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

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

KCATT MEETING AGENDA

January 27th, 2026 - 8:00 AM
Idaho Transportation Department District One Headquarters 600
W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions – Eric Shanley, Chair
3. Approval of December 16th, 2025, Meeting Minutes **- Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
   a. Revised Federal Functional Classification Map- **Action Item**
   b. 2025-2050 Population Projections- **Action Item**
   c. FY26 Safety Performance Overview
   d. 2020 MTP Overview and Key Policy Issues-Review
7. Idaho Transportation Board Update
8. Current Business
   a. Coordinated Human Services Transportation Plan**-** Review
9. Upcoming KMPO Board Items
10. Other Business
    a. KCATT Member Items
11. Next Meeting – February 24th, 2026
12. Adjournment

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KCATT MEETING MINUTES
December 16th, 2025
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order:
Mr. Ben Weymouth called the meeting to order at 8:02 a.m. and welcomed attendees.

2. Welcome / Introductions:

Ben Weymouth	East Side Highway District
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District
David Callahan	Kootenai County
Robert Beachler	Idaho Transportation Department
Justin Wuest	Idaho Transportation Department
Michael Lenz	Post Falls Highway District
Kevin Jump	City of Rathdrum
Chris Bosley	City of Coeur d'Alene

Absent:

Alan Soderling	City of Hayden
Rob Palus, Chair	City of Post Falls

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Alternates and Guests:

Terry Werner	LHTAC
Monty Montgomery	Citizen
Donna Montgomery	Citizen
Chad Ingle	Kootenai County
Jeff Peters	KPFF
Sean Hoisington	JUB

3. Approval of November 25th, 2025 Meeting Minutes – Action Item
Mr. Weymouth asked for a motion to approve the minutes as presented.

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

4. Public Comments (limited to 3 minutes per person)
There were no public comments made.

5. Member Project, Transit & Utility Updates
Mr. Robert Beachler, ITD, reported

- I-90/SH-41 Interchange work and access is complete for the season. The contractor is set to work on smaller punch list items within the project, and the temporary bridge removal will

occur spring 2026, along with the reconstruction of the eastbound on ramp.

- Coeur d'Alene River bridges have pending guardrail work, once completed they will be able to shift traffic onto two lanes in both directions. Due to the recent flooding, they are also working on debris removal from along the bridges.
- I-90, SH-41 to US 95 Widening Project work on MSE walls and pile driving will continue as weather permits. On the I-90 East package, clearing and grubbing work is ongoing, as well as utility relocations.
- Pleasant View/SH-53 interchange project will shut down for the holidays and start back up, pending weather, in January.
- SH-54, SH-41 to Graystone, work is complete for the season, but utilities are continuing to relocate, as there is quite a bit of utility relocation in the corridor.

Mr. David Callahan, Kootenai County, reported the county commissioners will host a meeting at 11am Thursday to consider approving the maps for the Areas of Impact for the cities of Hayden, Coeur d'alene , Post Falls and Rathdrum. The cities will be able to continue annexing as needed. He noted this is a good time for the highway districts and cities to voice opinions on areas of interest that don't have a set jurisdictions like along areas of Prairie Ave, for example.

Mr. Kevin Jump, City of Rathdrum, reported there are no ongoing projects to report on. The city is ready for winter operations

Mr. Chris Bosley, City of Coeur d'Alene, reported there are not any projects ongoing this winter, but they have started the demo of the old museum downtown with plans to have that completed by Christmas Eve. The land is deed restricted, and as of now, there are no set plans for what the city will do with the lot.

Mr. Michael Lenz, Post Falls Highway District, reported the Prairie Trail Underpass bid opened on December 2. There was a $250,000 shortfall on the project, but the bid came in $1 million dollars under the engineer's estimate. He reported they are getting ready for the wind and rain storm that is set to hit this week.

Mr. Kevin Howard, Worley Highway District, reported he had no project updates, and they are also preparing for the coming storm.

Mr. Ben Weymouth, East Side Highway District, reported they had taken sanders out of district trucks to use them as dump trucks to help combat the flooding they are seeing by Cataldo. He reported there was no serious damage at this time, but they are preparing for more rainfall and flooding. Canyon Road bridge construction is on hold until the water levels return to normal.

Mr. Chad Ingle, Kootenai County, reported they are working on annual inspections for their vehicles to ensure everything is up to regulations. They also are working on updates to their Public Transportation Agency Safety Plan. He reported they will be going before the BOCC today for the 5310, ITD purchase of service application for funding for the Ring-a-Ride program.

6. <u>Planning and Programming Update</u>

Ms. Ali Marienau reminded the group that the Utility Forum was scheduled for December 18th at 9:30am at the Coeur d'Alene Library Community Room. She reported that KMPO had their annual coordination meeting with ITD. One of the items that came up was to resend the Critical Arterial

Corridor policy to KCATT to review and discuss if there are changes that should be made, as it was originally adopted in 2019. She reported the meeting had mentioned briefing KCATT on developments that are coming up, primarily along critical arterial corridors, to ensure early coordination between jurisdictions, if needed. Mr. Glenn Miles reported there was discussion of whether ITD could take a look at splitting IDAPA regulations, which control ITD policy regarding road access permits on state highways, into a rural version and an urban version. This split would need to be made by the legislature.

7. <u>Idaho Transportation Board Update</u>

Justin Wuest, ITD, gave a brief update on the last board meeting. There was talk of the higher than usual turn over happening at ITD, and about 45% of ITD employees have been employed for five years or less. He reported Ryan Luttmann presented on the Public Transportation Advisory Committee annual report. Mr. Wuest noted there was discussion with the Freight Advisory Committee about the Port of Lewiston and Marine highway M-84, which is made up of the Columbia, Willamette, and Snake rivers, as an alternate for trucks and rail and adding expanded capacity at the port. Mr. Wuest also reported they had reviewed performance targets at the board meeting. Idaho had the largest percentage increase in population from 2020 to 2024 in the country, 13th largest increase in number of populations, while having the 38th largest percentage in the country fatal crashes. The next IT board meeting will be held January 21st.

8. <u>Current Business</u>

a. Election of Officers- **Action Item**

Mr. Weymouth opened the floor for discussion of the 2026 KCATT Chairman position. Mr. Chris Bosley made a motion to nominate Mr. Eric Shanley as KCATT Chairman. Mr. Kevin Howard, seconded the motion. There were no other nominations made for KCATT Chair, and the motion to elect Mr. Shanely as KCATT Chair passed unanimously.

Mr. Weymouth opened the floor for discussion of the 2026 KCATT Vice-Chair position. Mr. Shanely made a motion to nominate Mr. Chris Bosley for KCATT Vice-Chair. Mr. Kevin Howard, seconded the motion. There were no other nominations made for KCATT Vice-Chair, and the motion to elect Mr. Chris Bosley as KCATT Vice-Chair passed unanimously.

9. <u>Upcoming KMPO Board Items</u>

Mr. Miles commented that due to lack of business, the January KMPO Board meeting would most likely be cancelled.

10. <u>Other Business</u>

a. ITD I-90, US-95 Project Update- ITD

Mr. Joey Sprague, project manager with ITD for the I-90/US-95 Interchange project, presented KCATT with a brief update. He recapped that this project had its first open house March 2025 and the second last month (November). The project encompasses widening I-90 between Northwest Blvd and Fourth Street, upgrading the interchange at US-95, and expanding US-95 north and south of the interchange to address interactions with local systems. At the March open house, ITD introduced their design plan for a bridge over Appleway Ave. to address interchange congestion. The feedback ITD received was concern about connectivity to Appleway Ave. for intercity travel and business access. At the November open house, ITD put forth their design for “jug handles”, or access roads that would loop back to Appleway Ave. from US-95 via routes that hook through Fruitland Ln. and Haycraft Ave. Over 200 people attended the public open house, including the small group meetings held in the morning with property and business owners. Mr. Sprague reported ITD’s revised design and new alternatives were presented with generally positive feedback. He noted ITD is still working with businesses that would be impacted by the “jug handle” access roads, including conversations with the CEO of the heavily

impacted Union Gospel Mission property. He reported these plans would also require a signal added to Haycraft Ave. to help facilitate movement onto Government Way. Mr. Sprague reported his team is still working through all the public comments and the data they collected. Project milestones that are on the horizon including meeting with the property owners, looking at intermediate design for the project this summer, hold one more open house fall of 2026 to recap the plans for the project, then start final design and right-of-way acquisitions in the winter 2026, funding dependent. ITD would like to get started on the interchange as early as 2027, but the construction is unfunded, so this timeline is subject to change. Mr. Miles asked if ITD has begun the environmental process for the jug handle portion of the project, Mr. Sprague commented no, they have not yet. Mr. Miles requested that ITD present an update on this project to the KMPO board at the February meeting.

b. KCATT Member Items

Mr. Shanley gave his report, since he arrived late. He reported that Lakes Highway District is working on their joint project with Post Falls Highway District for the Prairie Ave. overlay between Atlas Road and US-95. They are in design for the Old Highway 95 UPRR grade separation project. They also have the Brunner Road/BNSF project ongoing. He reported they are working on grant funding for the Spirit Lake causeway bridge. The associated highway district standards are in phase two, and he reported they are looking to adopt the new version sometime mid-summer.

Mr. David Callahan's last KCATT meeting will be January 27th.

11. <u>Next Meeting</u>– January 27th, 2026

12. <u>Adjournment</u>

Without objection, Mr. Ben Weymouth adjourned the December 16th, 2025 KCATT meeting.

The meeting adjourned at 8:37 a.m.

Kate Williams *Signature on file*

Recording Secretary

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

DATE: January 20, 2026

TO: KCATT

FROM: Ali Marienau, Transportation Planner

SUBJECT: Federal Functional Classification Map Update - Revisions

Background:

The KMPO Board adopted the updated KMPO Federal Functional Classification (FFC) map on July 10, 2025. Since that time, KMPO staff has been working with KCATT agencies and ITD to complete the change request forms; those were submitted to ITD in November 2025. ITD has reviewed the documents that were submitted and provided comments based on feedback that the department has received from FHWA.

There were three main concerns regarding the requests and documentation that were submitted. These concerns need to be addressed and revisions made prior to resubmitting for approval.

- Urban collectors need to be identified as either minor and major collectors, per FHWA's guidance. This includes those facilities requesting changes, as well as previously classified facilities. All collectors were previously designated as major collectors by ITD.
- "Future" classifications are no longer recognized, unless they are currently funded and identified in the TIP/STIP. All "future" designations will need to be removed from the requests/maps.
- Additional details are needed to justify change requests for several facilities. In situations where newly constructed/proposed development is requiring a change, it is requested that the approved plats, etc. be included for justification.

KMPO staff has been working with each KCATT agency to address the concerns and make the needed revisions to the FFC maps and request forms. Additional changes to previously classified roadways are listed in Attachment A. Revised urban and rural FFC maps are included in Attachment B and C.

Due to the new designations of urban collectors, the following is the breakdown of total miles by classification. A comparison is included with the percentages previously adopted:

Functional Classification	Percent of total KMPO Mileage (Revised)	Percent of total KMPO Mileage (Previously adopted)	FHWA Recommended Range
Interstate	1.8%	1.8%	1-3%
Principle Arterial	4.8%	4.8%	4-9%
Minor Arterial	10.6%	10.5%	7-14%
Major Collector	12.0%	16.5%	3-16%
Minor Collector	4.3%		3-16%
Interstate	1.9%	1.9%	1-3%
Principle Arterial	4.4%	4.4%	2-6%
Minor Arterial	5.3%	5.3%	2-6%
Major Collector	17.2%	16.9%	8-19%
Minor Collector	17.9%	18.2%	3-15%

All classifications continue to meet FHWA's guidelines for total mileage per classification, except for Rural Minor Collectors, due to the inclusion of forest service roads as previously discussed.

Recommendation:

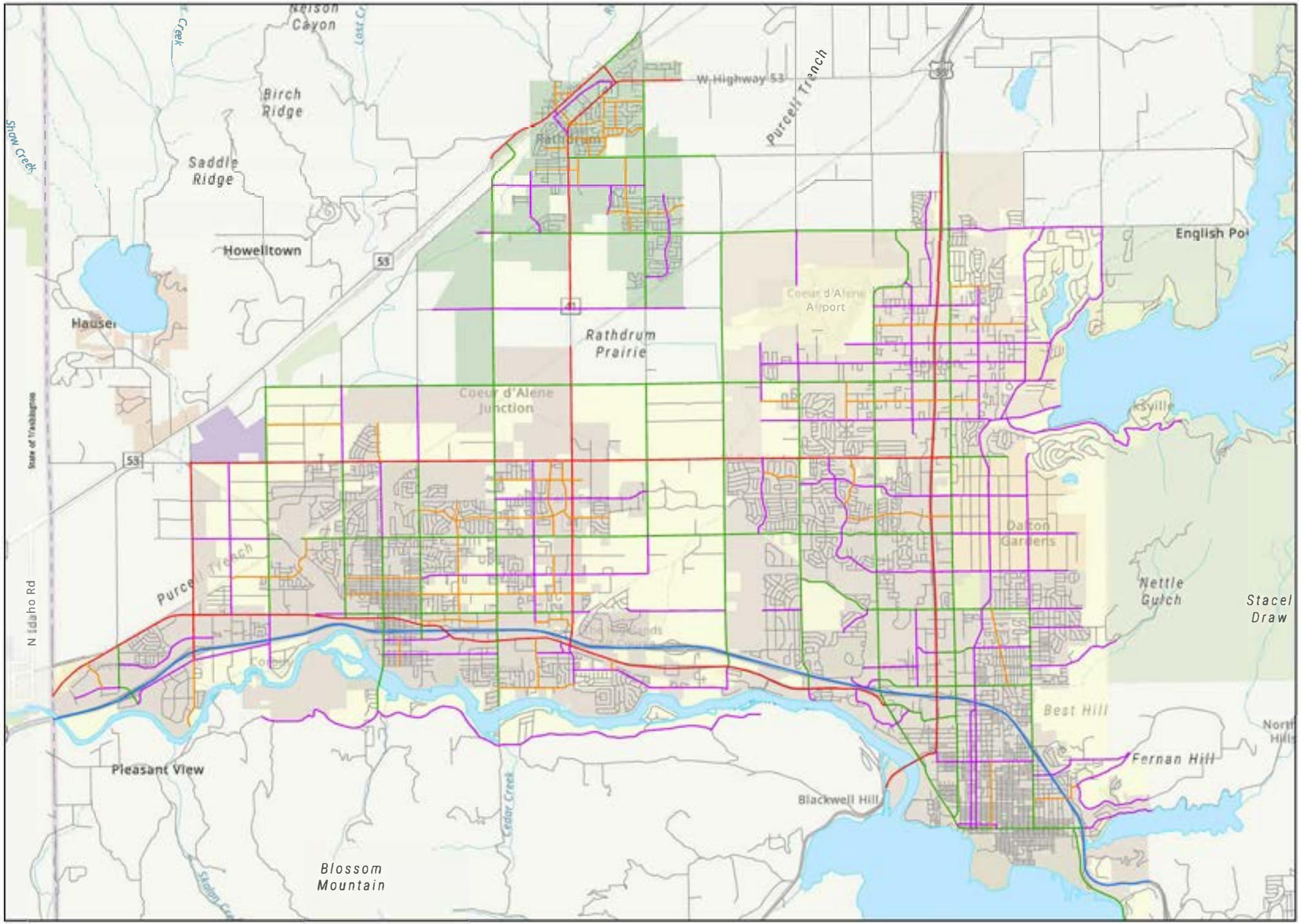
KMPO staff recommends KCATT approve the revised urban and rural FFC maps and provide a recommendation for adoption by the KMPO Board.

