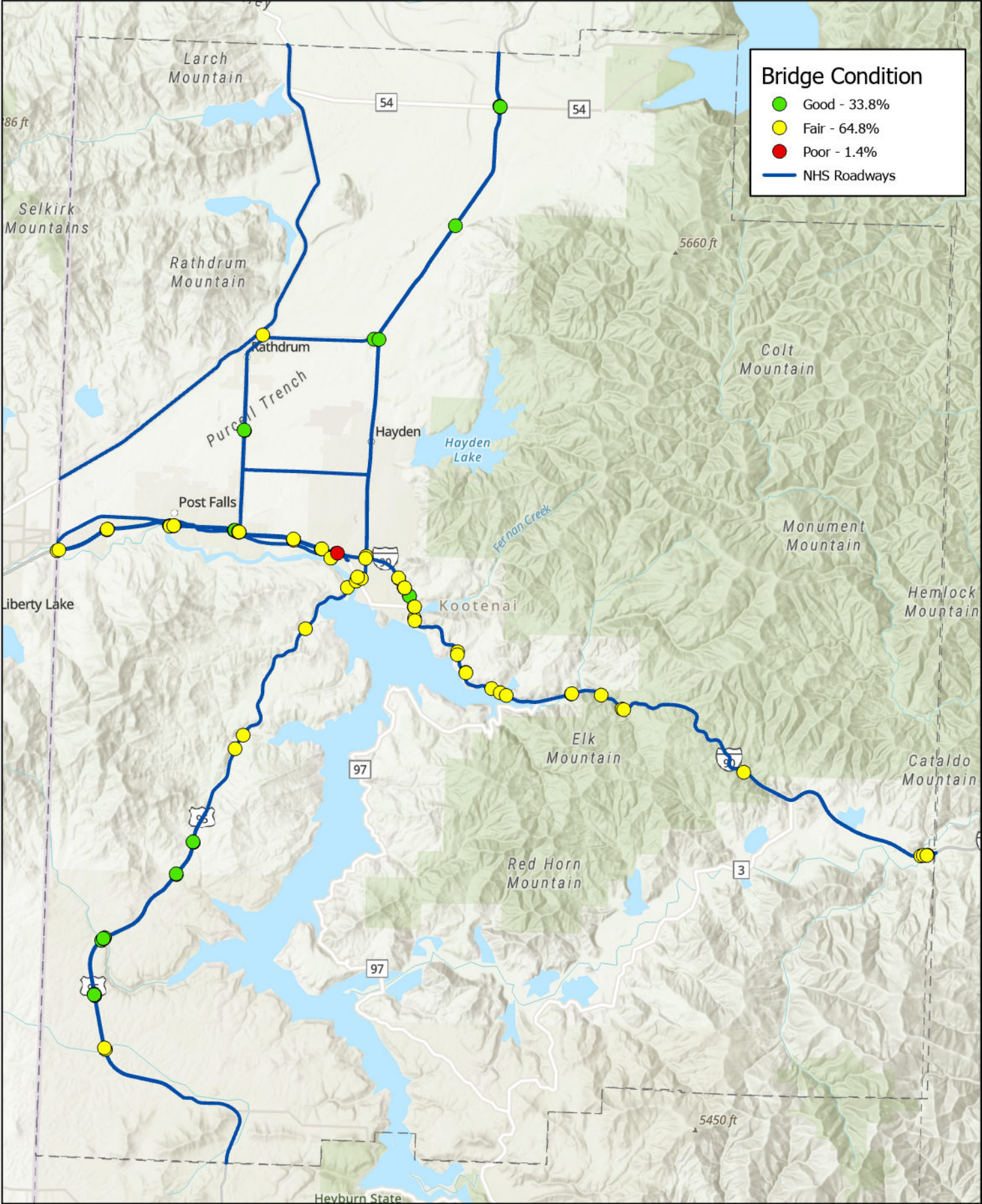
	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	Change	2022	2021	2020
Interstate Truck Time Reliability Index	≤ 1.30	1.26	1.28	- 0.02	1.29	1.26	1.26



