



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

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

**KMPO Board Meeting
March 12th, 2026 1:30 pm**

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

AGENDA

1. **Call to Order – Bruce Mattare, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest**
3. **Approval Meeting Minutes – Action Items**
 - a. Approval of February 12, 2026 Meeting Minutes
4. **Public Comments** (limited to 3 minutes per person)
5. **KCATT Recap & Recommendations**
 - a. February KCATT Meeting Recap
 - b. Recommendations:
 - i. 2025-2050 Employment Forecast
6. **Administrative Matters**
 - a. February 2026 KMPO Expenditures – **Action Item**
 - b. March 2026 Financial Snapshot - Informational
 - c. KMPO 2025-2031 Transportation Improvement Program (TIP) Amendment Requests:
 - i. Amendment #1: 2026-2032 KMPO TIP SH-53 Stateline to Hauser (Prairie Ave- Meyer Ave to SH-41)
7. **Other Business**
 - a. 2020 MTP Policies Review
 - b. 2025-2050 Employment Forecast- **Action Item**
8. **Public Transportation (Informational Items Provided to KMPO) - Informational**

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

 - a. Kootenai County Transit Report – Kootenai County Public Transportation
 - b. Coeur d'Alene Tribe Rural Transit Report
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – April 9th, 2026**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

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

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
February 12th, 2026
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Jeff Tyler	Post Falls Highway District
Randy Westlund, Vice Chairman	City of Post Falls
Steve Adams	Lakes Highway District
Graham Christensen	East Side Highway District
Bruce Mattare, Chairman	Kootenai County
Corrine Johnson (Proxy)	Worley Highway District
Dan Gookin	City of Coeur d’Alene
Jim Kackman	Coeur d’Alene Tribe

Board Members Absent:

Tom Shafer	City of Hayden
John Hodgkins	City of Rathdrum
Ryan Hawkins	ITD

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Terry Werner	Citizen
Robert Beachler	ITD
Chris Bosley	City of Coeur d’Alene
Angela Comstock	JUB
Sean Hoisington	JUB
Chad Ingle	Kootenai County

1. Call to Order – Bruce Mattare, Chairman

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

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

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

3. Approval Meeting Minutes – Action Items

a. Approval of December 11th, 2025 Meeting Minutes

Having no discussion, Mr. Randy Westlund, motioned to approve the December 11th KMPO Board Meeting minutes as presented. Mr. Steve Adams, seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

No Public comments were made.

5. KCATT Recap & Recommendations-Chris Bosley

a. Mr. Chris Bosley, reported on the January KCATT meeting. The new ITD District 1 District Engineer replacing Damon Allen is Ryan Hawkins. Justin Wuest will move into the operations role that Mr. Hawkins previous filled. Mr. Bosley reported the State of Idaho is cutting back on strategic initiatives funding, and this will impact local projects down the road. He reported the City of Coeur d’Alene donated fallen trees from the recent windstorm to the charity organization ElderCare. He reported there is work being done to help Kootenai County receive a FEMA disaster designation for the windstorm damage. Post Falls Highway District is on track to have construction begin on the Prairie Ave. Pedestrian Underpass in late June.

b. Recommendations:

i. Revised Federal Functional Classification Map

Mr. Bosley reported KCATT had reviewed the clarification of collectors into minor and major collectors that Ms. Marienau had made and voted unanimously to recommend adoption of the new version to the KMPO board.

ii. 2025-2050 Population Projections

Mr. Bosley reported KCATT had reviewed the 2025-2050 Population Projections Ms. Marienau had presented and voted unanimously to recommend adoption of the new population projections to the KMPO board.

6. Administrative Matters

a. December 2025 and January 2026 KMPO Expenditures – Action Item

Mr. Glenn Miles reported that KMPO had routine expenses for the months of December and January and that the bank statement has been reconciled. There was the annual fee paid to the accountant firm for the KMPO audit. There were no questions on the expenses presented.

Mr. Jeff Tyler motioned to approve the expenses for December 2025 and January 2026, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

b. February 2026 Financial Snapshot

Mr. Miles reported that KMPO is in good financial standing, with no major financial changes from January, as of February 12th. He reported the federal continuing resolution had expired, and ITD has waited for the new resolution to pass in order to pay submitted KMPO invoices. He reported he expect the obligation authority to go out to the pending projects now that it had passed, and funds should be available the next two weeks.

c. FY 2025 KMPO Financial Audit- Action Item

Mr. Miles reported on the FY 25 federal fiscal year audit for KMPO. The audit was completed by Magnuson, McHugh, Dougherty. They began on October 16th and completed it December 10th. He reported the firm put together a depreciation schedule for the KMPO office space to meet general accounting standards practices. He noted that actual budget versus expenditures, KMPO ended the year with \$10,000 more than they started with in the fiscal year. There were no findings out of ordinary in the report.