Attachments:

A- Additional FFC changes
B- Federal Functional Classification Map – Urban
C- Federal Functional Classification Map – Rural
D- Total Mileage by Classification

Attachment A

Roadway	Extent	Previous Classification	New Classification	Agency
Chateaux Dr.	Honeysuckle Ave. to Hayden Ave.	Major Collector	Minor Collector	Hayden
Lacey Ave.	Ramsey Rd. to Strahorn Rd.	Major Collector	Minor Collector	Hayden
Robison Ave.	Carrington Ln. to Atlas Rd.	Major Collector	Minor Collector	Hayden/PFHD
Orchard Ave.	Chateaux Dr. to Maple St.	Major Collector	Minor Collector	Hayden
Newbrook Dr. /Princetown Ln.	Carrington Ln. to Atlas Rd.	Major Collector	Minor Collector	Coeur d'Alene
Shadduck Ln.	15th St. to end	Minor Arterial	Major Collector	Coeur d'Alene
7th St.	Sherman Ave. to Harrison Ave.	Major Collector	Minor Collector	Coeur d'Alene
Pennsylvania Ave.	15th St. to French Gulch Rd.	Major Collector	Minor Collector	Coeur d'Alene
Mill St.	Main St. to SH-53	Minor Collector	Major Collector	Rathdrum
McCartney St.	Main St. to SH-41	Major Collector	Minor Collector	Rathdrum
Coeur d'Alene St.	Main St. to SH-41	Minor Collector	Major Collector	Rathdrum
Baugh Way	Seltice Way to Pointe Pkwy.	Major Collector	Minor Collector	Post Falls
Clark Fork Parkway	Midway Ave. to Poleline Ave.	Major Collector	Minor Collector	Post Falls
Midway Ave.	Corbin Rd. to Clark Fork Pkwy.	Major Collector	Minor Collector	Post Falls
Pleasant View Rd.	End to Riverbend Ave.	Major Collector	Minor Collector	Post Falls
Henry Street	1st Ave. to 4th Ave.	Major Collector	Minor Collector	Post Falls
Polston Ave.	Idaho St. to Greensferry Rd.	Major Collector	Minor Collector	Post Falls
12th Ave.	Chase Rd. to Zorros Rd.	Major Collector	Minor Collector	Post Falls
15th Ave.	Chase Rd. to Idaho St.	Major Collector	Minor Collector	Post Falls
Bogie Drive	Idaho St. to Greensferry Rd.	Major Collector	Minor Collector	Post Falls
Spencer St.	Ponderosa Blvd. to Seltice Way	Major Collector	Minor Collector	Post Falls
Cedar St.	Seltice Way to Maplewood Ave.	Major Collector	Minor Collector	Post Falls
Central Ave./ Jenalan Ave./Covington Ave.	Cecil Rd. to SH-41	Major Collector	Minor Collector	Post Falls
Pondarosa Blvd.	Greensferry Rd. to Ross Point Rd.	Major Collector	Minor Collector	Post Falls
Syringa St.	Mullan Ave. to end	Major Collector	Minor Collector	Post Falls



Urban Federal Functional Classification

DRAFT 1/20/2026

Attachment B

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Local Roads
- Water Features

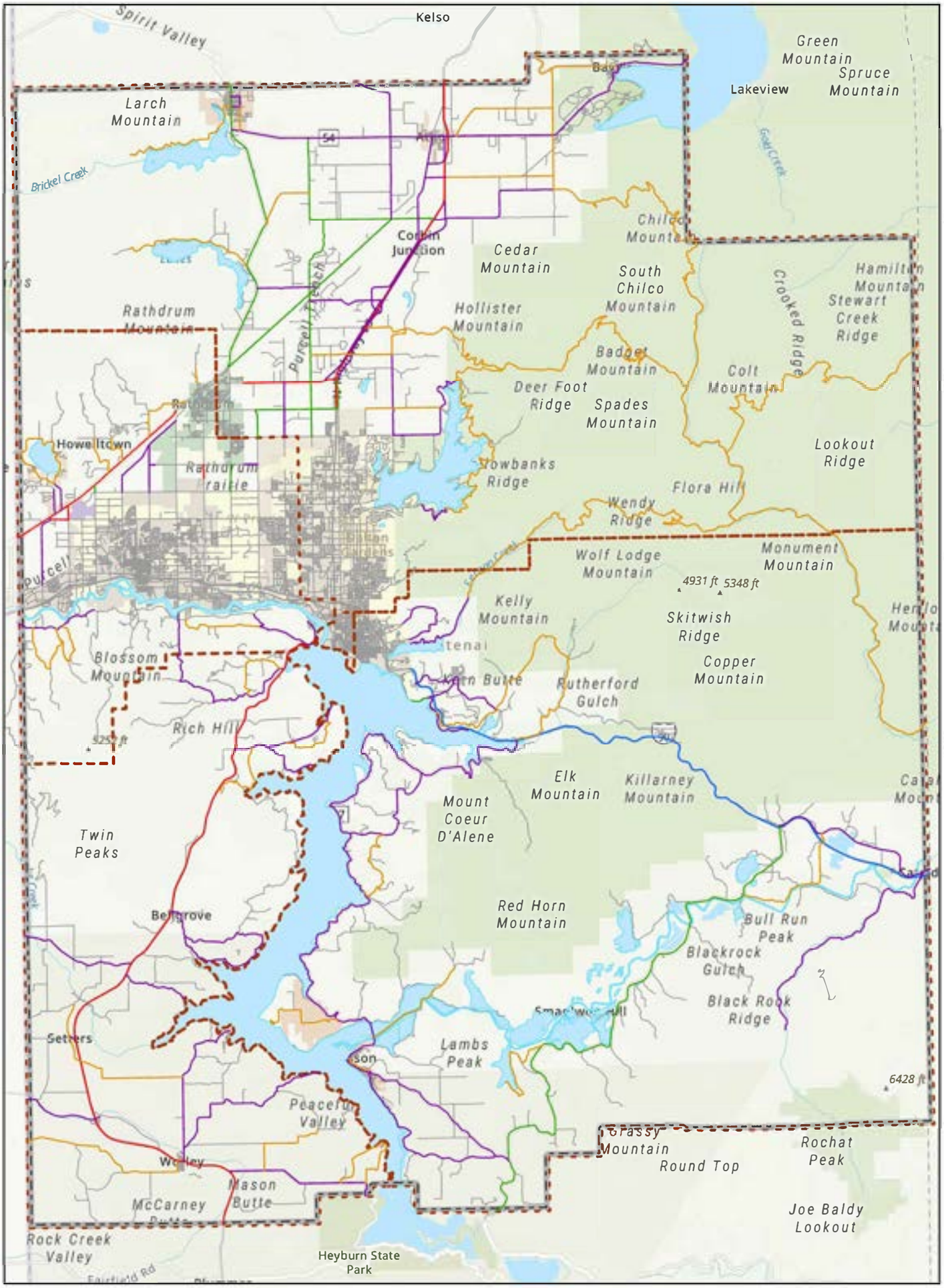
N W E S

0 0.45 0.9 1.8 Miles

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information
*Data for illustrative purposes only



Rural Federal Functional Classification

Draft 1-20-26

Attachment C

Classification

- Interstate
- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Jurisdictions & Other Features

- Coeur d Alene; Hayden; Post Falls
- Rathdrum
- Other Jurisdictions
- Urban Area Boundary
- Local Roads
- Highway District Boundary

Miles
0 1.25 2.5 5

Kootenai MPO

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

*Data based on best available information.
*Data for illustrative purposes only.

KMPO FFC Mileage

Total Miles	2,079		
URBAN TOTAL	**892.5 mi**		
Classification	**FFC Mileage**	**% of Total**	**FHWA Range**
Interstate	16.3	1.8%	1-3%
Principle Arterial	43.3	4.8%	4-9%
Minor Arterial	94.2	10.6%	7-14%
Major Collector	107.5	12.0%	3-16%
Minor Collector	38.2	4.3%	3-16%

RURAL TOTAL	**1,273.1 mi**		
Classification	**FFC Mileage**	**% of Total**	**FHWA Range**
Interstate	23.9	1.9%	1-3%
Principle Arterial	55.4	4.4%	2-6%
Minor Arterial	67.1	5.3%	2-6%
Major Collector	219.0	17.2%	8-19%
Minor Collector	228.4	17.9%	3-15%

Rural Total	1186.5
+USFS	86.6
	1273.1

MILEAGE BY AGENCY

Agency	Total Mileage			
Classification	**Urban/Rural**	**FFC Mileage**	**% of Total**	**FHWA Range**
CDA	297.5 mi			
Principle Arterial	Urban	2.2	0.7%	4-9%
Minor Arterial	Urban	28.6	9.6%	7-14%
Major Collector	Urban	26.8	9.0%	3-16%
Minor Collector	Urban	5.2	1.7%	3-16%

Post Falls	242.8 mi			
Principle Arterial	Urban	8.7	3.6%	4-9%
Minor Arterial	Urban	19.9	8.2%	7-14%
Major Collector	Urban	20.9	8.6%	3-16%
Minor Collector	Urban	18.7	7.7%	3-16%

Hayden	97.4 mi			
Minor Arterial	Urban	11.4	11.7%	7-14%
Major Collector	Urban	22.4	23.0%	3-16%
Minor Collector	Urban	4.8	4.9%	3-16%

Rathdrum	67.6 mi			
Minor Arterial	Urban	8.0	11.8%	7-14%
Major Collector	Urban	6.2	9.2%	3-16%
Minor Collector	Urban	7.9	11.7%	3-16%

*All mileages are estimated based on the best available data via ArcGIS.

KMPO FFC Mileage

1-20-26

Agency	Total Mileage			
Classification	Urban/Rural	FFC Mileage	% of Total	FHWA Range
Minor Arterial	Rural	0.6	0.2%	2-6%
Major Collector	Rural	44.3	18.4%	8-19%
Minor Collector	Rural	34.3	14.2%	3-15%

WHD	192.7 mi			
Major Collector	Rural	47.9	24.8%	8-19%
Minor Collector	Rural	30.0	15.6%	3-15%

LHD	292.6 mi			
	50.4 mi			
Principle Arterial	Urban	3.0	6.0%	4-9%
Minor Arterial	Urban	3.7	7.3%	7-14%
Major Collector	Urban	7.0	13.9%	6-32%
	242.2 mi			
Minor Arterial	Rural	29.3	12.1%	2-6%
Major Collector	Rural	50	20.6%	8-19%
Minor Collector	Rural	55.2	22.8%	3-15%

PFHD	189.2 mi			
	70 mi			
Principle Arterial	Urban	10.3	14.7%	4-9%
Minor Arterial	Urban	20.7	29.6%	7-14%
Major Collector	Urban	16.6	8.8%	3-16%
Minor Collector	Urban	1	0.5%	3-16%
	120 mi			
Principle Arterial	Rural	1.2	1.0%	2-6%
Minor Arterial	Rural	1.3	1.1%	2-6%
Major Collector	Rural	18.8	15.7%	8-19%
Minor Collector	Rural	21.3	17.8%	3-15%

ITD	312.1 mi			
	74.5 mi			
Interstate	Urban	16.3	21.9%	1-3%
Principle Arterial	Urban	19	25.5%	4-9%
Minor Arterial	Urban	0.7	0.9%	7-14%
	237.6 mi			
Interstate	Rural	23.9	10.1%	1-3%
Principle Arterial	Rural	54.2	22.8%	2-6%
Minor Arterial	Rural	35.8	15.1%	2-6%
Major Collector	Rural	54.5	22.9%	8-19%

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

DATE: January 20, 2026

TO: KCATT

FROM: Ali Marienau, Transportation Planner

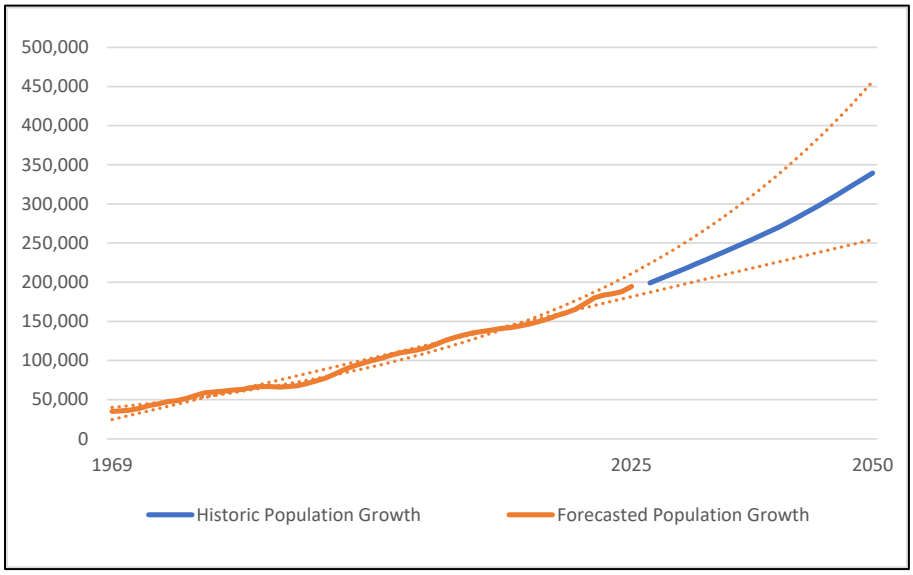
SUBJECT: 2025-2050 Population Forecasts

Background:

KMPO staff have been working on updating the population and employment forecasts for Kootenai County. These estimates will be used to update KMPO's forecast models, as well as the Metropolitan Transportation Plan (MTP) and other planning documents. Several data sources have been reviewed, as well as methodologies, to determine appropriate rates of growth over the next 25 years.

2025 population estimates were determined using the Kootenai County structure data. Staff utilized the 2020 dwelling unit numbers, which corresponded with the 2020 Census Redistricting data, and added the number of structures completed between 2020 and 2025. Populations for the county, cities, and unincorporated highway districts were estimated by multiplying the number of dwelling units by the 2020 persons per household. Number of dwelling units and population estimates for the county control total were compared to the other available estimates and projections for reasonableness.

Figure 1 Historic and Forecasted Population Growth Trends – Kootenai County



To maintain consistency between the county and city data, staff used census population estimate data from the last 30-year period (1995-2025). A rolling average of annual growth rates was utilized to calculate future growth rates for the county and cities. This method allows for future growth to reflect the ups and downs of historic trends, rather than using a typical straight-line projection.

Based on the analysis done for the 2020 update, KMPO staff concluded that it is likely the unincorporated area will continue to see growth, though rates will vary depending on location. Staff reviewed the average rates of growth from 2010-2025 for the highway districts and determined that it would be reasonable for Post Falls Highway District, Lakes Highway District and Worley Highway District to follow growth trends experienced over the last 15-year period. East Side Highway District previously saw a negative rate of growth from 2010-2020 and an increase to 0.1% by 2025, but the opportunity for additional development is possible. Due to similarities between the two districts, Worley's rate of 0.9% was used for ESHD's forecasts, as well.

In order to balance growth between the urban and unincorporated areas, the estimated unincorporated highway district population was subtracted from the county control total. The population projections for the cities (as described above) were then adjusted to ensure total population was within 0.5% of the control total. Adjustments were primarily to the cities of Coeur d'Alene, Post Falls, Rathdrum, and Hayden based on their proportion of the incorporated area.

You can review the 2025-2050 population estimates and a breakdown of the forecasts in Attachment A.

Recommendation:

KMPO staff recommends KCATT approve the 2025-2050 population forecasts and make a recommendation to the KMPO Board for adoption.

