



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

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

### **KCATT MEETING AGENDA**

February 24th, 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 January 27th, 2026, 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. 2025-2050 Employment Forecasts- **Action Item**
  - b. Regionally Significant Development- Update
7. Idaho Transportation Board Update
8. Current Business
  - a. Critical Arterial Corridors Policy-Discussion
  - b. 2020 MTP Key Policy Issues-Discussion
9. Upcoming KMPO Board Items
10. Other Business
  - a. KCATT Member Items
11. Next Meeting – March 24th, 2026
12. Adjournment

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

## KCATT MEETING MINUTES

January 27th, 2026

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

### 1. Call to Order:

Chairman Eric Shanley called the meeting to order at 8:00 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
Jerry Wilson	Idaho Transportation Department
Michael Lenz	Post Falls Highway District
Kevin Jump	City of Rathdrum
Chris Bosley	City of Coeur d'Alene
Dulci Kau	City of Hayden

### Absent:

Robert Palus	City of Post Falls
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### 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
Laura Winter	RYA
Jason Stippich	Avista
Sean Hoisington	JUB
Gemma Puddy	Horrocks

### 3. Approval of December 16th, 2025 Meeting Minutes – Action Item

Mr. Shanley asked for a motion to approve the minutes as presented.

**Mr. David Callahan motioned to approve the December KCATT meeting minutes as presented. Mr. Ben Weymouth 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

- Justin Wuest has moved to the operations side of management at ITD and will no longer be an ITD representative for KCATT meetings. Ryan Hawkins is the new District 1 engineer,

following Damon Allen's retirement on January 16<sup>th</sup>, after 27 years of service.

- The legislative session began on January 12<sup>th</sup> with the Governor giving his State of the State address. One of the items Governor Little addressed was the projected deficit of over \$40 million in the current FY 26 budgets and recommended a permanent 3% executive agency budget cut in 2026, excluding K-12 education. This includes pulling back \$45 million of ITD's \$165 million received through strategic initiatives. Governor Little is also recommending a one-time cut to the entire \$275 million appropriation for strategic initiatives in FY 27. Funding for local projects will be unaffected for FY 26.
- District 1 Planning and Engineering Services section is beginning work on the draft ITIP for FY 2027 to 2033.
- Mr. Beachler reported that ITD has launched a new website, [itd.idaho.gov](http://itd.idaho.gov).
- I-90/SH-41 Interchange work is on hold for the season with no new work or updates.
- I-90, SH-41 to US 95, Widening Project is working on MSE walls heading east.

Mr. David Callahan, Kootenai County, reported this would be his last KCATT meeting and thanked those he'd worked with over the years for the meaningful relationships and partnerships. The Board of County Commissioners have named Mike Behary as his replacement, and he will begin in February.

Ms. Dulci Kau, City of Hayden, reported the city of Hayden has the right of way for the last corner of the Honeysuckle Ave./Ramsey Road roundabout project and anticipate construction on that project beginning this year. She reported they are working on right of way acquisition to install a temporary signal at Atlas Road and Hayden Ave.

Mr. Kevin Jump, City of Rathdrum, reported they have finished some additional concrete work on Main Street as part of their STBG grant, due to the good weather. He reported they are looking to reconstruct Washington Street between Sh-41 and Main Street. The Lancaster Road/Meyer Road roundabout project is advancing forward with utility relocation.

Mr. Chris Bosley, City of Coeur d'Alene, reported the city is doing street sweeping and pothole patching. Work is being done to remove some logs that fell during the December wind storm, which will be cut up and used as firewood for ElderHelp (a charity organization).

Mr. Ben Weymouth, East Side Highway District, reported there is work being done to have the windstorm damage declared a FEMA disaster for the county. He reported their bridge project at Canyon Road has plans for construction to move ahead.

Mr. Kevin Howard, Worley Highway District, reported the luminaries at US-95 and Conkling Road are on track for construction this summer. Kidd Island Road Phase II is on track to meet the timelines for construction in 2027. He reported the Cougar Creek Bridge on McAvoy Road, an LED project, has design near completion and joint application permits have been filed. The Sunup Bay Road realignment has two proposed alignments, with the center lines established, and they are working with the property owner to finalize. The joint culvert replacement project with the CDA Tribe at Elder Road is nearing final design.