Mr. Jeff Tyler motioned to approve the FY 2025 KMPO Financial Audit, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

7. Other Business

a. FY26 Safety Performance Overview- Review

Ms. Ali 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.

b. Revised Federal Functional Classification Map- Action Item

Ms. Marienau presented an updated version of the Federal Functional Classification (FFC) map to the KMPO Board for adoption. She submitted the previously adopted version to ITD in November 2025 and received feedback on some items that needed to be revised. The first change removed future classifications for unconstructed projects, unless they are listed within the current TIP. FHWA no longer wants future projects on FFC maps. Ms. Marienau 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 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 the KMPO Board to adopt the new version so that she can move forward with resubmitting it.

Mr. Randy Westlund motioned to adopt the Revised Federal Functional Classification Map, as presented. Mr. Jim Kackman seconded the motion, which passed unanimously.

c. 2025-2050 Population Projections-Action Item

Ms. Marienau presented KMPO 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 and 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. The document lists estimated populations for 2025, as well as projections for all of the cities in Kootenai County and the highway districts. She noted that highway districts have lower growth rates than the incorporated areas, but KMPO does anticipate them to still grow. She requested the KMPO board to adopt the new 2025-2050 population projections. Mr. Jeff Tyler commented on the projections that Post Falls will grow more than Coeur d'Alene by 2045 and voiced support of focusing transportation development to roads around Post Falls.

Mr. Jeff Tyler motioned to adopt the 2025-2050 Population Projections, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

8. Public Transportation (Informational Items Provided to KMPO)

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

Mr. Chad Ingle reported on behalf of Citylink. System wide ridership across the fixed route and paratransit services totaled approximately 11,794 trips, an increase of 3% year over year. The highest ridership continuing to occur on the B route (the Post Falls route). He reported on time performance averaged about 95%, demonstrating transit had consistent, reliable service delivery across all routes. He reported they have completed their FTA National Transit Database reporting, which serves as the central reporting for the system, financial, operational and asset condition

data. He reported they are currently preparing the annual submission for the FTA Drug and Alcohol Management Information System, which is due by March 15. They are in the process of developing their fiscal year 2027 through 2031 program of projects. Once finalized, it will be submitted to the Board of County Commissioners for approval, along with requests to publish the required public hearing notice.

Mr. Dan Gookin requested to meet with Chad or someone from transit at another time to discuss financials, to which Mr. Ingle replied he would be happy to schedule a time to meet.

b. Coeur d’Alene Tribe Rural Transit Report

Mr. Ingle reported on behalf of the Tribe. They are experiencing a driver shortage and have a few new busses in service for the rural routes. He reported they have completed their National Transit Database input, and they are working on the Drug and Alcohol Management Information System reports, as well.

9. Director’s Report

Director Miles reported he had attended the Urban Balancing committee meeting for the service transportation block grant (large urban funds) last Thursday in Boise. He was able to secure \$450,000 towards the Prairie Ave. Widening project from Meyer Ave. to SH-41. He reported there will be another call for projects for 5310 funding, which supports projects focused on transportation for the elderly and disabled.

Mr. Gookin asked Mr. Miles if he had an update on the ITD I-90/US-95 interchange project. Mr. Miles reported ITD is currently working on the interchange design for their proposal. ITD has not done their environmental review of the impacts, so there no design decision. Studies have not been done on the “jug handles”, which provide access back to Appleyway Ave. from US-95, with the overpass design. Mr. Miles reported ITD had requested \$15 million that would have taken them to the plan, specifications and estimates (PS&E) level. However, in talking with ITD, Mr. Miles told them he was not in a position to be able to advance their amendment for the \$15 million until such time as KMPO sees that they've met the prerequisites that local jurisdictions have to meet before they can go to PS&E. ITD has pulled that request for the \$15 million, and they're going to wait until April or May. ITD still has funds to move forward with some of their analysis. Because elements of the interchange project are not included the existing TIP or ITIP, KMPO would have to go through a formal TIP amendment process, including a 30-day public comment period, and Mr. Miles did not feel comfortable bringing one before the KMPO board until he has the documents that demonstrate what ITD wants to take to the final design.

10. Board Member Comments

Mr. Gookin commented on a letter that Spokane Transit Authority has sent to the local jurisdictions, as well as the county, in regards to connecting bus routes through North Idaho. Mr. Gookin stated he had replied to the letter that the general consensus is the City of Coeur d’Alene does not support a connection between Coeur d’Alene and the City of Spokane for mass transit.