Attachments:
Attachment A – KMPO 2025-2050 Future Growth Projections DRAFT

KMPO 2025-2050 Future Growth Projections
DRAFT 1-16-26

Attachment A

Jurisdictions	1990 Census Population	2000 Census Population	2010 Census Population	2020 Census Population (1)	2020 Est. Avg. Persons per Household (PPH) Occupied (2)	2025			2030		2035		2040		2045		2050				Total Increase 2025-2050			
						2025 Population Estimates	2025 Occupied TOTAL Housing (1)	2010-2025 Average Annual Growth	Total Population (3)	Total Occupied Dwelling Units (4)	Total Population (3)	Total Occupied Dwelling Units (4)	Total Population (3)	Total Occupied Dwelling Units (4)	Total Population (3)	Total Occupied Dwelling Units (4)	Total Population (3)	Total Occupied Dwelling Units (4)	No. of New Dwelling Units to Distribute (add to 2025 values)	Population % of County	Population Increase	TOTAL NEW Dwelling Units	NEW Dwelling Units Total % of County Growth	Annual Growth Rate
Cities (6)																								
Athol	346	676	692	709	2.58	822	319	1.15%	804	312	899	349	945	367	1,000	388	1,064	413	94	0.31%	242	94	0.2%	1.0%
Coeur d'Alene	24,563	34,514	44,137	54,628	2.40	60,071	25,021	2.08%	66,580	27732	70,877	29,522	76,255	31,762	81,933	34,127	86,617	36,078	11057	25.51%	26546	11057	19.9%	1.5%
Dalton Gardens	1,951	2,278	2,335	2,537	2.77	2,487	899	0.42%	2,612	944	2,649	957	2,716	982	2,780	1,005	2,864	1,035	136	0.84%	377	136	0.2%	0.6%
Fernan Lake	170	186	169	164	2.28	157	69	-0.49%	162	71	155	68	150	66	144	63	140	61	-8	0.04%	-17	-8	0.0%	-0.5%
Harrison	226	267	203	228	2.09	245	117	1.26%	233	111	228	109	222	106	215	103	216	103	-14	0.06%	-29	-14	0.0%	-0.5%
Hauser Lake	380	668	678	761	2.28	875	384	1.72%	830	364	891	391	922	405	953	418	1,012	444	60	0.30%	137	60	0.1%	0.6%
Hayden	3,744	9,159	13,294	15,570	2.54	17,292	6,809	1.77%	19,720	7765	21,375	8,417	22,898	9,017	24,936	9,819	26,650	10,494	3685	7.85%	9358	3685	6.6%	1.7%
Hayden Lake	338	494	574	649	2.30	667	290	1.01%	726	315	797	346	860	374	929	404	1,007	438	148	0.30%	340	148	0.3%	1.7%
Huetter	82	96	100	104	2.36	80	34	-1.48%	107	45	108	46	110	47	112	47	114	48	14	0.03%	34	14	0.0%	1.4%
Post Falls	7,249	17,247	27,574	38,485	2.63	45,791	17,431	3.44%	55,455	21110	64,314	24,482	74,574	28,388	86,683	32,998	99,943	38,045	20614	29.43%	54152	20614	37.0%	3.2%
Rathdrum	2,000	4,816	6,826	9,211	2.74	14,214	5,179	5.01%	18,034	6571	21,750	7,925	26,679	9,721	33,249	12,114	41,309	15,051	9872	12.17%	27095	9872	17.7%	4.4%
Spirit Lake	790	1,376	1,945	2,337	2.60	2,649	1,018	2.08%	3,034	1166	3,374	1,297	3,781	1,453	4,275	1,643	4,796	1,843	825	1.41%	2147	825	1.5%	2.4%
State Line	26	28	38	39	3.55	25	7	-2.75%	60	17	95	27	111	31	127	36	156	44	37	0.05%	131	37	0.1%	7.6%
Worley	182	223	257	253	2.58	274	106	0.43%	261	101	269	104	273	106	279	108	283	110	4	0.08%	9	4	0.0%	0.1%
Urban Totals	**42,047**	**72,028**	**98,822**	**125,675**	**2.52**	**145,649**	**57,683**	**2.62%**	**168,617**	**66,625**	**187,781**	**74,039**	**210,496**	**82,822**	**237,615**	**93,273**	**266,172**	**104,207**	**46,524**	**78.39%**	**120,523**	**46,524**	**83.6%**	**2.4%**
Unincorporated Areas (5)																								
Post Falls Highway Dist.			10,844	13,268	2.75	13,885	5,042	1.66%	15,106	5,485	16,434	5,968	17,880	6,493	19,452	7,064	21,163	7,685	2,022	6.23%	7278	2643	4.7%	1.7%
Lakes Highway Distrtict			18,704	22,261	2.67	23,928	8,955	1.66%	24,458	9,153	28,321	10,599	30,812	11,531	33,522	12,545	38,305	14,336	3,590	11.28%	14377	5381	9.7%	1.9%
Eastside Highway District			5,970	5,769	2.37	6,103	2,578	0.15%	5,944	2,511	6,675	2,820	6,981	2,949	7,301	3,084	7,635	3,225	506	2.25%	1532	647	1.2%	0.9%
Worley Highway District			4,155	4,389	2.49	4,730	1,898	0.87%	4,522	1,814	5,173	2,076	5,410	2,171	5,658	2,270	5,918	2,374	372	1.74%	1188	476	0.9%	0.9%
Unincorporated Totals			**39,673**	**45,687**	**2.63**	**48,646**	**18,473**	**1.51%**	**50,030**	**18,964**	**56,604**	**21,462**	**61,083**	**23,144**	**65,933**	**24,963**	**73,021**	**27,620**	**6,490**	**21.51%**	**24,375**	**9,147**	**16.4%**	**1.6%**
DISTRICT-WIDE:																								
Post Falls Highway District			54,224	76,096	2.66	91,553	34,419	3.55%																
Lakes Highway Distrtict			63,423	70,842	2.52	77,283	30,679	1.33%																
Eastside Highway District			12,241	15,271	2.34	16,178	6,903	1.88%																
Worley Highway District			8,607	9,153	2.27	9,927	4,373	0.96%																
			138,495	**171,362**	**2.55**	**194,941**	**76,374**	**2.31%**																
Kootenai County						**194,575**	**76,304**	**2.29%**	**218,591**	**85,589**	**244,112**	**95,502**	**271,148**	**105,966**	**303,424**	**118,236**	**339,542**	**131,827**	**53,014**	**100%**	**144,898**	**55,671**	**100%**	**2.3%**

NOTES:
(1) City population and total occupied housing units include only those in the incorporated. It is assumed that forecasts incorporate populations and housing units in the AOIs.
(2) Average persons per household (PPH) was estimated by dividing the jurisdiction's population by the number of occupied housing units.
(3) The County population projection/control total was calculated using growth rates derived from a rolling average of annual rates of growth from 1995-2025. Highway district populations were projected using rates from the 2010-2025 period. City populations were calculated using the same rolling average method as the county but adjusted in relation to the highway district growth to remain within the county control total.
(4) Occupied housing projections was calculated by dividing the forecast population by the 2020 persons per household (PPH) for each jurisdiction.
(5) Unincorporated dwelling unit data include all dwelling units outside of city limits, as city estimates ONLY include dwelling units within current city boundaries (*so NOT ONLY OSFDUs). District-wide estimates include data for incorporated and unincorporated areas.
(6) Urban and unincorportated projections may not exactly match the county control total, but sums are within 0.5% for each projection year.

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

DATE: January 20, 2026

TO: KCATT

FROM: Ali Marienau, Transportation Planner

SUBJECT: 2026 Safety Performance Targets & Review

Background:
In 2018, the KMPO Board approved the decision to support ITD's performance targets for safety rather than adopt separate targets for Kootenai County. KMPO will continue to monitor Kootenai County's progress annually to ensure the MPO area continues to meet the state's safety targets. ITD safety targets for 2026 have not changed from 2025.

Overview:
KMPO staff has reviewed the crash data for Kootenai County from 2021-2025 using Numetric's AASHTOWare Safety platform, available through ITD. Attachment A includes a full year-to-year comparison of crash statistics for the KMPO area.

The 2025 data shows that fatal and serious crash rates in Kootenai County remain below ITD's safety targets. The County continued to see a decrease in the five-year average number of fatalities and fatalities per 100 million vehicle miles (VMT), but an increase in average number of serious injury crashes and serious injury crashes per 100 million VMT. The average number of non-motorized fatalities and serious injuries increased slightly, as well, compared to the previous 5-year period. 24% of fatal and serious injury crashes in Kootenai County occurred on the state highway system in 2025.

	2026 ITD Safety Targets	2021-2025 Performance	
		2025 ITD Targets	Kootenai County
5-Year Avg. Number of Fatalities	238	238	14
5-Year Avg. Fatality Rate per 100 million VMT	1.32	1.32	0.95
5-Year Avg. Number of Serious Injuries	1,224	1,224	85
5-Year Serious Injury Rate per 100 million VMT	6.82	6.82	5.9
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	116	116	9.6

In 2020, KCATT requested an analysis of fatal crashes in the county to determine if there may be any measures agencies could take to prevent future crashes. 12 fatal crashes occurred in Kootenai County in 2025.

The most common factors contributing to fatal crashes in 2025 were similar to those reported in previous crashes from 2012 to 2024. Those include: Failed to Maintain Lane (8); Alcohol Impaired (5); Speed too fast for conditions (3); and Exceeded Posted Speed (3) (Note: Up to three contributing factors are identified per crash).

The highest number of "Most Harmful Events" reported in crashes continue to be Overturns (6), followed by head-on collisions (3). Collisions with pedestrians and pedacycles (resulting in a fatality) continue to be an issue.

I-90 was the only corridor with more than one fatal crash in 2025. Three fatal crashes occurred on roads within the Coeur d'Alene National Forest. A full analysis of fatal crashes from 2012-2025 data is included in Attachment A, including a summary of high crash corridors.

Most fatal crashes in 2025, again, appear to be the result of driver behavior rather the result of issues with the roadway or intersection. Some locations may be good candidates for additional safety countermeasures to prevent future crashes.

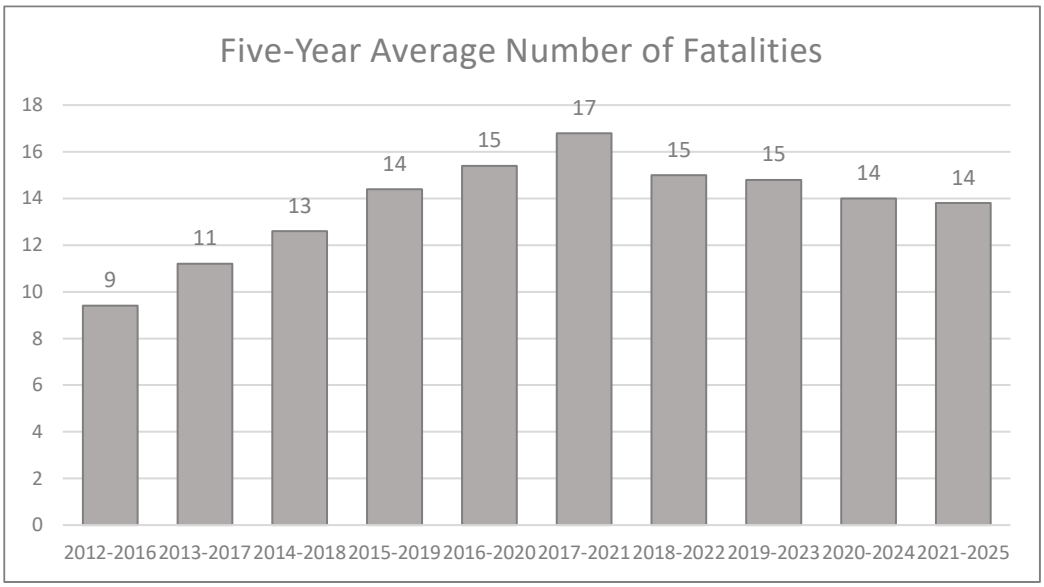
Attachments:

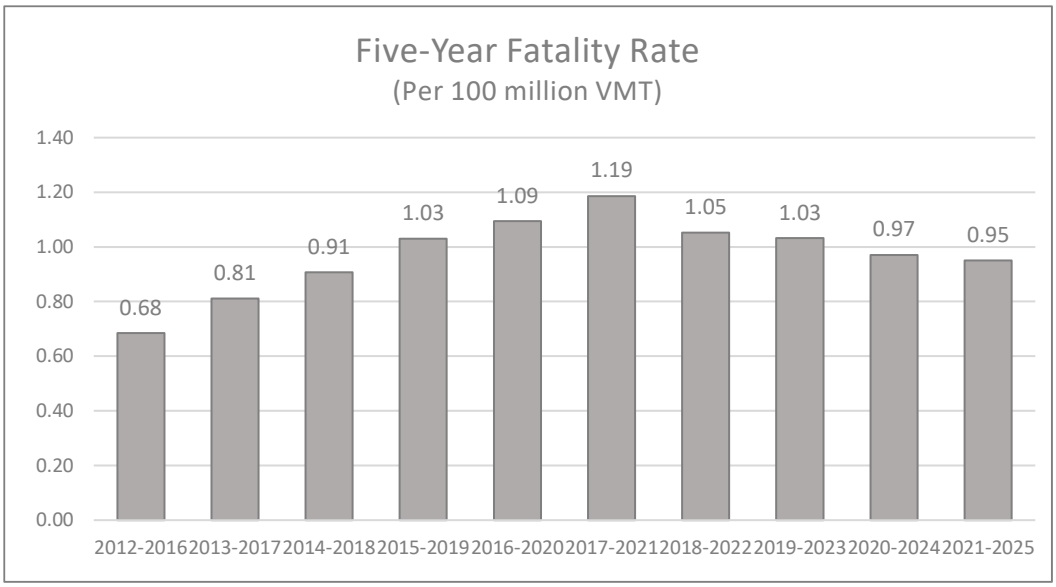
A- Kootenai County Safety Performance 2012-2025
B- 2025 Fatal Crash and Serious Injury Locations