Mr. Michael Lenz, Post Falls Highway District, reported the Prairie Pedestrian Underpass Project is on track for a late June construction start. He reported the Prairie Ave. five-lane

expansion is working on right of way contracts, with plans to go to bid in early spring.

Mr. Eric Shanley, Lakes Highway District, reported they are ready to go to bid on the Prairie Avenue joint project with Post Falls Highway District. He reported they have plans to repave Hayden Lake Road, from Mokins Bay Road to Hayden Creek. He reported they are working with consultants on grade separation plans for the Old Hwy 95/Union Pacific Railroad Bridge project, in collaboration with ITD. Mr. Shanley reported the Brunner Road/BNSF grade separation project should be moving forward with design. JUB is working on LHD's transportation plan. LHD plans to launch a new website within the next month.

Mr. Terry Werner gave a reminder on behalf of LHTAC that grant applications are due and that strategic initiative funding is becoming less available. The LHTAC T2 training center is making some updates to class tracking that will be emailed out to users.

## **6. Planning and Programming Update**

### **a. Revised Federal Functional Classification Map-Action Item**

Ms. Ali Marienau, KMPO, presented an updated version of the Federal Functional Classification (FFC) map to KCATT for recommendation to the KMPO Board. She submitted the previously adopted version to ITD in November 2025 and received feedback on some items that need to be revised. The first change is to remove the future classifications for unconstructed projects, unless they are listed within the current TIP. FHWA no longer wants future projects on FFC maps. Ms. Marienau has removed them but will maintain a map with future roads documented to reference for planning purposes. The second item that was changed from the previous version of the map was that the urban collector roads need to split and identified as either minor or major collectors. The classifications of collector roads already adopted onto the map for the urban area need to be designated, as well. Ms. Marienau added that there were some additional changes to existing classifications to make sure that KMPO was following the recommended guidelines for percentages of classification type. An additional 25 additional changes are proposed. ITD also requested additional details for the justifications for some requests; Ms. Marienau will work with the agencies to provide those. Ms. Marienau asked for questions or feedback and stated that she was looking for a recommendation from KCATT to present this update to the KMPO Board for adoption.

**Chairman Shanley asked for a motion to recommend adoption of the revised Federal Functional Classification Map to the KMPO Board. Mr. Howard made the motion; Mr. Bosley seconded the motion, which passed in favor of, unanimously.**

### **b. 2025-2050 Population Projections-Action Item**

Ms. Marienau presented KCATT with the 2025-2050 Population Projections in their packets. She is working on updating the Metropolitan Transportation Plan (MTP) this year and needs to have a 20-year forecast to do so. Using similar methodology as the last update, she looked at historical population data existing dwelling unit data to create the new projections. KMPO uses a rolling average of the annual growth rates over the last 30 years to determine what the growth rates would be over the forecast period. She is requesting that KCATT recommend the KMPO board adopt the new 2025-2050 Population Projections

**Chairman Shanley asked for a motion to recommend adoption of the 2025-2050 Population Projections to the KMPO Board. Mr. Callahan made the motion; Mr. Lenz seconded the motion, which passed unanimously.**

### **c. FY26 Safety Performance Overview**

Ms. Marienau presented an overview of the 2025 safety performance for Kootenai County versus ITD's 2025 targets. In 2018, the KMPO Board voted to adopt the ITD safety targets rather than create their own. She reviewed how Kootenai County met the targets for all five metrics tracked in 2025. The county saw a slight decrease in fatalities, but an increase in serious injuries. In 2024, the percentage of fatalities and serious crashes that occurred on the state highway system was 38%, and that decreased to 24% in 2025, meaning more fatal and serious injury crashes occurred off of the state highway system. The fatality analysis shows the top contributors for fatal injury crashes as failing to maintain lane, alcohol impairment, speed too fast for conditions, and exceeding posted speeds. Overturns and head on collisions were the top two most harmful events. I-90 was the corridor with the most fatal crashes in 2025, and Ms. Marienau made note that three fatal crashes occurred on Coeur d'Alene National Forest roads. ITD's safety targets for 2026 will stay the same as the previous year.