KMPO 2024 Pavement Condition

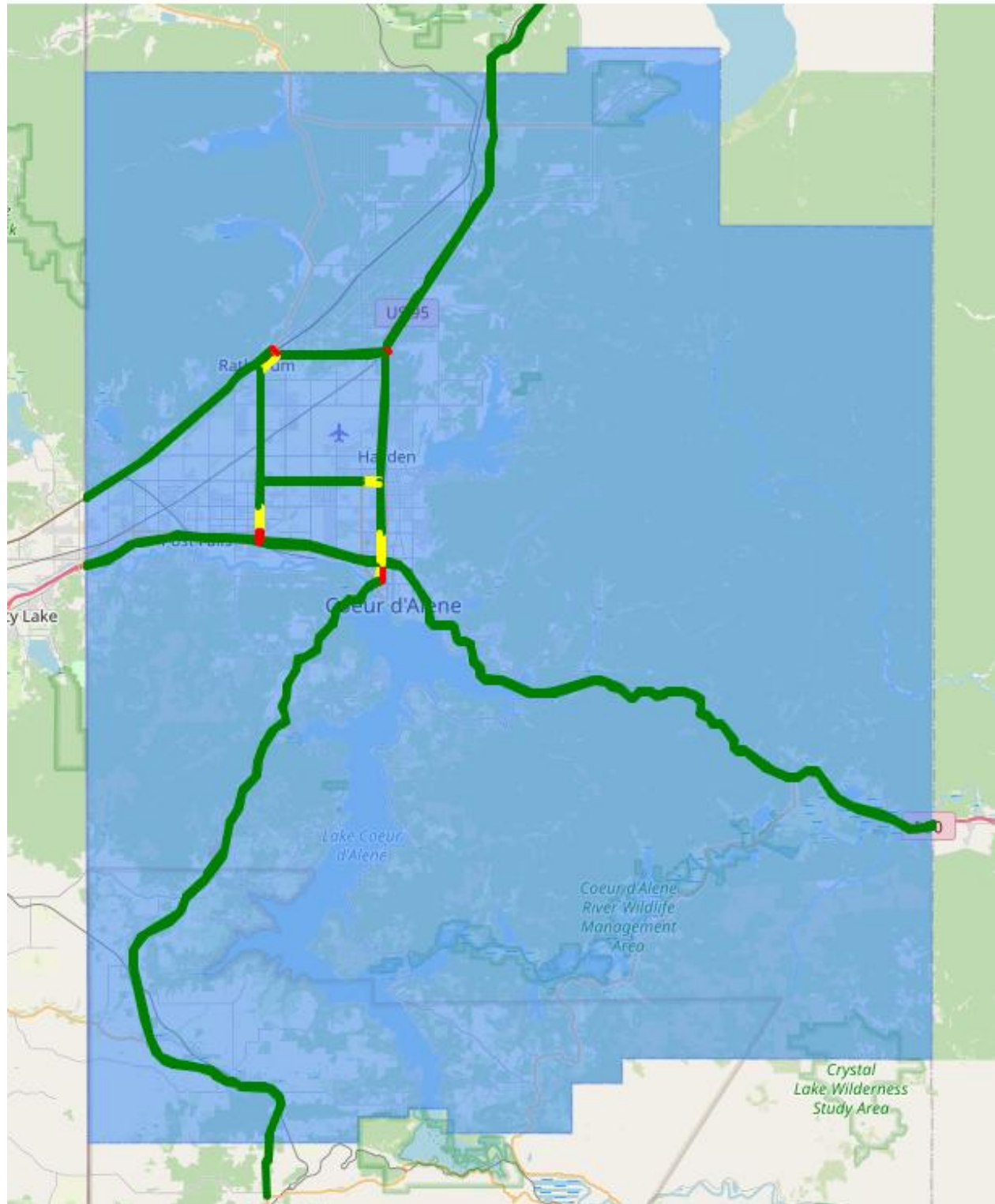


KMPO 2024 Bridge Condition



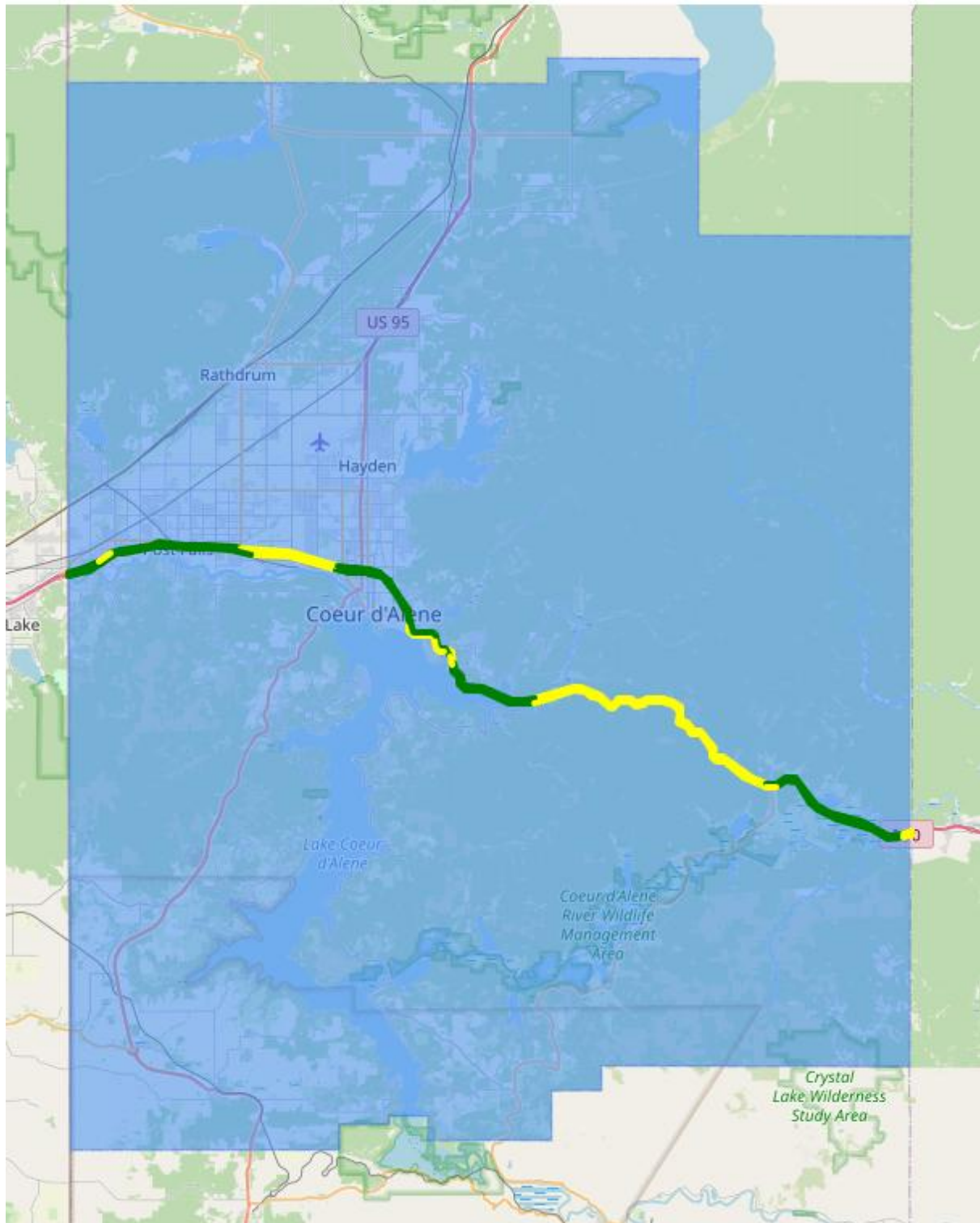
2024 Travel Time Reliability

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LOTTR Interstate: 100.0% LOTTR Non-Interstate: 98.1%