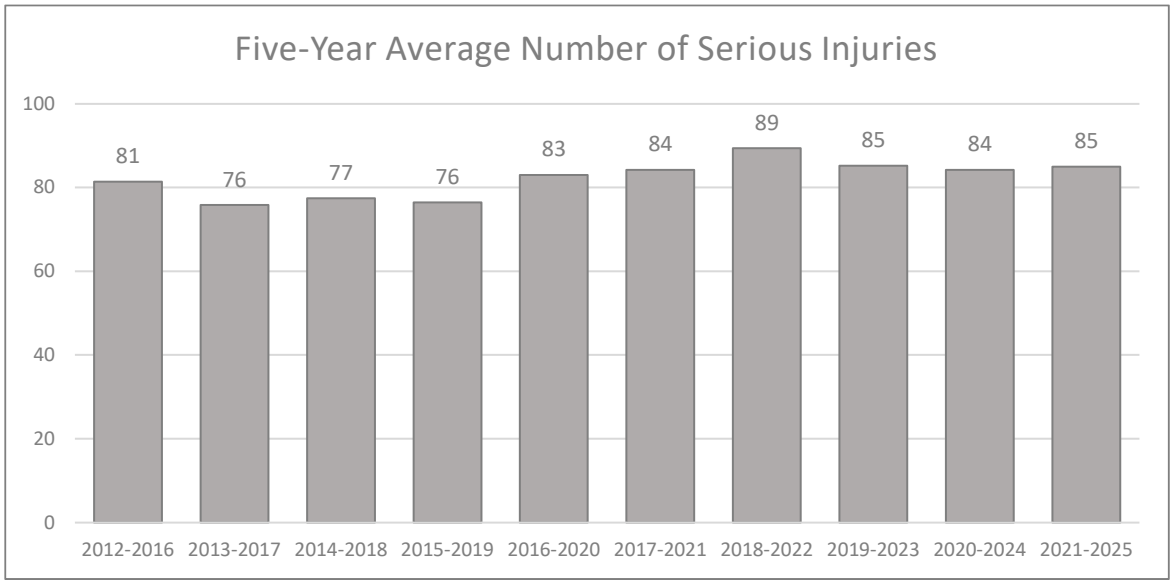
Attachment A

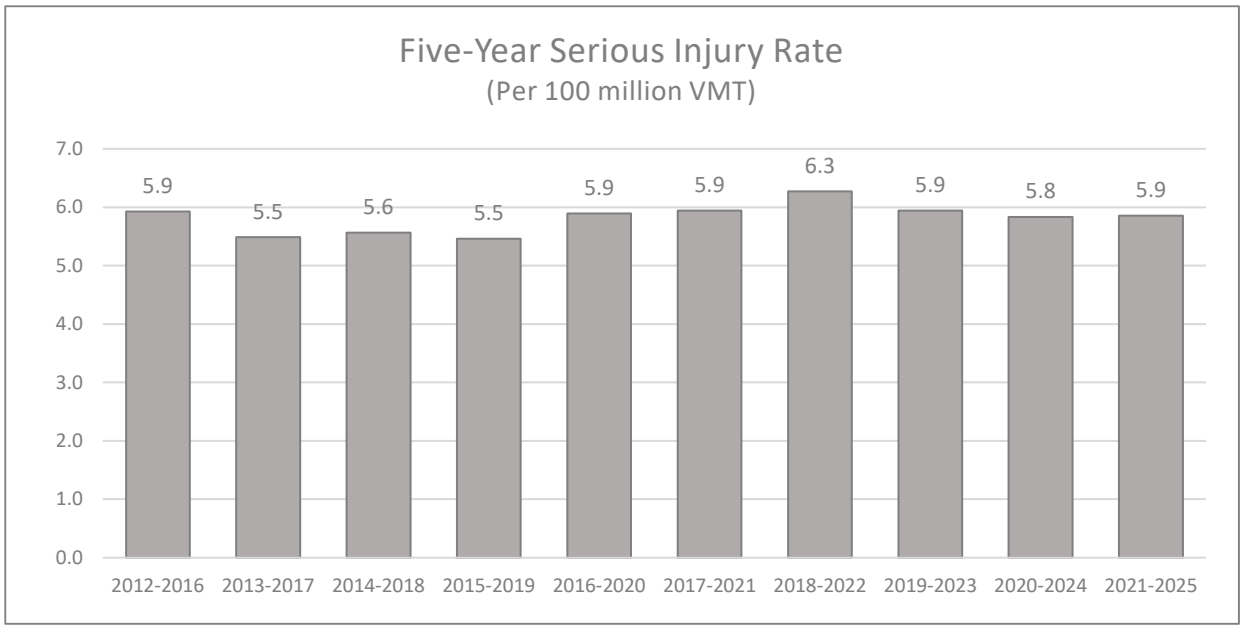
Kootenai County 2025 Safety Performance

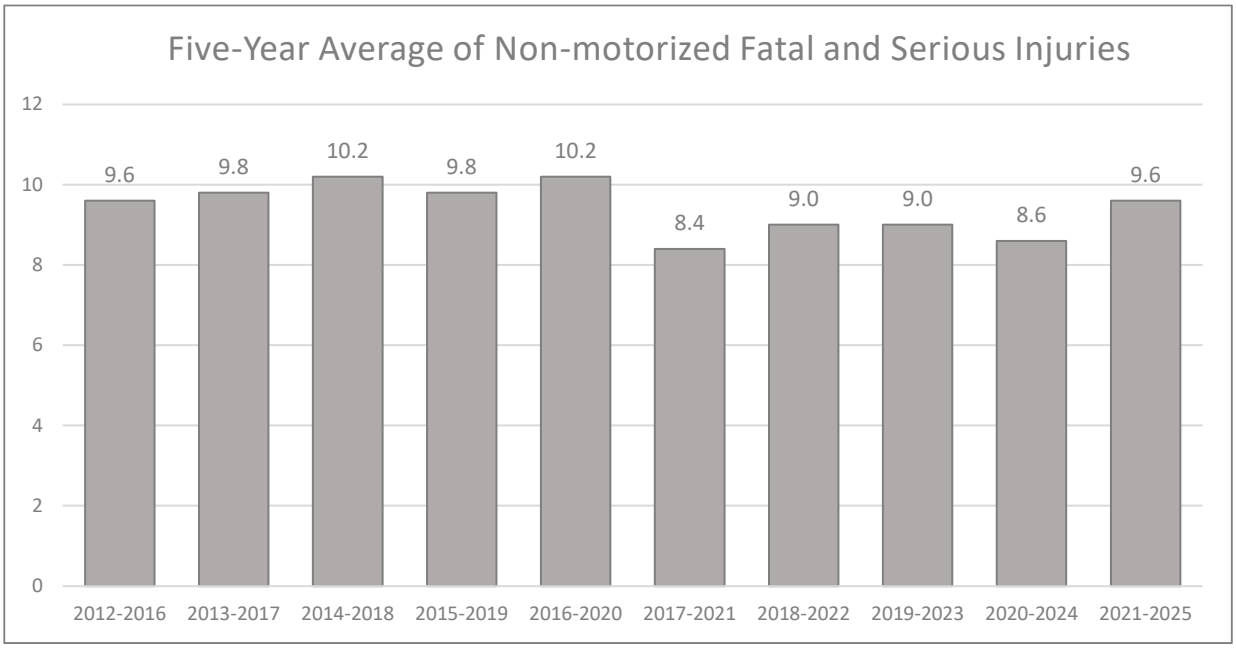
	ITD 2025 Targets	Kootenai County Comparison		
		2021-2025	2010-2024	Δ
5-Year Avg. Number of Fatalities	238	14	14	0
5-Year Avg. Fatality Rate per 100 million VMT	1.33	0.95	0.97	- 0.02
5-Year Avg. Number of Serious Injuries	1224	85	84	+1
5-Year Serious Injury Rate per 100 million VMT	6.82	5.9	5.8	+ 0.1
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	116	9.6	8.6	+1.0



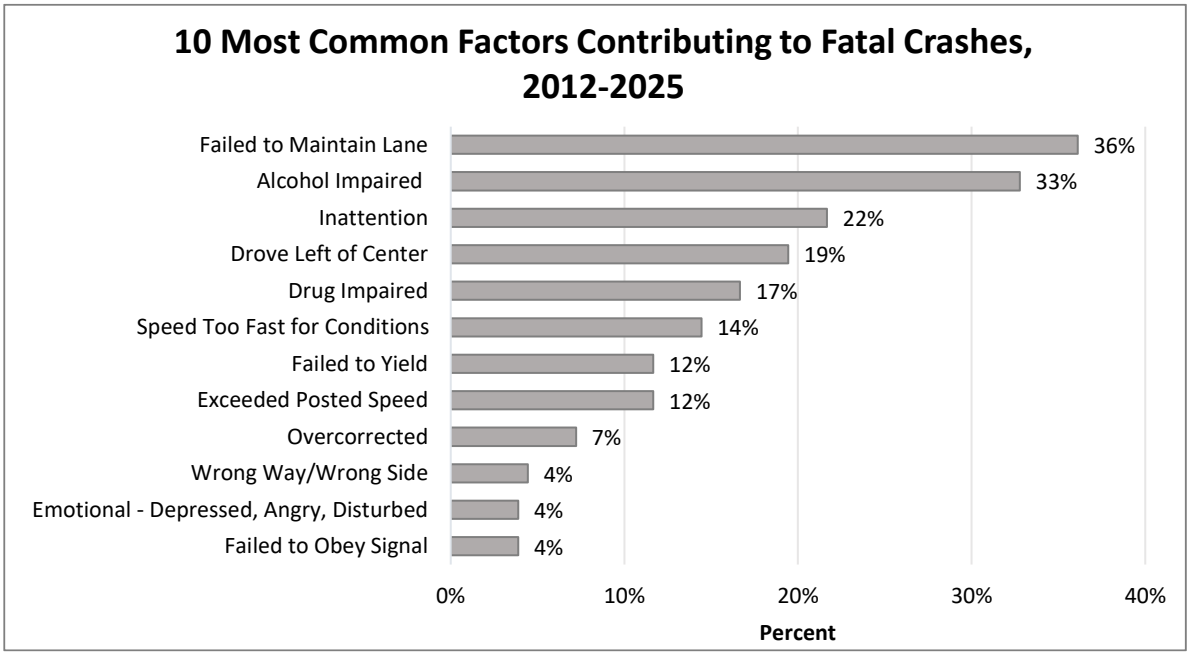

Five-Year Fatality Rate
(Per 100 million VMT)
1.40
1.20
1.00
0.80
0.60
0.40
0.20
0.00
0.68
0.81
0.91
1.03
1.09
1.19
1.05
1.03
0.97
0.95
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025


Five-Year Average Number of Serious Injuries
100
80
60
40
20
0
81
76
77
76
83
84
89
85
84
85
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025

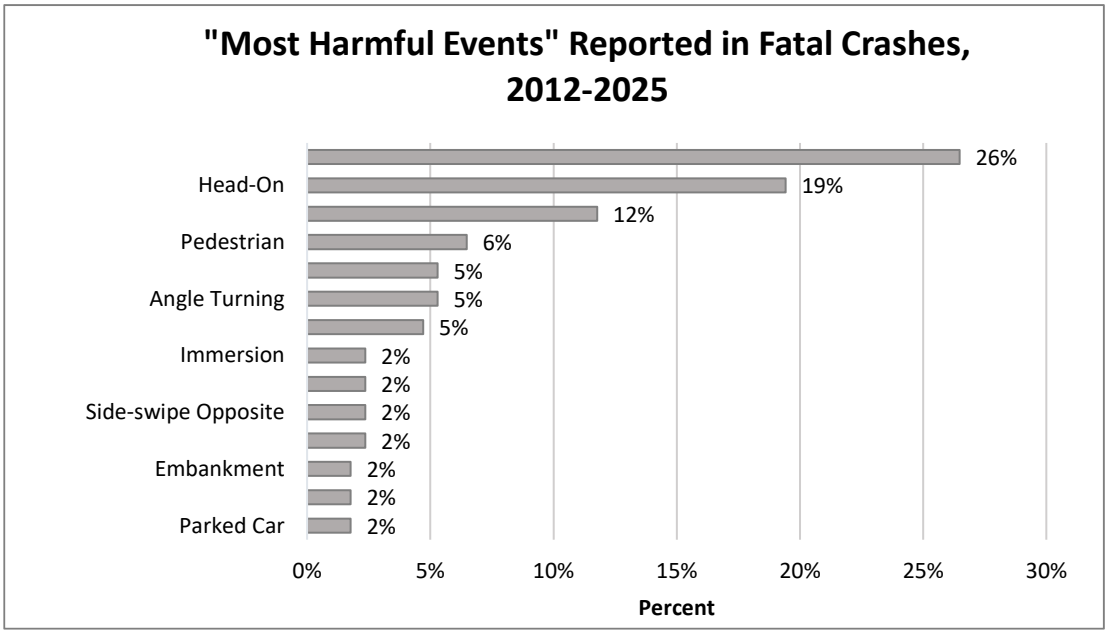

Five-Year Serious Injury Rate
(Per 100 million VMT)
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0.0
5.9
5.5
5.6
5.5
5.9
5.9
6.3
5.9
5.8
5.9
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025


Five-Year Average of Non-motorized Fatal and Serious Injuries
12
10
8
6
4
2
0
9.6
9.8
10.2
9.8
10.2
8.4
9.0
9.0
8.6
9.6
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025

Crash Fatality Analysis, 2012-2025



Note: Up to three factors may be reported as contributing to a crash



Intersection Related?

Yes	24% (44)
No	76% (136)

Number of Fatal Crashes by Corridor, 2025

Corridor	Number of Crashes	Estimated Annual VMT	Crashes/100 million VMT	Most Harmful Event
I90	2	416,773,034	0.24	Overturn (1), Head-on (1)
Prairie Ave.	1	56,315,903	1.8	Other Fixed Object
Hayden Lake Rd.	1	3,183,189	31.4	Overturn
SH-41	1	78,005,423	1.3	Head-on
SH-53	1	54,435,379	1.8	Overturn
SH-54	1	12,890,989	7.7	Head-on Turning
Spokane St.	1	9,607,389	10.4	Parked Car
US 95	1	258,790,935	0.39	Overturn
FSR 268*	1	-	-	Head-on
FSR 209*	1	-	-	Angle Turning, Overturn
Scranton Rd.*	1	-	-	Overturn

*No model data available

All Fatal Crashes by Corridor, 2012-2025

Corridor	Number of Crashes	Estimated Annual VMT	Crash Rate/100 million VMT	Most Harmful Events (2012-2025)
1. US 95	43	258,790,935	16.6	Head-on(11), Overturn(10), Guardrail(2), Angle(4), Same direction turning (2), Pedestrian(2), Rear-end(2), Traffic signal support, Side swipe same (2), Side Swipe opposite(4), Embankment, Cargo Loss, Angle Turning, Traffic Barrier, Other object, Rear-end turning, Tree
2. I90	27	416,773,034	6.5	Guardrail end, Overturn(5), Rear-end(2), Pedestrian, Angle(2), Fixed object, Fire/Explosion, Head-on(6), Pedacycle, Embankment, Tree, Side Swipe same, Bridge/Pier/Abutment, Traffic Barrier(2), Parked car, Side swipe opposite
3. SH-53	16	54,435,379	29.4	Non-collision injury, Head-on(6), Guardrail Face, Side Swipe Opposite, Overturn(2), Angle turning(2), Tree, Rear-end, Pedestrian (2), Head-on Turning, Parked car
4. SH-41	9	78,005,423	11.5	Head-on(2), Angle(2), Tree(2), Head-on Turning, Fire/Explosion, Pedestrian, Side-swipe Opposite, Rear-end
5. Seltice Way	6	63,354,856	9.5	Head-on (2), Angle, Tree, Traffic Signal Support, Fell/Pushed/Jumped
5. **SH-3**	6	18,778,299	26.6	Tree, Overturn(2), Head-on

Pleasant View Rd.	5	14,198,959	35.2	Angle, Non-contact Unit, Side Swipe Opposite
Prairie Ave.	5	56,315,903	8.9	Angle-turning(2), Angle, Other Fixed Object
SH-58	4	1,487,929	268.8	Head-on(2), Overturn (2)
SH-97	4	19,812,523	20.2	Tree(3), Overturn
Ramsey Rd.	4	41,136,073	9.7	Train(2), Overturn
Government Way	3	34,766,063	8.6	Angle, Head-on Turning, Pedestrian
Huetter Rd.	3	14,945,872	20.1	Overturn, Rear-end, Side-swipe same, Traffic Signal support
Lancaster Rd.	3	11,918,730	25.2	Pedacycle(2)
SH-54	3	12,890,989	23.3	Head-on, Overturn, Head-on Turning
4th St.	2	14,010,858	14.3	Overturn, Tree
Appleway Ave.	2	7,803,430	25.6	Pedestrian, Rear-end, Side-swipe same
Beck Rd.	2	4,851,208	41.2	Head-on
Fernan Lake Rd.	2	208,669	958.5	Immersion(2)
Hayden Ave.	2	22,874,129	8.74	Side-swipe opposite, Tree
Honeysuckle Ave.	2	3,118,164	64.1	Alcohol Impaired, Other
Hayden Lake Rd.	2	3,183,189	62.8	Overturn, Tree
FSR 268*	2	-	-	Overturn, Head-on
Spokane St.	2	9,607,389	20.8	Parked Car, Train

*No model data available

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

DATE: January 21, 2026

TO: KCATT

FROM: Ali Marienau, Transportation Planner

SUBJECT: 2020 MTP Policies Review

Overview:

KMPO staff are working on the update of the 2020-2040 Metropolitan Transportation Plan (MTP), to be completed by the end of 2026. The 2050 plan will include updated model analysis, the recommendations from the Rathdrum Prairie Area Transportation Study, and additional safety and demographic analysis to address Safe Streets and Roads for All (SS4A).

Additionally, staff would like to review and revise (as needed/desired) the MTP's Key Policy Issues and strategies. These policies guide KMPO's work program and how the region prioritizes and funds transportation system capital projects and management strategies. We are looking for agency input on how these policies may need to be updated to ensure the MTP is in line with the region's priorities.

Please review Chapter 1: Overview and Key Policy Issues of the MTP (Attachment A). At the February KCATT meeting, we will have a discussion on what changes and/or additions KCATT would like to see made for the updated MTP.

Attachments:

A - Chapter 1: Overview and Key Policy Issues

SECTION 1

Overview and Key Policy Issues

The Regional Transportation Planning Process

Kootenai Metropolitan Planning Organization (KMPO) is the federally-designated Metropolitan Planning Organization (MPO) for Kootenai County. The purpose of KMPO is to coordinate transportation planning and project programming among the various transportation agencies within the County.

Prior to the formation of KMPO in 2003, various roadway jurisdictions in Kootenai County were independently responsible for their own transportation planning. Although there was no federal requirement for these jurisdictions to engage in cooperative planning before 2003, highway districts in Kootenai County teamed up with adjoining cities and the Idaho Transportation Department (ITD) in the 1980s to create a forum, Kootenai County Area Transportation Team (KCATT) for countywide coordination of transportation projects.

KMPO was formed in 2003 to meet federal requirements that were triggered when the areas of Coeur d'Alene, Post Falls and Hayden exceeded a combined population of 50,000. According to federal statute, urban areas with populations greater than 50,000 are required to form an MPO to coordinate regional transportation planning. Although only the urban portion of Kootenai County was required to participate in an MPO, at the time of its formation, elected officials chose to shape KMPO as a county-wide transportation planning body. This is in large part due to the history of successful coordination brought about through KCATT.