#### **d. 2020 MTP Overview and Key Policy Issues-Review**

Ms. Marienau asked KCATT to review the first chapter of the currently adopted MTP, which was provided in their packet prior to the meeting. She asked for KCATT to bring any changes or questions about this chapter of the MTP to the February KCATT meeting. Mr. Miles made a comment, asking KCATT members to think about policy changes in terms of how can KMPO and local jurisdictions be more strategic at competitive grant programs. Mr. Shanley made a comment about needing to change page 11 of the MTP, stating that Lakes Highway District has improved seven UPRR main line crossing in the last 15+ years.

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

Mr. Jerry Wilson, ITD, reported that the IT board meeting had primarily focused on financial updates, and discussion of the cuts to the Strategic Initiatives Program, which is part of the leading Idaho program. FY 2027 was proposed to have the entire strategic initiatives program cut, which could have significant effects on TECM projects. He reported the state revenues for the transportation department from the gas tax and the federal gas tax were stable or had small increased projections. The state tax revenue that goes to TECM was not projected to change. ITD prioritizes funding towards their projects in the order of: operations, preservation, restoration, then expansion. If there are significant cuts to funding, the cuts will come from expansion first, and so on.

### **8. Current Business**

#### **a. Coordinated Human Services Transportation Plan-Review**

Ms. Marienau briefed KCATT on the draft Coordinated Human Services Transportation Plan that Citylink had provided for KCATT to review and provide feedback on. This plan is updated every five years and is designed to enhanced mobility of seniors and individuals with disabilities. She requested that KCATT review the plan and provide KMPO or Mr. Chad Ingle at Citylink with their comments or feedback. Mr. Miles commented that public transportation is in a state of flux right now, with the county indicating that they want cities to have more participation in the program. He explained that getting this Coordinated Human Services Transportation Plan in place allows transit to apply for both operating services grants and funding for replacement vehicles.

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

KMPO will bring the KCATT recommendations for item 6a (Revised Federal Functional Classification Map) and 6b (2025-2050 Population Projections) to the KMPO board for adoption.

### **10. Other Business**

#### **a. KCATT Member Items**

Mr. Ben Weymouth reported they will have a public hearing February 9 to consider vacating a piece of Gozzer Road because state code requires a hearing. He commented there's no precedent in the

state for abandoning almost two miles of a public roadway.

Mr. Shanley mentioned the annual Pacific Northwest Snow Fighter Conference will be held in Spokane May 12<sup>th</sup> and 13<sup>th</sup>.

11. **Next Meeting**– February 24<sup>th</sup>, 2026

12. **Adjournment**

**Without objection, Chairman Shanley adjourned the January 27<sup>th</sup>, 2026 KCATT meeting.**

The meeting adjourned at 8:42 a.m.

Kate Williams *Signature on file*  
Recording Secretary



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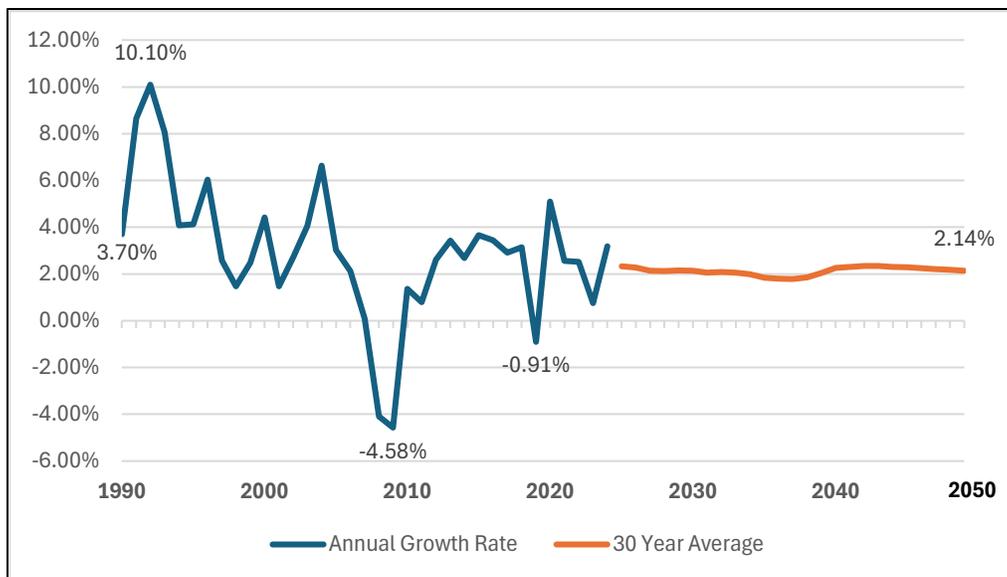
DATE: February 17, 2026  
 TO: KCATT  
 FROM: Ali Marienau, Transportation Planner  
 SUBJECT: 2025-2050 Employment Forecasts