Chairman Mattare agreed that the general censuses in the local jurisdictions is not in favor of adding connection to the City of Spokane via bus stops and routes.

11. Next Meeting – March 12th, 2026

12. Adjournment

Chairman Mattare motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on February 12th, 2026, and with no objections, the meeting was adjourned at 2:05 p.m.

Kate Williams

Recording Secretary *signature on file*



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

February, 2026

As of this date **March 12, 2026** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **February, 2026** included in the following list, in the amount of **\$34,673.40**

Chair: _____

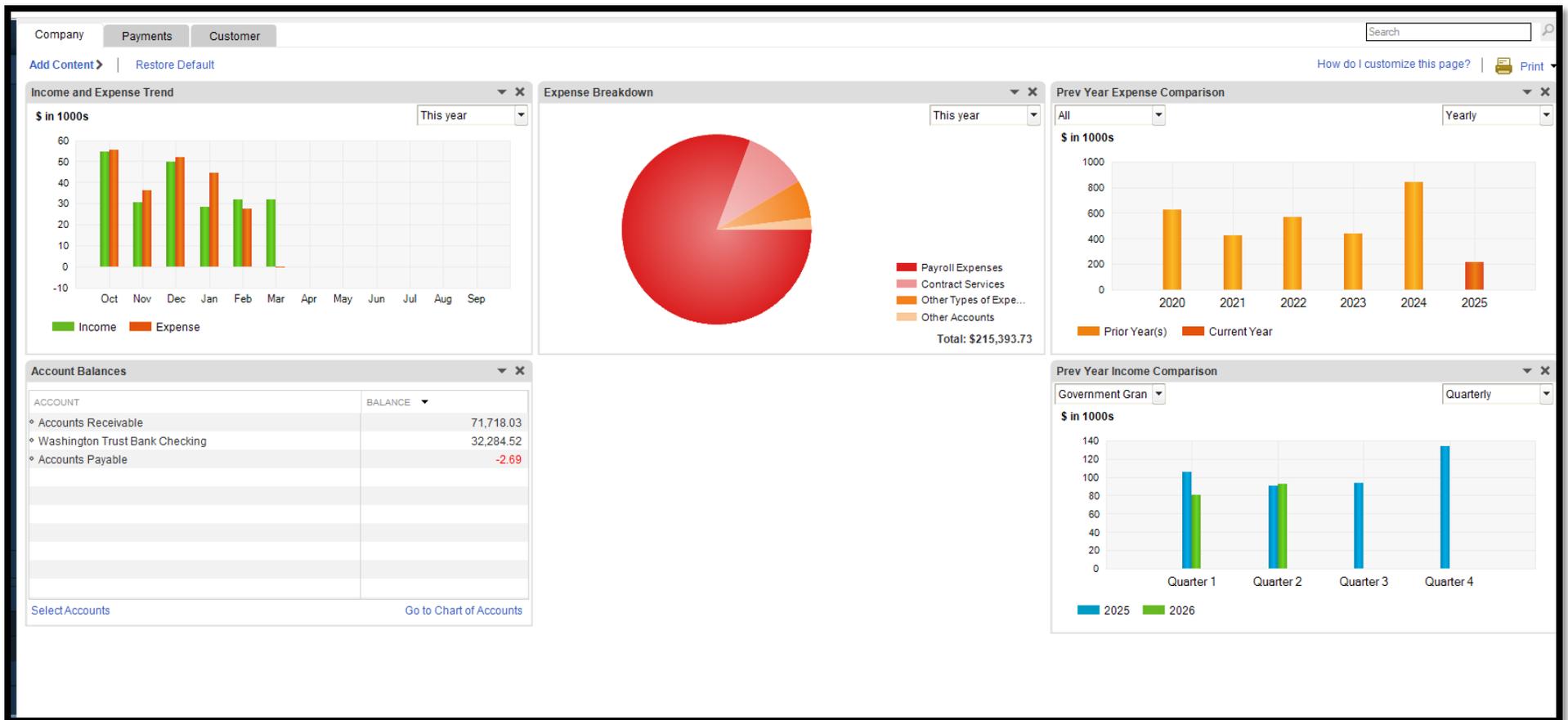
Kootenai Metropolitan Planning Organization						11:49 AM
Check Detail						03/02/2026
February 2026						
Type	Num	Date	Name	Memo	Paid Amount	
Check	Debit Card	02/02/2026	Rackspace Inc	Rackspace February 2026 Email and Archive Hosting	61.86	
Check	Debit Card	02/02/2026	Unum	February 2026 Premium	228.56	
Check	3847	02/03/2026	Glenn F. Miles	GFM Urban Balancing Committee Advance Travel	700.00	
Check	Debit Card	02/06/2026	Adobe Store North America	Adobe Acrobat Pro 3 Licenses February 2026	71.97	
Check	Debit Card	02/06/2026	Vision Service Plan	February 2026 Premium	34.73	
Liability Check	ACH	02/06/2026	Regence Blue Shield of Idaho	February Premium	5,769.57	
Check	3848	02/10/2026	Glenn F. Miles	GFM Urban Balancing Meeting February 2026 Final	122.43	
Check	Debit Card	02/10/2026	ICMA Learning Lab	ICMA Learning Lab - AM Training	1,195.00	
Liability Check	E-pay	02/11/2026	United States Treasury	Federal Payroll Withholding Period ending 02-06	2,813.86	
Liability Check	ACH	02/11/2026	Idaho State Tax Commission	January 2026 Withholding	720.00	
Liability Check	ACH	02/11/2026	PERSI Choice Plan	PERSI 401K Choice Plan (Empow er) Employee Contributions	1,550.00	
Liability Check	ACH	02/11/2026	PERSI	PERSI NEXEN Transfer 02-06	2,209.88	
Liability Check	ACH	02/11/2026	Delta Dental	Delta Dental February 2026 Premium	333.63	
Liability Check	ACH	02/26/2026	PERSI	PERSI NEXEN Transfer 02-20	2,234.02	
Liability Check	ACH	02/26/2026	PERSI Choice Plan	PERSI 401K Plan (Empow er) Employee Contributions	1,550.00	
Liability Check	E-pay	02/27/2026	United States Treasury	Federal Payroll Withholding Period ending 02-20	2,829.84	
				Subtotal February Operating Expenses	22,425.35	
				Subtotal February Salary & Wages	12,248.05	
				Grand Total February Expenses	\$ 34,673.40	