KMPO is overseen by a Board of Directors, which includes one elected or appointed official from each of the following:

- Kootenai County County Commissioner
- City of Coeur d'Alene City Councilmember
- City of Post Falls City Councilmember
- City of Hayden City Councilmember
- City of Rathdrum - Mayor
- Lakes Highway District Highway District Commissioner
- Post Falls Highway District Highway District Commissioner
- East Side Highway District Highway District Commissioner
- Worley Highway District Highway District Commissioner
- Coeur d'Alene Tribe Appointed by the Tribal Council
- Idaho Transportation Department – Appointed by the ITD Director

Smaller cities in Kootenai County have KMPO representation through their respective highway districts. KCATT was also retained by the KMPO Board as a technical committee to the Board, which provides recommendations on proposed plans, programs and project activities.

KMPO Planning Area and Funding Complexities

As stated above, KMPO was established as a county-wide MPO, with the agency's planning area extending into the rural areas, in addition to the areas designated as "urban areas" by the latest Census ureau information. Figure 1.1 shows KMPO's planning area and the current urban area boundary. The federally-designated urban area of Kootenai County includes Coeur d'Alene, Post Falls, Hayden, Dalton Gardens, Hayden Lake, Huetter, Hauser, Stateline and Fernan, along with adjoining portions of the unincorporated county.

KMPO Responsibilities

This document fulfills one of KMPO's main responsibilities listed above creating and maintaining a long-range regional transportation plan. The Metropolitan Transportation Plan (MTP) is a comprehensive "blueprint" for regionally-significant transportation projects and investments planned within Kootenai County through the year 2040.

There are six core functions of an MPO*:

- **Establish a setting**. Establish and manage a fair and impartial setting for effective regional transportation decision-making in the metropolitan area

- **Look at today and into the Future.** Using data collected from various sources, assess the regional transportation system's existing condition and then look forward at what future growth and development demands are expected to be placed on the current transportation infrastructure.

- **Identify and evaluate reasonable alternative transportation improvement options**. Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).

- **Prepare and maintain a Metropolitan Transportation Plan (MTP).** Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.

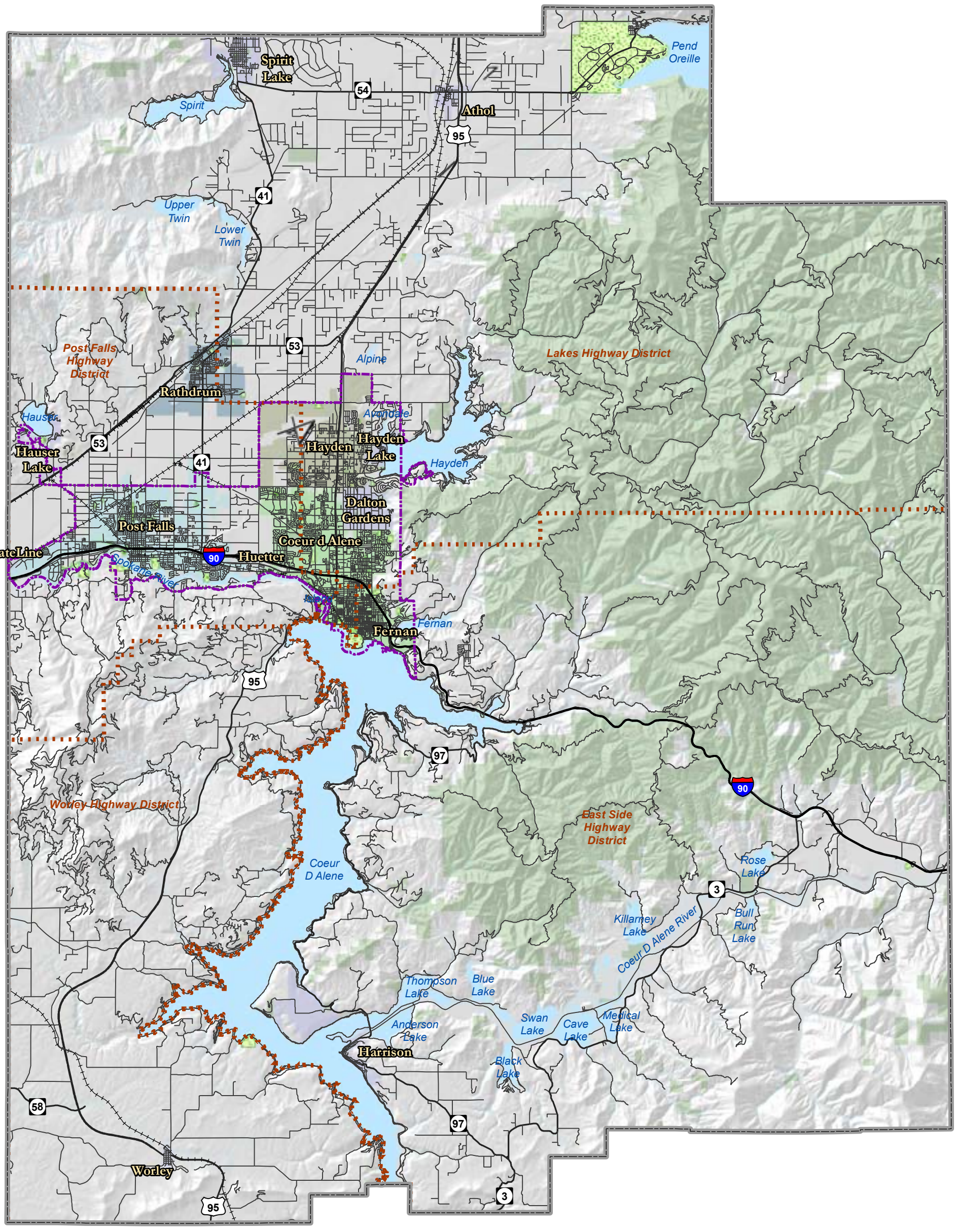
- **Develop a Transportation Improvement Program (TIP).** Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan; the TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.

* *The Transportation Planning Process Key Issues: A Briefing Book for Transportation Decision-makers, Officials, and Staff*. U.S. Department of Transportation. A Publication of the Transportation Planning Capacity Building Program. (2007). With edits.

- **Involve the community.** Involve the general public and other affected constituencies in the essential functions listed above. This is accomplished by maintaining a website, email notices, public open house on plans, programs, and projects, providing presentations to various community groups throughout the metropolitan planning area, as well as having representatives from other modes of transportation participating on the Kootenai County Area Transportation Team (KCATT) technical committee.

A county-wide approach to regional transportation planning helps ensure transportation policies are consistently applied; however, it also carries added complexities due to the structure of how federal transportation funding is distributed in the State of Idaho.

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



0 1 2 4 6 8
Miles

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

Kootenai Metropolitan Planning Organization Planning Area

Planning Related Boundaries

- Planning Area/County Boundary

Physical Characteristics

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- Urban Area Boundary
- National Forests
- Water Features
- Parks

*Data based on best available information.*Data for illustrative purposes only.

5

Figure 1.1

Federal Funding in Rural and Urban Areas

- Federal rural highway funds are restricted for use in rural areas and cities with populations less than 5,000. These funds are distributed by the statewide Local Highway Technical Assistance Council (LHTAC) outside the purview of KMPO; however, selected projects must be approved by KMPO for inclusion to the regional transportation improvement program (TIP). This is also true for local bridge and safety projects selected throughout the State.

- Federal urban transportation funding may be spent for projects anywhere within a metropolitan planning organization's planning area. Since KMPO's planning area encompasses the entire County, this would theoretically allow urban highway funds to be spent on rural projects. However, as a matter of policy, KMPO allocates urban transportation funding to projects within the urban area.

- Federal Transit Administration (FTA) Section 11 ("Rural and Small Areas") funding is restricted for use outside the urban area. FTA Section 07 (" rban Area Formulation Program") funding may be used only within the urban area; and FTA Section 5310 as well as Section 5339 funds have both a rural and urban component. KMPO prioritizes and selects projects for Section 5310 and 5339 Urban funds, while the ITD Public Transportation Division in collaboration with a Public Transportation Advisory Committee (PTAC) prioritizes and selects projects for the rural areas of the State.

- ITD has access to a wide variety of Federal Transportation funding programs such as National Highway System (NHS), Bridge, Safety, Interstate Maintenance and Transportation Alternatives (TAP). ITD manages these programs through ITD Headquarters and projects selected for funding must be approved by KMPO for inclusion in the regional transportation improvement program (TIP) prior to submittal to FHWA for obligation.

Major Policy and Planning Issues

KMPO focuses primarily on transportation facilities that are considered regionally significant. As a general rule, roadway projects are included in the MTP if they are functionally classified as a collector or higher on the Federal Functional Classification System (FFCS). Likewise, other modal facilities and projects (bicycle, pedestrian, transit) are included if they represent a significant element and included in their respective regional system plans.

It is expected that all local jurisdictions will consider the elements of the regional non-motorized transportation plan as referenced in the MTP, when planning regionally significant transportation projects for all uses: pedestrian, bicycle, transit, motor vehicles and freight.

Major policy and planning issues discussed below set the stage for future development of the transportation system.

Capital Investment Strategies

The need for future capacity can generally be expected to outpace available funding. As a result, funding that is available should be optimized through concerted and coordinated planning efforts. KMPO has embraced several strategic initiatives intended to maximize the use of available funding, mitigate the public cost of private development, leverage private-public partnerships, and control future costs by preserving transportation corridors for future regional facilities, as well as improve modal choices for the citizens of Kootenai County:

- Priority corridors for capacity improvements
- Developer-funded traffic impact mitigation
- Huetter Corridor right-of-way preservation and acquisition
- Rail crossing investment program
- Citylink transit service
- Non-motorized transportation investments in regionally significant projects

Priority Corridors

The greatest public benefit from transportation investments can only be realized if agencies work together to develop consistent cross-jurisdictional corridors. Using this approach, congestion problems may be managed and significant accomplishments in regional mobility, as well as travel time reliability, can be realized despite funding limitations.

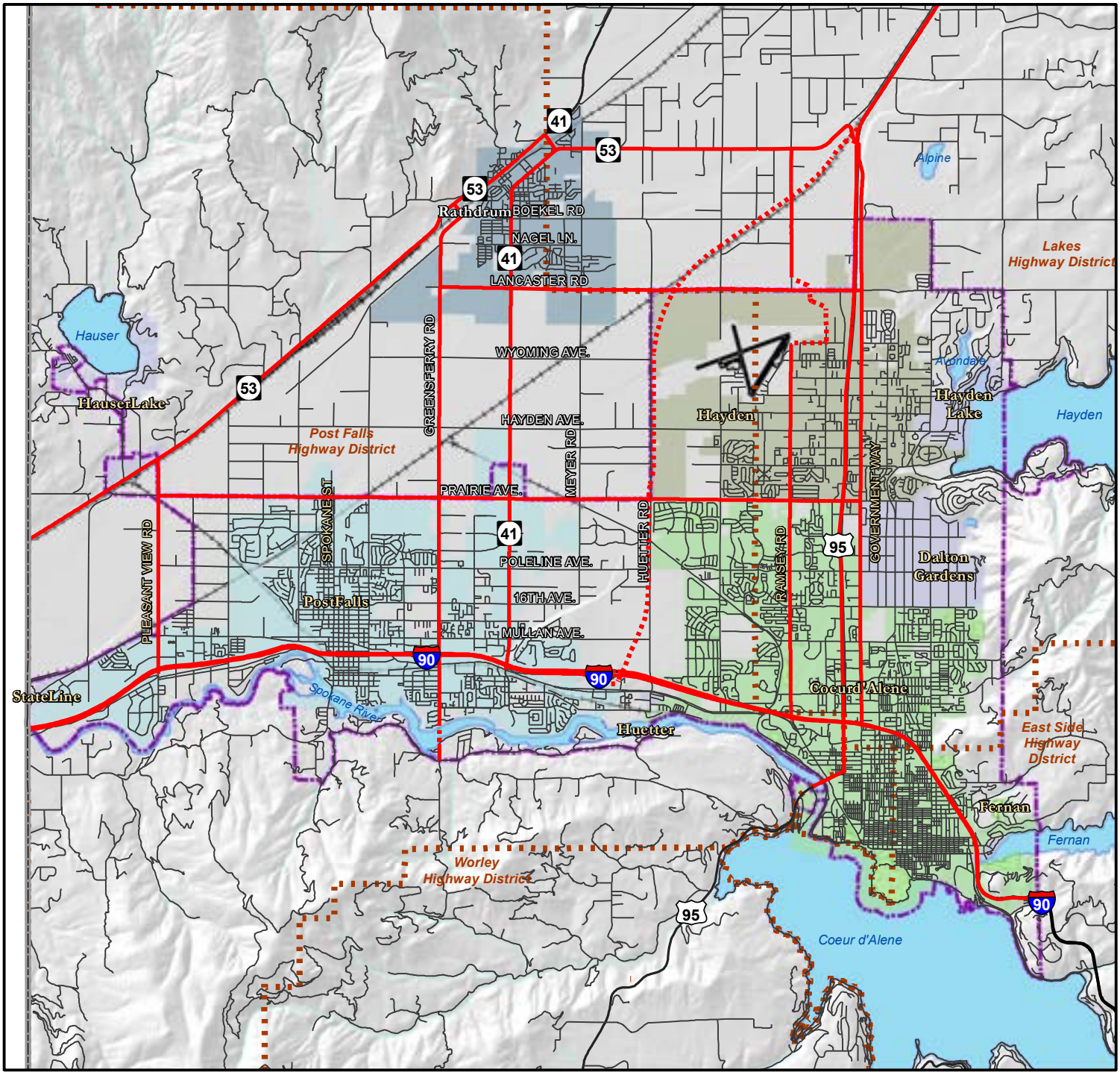
KMPO has identified several priority transportation corridors where Federal-aid funding for major capacity improvements (additional lanes) will be focused over the next 20 years.

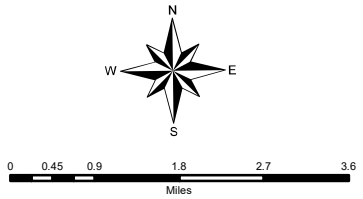
North-South Corridors	East-West Corridors
• Pleasant View Road • Greensferry Road • SH-41 • US 95 • Huetter Corridor from I-90 to U.S. 95 • Ramsey Road • Government Way	• Interstate 90 • Prairie Avenue • Lancaster Avenue • SH-53

Priority corridors are shown in Figure 1.2.

This strategy does not preclude the use of Federal-aid funding for other complimentary roadways in the network, nor is it meant to imply that only these roads will receive capacity improvements. KMPO also intends to assign Federal-aid funds for safety and operational improvements throughout the planning area over the next 20 years. Also, projects to add capacity to other roadways may be developed using non-federal funding sources.

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040





KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

KMPO - Priority Project Corridors

Priority Project Corridors

- Existing
- Proposed

Physical Characteristics

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Lakes
- Parks

*Data based on best available information. *Data for illustrative purposes only.

Development-Related Traffic Impacts

When large-scale developments are proposed, most local agencies in Kootenai County require developers to provide project specific transportation improvements. The goal is having private developers mitigate congestion and safety issues that may be induced or worsened as a result of their development. KMPO encourages this practice as a means to ensure development related transportation impacts are addressed as growth occurs.