**Background:**

KMPO staff are working on an update of the Metropolitan Transportation Plan (MTP), which will bring the planning horizon to 2050. In order to determine future needs, staff have been working on revised population and employment forecasts for Kootenai County to be used to update KMPO's forecast models. The base model will be updated to reflect 2025. Several data sources have been reviewed, as well as methodologies, to determine 2025 population estimates, as well as appropriate rates of growth over the next 25 years.

Idaho Department of Labor is reporting a total of 88,854 employees for Kootenai County, as of December 2025. KMPO staff utilized historical data from the Bureau of Labor Statistics to identify trends in employment over the past 30-year period (1995-2025).

**Figure 1 Historic Annual Growth Rates – Kootenai County**

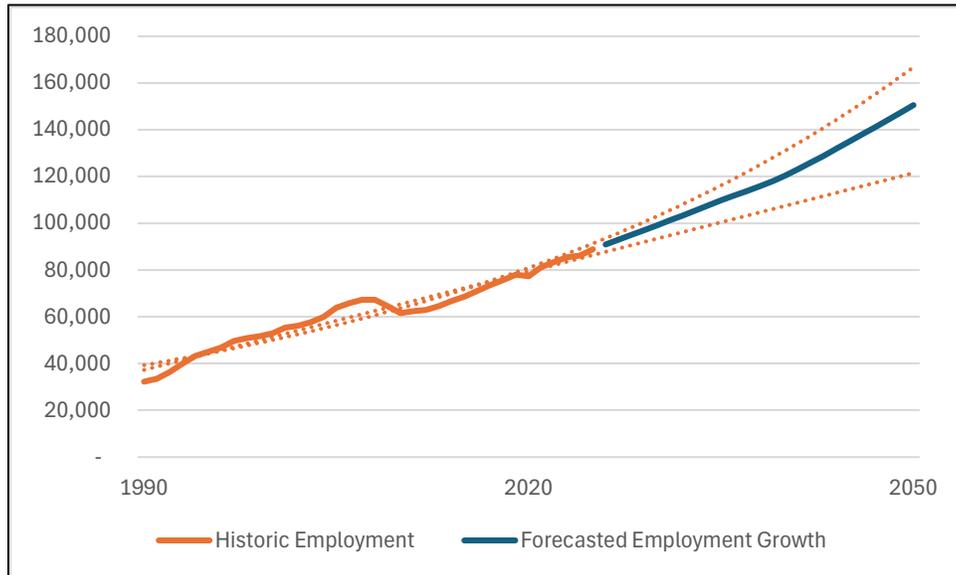


To remain consistent with the population projection methodology, staff developed a rolling average of annual growth to calculate future employment growth rates for the county. This method allows for future growth to reflect the ups and downs of historic trends, rather than using a typical straight-line projection. The 2050 employment control total for Kootenai County is projected to be 150,477. Due to the variability in the locations of employers, employment estimates are not broken down by jurisdiction. Table 1 breaks down the employment controls by forecast year.

**Table 1: Forecast Employment Control Totals**

Forecast Year	Employment Total
2030	99,079
2035	109,751
2040	120,364
2045	134,903
2050	150,477

**Figure 2 Historic and Forecasted Employment Growth Trends – Kootenai County**



**Recommendation:**

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



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DATE: February 17, 2026  
 TO: KCATT  
 FROM: Ali Marienau, Transportation Planner  
 SUBJECT: Regionally Significant Development Updates

**Background:**

In December 2025, ITD and KMPO had their annual coordination meeting. One of the takeaways was the need for more discussion and coordination between the local jurisdictions on upcoming and ongoing developments. With how quickly new development is occurring, it can be difficult to keep track of all the land use changes going on throughout the county and ensure that agencies are coordinating. It was suggested that KCATT meetings are a good opportunity to share upcoming proposals or changes and discuss agencies' approaches and coordination opportunities. KMPO staff will organize and provide this information at KCATT going forward.

