



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
October 9th, 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 September 11th, 2025 Meeting Minutes
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations – Robert Palus, KCATT Chair**
 - a. Recap of September 2025 KCATT Meeting
 - b. Draft 2026-2032 Transportation Improvement Program Recommendation
- 6. Administrative Matters**
 - a. September 2025 KMPO Expenditures – **Action Item**
 - b. October 2025 Financial Snapshot - Informational
- 7. Other Business**
 - a. Draft 2026-2032 Transportation Improvement Program- **Action Item**
 - b. Rathdrum Prairie Area Transportation Study Presentation-ITD
 - c. I-90 US-95 Interchange Presentation- ITD
- 8. Public Transportation (Informational Items Provided to KMPO) - Informational**

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 - 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 – November 20th, 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
October 9th, 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
Tom Shafer	City of Hayden
Randy Westlund	City of Post Falls
Steve Adams	Lakes Highway District
Bruce Mattare, Vice Chairman	Kootenai County
Jim Kackman	Coeur d'Alene Tribe
John Hodgkins	City of Rathdrum
Damon Allen	ITD, District 1
Dan Gookin	City of Coeur d'Alene

Board Members Absent:

Phil Cooper	Worley Highway District
Graham Christensen, Chairman	East Side Highway District

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Terry Werner	Citizen
Joey Sprague	ITD
Zach Bentzler	HDR
Robert Beachler	ITD
Eric Shanley	Lakes Highway District
Donna and Monty Montgomery	Citizens

1. Call to Order – Bruce Mattare, Vice Chairman

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

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

Mr. Bruce Mattare called for any changes to the agenda or conflicts of interest. Hearing none, the meeting proceeded as planned.

3. Approval Meeting Minutes – Action Items

a. Approval of September 11th 2025 Meeting Minutes

Mr. Jim Kackman, motioned to approve the September 11th KMPO Board Meeting minutes as presented. Mr. Randy Westlund, seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

Mr. Eric Shanley, Lakes Highway District, announced the district is holding an open house for their transportation master plan on Tuesday, October 14th from 4 to 6pm.

5. KCATT Recap & Recommendations – Robert Palus, Chairman

a. Recap of Activities from September 2025 meeting

Mr. Palus reported the Washington International Union of Operating Engineers ended their strike on September 15, allowing ITD to resume work on numerous projects. The I-90/SH-41 Interchange project has a soft opening planned to move traffic onto the new alignment. The I-90, Wolf Lodge to Cedars Maintenance site, has paving planned to be completed. ITD will reopen the Coeur d'Alene River bridges project to start setting deck panels and move eastbound traffic onto the new bridge by mid-November. I-90 (SH-41 to US-95) will have tree clearing in the medians. The Pleasant View/SH-53 interchange project was given a 30-hour work window by BNSF, which allowed ITD to swing girders in over the tracks. Mr. Palus reported that ITD presented an update to KCATT on the fourth round of public meetings for the Rathdrum Prairie Area Transportation Study. This update is to be presented to the KMPO board today.

For local jurisdictions updates: Lakes Highway District reported they finished the Hope Road turn lane improvement project. Mr. Shanley gave an update on their pending open house on the 14th. The City of Rathdrum reported on the Main Street project, which will replace curbs and sidewalks during the month of October. The Lancaster Road/Meyer Road roundabout project is currently doing utility relocation. The City of Coeur d'Alene reported that they were finishing up paving work before winter. Post Falls Highway District reported maintenance and asphalt patching on Poleline Avenue, between Hunter and Meyer Road, is underway. Worley Highway District reported the Greensferry guardrail project is on schedule. Rockford Bay Road/Belgrove Creek structure replacement is 50% complete. East Side Highway District reported their two bridge projects had bids come in 60% under engineers estimates; Canyon Road bridge will be closed for a year starting October. The City of Post Falls reported that large projects for the city are done, and that the Prairie Trail has a paving project between Zorros Road and SH-41 the first week of October. The City of Post Falls held a transportation Master Plan open house in August. KMPO will host a Fall 2025 Utility Forum, which is an opportunity for the local jurisdictions and local utility providers to coordinate on what projects are being done and what the expectations are for the next year. KCATT discussed a regional pavement cut policy workshop and decided to hold off on planning anything until after the Associated Highway Districts standards update is completed. KCATT members were made aware of LHTAC 2025 funding workshop dates-October 21st at ITD headquarters, and a bridge workshop on Tuesday the 23rd in Moscow.

b. Draft 2026-2032 Transportation Improvement Program Recommendation

KCATT received an update on the Draft 2026 -2032 Transportation Improvement Program (TIP). The public comment period was open through Friday, September the 26th, with an open house held on September 3rd, in which no one attended.