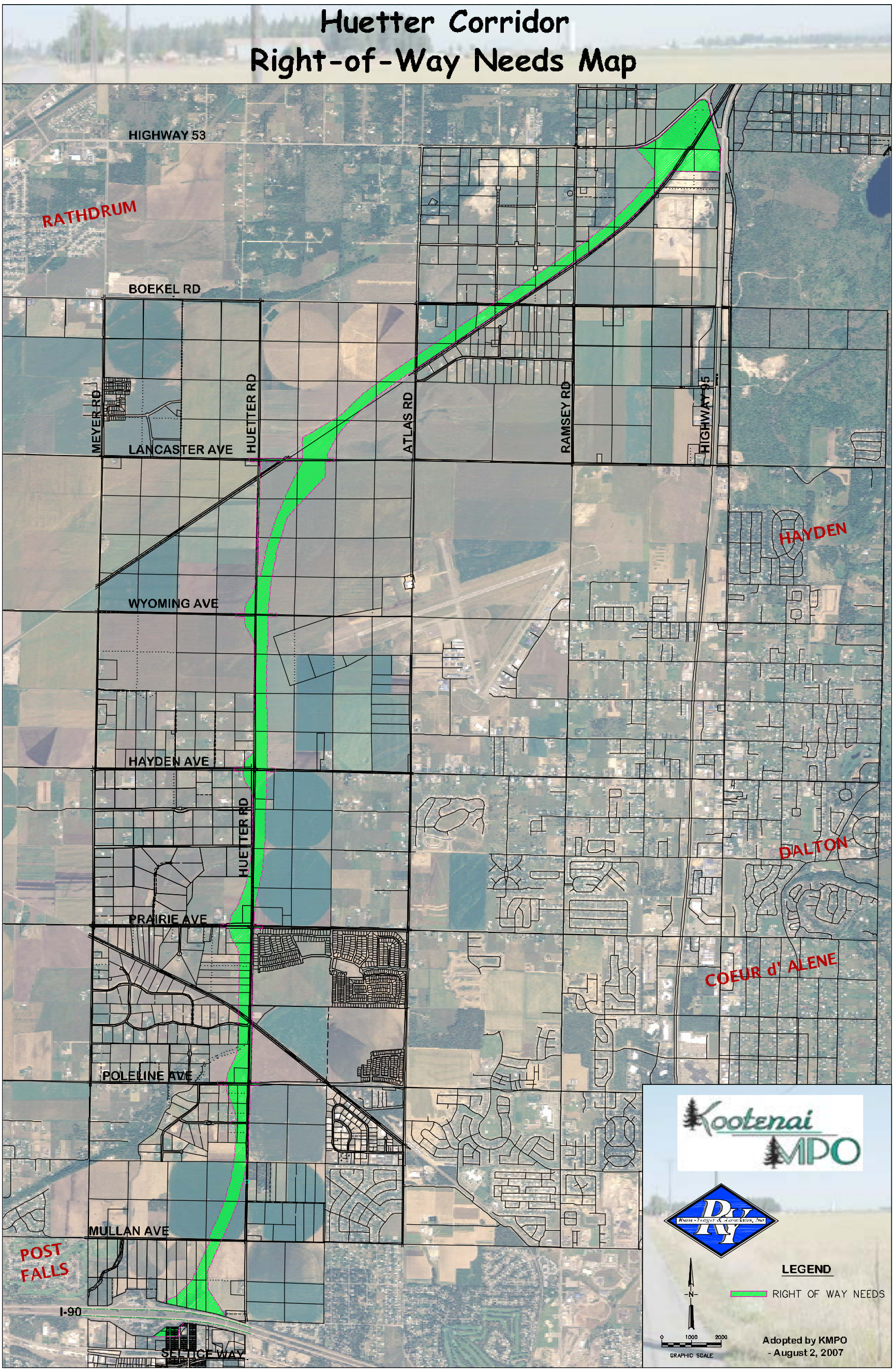
For smaller, incremental development activities, most cities within the planning area have developed impact fees; however, a transportation impact fee policy for unincorporated areas of the County does not yet exist.

Huetter Corridor

The KMPO Policy Board has identified the need for a future high-speed north-south transportation facility between US 95 and SH-41 to serve anticipated regional growth on the Rathdrum Prairie and surrounding area, as well as broader regional mobility needs. The Huetter Road corridor was initially discussed as a potential corridor for a new major route in the 19 0's and 1990's by ITD and KCATT prior to the creation of KMPO in 2003.

A Huetter Corridor Alignment Study was undertaken between 2007 and 2009 to determine a location and conceptual design for a future limited access facility. Figure 1.3 shows a map of the Huetter Corridor alignment that was adopted by the KMPO Board in 2009. The alignment has been subsequently incorporated by the City of Hayden, Post Falls Highway District, and Coeur d' Alene Airport as a part of their Comprehensive and Transportation Plans. Additional information on this study is available from KMPO.

Most local agencies have adopted specific land use policies designed to protect the right of way needed in the Huetter Corridor from development. A combination of building set back requirements, zoning requirements, right of way dedication through annexation, and property acquisition is expected to secure the Corridor for the future.


Huetter Corridor
Right-of-Way Needs Map
HIGHWAY 53
RATHDRUM
BOEKEL RD
MEYER RD
LANCASTER AVE
HUETTER RD
ATLAS RD
RAMSEY RD
HIGHWAY 95
HAYDEN
WYOMING AVE
HAYDEN AVE
HUETTER RD
DALTON
PRAIRIE AVE
COEUR d' ALENE
POLELINE AVE
MULLAN AVE
POST FALLS
I-90
SELTICE WAY
Kootenai MPO
LEGEND
RIGHT OF WAY NEEDS
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GRAPHIC SCALE
Adopted by KMPO
- August 2, 2007

Figure 1.3

Rail Crossings - Bridging the Valley

In the mid 1990's, with 75 roadway/rail crossing locations between Spokane, Washington and Athol, Idaho, rail crossing safety was a serious concern in the region. As residential and commercial land uses were expected to dramatically increase on the Rathdrum Prairie so was the potential for serious conflicts between cars, trucks, bicycles, and pedestrians with the two Class 1 railroads operating through the area.

The " ridging the Valley" initiative was a collaborative partnership between the Burlington Northern-Santa Fe (BNSF) Railroad, the Union Pacific (UP) Railroad and numerous governmental agencies at the state and local level within both Kootenai and Spokane counties. This partnership resulted in plans for strategic actions that would have separated vehicle traffic from train traffic in a 42-mile corridor between Spokane and Athol, significantly improving rail and highway safety on the Rathdrum Prairie.

The concept involved relocating the existing Union Pacific (UP) mainline into the BNSF mainline corridor, and then constructing primarily railroad overpasses for roadway traffic on the combined rail corridor. In addition to significant safety enhancements, the proposal would have substantially improved rail freight and vehicle mobility, and virtually eliminated train whistle noise.

In March 2007, the BNSF notified local agencies, KMPO and SRTC that they were no longer interested in pursuing the Bridging the Valley program of projects after 30% design completion of the 11 grade separations, 60% design of the rail/track improvements, Federal Environmental Approval of the Project, and obtaining the Army Corps of Engineers 404 permits. BNSF cited the need to maintain a competitive balance with the Union Pacific as a reason for no longer participating.

Nevertheless, local jurisdictions, LHTAC and ITD have continued to support the need for constructing the identified grade separations in the BNSF rail corridor. The SH-41 Bridge in Rathdrum has been completed. The Ramsey Road and Pleasant View overpasses are currently programmed for construction in 2020 and 2026, respectively.

In addition, agencies have been adding safety enhancements along the UP mainline, as well. The city of Post Falls and Post Falls Highway District have updated several UP at-grade crossings with signals and gates, with plans for additional upgrades at Huetter Road, Atlas Road, and Idaho Road in the next five years. ITD will be constructing a grade separation at SH-41 and the UP mainline during the 2020-21 SH-41 widening project. Additionally, ITD is also working with UP to close all crossings along the UP spur line from SH 41 to Meyer Rd.

Citylink

The Citylink public transportation system is a fixed-route and demand responsive transit service that is a unique and creative partnership between the Coeur d'Alene Tribe, Kootenai County, Kootenai Health, local jurisdictions and KMPO that began in

November 2005. The partnership initially leveraged the Tribe's e isting transportation resources in order to provide urban, intercity and rural fixed route service in Kootenai County. The partnership makes creative use of existing medical transport services as matching funds for Federal Transit Administration funding. The coordinated effort has received national attention as a best practices model.

KMPO is committed to the continued improvement of public transportation service in Kootenai County and also recognizes that funding limitations will likely influence both the configuration and rate of the system and its expansion. The Public Transportation Committee, managed by Kootenai County, provides a forum for coordination between Citylink operators and other public transportation and paratransit providers and is challenged with exploring cost-effective ways of improving service and access to transit information for customers and maximizing available funding through coordinated programs.

Public transportation is guided by both the regional public transportation plan required by U.S.C Title 49 Section 5303 and adopted by the KMPO Board (available at www.kmpo.net), as well as the Citylink North (Kootenai County Public Transportation) operating plan developed and approved by Kootenai County.

Transportation Operations and Management Strategies

Roadway capacity expansions and the development of new routes are always expensive and often cost prohibitive to construct in a timely manner. Nevertheless, as Kootenai County's population grows and traffic increases, KMPO will be seeking to implement new strategies to prolong the service life of existing facilities to accommodate demand on the system. Adding auxiliary lanes and constructing intersection improvements on an existing highways and arterials are not the only strategies available to address congestion and travel time reliability.

In transportation industry jargon, "Access Management", "Transportation System Management" (TSM) and "Travel Demand Management" (TDM) are strategies that often extend the life of the existing transportation system by improving operational efficiencies. As KMPO looks to the future, all three of these will be expected to play an essential role in the way our regional transportation system operates; however, alone, they will not eliminate the need for the additional capacity necessary to address future travel demand. They may simply buy time until new capacity projects are constructed.

Access Management

The number of driveways and other access points allowed on a street has a direct impact on the capacity and speed of traffic the street can safely carry.

For example, the intent of a "higher" classified facility, such as a principal arterial, is to provide for regional mobility rather than access to private property. Higher speeds are associated with arterial routes, and in order for traffic to flow efficiently on an arterial, it is necessary to limit the number of access points created by driveways and signalized intersections.

Conversely, a "lower" classified roadway, such as a collector, has a different focus. The job of collector roads is to collect and distribute traffic to and from neighborhoods, employment centers and service areas and provide connections to higher functioning arterials. Speeds are typically lower on collector routes and, while access must still be carefully managed, more access points can be safely permitted.

KMPO does not control access policies for each roadway jurisdiction, but does encourage member agencies to adopt access management policies that are consistent with the intended functional classification of each roadway. In May 2019, the KMPO Board adopted the KMPO's Critical Arterial Corridor Policy, which specifically addresses access management on regional arterials. This policy designated 11 regional corridors that local agencies identified as critical to control access, in order to ensure safe and efficient movement of people and goods, minimize conflict points, and maintain the health, safety and welfare of the public. As the policy states, the Critical Arterial Corridors (CAC) should maintain or seek to establish the following attributes:

1. CAC's will be limited access arterials with controlled access locations no less than on ½ mile spacing.

2. Controlled access locations will be designed to achieve the purpose and need of the corridor and will be consistently applied to the extent possible to achieve consistent expectations from users

3. Access to and from developing properties are to be taken from existing roads that provide access to the CAC that meet the minimum spacing requirements or from a new road that is to be constructed in order to meet the requirements.

4. Where a larger, high-traffic development is being proposed (light industrial, commercial, etc.), and adjacent roadways are not available (presently built or physically limited), access to the CAC will be considered as a temporary access until such time as adequate roadway infrastructure is in place to re-establish the ½ mile spacing requirements. Temporary access will be designed in way to ensure through traffic is not impeded and that adequate acceleration and deceleration distances are provided with necessary safety measures incorporated. The Developer will be responsible for demonstrating how long-term access will be achieved to remove the temporary access and may require a recorded agreement between the Developer, adjoining Jurisdiction, and/or highway district to acknowledge the "temporary" nature of the access point.

5. New accesses (that meets the minimum spacing requirements) that are required on the CAC as a result of growth and development, but are not part of a jurisdiction's arterial street system, will be funded by others as a condition of development.

Source: KMPO Critical Arterial Corridor Policy, pg. 3

In addition to identifying and defining critical corridors in the region, the Policy also sought to provide a tool for local agencies to ensure all parties involved (impacted transportation agencies and the development community) were aware of potential development and its impacts prior to formal development applications. The Policy included a pre-development checklist that agencies can provide to a project proposer to ensure all impacted parties are notified, as well as to provide an opportunity for involved parties to clearly articulate and understand the implications of development along or connecting to a CAC. The Policy can be found in its entirety at www.kmpo.net.

Additionally, an important exercise for each local planning department and highway district is to review the functional classifications of their roadways for compatibility with current and future adjoining land uses. When federal funds are being used to construct or rebuild a functionally classified roadways, minimum standards and federal requirements related to roadway design, safety, Americans with Disabilities (ADA), and alternate modes of transportation must be considered. This includes the project's consistency with the Metropolitan Transportation Plan, Regional Public Transportation Plan, Regional Non-motorized Transportation Plan, local transportation master plans, and when applicable, the Coeur d' Alene Airport Master Plan.

Transportation System Management (TSM)

Transportation System Management (TSM) focuses on improving efficiency through the use of operational strategies, such as advanced traffic signal control systems, roadway surveillance control and driver information systems, channelization or intersection reconfiguration, freeway ramp metering, advanced signal timing plans, incident detection and response teams, traffic management centers, etc. These techniques reduce overall delay on the system through active rather than passive traffic

management. These techniques and can help ensure travel time reliability is maintained in highly congested corridors such as I-90, US 95, Northwest Blvd, and SH-41. KMPO encourages coordination between member agencies to implement TSM strategies.

TSM strategies will become even more important as the County continues to grow in the coming years. In anticipation of the need, KMPO and ITD, in coordination with local agencies, have selected a consultant to develop a feasibility study for a Regional Traffic Management Center (TMC) for Kootenai County. The study with outline what the scope, design, operational model, and timing of such a facility would look like. The study is anticipated to be completed in July 2020.

Travel Demand Management (TDM)

Travel Demand Management (TDM) are strategies used to affect the travel patterns of transportation system users. One such strategy is to increase the number of options available, for example through carpool and vanpool programs, bicycle and pedestrian improvements, increased transit service, and workplace programs for tele-working and flexible work schedules. TDM strategies focus primarily on the work commute trip, due to the routine nature of commute trips having the highest probability of being affected.

The Riverstone Transit Center and operational Improvements to the Citylink system are among the most significant TDM efforts to be implemented in Kootenai County in recent years. System ridership monitoring indicates Citylink bus service is growing in popularity. According to Citylink ridership reports, annual systemwide ridership in Kootenai County in 2019 was 248,749. This amounts to a 4.6% decrease from 2018 ridership levels (260,831) and 12.9% decrease from 2017 levels (285,519). This decrease is likely due to the changes to the urban routes and decreased hours of operation implemented during 2017. The urban system has recovered from over the last two years, with average 2019 monthly ridership numbers (11,888) comparable to 2017 levels (11,692) prior to the changes being made. Ridership on Citylink South's Link Route has continued to decline over the three-year period.

KMPO encourages coordination between transit providers and companies that benefit from transit service for their employees and customers. Kootenai Health and Spokane Transit provide vanpool and carpooling opportunities help to reduce the use of the single occupant vehicle for commuting purposes; Kootenai County is also looking into opportunities to partner with local vanpool operators. Another excellent example of local coordination is the City of Post Falls' requirement for dedication of property for a park and ride facility near Beck Road as a condition of development approval in that area.

The adoption of the Regional Non-Motorized Transportation Plan (RNMTP) by KMPO's Board in 2018 is another significant asset for active travel demand management. By creating a region-wide prioritized list of bicycle, pedestrian and transit access improvements, the RNMTP serves as an important step towards making non-motorized travel a safe and attractive choice.

As KMPO looks to the future, TDM efforts will continue to play an increasingly important role in managing travel demand. TDM will not eliminate or meet the needs associated with the growth in travel demand or congestion on the region's transportation system. TDM will, however, provide opportunities for people to have transportation choices to meet their unique needs and opportunities.

Environmental Considerations

To ensure that projects recommended through the transportation planning process may ultimately be implemented, KMPO endeavors to anticipate and address environmental issues that may impact a project's design.

Regional and corridor-level planning studies undertaken by KMPO typically include an environmental scanning effort. To the extent possible, future construction projects are scoped during the planning process with an eye toward minimizing environmental impacts or avoiding them altogether, if possible.

Environmental considerations include:

- Noise
- Access and travel pattern changes
- Neighborhood impacts
- Economic disruption
- Minorities and low-income populations
- Displacements
- Federally protected lands - 4(f) and 6(f)
- Historic and archaeological sites
- Flood plains and floodways
- Wetlands
- Water quality and stormwater runoff
- Airport airspace intrusion
- Visual and aesthetic impacts
- Prime farmland
- Hazardous materials risks
- Wildlife/fish habitat and movements
- Threatened/endangered species
- Air quality impacts
- Stream alterations
- Navigable waters
- Aquifer issues

Of these, two primary areas where KMPO may have regional influence are air quality and stormwater quality.