**Overview:**

Currently, KMPO staff track and receive updates on land use changes and public hearing requests from the cities and county. Staff propose providing monthly updates to KCATT on new and ongoing development proposals that significantly impact the region and/or multiple jurisdictions.

Staff is looking for feedback from KCATT on what information will be most helpful to provide at meetings and the scope of development updates that will be most informative.

**Upcoming/Ongoing Developments:**

Name	Acres	Land Use Type(s)	Location	Impacts	Construction Start
Prairie Avenue Annexation	20	Single Family	n/o Prairie Ave./Cecil, Post Falls		
The Landings	9	Multi Family	Spokane St. & 3 <sup>rd</sup> Ave., Post Falls	160 Units	2026
Prairie Medical Campus	30	Medical	SE Prairie Ave./SH-41, Post Falls	794k SQFT medical; 1500 employees	2026
Coeur Terre 1	64	Single Family, Multi Family	Hanley Ave./Coeur Terre Blvd., CDA	595 units, Coeur Terre connection	2026



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DATE: February 17, 2026  
TO: KCATT  
FROM: Ali Marienau, Transportation Planner  
SUBJECT: Critical Arterial Corridor Policy Review

**Overview:**

The Critical Arterial Corridor (CAC) Policy was developed with KCATT input and adopted by the KMPO Board in 2019. The Policy sought to identify regional arterials that would benefit from the establishment of access controls, in order to protect and maintain efficient and safe travel. The Policy also sought to open the line of communication between agencies and developers by articulating the requirements and/or implications of developing along or connecting to a CAC. Prairie Avenue is one corridor where this Policy has been successful in guiding development access and collaboration between entities.

The Policy states that it should be reviewed at least every three years; no formal reviews have been done at this point. Due to the rapid growth that has occurred within the last seven years, as well as continued development pressure, KMPO staff would like to revisit this policy and make any needed or desired revisions to ensure the Policy remains relevant and can continue to be a tool for agencies when working with new development proposals.

**Attachments:**

A – Critical Arterial Corridor Policy

# Attachment A

## **Policy on the Identification, Establishment and Protection of Critical Arterial Corridors Within and Effecting the Coeur d'Alene Urbanized Area (2019)**



**Prepared by: Kootenai Metropolitan Planning Organization's  
Kootenai County Area Transportation Team**



The *Policy on the Identification, Establishment and Protection of Critical Arterial Corridors Within and Effecting the Coeur d'Alene Urbanized Area (2019)* was adopted by the Kootenai Metropolitan Planning Organization (KMPO) Board on May 9, 2019.

A handwritten signature in black ink, appearing to read "Jim Kackman", is written over a horizontal line.

Jim Kackman, KMPO Board Chair

**Disclaimer:** This policy has been developed and established by the Kootenai Metropolitan Planning Organization (KMPO) through funding provided through Title 23 U.S.C. Section 134 and Title 49 U.S.C. Section 5303 as part of the Federal Metropolitan Planning requirements administered by the Federal Highway and Federal Transit Administration's. The policies and recommendations set forth within this document are solely those of the Kootenai Metropolitan Planning Organization, and not those of the U.S. Department of Transportation.

## **Purpose and Need for a Critical Arterial Corridor Policy:**

The purpose of this policy is to establish area wide guidance on the identification and establishment of access controls, as well as access treatments onto arterials within the federally designated urbanized area of Kootenai County, which is expected to see rapid and continuous growth and development between 2019 and 2040. The additional purpose is to provide notice to those developing in growth areas, of policies that can be expected to impact site design and guide the early communication of transportation access between the development community and the various agencies that will have requirements on or decision-making authority over transportation access approvals.

The need for a Critical Arterial Corridor Policy has been identified as a result of growth and development activities that have sought to develop and request access onto regionally significant arterials. These regionally significant arterial corridors have, or are intended to be designed for higher speed (35 mph and above) facilities, where access is intentionally limited in order to protect and maintain the safe and efficient regional movement of people and goods. Managing access reduces travel times and fuel costs, while improving safety for the public.

The need for such a policy has also been identified to establish a long-term grid of transportation facilities that can be used to establish and enhance safe and well-defined walking, bicycling, and public transportation access throughout the urbanized area. Controlled vehicular access along Critical Arterial Corridors (CACs) improves safety of the public by identifying and adequately designing the points of interaction between modes of transportation (typically at intersections).