Kootenai Metropolitan Planning Organization

March 2, 2026

Monthly Financial Snapshot





February 11, 2026

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment # 1** ITD requests to increase funding for **KN 21939 SH-53 State Line to Hauser Lake Road** and **KN 23028 Prairie Avenue – Meyer Rd to SH-41**.

The Idaho Transportation Department (ITD) is requesting modification to the approved 2026-2032 Transportation Improvement Program (TIP). This amendment increases funding for KN 21939 \$532,254 in HSIP funding to support additional engineering and design activities for the project. The STBG Urban Balancing Committee approved STBG Urban Funding to KN 23028 to support FY 2026 construction in the amount of \$450,000. These funding revisions are supported through offsets from other projects and STBG Large Urban project close-outs.

KMPO Amendment #1

Key Number	Location	MPO		Program	Funding Source	Work	Phases	FY 2026		Lifetime Costs
								Action	Amount	
23028	NHS-7045, PRAIRIE AVENUE, MEYER to SH-41 - POST FALLS HWY DIST, KOOTENAI CO	KMPO		STBG	STBG-Large Urban	Reconstruction and Widening	CN	Increase	450,000	6,899,000
21939	SH 53, STATE LINE to HAUSER LAKE RD, KOOTENAI CO	KMPO		Safety	HSIP - State	MAJRWIDN	PC	Increase	532,254	16,402,254

The 2026-2032 Transportation Improvement Program Amendment #1 provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the previously required and concluded public involvement processes prior to the original programming and subsequent project construction obligations. Based on the representations by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #1**, effective February 11, 2026.



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

DATE: March 5, 2026
TO: KMPO Board
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).

Staff provided KCATT with Chapter 1 of the MTP, which covers the key policy issues for the KMPO area and strategies to address those. These policies guide KMPO's work program and how the region prioritizes and funds transportation system capital projects and management strategies. KCATT was asked to review the existing issues and strategies and provide feedback at the February KCATT meeting on what changes or additions they felt were needed to ensure the MTP is in line with the region's priorities. Discussion at the meeting focused on the feedback that several strategies had not yet been fully executed and that the updated MTP and work of KMPO should focus on seeing those to completion rather than making significant changes at this time.

Chapter 1: Overview and Key Policy Issues of the 2020 MTP is provided for your review (Attachment A). Please reach out to staff if you have any additional comments.

The completed 2025 MTP will be brought to the KMPO Board later this year for adoption.