2024 Truck Trave Time Reliability

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
TTTR Weighted Average Interstate: 1.26





KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program
Fiscal Year 2026
Draft August 18, 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 within its MPO boundary. KMPO's boundary includes all of Kootenai County. 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 June 10, 2025. The annual budget is then used to inform development of 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 Metropolitan Transportation Plan (MTP). KMPO, in partnership with the Idaho Transportation Department District 1 Office has been conducting the Rathdrum Prairie Transportation Study (Formerly PEL Study), which is looking at series of system wide transportation alternatives to enhance safety, mobility, and economic opportunity across the Rathdrum Prairie. Unfortunately, this study has been significantly delayed during the alternative screening process.

These delays have pushed completion of the MTP Update to FY 2026. The Prairie Transportation study 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 MTP update will also be enhanced to incorporate Safe Streets and Roads for All (SSR4A) guidelines, improve freight and goods movement efforts, and take advantage of KMPO's INRIX data to better monitor and address the impact of growth and development, impacts to highways, arterial corridors and intersection performance.

KMPO will also be reviewing transportation performance measures and by either adopting the Idaho Transportation Department's Performance targets established by the IT Board or develop regionally based performance targets.

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

UPWP tasks identified for FY 2026 will allow for ongoing improvement of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional travel demand model used as source to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County. Additionally, UPWP tasks are used 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 2026 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 FY 2026 activities is estimated to total **\$ 661,149** 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	\$137,435
2026 Consolidated Planning KN 23052	\$280,351
FTA Section 5307 Planning Grant	\$75,200
Federal Fund Subtotal	\$ 492,986
ITD INRIX Data Sharing Payment	\$18,970
KMPO Local Contributions 2025/2026	\$54,721
KMPO Local Carry over after Local Match	\$75,672
Kootenai County Public Transportation	\$ 18,800
Subtotal Local Funds	\$ 168,163
Grand Total	\$ 661,149

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 FY 2026 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 incorporate work and recommendations completed as part of the Rathdrum Prairie Transportation Study conducted 2024-2026.
- 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 from SH-41; the Alternate U.S. 95 Huetter Corridor; and widening I-90, which is about to begin construction over the next three construction seasons between U.S. 95 and SH-41. Engineering and design, with the additional segments are anticipated once funding has been identified.
- 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 efforts 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 completed 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 FY 2026. 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 current transportation reauthorization bill.

Unfunded Needs in Transportation Planning

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

- Significant development pressure has returned to the Rathdrum Prairie, putting in jeopardy future travel corridors previously identified for preservation. Additional funding is necessary to support implementation of selected travel corridor improvements identified in the final 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, 2026. We have identified the following nine 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

Objectives, inter-agency roles, tasks, expected work products and costs for the 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, office space and preparation and posting of materials needed to fulfill federal funding requirements.
- To determine planning work needed between October 1, 2026 and September 30, 2027 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 2026 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 FY2025, 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		Local
KMPO Financial Audit & Legal Services \$ 15,000	\$ 13,899			\$ 1,101
KMPO \$142,092	\$ 123,928			\$ 18,164
Total \$157,092	\$ 137,827			\$ 19,265

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 FY2026, 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.

Inter-Agency Roles and Responsibilities

Scope

General Support. This task includes, but is not limited to, staff support for, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.

Contract support. KMPO may retain public involvement firm to conduct public outreach, preference surveys and open houses to ensure broad opportunities for review and comment.