KCATT's recommendation is for the KMPO Board to adopt the 2026-2032 Transportation Improvement Program (TIP), as presented.

6. Administrative Matters

a. September 2025 KMPO Expenditures – Action Item

Mr. Miles reported that KMPO had routine expenses for the month of September, along with some additional spending. KMPO paid off the loan that was taken out to purchase the office space.

Mr. Jim Kackman motioned to approve expenses for September 2025, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

b. October 2025 Financial Snapshot

Mr. Miles reported that KMPO is in good financial standing headed into the end of the fiscal year, with no major financial changes from September. KMPO is on budget to start the new fiscal year. The annual audit of KMPO finances will begin the end of October.

7. Other Business

a. Draft 2026-2032 Transportation Improvement Program- Action Item

Mr. Miles reported that the Transportation Improvement Program (TIP) is updated annually based on what projects are coming into the pipeline and what projects have been completed and left the program. The 2026-2032 TIP represents \$306 million for projects in Kootenai County but does not include maintenance or operations expenses. The projects included are capital grant programs that encompass \$26 million towards public transportation and \$77 million towards streets and highways within Kootenai County. The TIP is a good reference point in terms of planning, since all the federally funded and some state funded projects are included, giving jurisdictions an idea of what's occurring in which fiscal years. If additional funds become available, KMPO can advance planned projects ahead of schedule. The year of construction listed in the TIP is a target but could either be advanced or moved back based on the availability of funds. There was a brief discussion on the process ITD uses to prioritize projects within the program.

Mr. Randy Westlund, motioned to adopt the 2026-2032 Transportation Improvement Program as presented. Mr. Steve Adams, seconded the motion, which passed unanimously.

b. Rathdrum Prairie Area Transportation Study Presentation-ITD

Mr. Zach Bentzler, HDR, gave a presentation to update the KMPO Board on the Rathdrum Prairie Area Transportation Study, which is a planning and environmental linkages study that covers 70 square miles. Mr. Bentzler spoke broadly about the overall project development process and where this study fits into it. He provided an overview of the study team's level two screening process, which started with 13 alternatives and narrowed them down to five recommended alternatives. The team held a public open house in September on the recommendations; he reviewed some of the public input the team has received and covered what is next moving forward with the remaining alternatives identified. There is one more level of screening to be completed. The plan is to revisit the remaining five alternatives that were presented to the KMPO board today and, based on public comments, explore combinations of those alternatives. Mr. Bentzler reported the plan is then for HDR to document their recommendations and develop an implementation plan. They plan to have another public meeting in the spring of 2026 and prepare the final documentation to wrap up the study.

Mr. Tom Shafer, city of Hayden, asked Mr. Bentzler to clarify what assumptions were made during the process of the study. Mr. Bentzler explained that the purpose and need statement of the study is not based on assumptions but based on the traffic analysis and the regional needs for this study. Where the HDR team made a few assumptions is along the lines of standard highway design and typical sections, such as how many lanes should be on a highway, for a certain amount of traffic, how wide should the median be, how wide lanes should be, etc. He gave the example that a grade separated highway has different assumptions than a major arterial road design. Mr. Shafer asked if individual property owners were involved in the screening process. Mr. Bentzler explained that so far, HDR has only worked with stakeholder groups and comments and input from the four public outreach events. In those events, individual property owners were able to come and give their input. Mr. Shafer asked what the impacts would be to the aquifer. Mr. Bentzler reported that the level two analysis included a criteria measuring the amount of impervious surface for each alternative and that data point was considered in the screening process. Additionally, when projects are eventually implemented, part of the environmental phase (NEPA phase) typically looks at water quality and meeting specific water quality standards for things like treating the water that comes off of facilities and what additional facilities are needed so that that water can recharge.

Mr. Dan Gookin, city of Coeur d'Alene, asked why there were no cost projections associated with each of the alternatives presented. Mr. Bentzler explained that during the implementation step, HDR will have a conceptual cost criterion. For level two, a very high-level cost estimate was used, based on quantities. During the

implementation step, HDR will better understand how many structures are needed, what kind of interchanges or intersections are needed, etc. and then the cost can be more dialed in. Mr. Jeff Tyler, Post Falls Highway District, made a comment in favor of alternatives D and H being used to direct traffic across the prairie. A copy of this presentation is available from KMPO upon request.