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:



City Councilmember



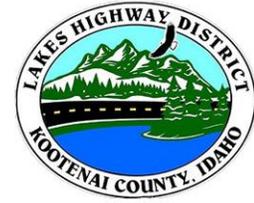
Mayor



City Councilmember



County Commissioner



Highway District Commissioner



Highway District Commissioner



Highway District Commissioner



Highway District Commissioner



Appointed by the Tribal Council



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" by the latest Census Bureau 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'S 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*:

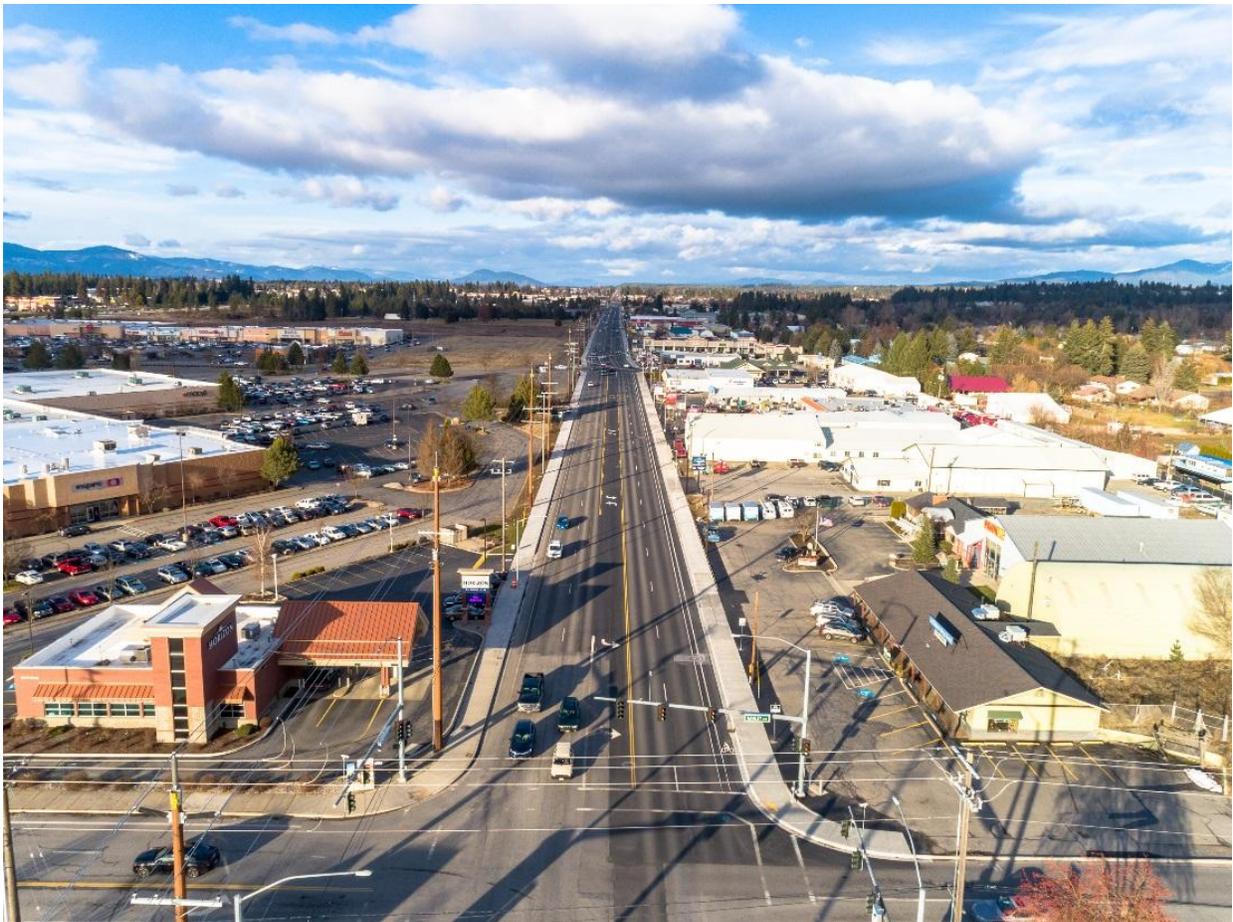
- 1. Establish a setting.** Establish and manage a fair and impartial setting for effective regional transportation decision-making in the metropolitan area
- 2. Look at today and into the Future.** Using data collected from various sources, assess the regional transportation system's existing condition and then look forward at what future growth and development demands are expected to be placed on the current transportation infrastructure.
- 3. 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).
- 4. 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 20 years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.
- 5. 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.

6. 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 houses 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.



INSERT Figure 1.1 KMPO Planning Area

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 5311 ("Rural and Small Areas") funding is restricted for use outside the urban area. FTA Section 5307 ("Urban 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.