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		Local
Contract \$ 35,000	\$ 20,963			\$ 1,539
KMPO \$ 20,000				\$ 32,498
Total \$ 55,000	\$ 20,963			\$ 34,037

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 2027-2032 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 2025 and 2026 TIP amendments and preparation of the 2027-2032 TIP. Preparation of the 2027-2032 TIP begins in March 2026 and culminates in September 2026.

Budget / Revenue Source

3.0 Transportation Improvement Program (TIP)				
Budget		Funding Source		
		CPG	FTA CPG	Local
KMPO	\$ 28,986			
Total	\$ 28,986	\$ 26,858		\$2,128

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.

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	FTA CPG	STBG	Local
KMPO \$ 25,000	\$ 23,165			\$ 1,835
Total \$ 25,000	\$ 23,165			\$ 1,835

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. 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.

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		Local
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 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 public involvement consultant to assist with additional public outreach outside of the PEL Study area.

Budget / Revenue Source:

6.0 Metropolitan Transportation Plan Update				
Budget	Funding Source			
	FHWA CPG	FTA CPG		Local
KMPO				
Total \$ 54,800	\$ 50,778			\$ 4,022

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	FTA CPG	ITD District 1	Local
Contract \$ 37,000				\$ 37,000
KMPO \$ 57,221	\$ 47,305			\$ 9,916
Total \$94,221	\$ 47,305			\$ 46,916

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 7.
 - 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			Local/State
Contracts \$ 19,050	\$ 19,050			\$ 1,398
KMPO \$ 75,000	\$ 38,097			\$ 35,505
Total \$ 94,050	\$ 57,147			\$ 36,903

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

This data review effort will also look at freight and goods movement analysis in support of supplementing the freight and goods element of 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 the fall of 2025 and in 2026.

Budget / Revenue Source

9.0 Regional Transportation Studies				
Budget		Funding Source		
		CPG		Local/State
KMPO	\$ 58,000	\$ 53,743		\$ 4,257
Total	\$ 58,000	\$ 53,743		\$ 4,257

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Overall
FY 2026 UPWP
Draft Budget

Task	Budget	Personnel & Operating Expenses	Contracts		CPG	FTA 5307	KMPO Matching Funds	Kootenai County Matching Funds	Total Cost Centers	Total Program Funds
1.0 MPO Administration & Operations	\$157,092	\$157,092			\$137,827		\$19,265		\$157,092	\$157,092
2.0 KMPO Committees and Public Involvement	\$55,000	\$20,000	\$35,000		\$20,963		\$34,037		\$55,000	\$55,000
3.0 Transportation Improvement Program	\$28,986	\$28,986			\$26,858		\$2,128		\$28,986	\$28,986
4.0 Public Transportation Planning & Programmi	\$25,000	\$25,000			\$23,165		\$1,835		\$25,000	\$25,000
5.0 Kootenai County Transit Ops. Planning	\$94,000	\$94,000				\$75,200		\$18,800	\$94,000	\$94,000
6.0 Metropolitan Transportation Plan	\$54,800	\$54,800			\$50,778		\$4,022		\$54,800	\$54,800
7.0 Data Collection, Performance, and Analysis	\$94,221	\$57,221	\$37,000		\$47,305		\$46,916		\$94,221	\$94,221
8.0 Regional Travel Demand Modeling	\$94,050	\$75,000	\$19,050		\$57,147		\$36,903		\$94,050	\$94,050
9.0 Regional Transportation Studies	\$58,000	\$58,000			\$53,743		\$4,257		\$58,000	\$58,000
Grand Total	\$661,149	\$570,099	\$91,050	\$0	\$417,786	\$75,200	\$149,363	\$18,800	\$661,149	\$661,149
Less Kootenai County Program	(\$94,000)									
KMPO Total	\$567,149									

Work Responsibility Allocations:

KMPO	\$ 567,149
Kootenai County	\$ 94,000
Total	\$ 661,149