c. I-90 US-95 Interchange Presentation- ITD

Mr. Joey Sprague, ITD, gave the KMPO Board an update on the I-90/US-95 interchange project and what the next steps are. The US-95 Interchange project is the first priority interchange to come out of the I-90 corridor study. Along with expanding the interstate, ITD has identified the need to expand the interchanges along I-90. The primary purpose of the US-95 Interchange project is to reduce backups onto I-90. Mr. Sprague reported that at the March open house, ITD presented the recommended alternative for the interchange, which included - putting in a new single point urban interchange (SPUI) at I-90 and US-95 and a grade separation bridge of US-95 over Appleway Avenue, replacing the existing at grade intersection. Public feedback from the open house showed general support for the improvements to improve mobility through the area. ITD received significant feedback from concerned businesses over limited access between US-95 and Appleway Ave. Mr. Sprague reported ITD has started reaching back out to property owners and business owners that are most affected by the proposed changes and are planning to host another open house next month. The team has also made some revisions to the design presented in March. Mr. Sprague's presentation showed illustrations of how the new designs would alter the proposed US-95/Appleway Ave intersection layout. The new designs include access roads ("jug handles") that would loop from US-95 back to Appleway Ave via Fruitland and Haycraft Ave. on the west and Haycraft Ave. on the east, with either a new road connection or via Government Way. The goal of the open house will be to answer the public's big question: is a grade separation at Appleway Ave. needed? Mr. Sprague said the answer is yes, it is needed. ITD has calculated the traffic at the intersection, and as it stands right now, it will fail (a measure of delay at an intersection) in terms of level of service within five years, regardless of whether ITD puts in the new single point interchange or leaves it as is. ITD is currently reaching out to those business owners and property owners who are affected by the new designs, and have received good feedback. ITD will hold the next open house for public comment on November 18 at the Best Western Inn, which will include an online comment option. Mr. Gookin asked if ITD had consulted with the non-profit Union Gospel Mission about the use of their land for the eastside "jug handle" loop from US-95 to Appleway Ave. Mr. Gookin stated he is not pleased with the plan if it will harm the nonprofit and close down a popular family restaurant, and that he had heard plans for low income housing to be built by UGM are now on hold due to the questions of what ITD was planning to do. Mr. Sprague stated that ITD was working through the details still, and they have spoken with UGM and the adjacent property owners to try and find a solution. Mr. Mattare asked about the impact to property owners on the westside jug handle (at Haycraft Ave and Fruitland Lane). Mr. Sprague stated that ITD was in active contact working with local home owners that would be impacted. Mr. Mattare asked if a Huetter Bypass plan would help with the congestion at Appleway Ave. Mr. Sprague stated that the modeling ITD used for the traffic volumes on this project did include a hypothetical Huetter Bypass, and that there is data to support the new planned interchange and Appleway Ave overpass.

8. Public Transportation (Informational Items Provided to KMPO)

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

Mr. Miles reported on behalf of Kootenai County. Ridership for the fixed route service saw an 18% increase over the same month last year and 14% increase for the fiscal year. Paratransit, via Citylink, had a 4% decrease over the

same time last year and 10% decrease overall. The county has been working on their Coordinated Human Services Transportation Plan. A draft of the plan is now available for public comment through October 31. This plan is a critical step in identifying transportation needs of individuals with disabilities, older adults and people with low income and to improve access, efficiency and the overall effectiveness of community transportation systems for our region's most vulnerable populations. Electronic versions of the proposed service plan is available on the transit page of the county website.

b. Coeur d'Alene Tribe Rural Transit Report

No report was provided at the time of the meeting.

9. Director's Report

Mr. Miles delivered his directors report to the board. KMPO's annual audit will begin October 20th and be completed towards the beginning of December. KMPO will be closed October 13th and November 11th for federal holidays.

10. Board Member Comments

Mr. Tyler made a comment asking other board members to send any ideas they might have to reduce regulations and costs for road standards to himself or the Associated Highway Districts Organization. Mr. Tyler also stated that Post Falls Highway District has right of way, where the previous Greensferry bridge was, that has river access. He stated PFHD would like to see something go there that is useful to the public like a pocket park, and if any KMPO board members have interest, please reach out.

Mr. Mattare encouraged KMPO board members to reach out to ITD if they have any questions or concerns about the presentations they saw regarding the I-90/US-95 interchange or the Rathdrum Prairie Area Transportation Study and to attend the open house on November 18th at the Best Western Inn from 4 to 7pm.

11. Next Meeting – November 20th, 2025

12. Adjournment

Mr. Mattare motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on October 9th, 2025, and with no objections, the meeting was adjourned at 2:50 p.m.

Kate Williams *signature on file*
Recording Secretary