Air Quality

The federal Environmental Protection Agency (EPA) has established national ambient air quality standards for states to use in monitoring air quality. Areas with persistent air pollution problems are designated as "non-attainment areas", which means that the area does not meet the national standards for outdoor air quality.

Carbon monoxide and carbon dioxide, ground-level ozone, and other vehicle-related emissions, as well as re-suspended road dust from unpaved roads and winter sanding activities, are serious concerns. At the present time, Kootenai County has not been

designated as a federal “non-attainment” area for air quality; however, we must continue to be vigilant in order to stave off this designation in the future.

Surface and Ground Water Quality

Storm water runoff from roadways can carry pollutants that, if not addressed properly, can end up in our lakes, rivers and streams. Additionally, roadway runoff may enter the Rathdrum Prairie Aquifer through recharge areas.

The Rathdrum Prairie Aquifer was designated a "sole source" for drinking water by the EPA in 1978. This designation provides special protection under the federal Safe Drinking Water Act and requires all federally-assisted projects to use aquifer protection measures. In 1980, the aquifer was further designated as a Special Resource Water in Idaho, which resulted in increased protections for this critical resource.

KMPO is committed to addressing the impacts of any regional initiatives sponsored by KMPO on surface and ground water quality. Additionally, KMPO encourages the use of stormwater best management practices recommended by the Idaho Department of Environmental Quality for all construction projects. IDEQ’s *Catalog of Stormwater BMPs for Idaho Cities and Counties* is available online at www.deq.idaho.gov.

Figures 1.4a through 1.4e identify locations of some of the current environmental concerns in Kootenai County, including air quality monitoring locations, waste remediation sites, impaired lakes and open mitigation sites.

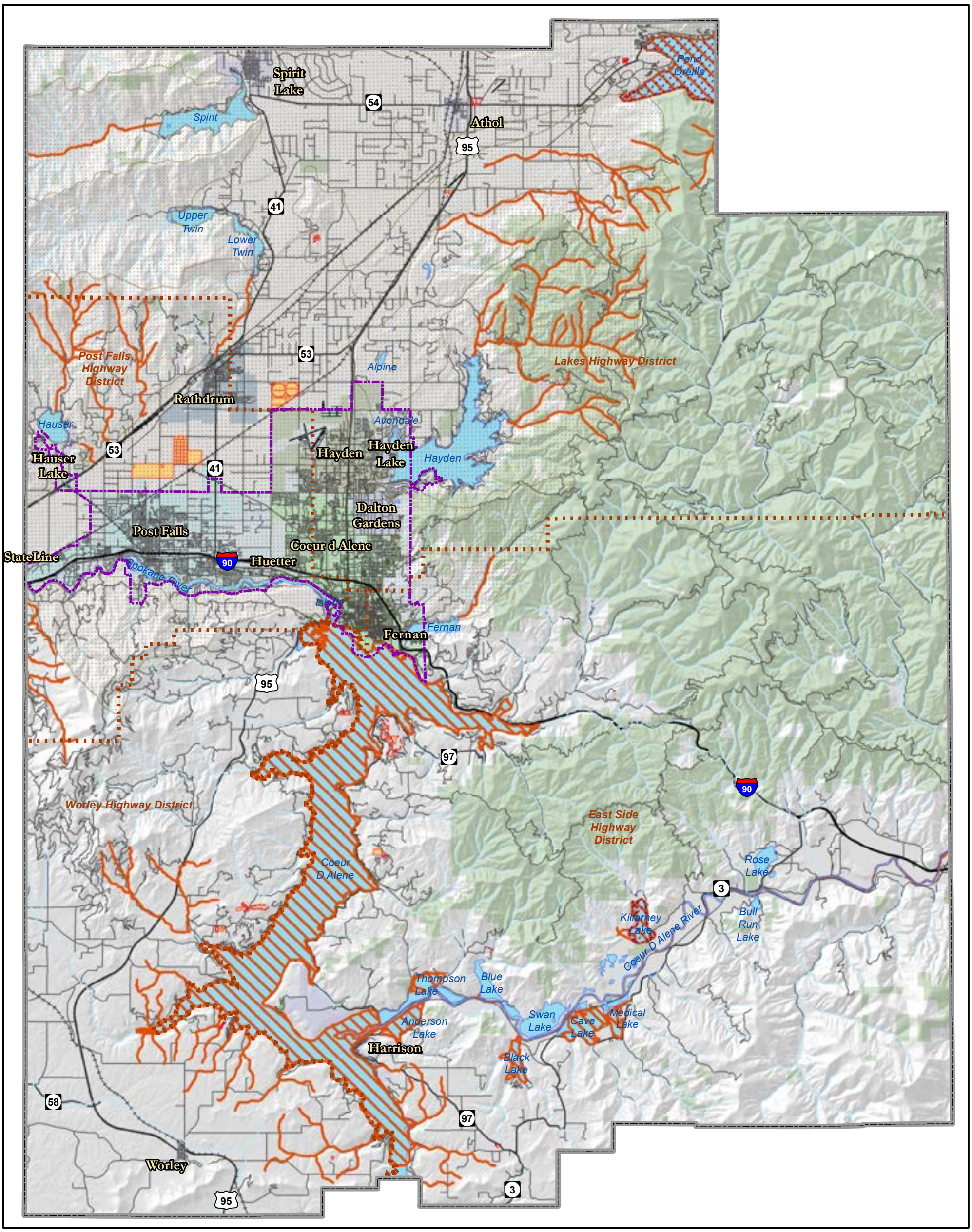
Safety

Metropolitan Transportation Plans are encouraged to be consistent with the State’s Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs.

The Idaho Transportation Department’s SHSP is available through ITD’s Office of Highway Safety webpage www.itd.idaho.gov/safety. There are eight focus areas in the State’s SHSP, targeted at reducing traffic-related deaths, life-altering injuries and the related economic losses on Idaho’s roadways:

- Aggressive Driving
- Traffic Records; Emergency Medical Services
- Alcohol/Drugs and Impaired Driving
- Motorcycle Safety
- Occupant Protection/Seat Belts
- Occupant Protection/Child Passenger Safety
- Pedestrian and Bicycle Safety
- Teen Drivers

Many of the projects recommended for funding in Section 5 will consider the eight emphasis areas during project development and construction.


Spirit Lake
Spirit
Pend Oreille
Athol
Upper Twin
Lower Twin
Post Falls Highway District
Rathdrum
Alpine
Lakes Highway District
Hauser
Hauser Lake
Avondale
Hayden
Hayden Lake
Dalton Gardens
Post Falls
Coeur d Alene
StateLine
Huetter
Spokane River
Island
Fernan
Worley Highway District
East Side Highway District
Coeur D Alene
Rose Lake
Killarney Lake
Coeur D Alene River
Bull Run Lake
Thompson Lake
Blue Lake
Anderson Lake
Swan Lake
Cave Lake
Medical Lake
Harrison
Black Lake
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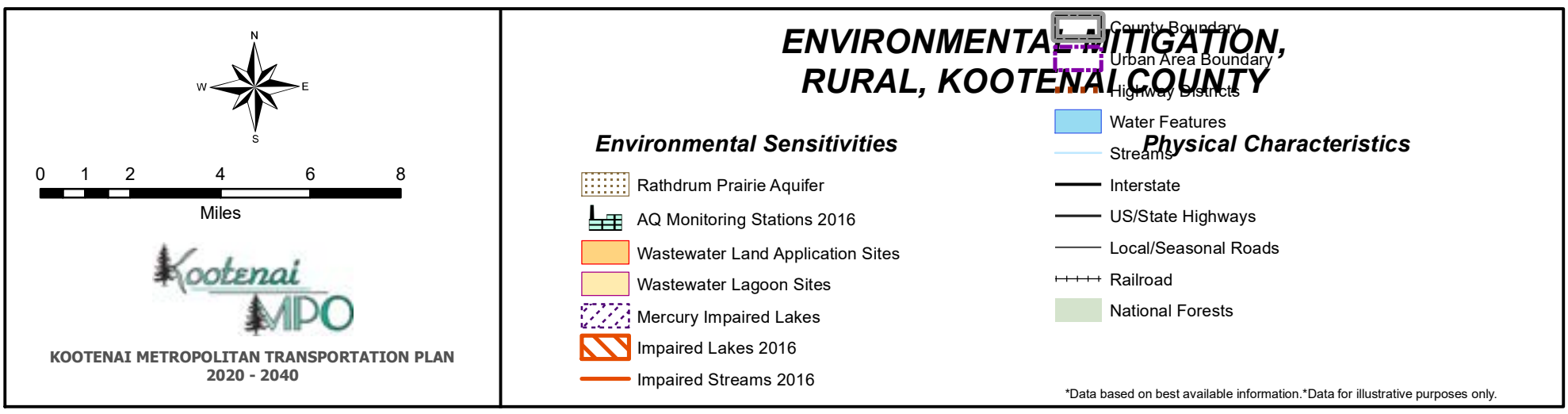
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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040
ENVIRONMENTAL MITIGATION,
RURAL, KOOTENAI COUNTY
Environmental Sensitivities
Rathdrum Prairie Aquifer
AQ Monitoring Stations 2016
Wastewater Land Application Sites
Wastewater Lagoon Sites
Mercury Impaired Lakes
Impaired Lakes 2016
Impaired Streams 2016
County Boundary
Urban Area Boundary
Highway Districts
Water Features
Streams
Physical Characteristics
Interstate
US/State Highways
Local/Seasonal Roads
Railroad
National Forests
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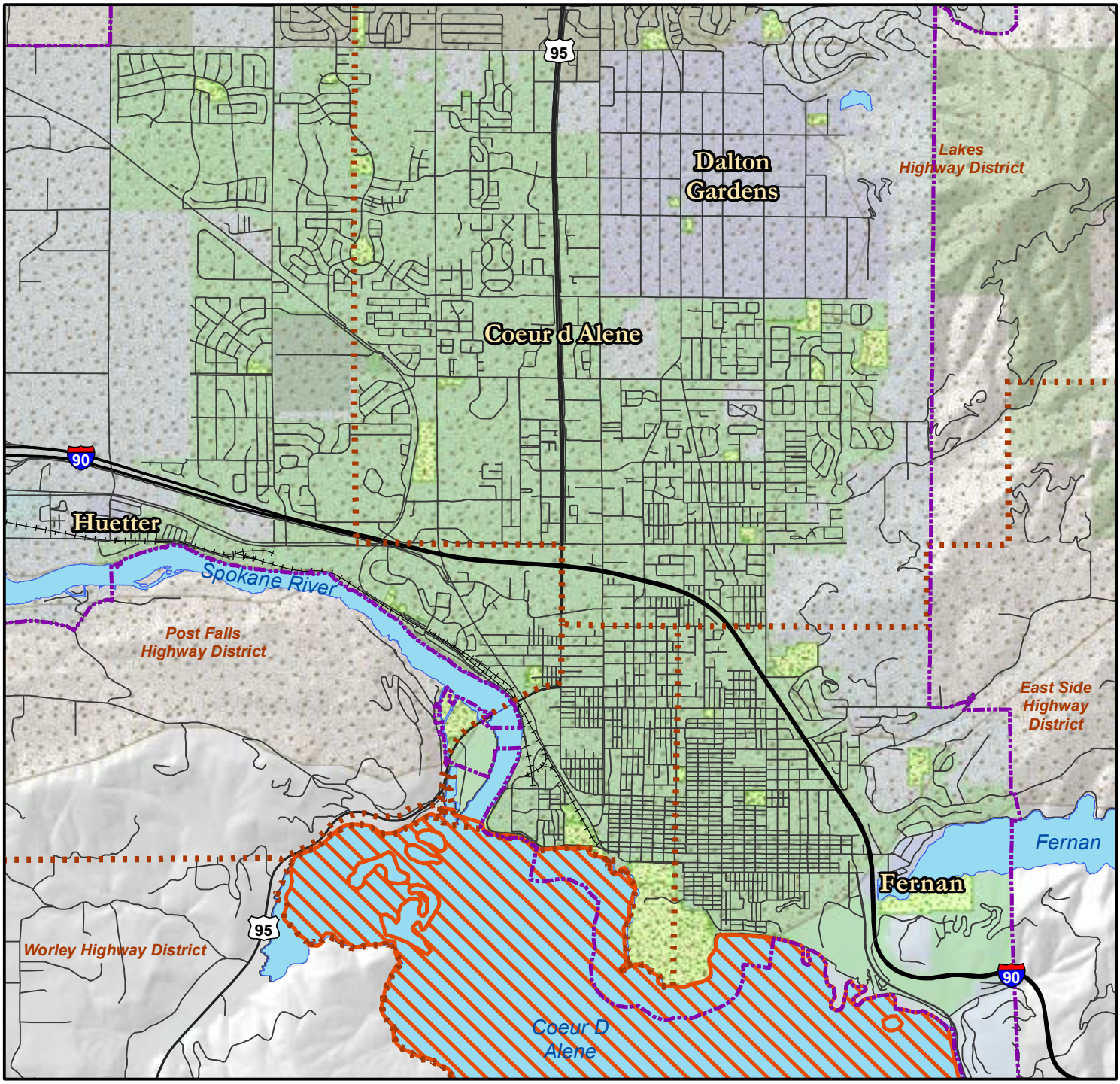
Figure 1.4a

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



ENVIRONMENTAL MITIGATION, URBAN, COEUR D'ALENE

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

Environmental Senstivities

- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
- Wastewater Lagoon Sites
- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016
- Rathdrum Prairie Aquifer

Physical Characteristics

- Highway Districts
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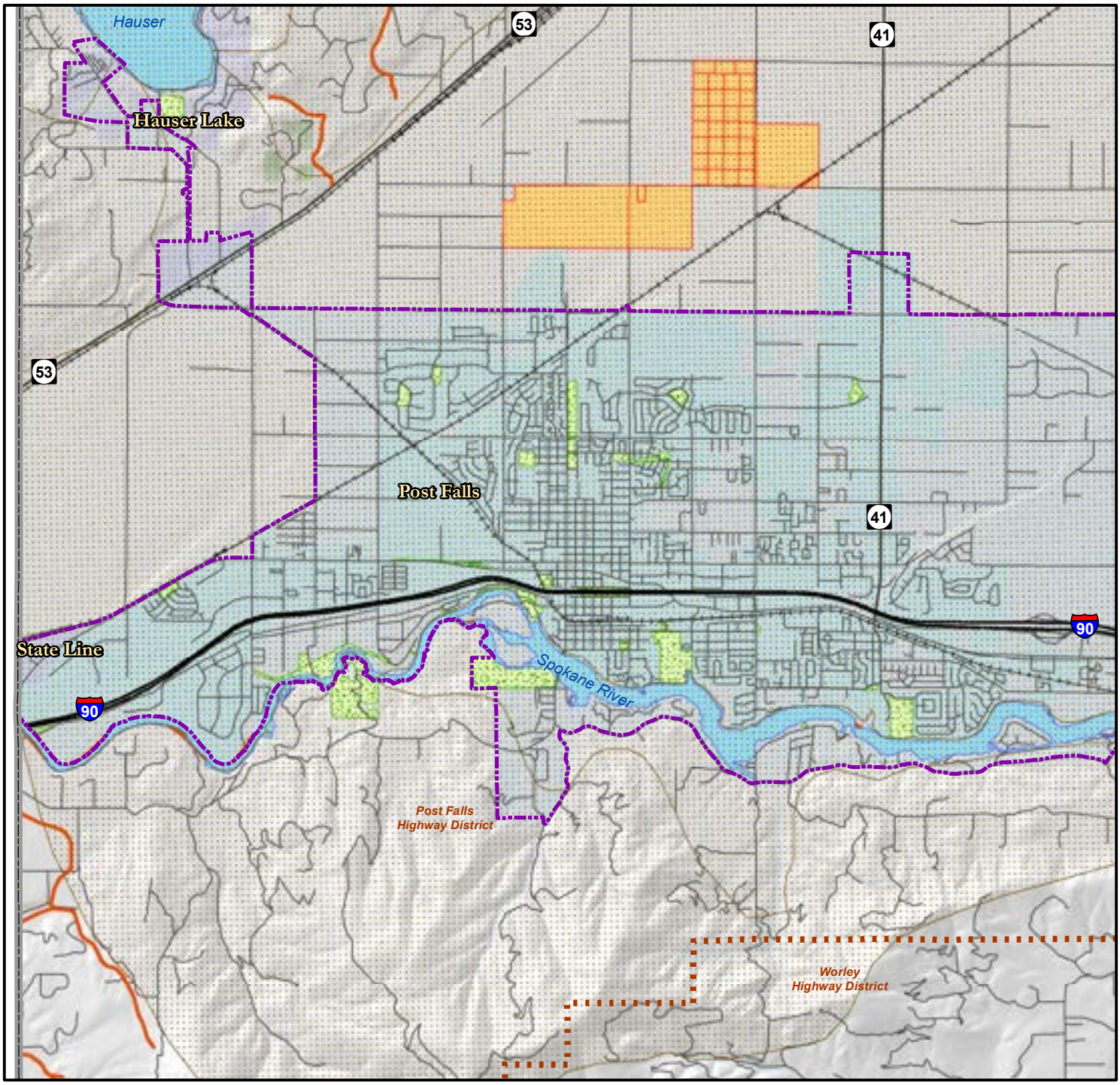