In conclusion, the purpose and need for a Critical Arterial Corridor Policy is to ensure the safe and efficient regional movement of people and goods, regardless of how they choose to travel; minimize the number of conflict points to locations that can be adequately designed to meet the users expectations; and maintain the health, safety and welfare of the general public.

## **Critical Arterial Corridor Policy:**

It is the policy of the Kootenai Metropolitan Planning Organization (KMPO), and the signatories hereto signed, that Critical Arterial Corridors are identified and established to protect the long term integrity of transportation facilities that provide regional transportation access across the Coeur d' Alene Urbanized Area, as well as provide direct access to the State and National Highway System.

### **Transportation corridors, will require the following characteristic to qualify as a CAC:**

1. The roadway must be identified on the Federal Functional Classification System as a principal arterial, minor arterial or major collector roadway that connects to a least one State Highway or National Highway System facility.
2. The roadway must cross multiple jurisdictions and is intended to serve in the same functional capacity across those jurisdictions.
3. The roadway corridor must be planned, designed and/or currently function as an arterial with a speed of 35 miles per hour or higher.

4. The roadway corridor should be capable of achieving, to the extent possible, access control in a manner that can limit traffic signals, stop signs, and/or cross traffic movements to ½ mile spacing.

#### **Designation of a Critical Arterial Corridor:**

Once identified, qualified corridors will be submitted by the jurisdiction(s) to the KMPO's KCATT committee for review and recommendation to the KMPO Board, after a 30-day public comment period is provided to solicit input from the general public on the establishment of the corridor as a CAC. Upon receipt of public comments and a recommendation from KCATT, the KMPO Board will place the request on the agenda of the next regular meeting. The item will be designated as an action item, and an opportunity for public testimony on the request will be provided. Upon closure of public testimony, the Board, at its discretion, may approve the request, deny the request, or table the decision in order to obtain additional information.

If the request to designate an arterial corridor as a CAC is approved, KMPO will place the corridor on the CAC map, with a link to the associated description including the termini and publish it on the KMPO website and send it to affected agencies and jurisdictions.

#### **Attributes of a Critical Arterial Corridor:**

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.

### **Notification of Potential Development:**

A critical element of this CAC policy is to ensure that all parties to the policy are aware of potential developments in advance of a formal development application. This is to provide the development community and the impacted transportation-related agencies an opportunity to clearly articulate and understand the implications of developing along or connecting to a CAC. During the pre-application process for a proposed project, the land use approval authority will provide notification and distribute a pre-development checklist to the project proposer that provides:

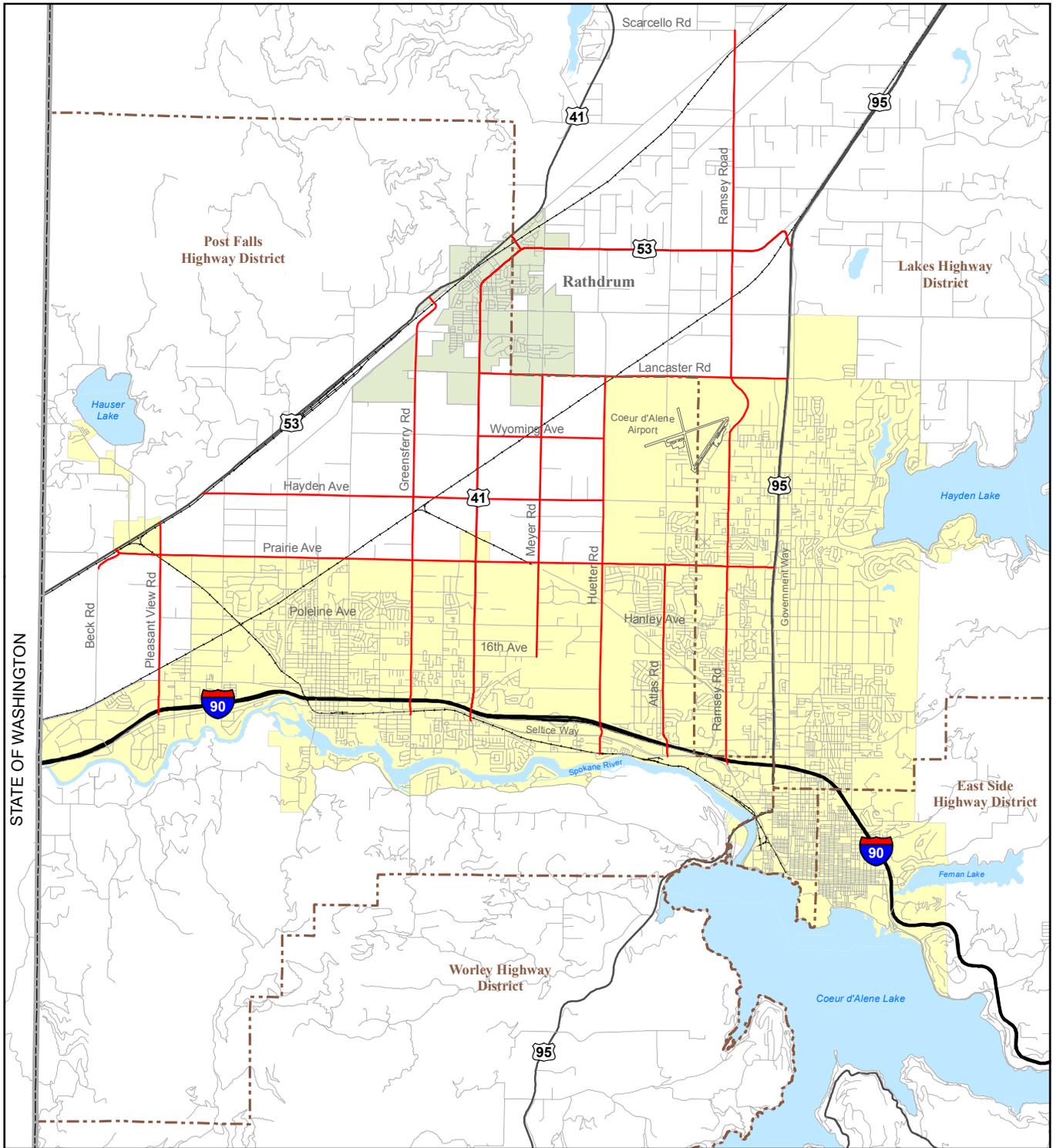
1. A map detailing the location of the proposed project and where and how it may connect to a CAC, based on the scope of the proposed project.
2. A copy of the attributes and expectations associated with a particular CAC.
3. A list of affected agencies that have some interest, review or approval authority on the CAC. The list shall include a corresponding signature line for each agency. The proposer would then be responsible for contacting and obtaining signatures from the listed agencies. Affected agencies may include, but are not limited to:
  - a. Local jurisdiction
  - b. Local road district
  - c. Idaho Transportation Department
  - d. Coeur d' Alene Airport
  - e. City Link Transit System
  - f. Fire department or EMS
  - g. School District
  - h. Utilities

Again, the purpose of the check list is to provide early notification of a possible development in order to maximize communication and transparency between Developers and affected Agencies. The results of the check list should provide developers pre-proposal awareness of potential impacts a proposed development may have to the CAC by the Agencies; and an estimate of the costs to implement access restrictions identified as required mitigations by the Developer.

### **Updates and Modifications:**

This policy and the CAC map will be reviewed at a minimum every three years to reflect changing conditions. Amendments or additions to the CAC map may only be initiated by the authority having jurisdiction over the CAC in question.

# KOOTENAI METROPOLITAN PLANNING ORGANIZATION



STATE OF WASHINGTON

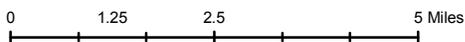


Kootenai Metropolitan Planning Organization  
250 Northwest Blvd • Suite 209  
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### PARTNER AGENCIES

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



## CRITICAL ARTERIAL CORRIDORS

- |                     |                           |
|---------------------|---------------------------|
| Critical Arterial   | Highway District Boundary |
| Interstate 90       | Railroad                  |
| Principal Arterials | Rathdrum                  |
| Collectors          | Urbanized Area            |

*Critical Arterial Corridors (CAC) are designated per the KMPO Critical Arterial Corridor Policy. Approved by the KMPO Board on May 9, 2019.*

Note: Data based on best available information. Data for illustrative purposes only.



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DATE: February 17, 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.

Chapter 1: Overview and Key Policy Issues of the MTP was provided in the January KCATT packet for review. At next week's meeting, we will be discussing what changes and/or additions KCATT would like to see related to the MTP Policy Issues and Strategies.