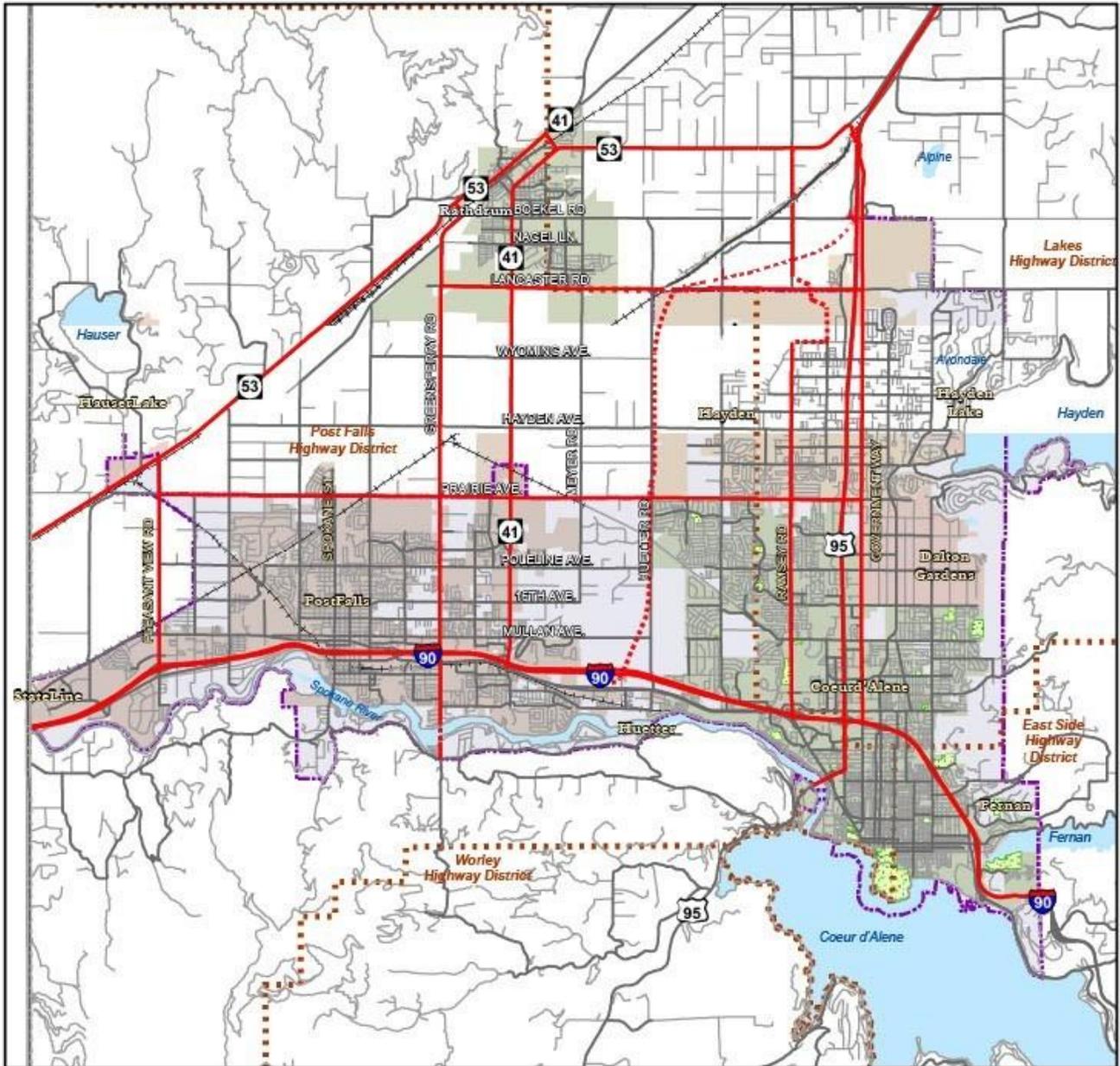
NORTH – SOUTH CORRIDORS
<ul style="list-style-type: none"> • US Highway 95 • State Highway 41 • Pleasant View Rd • Ramsey Rd • Greensferry Rd • Government Way • Huetter Corridor from I-90 to US 95
EAST – WEST CORRIDORS
<ul style="list-style-type: none"> • Interstate 90 • Prairie Ave • Lancaster Ave • State Highway 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.