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Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

ENVIRONMENTAL MITIGATION, URBAN, POST FALLS

Environmental Senstivities

- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
- Wastewater Lagoon Sites
- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016
- Rathdrum Prairie Aquifer

Physical Characteristics

- Highway Districts
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- Urban Area Boundary
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- Water Features
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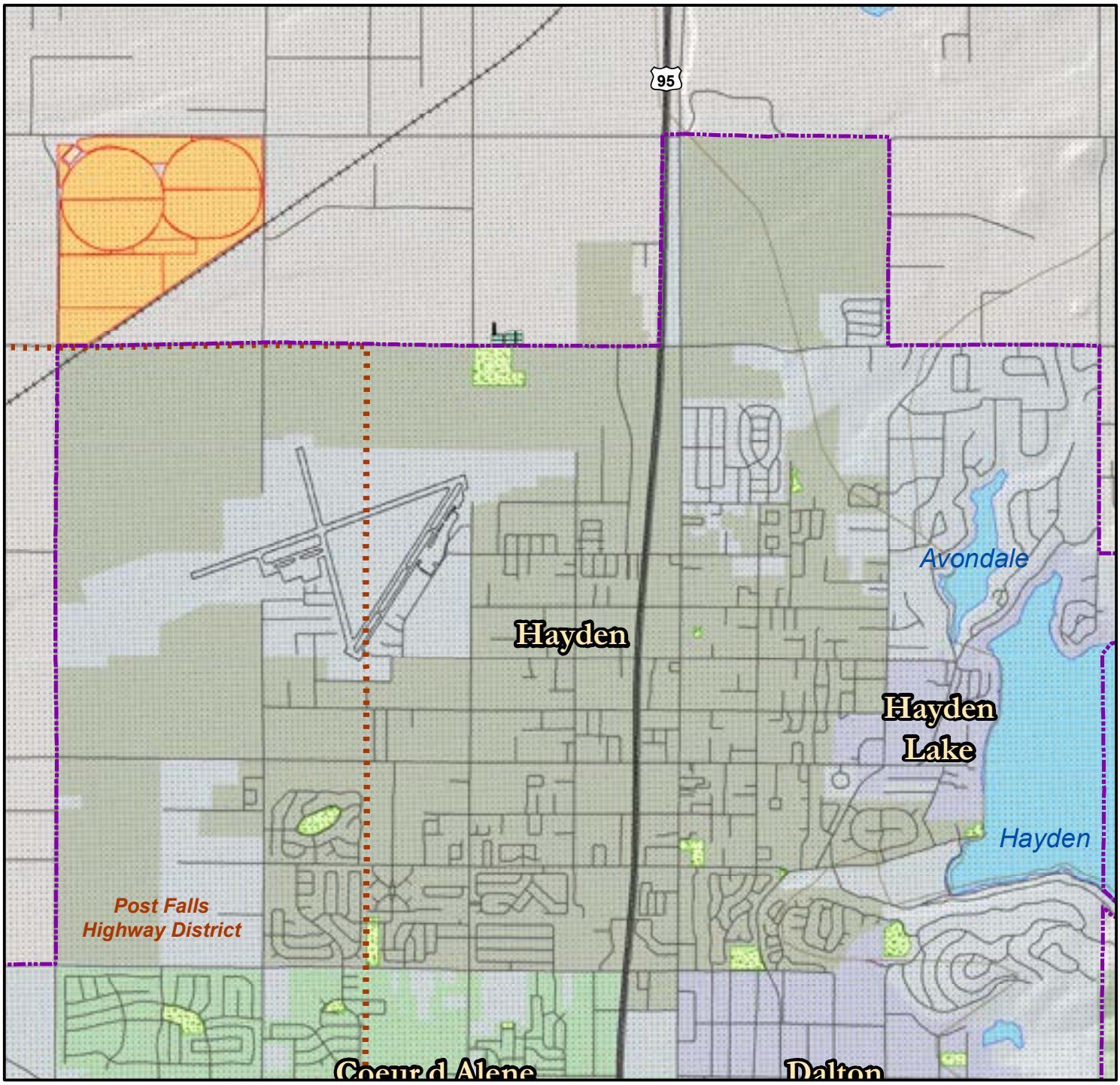
2020 - 2040



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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

ENVIRONMENTAL MITIGATION, URBAN, HAYDEN

Environmental Senstivities

- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
- Wastewater Lagoon Sites
- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016
- Rathdrum Prairie Aquifer

Physical Characteristics

- Highway Districts
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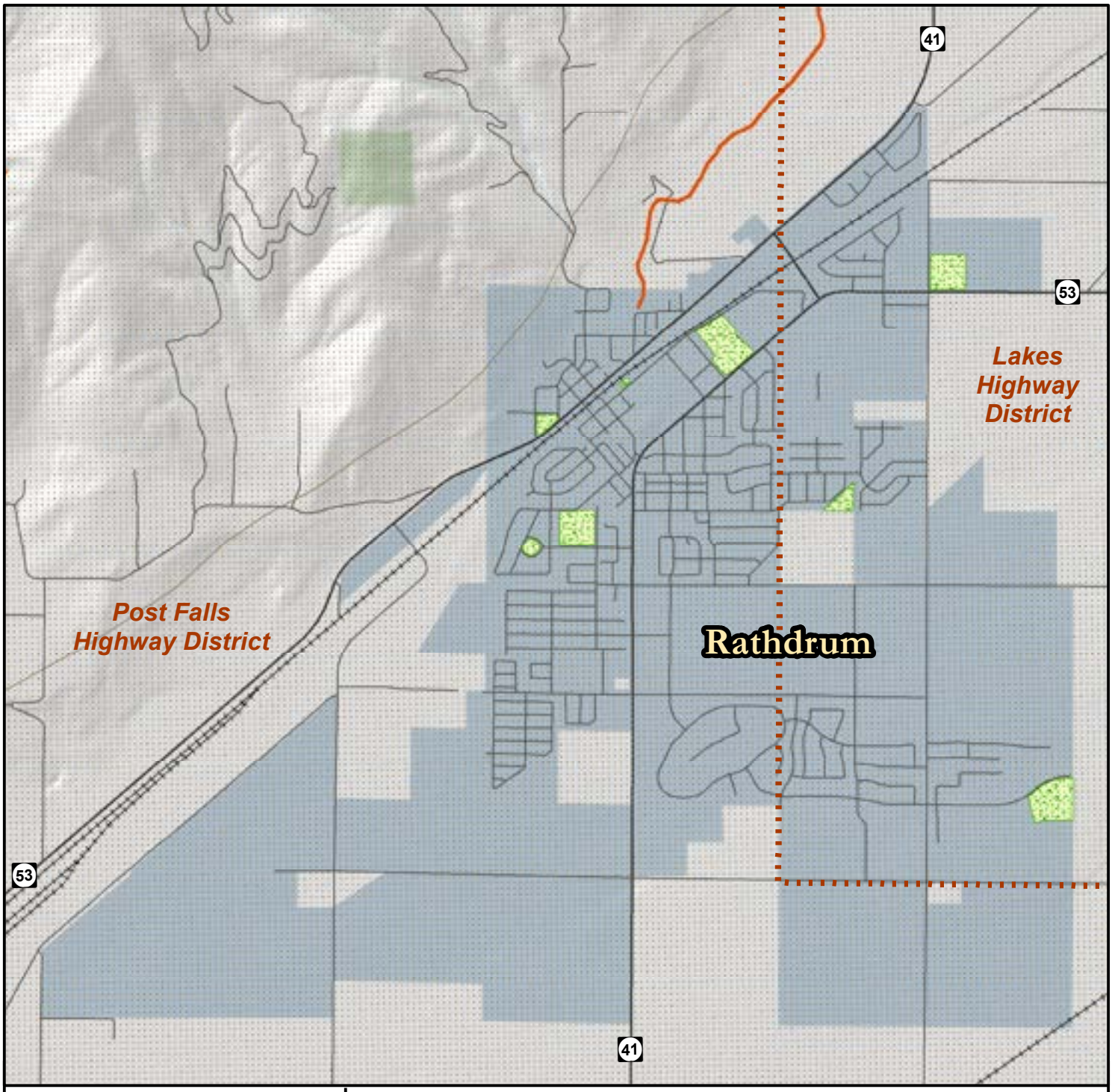

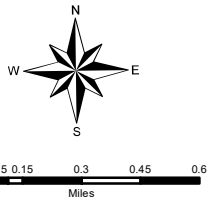

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

ENVIRONMENTAL MITIGATION, RURAL, RATHDRUM

Environmental Senstivities

- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
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- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016
- Rathdrum Prairie Aquifer

Physical Characteristics

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks

*Data based on best available information. *Data for illustrative purposes only.

Transportation System Security

Following a renewed national focus on homeland security, federal guidelines for MPO's were changed to require consideration of transportation system security in the long-range planning process. Several agencies have developed emergency preparedness plans that may be used to address the possibility of emergencies on roads in our planning area.

The Idaho Transportation Department (ITD) has a variety of security and emergency preparedness plans. Depending on the severity of the emergency, plans are available to deal with everything from catastrophic conditions requiring restricted travel to resuming business after an incident has been dealt with:

- ITD's *'Emergency Highway Traffic Regulation Plan*' sets forth policies, responsibilities and procedures for the regulation and use of the highway network within the State of Idaho during an emergency.

- The '*Idaho Emergency Plan, Emergency Support Function #1*' assists state and local government agencies and voluntary organizations requiring transportation capacity to perform response missions following a major disaster or emergency. It also serves as a coordination point between response operations and restoration of the transportation infrastructure.

- The '*Idaho Hazardous Materials Incident Command and Response Support Plan'* provides effective, coordinated emergency support to local government by state, federal, and private agencies for incidents involving the release or potential release of hazardous materials in the State of Idaho.

- The '*Transportation Incident Management Plan*' provides effective, coordinated emergency response support at transportation incidents on the State of Idaho highway system.

For reasons of security, some of these plans may not be available for public distribution. For more information on security and emergency preparedness plans, ITD's Emergency Programs office.

Kootenai County also has a division dedicated specifically to safety and security. The County's Emergency Preparedness Plan covers a number of possible emergencies and natural disasters, and has an entire section dedicated specifically to transportation and transportation facilities. The County's plan outlines steps to follow to mitigate, prepare for, respond to and recover from emergencies and disasters, including:

- Coordinating task forces responsible for implementing mitigation plans.

- Assisting with local funding sources for mitigation projects.

- Designing and conducting multi-agency training exercises that test emergency plans.

- Activating the Kootenai County Emergency Operations Center to provide interagency coordination for managing disaster response and recovery.

- Obtaining and allocating necessary manpower, equipment, and supplies needed for emergency response.

- Facilitating public meetings for local, state, and federal agencies to discuss recovery and post-disaster mitigation assistance for citizens and businesses.

For more information on Kootenai County's Emergency Preparedness Plan, contact the Kootenai County Office of Emergency Management at (208) 446-1775.

Other agencies concerned with transportation security on the roads is Citylink bus service, which includes both services managed by Kootenai County and the Coeur d' Alene Tribe. Citylink addresses potential security threats through their respective 'Safety, Security and Emergency Preparedness Plan' (SSEPP) and 'Threat and Vulnerability Assessment.'

While problems have been rare to date on Citylink buses, if a problem *does* develop, the agency's managers take a personal approach to solving the problem and will either ride the problematic route themselves, or follow it to gauge the problem and determine how to deal with it. While dropping off and picking up riders at the Coeur d'Alene Casino, Citylink drivers can contact casino security to deal with problems. While on the road, drivers are instructed to contact dispatch in the event of an incident, and the dispatch center will send law enforcement to the location to remove disruptive passengers or address other problems. The same applies for medical emergencies. Drivers are also instructed to watch for suspicious packages brought or left on-board.

Further information on Citylink's Safety, Security and Emergency Preparedness Plan can be obtained by calling the Citylink offices at 1-877-941-RIDE.

Public Involvement in the MTP Process

Community participation is essential to good transportation planning. A proactive outreach program helps to ensure that adopted plans, policies, programs and projects are consistent with the current and future needs of the community it is being implemented to service. KMPO's goal is to provide complete and transparent information to the public and to provide a fair and open process for community involvement in transportation decision-making process. KMPO's process of community involvement allows everyone the chance to be heard and affords the KMPO Board the opportunity to make reasonable and responsible adjustments to proposals before they are adopted.

Throughout development of the MTP and its sub-components, KMPO has used a variety of techniques to involve the public. This has been conducted in compliance with KMPO's adopted Public Involvement policies (See Appendix A).

Techniques have included:

- Meeting with area jurisdictions involved in the MTP update process;
- Updates sent to a distribution list (included as Appendix C of this Plan) of agency employees and interested citizens;
- Holding a public comment period of 30 days;
- Advertising the public comment period through public access channels, paid advertising, press releases, and on the KMPO website;
- Hosting a public meeting to collect public comment on the MTP during the public comment period;
- Providing presentations to community groups such as Chambers of Commerce, city council meetings, service organizations, and associations; and
- Providing copies of the MTP in various forms of media and formats.

Section 1 Summary

Substantial growth and development are currently being experienced in Kootenai County and is expected to continue into the foreseeable future. Similarly, our local and regional transportation system is operating mostly on transportation capacity investments made in the late 1960's and 1970's; while these investments have been maintained, they have reached the end of their ability to meet both current and future needs.

Continued reliance on this "Legacy Transportation System" currently shows its effects on the communities it serves.

1. Continuously worsening congestion.
2. Traffic Signal timing plan failures as traffic on competing legs of intersections place demands for green time.
3. Traffic incidents on heavily used highways and arterials stall traffic, as incident response vehicle attempt to reach the location and close lanes to address the problem.
4. Reduced travel time reliability on highways and arterials induce traffic to find new routes, which then introduces congestion onto previously underutilized roadways.
5. Reduced travel time reliability adversely impacts economic growth and development. Siting decisions are based on the ability to ship and receive products from destinations outside the region in an efficient, timely and reliable manner.

6. Driver, bicyclist and pedestrian frustration causes poor choices, resulting in adverse impacts to the health, safety and general welfare of the public and themselves.

This MTP is intended to provide direction on ways to alleviate the adverse effects showing up today on our regional transportation system and prepare for the future.

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

DATE: January 20, 2026

TO: KCATT

FROM: Ali Marienau, Transportation Planner

SUBJECT: Citylink Coordinated Human Services Transportation Plan

Overview:

Citylink North has contracted with the Metts Group to update their Coordinated Human Services Transportation Plan, in order to be eligible to receive 5310 Program (Enhanced Mobility of Seniors & Individuals with Disabilities) funds for their Paratransit and Ring-a-Ride services through FTA. This plan is required to be updated every five years. The draft plan includes input they have received from stakeholders and the public and outlines transportation needs, coordination strategies and implementation priorities.

Citylink North is looking for additional feedback from KMPO and KCATT prior to finalizing and adoption by the Board of County Commissioners. A copy of the draft plan can be found here: Coordinated Human Services Transportation Plan 2026.

Please bring comments or questions to Tuesday's KCATT meeting or send them to Mr. Chad Ingle at cingle@kcgov.us.