Figure 1.2

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



KMPO - Priority Project Corridors

Priority Project Corridors

- Existing
- Proposed

Physical Characteristics

- Highway Districts
- 2018Kroad
- Railroads
- Urban Area Boundary
- County 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

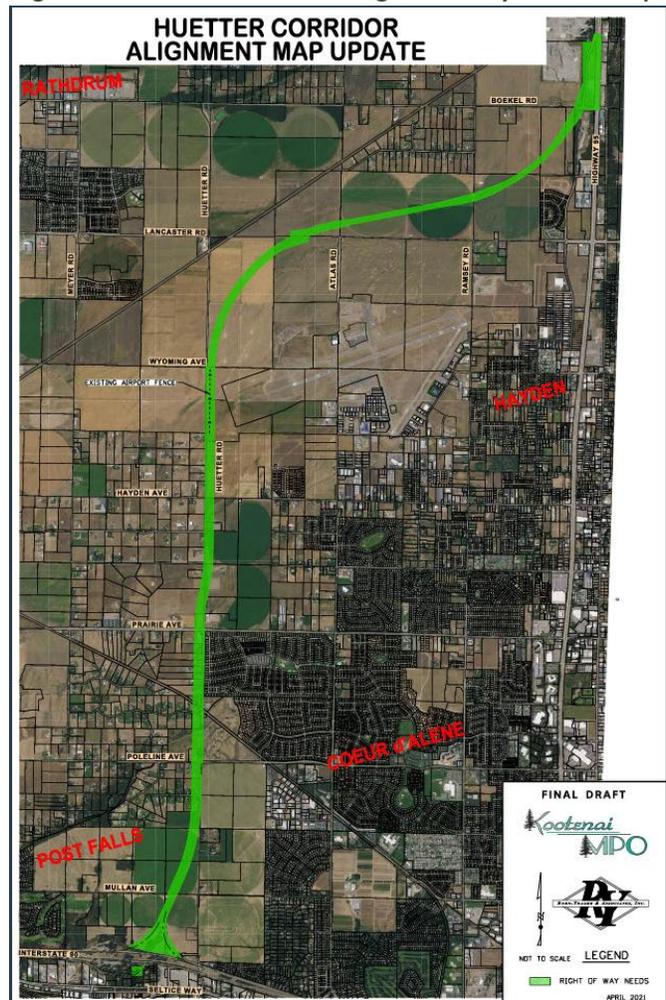
The KMPO Policy Board has identified the need for a future high-speed north-south transportation facility between US 95 and SH-41 to serve anticipated regional growth on the Rathdrum Prairie and surrounding area, as well as broader regional mobility needs. The Huetter Road corridor was initially discussed as a potential corridor for a new major route in the 1980'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. In 2021, the Huetter Alignment was revised to address the new interchange at SH-53. Figure 1.3 shows a map of the Huetter Corridor alignment

that was adopted by the KMPO Board in 2021. 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.

Figure 1.3 Huetter Corridor Right-of-Way Needs Map



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 "Bridging 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 Road.

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 existing 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.

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.

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.

Source: KMPO Critical Arterial Corridor Policy, pg. 3

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 roadway, 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 will 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 transit system are among the most significant TDM efforts to be implemented in Kootenai County in recent years. However, system ridership monitoring indicates that Citylink ridership levels have experienced some decline since 2017. 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 the fall of 2017. The urban system has recovered over the last two years, with average monthly ridership numbers (11,888) for 2019 exceeding 2017 levels (11,692) prior to the system changes. 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 (RNMTTP) 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 RNMTTP 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
- Historic and archaeological sites
- Flood plains and floodways
- Minorities and low-income populations
- Displacements
- Wildlife/fish habitat and movements
- Neighborhood impacts
- Economic disruption
- Stream alterations
- Prime farmland
- Wetlands
- Visual and aesthetic impacts
- Airport airspace intrusion
- Hazardous materials risks
- Federally protected lands - 4(f) and 6(f)
- Aquifer issues
- Threatened/endangered species
- Water quality and stormwater runoff
- Navigable waters
- Air quality impacts

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 and 1.4b 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.



Source: Spokesman Review

INSERT Figure 1.4a Environmental
Mitigation, Rural, Kootenai County

INSERT Figure 1.4b Environmental Mitigation, Urban

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 6 will consider the eight emphasis areas during project development and construction.

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, contact 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).

Public Involvement Techniques used:

- Met with area jurisdictions involved in the MTP update process;
- Held a public comment period of 30+ days from February 6 to March 9;
- Advertised the public comment period through public access channels, paid advertising, press releases, and on the KMPO website;
- Hosted a public meeting to collect public comment on the MTP during the public comment period on March 4 at the Coeur d'Alene Library;
- Provided presentations to community groups such as Chambers of Commerce, service organizations, and associations; and
- Provided 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.



Source: ITD

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: March 5, 2026
TO: KMPO Board
FROM: Ali Marienau, Transportation Planner
SUBJECT: 2025-2050 Employment Forecasts

Recommendation:

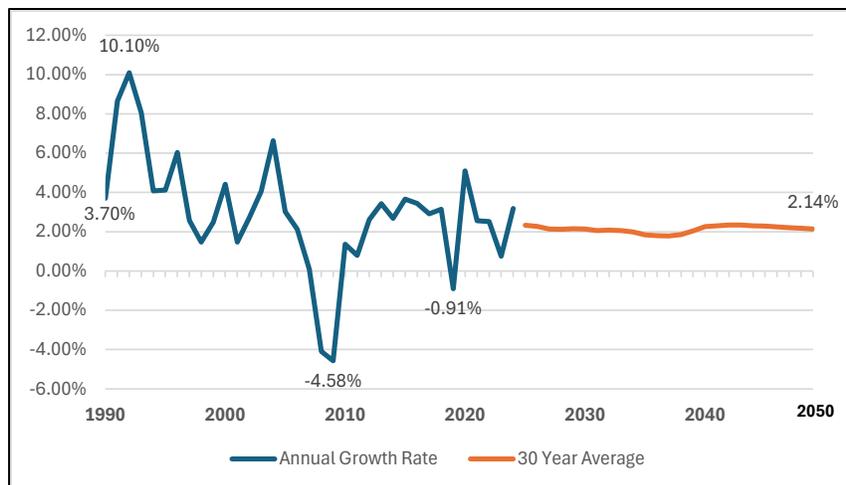
KCATT unanimously passed a recommendation for the Board to adopt the 2025-2050 employment forecasts.

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

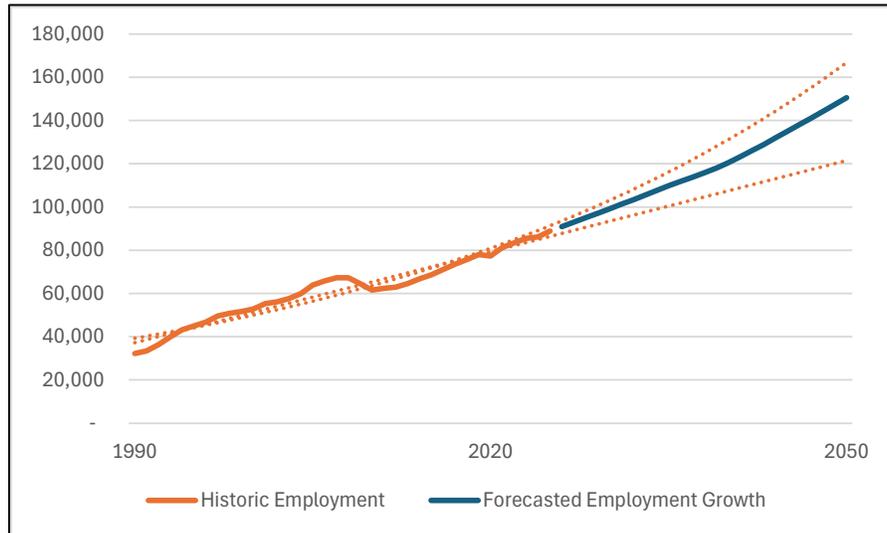


To remain consistent with the population projection methodology, staff developed a rolling average of annual growth to calculate future employment growth rates for the county. This method allows for future growth to reflect the ups and downs of historic trends, rather than using a typical straight-line 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





DATE: March 3, 2026
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
SUBJECT: Director's Report

Here is a recap of KMPO's activities through March 3, 2026

WE WILL MEET AT THE CITY OF POST FALLS CITY COUNCIL CHAMBERS

Planning Activities:

KMPO has been working with ITD District 1 and HDR Inc. on modeling the next phase of alternatives being evaluated for the Rathdrum Prairie Transportation Study.

KMPO participated in the ITD Long Range Transportation Plan's Scenario Planning session as they begin their 5-year update.

This month the KMPO Board will receive information on activities related to the Metropolitan Transportation Plan. This includes the updated employment forecasts as well as a discussion on the Critical Arterial Corridor Policy and the currently approved policies contained within the MTP.

Programming Activities:

For Fiscal Year 2026, there have been two amendments to date. Those amendments are contained within the packet.

ITD, MPO's and LHTAC are beginning the effort to start the annual update to the Transportation Improvement Program. This will start with identifying projects ready for programming and work with the local jurisdictions to update the information on project readiness and anticipated costs.

KMPO has previously identified four projects for programming and advancement.

Atlas Road – Prairie to Seltice way reconstruction

15th Avenue – Sherman Ave Northward

Prairie Avenue – SH-41 Westward

Chase Avenue Railroad Crossing (previously delayed)

The STBG Urban Balancing Committee will be meeting in early April to develop the statewide program.

Administrative Activities: Congress passed annual full funding of the US Department of Transportation in February, thereby releasing the funding in order to programs and projects to advance in FY 2026. This included funds that supports the Prairie Avenue Widening project and KMPO's monthly expense reimbursements.