



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

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

KCATT MEETING AGENDA

June 23rd, 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 – Robert Palus, Past Chair
3. Approval of April 28th, 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- Ali Marienau
 - a. MTP & Model Update
 - b. Regionally Significant Developments
 - c. 2027 Unified Planning Work Program - Discussion
7. Idaho Transportation Board Update- ITD
8. Current Business
 - a. Section 5310 Small Urban Project Application Review - **Action Item**
9. Upcoming KMPO Board Items
10. Other Business
 - a. Vice Chair Vacancy - **Action Item**
 - b. Trash Pick-Up Program
 - c. KCATT Member Items
11. Next Meeting – July 28th, 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

April 28th, 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
Michael Lenz	Post Falls Highway District
Mike Behary	Kootenai County
Jerry Wilson	Idaho Transportation Department
Robert Beachler	Idaho Transportation Department
Robert Palus	City of Post Falls
Kevin Jump	City of Rathdrum
Chris Bosley	City of Coeur d'Alene
Dulci Kau	City of Hayden

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Senior Transportation Planner
Kate Williams	Office Administrator

Alternates and Guests:

Terry Werner	LHTAC
Monty Montgomery	Citizen
Donna Montgomery	Citizen
Jeff Peters	KPFF
Gemma Puddy	Horrocks
Tyler Kuber	City of Harrison
Pete Weigman	City of Athol
Chad Ingle	Kootenai County
Jason Stippich	Avista

3. Approval of March 24th, 2026 Meeting Minutes – Action Item

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

Mr. Chris Bosley motioned to approve the March KCATT meeting minutes as presented. Mr. Robert Palus seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes per person)

No public comments were made.

5. Member Project, Transit & Utility Updates

Mr. Rob Beachler, ITD, reported on current projects:

- I-90/SH-41 Interchange- Paving will occur on SH 41 & Mullan Ave. this week followed by striping and activating the full signal.

- I-90, Wolf Lodge to Cedars- Traffic is restricted down to one lane in each direction.
- I-90, Coeur d'Alene River Bridges- Traffic on I-90 is restricted down to one lane in each direction on the new eastbound bridge; demolition has started on the old westbound bridge deck.
- I-90 Widening Project- Westbound work on Huetter Road Bridge and MSE wall begin next week. Starting May 3rd, ramp closures for reconstruction will begin with the I-90/US-95 WB on-ramp, followed by the Northwest Blvd WB off-ramp.
- SH-53/Pleasant View Interchange –reconstruction of the SH-53 segment is set to begin, along with the paving of the frontage roads and pouring the deck on the BNSF bridge. There will also be some temporary paving in preparation of switching over traffic. Local Hollister Hills Rd. traffic will be detoured onto Hauser Lake Rd.
- SH-54, SH-41 to Greystone Lane: Reconstruction of SH-54 from Spirit Lake to Greystone Lane is ongoing; traffic will shift over to the new section in June for paving.
- There are several projects in design now: US 95/I-90 interchange, SH-53, WA state line to Hauser Lake Road to construct a center turn bay through the length of the project, and SH-53 N Bruss Road to reconstruct the existing SH-53 roadway between mile post 4.45 to 8.3 to add a continuous center turn lane, add standard width shoulders, with turn bays and illumination.
- Studies that are underway: Rathdrum Prairie Area Transportation study, SH-41 Mobility study, Rathdrum to Spirit Lake, and the I-90 POE relocation and truck parking study.

Mr. Mike Behary, Kootenai County, reported the comprehensive plan update is underway; an online survey is now available as of April 7th for community input.

Ms. Dulci Kau, City of Hayden, reported the Honeysuckle Ave./Ramsey Road roundabout has utility work underway, and that city council should award this project on May 12th. Hayden Ave./Atlas Road roundabout is in the process of acquiring ROW for the temporary signal, which will eventually be a roundabout. A redesign of the Honeysuckle Ave./Government Way intersection, to include additional lanes, is being kicked off with Welch Comer.

Mr. Kevin Jump, City of Rathdrum, reported the Main Street project is wrapping up; the street lights that were refurbished are to be reset. The Lancaster Rd. water main project is complete. The Meyer Road/Lancaster Road roundabout project was awarded to Interstate, and a pre-construction meeting is scheduled for next week, with plans to begin in May; that project will have a complete intersection closure.

Mr. Chris Bosley, City of Coeur d'Alene, reported the city had opened bids for their chip seal project last week, and Poe was awarded the project.

Mr. Robert Palus, City of Post Falls, reported the city is replacing the water main off of Ponderosa Blvd. and Ross Point Road. They will be starting their Seltice Way project between Chase Road and McGuire Road, which will be a three-year project. The city of Post Falls is putting together a scope of services to start design for the relocation of the traffic signal at Poleline Avenue and Greensferry Road, and will include a northbound right lane. This will create two northbound lanes between Horsehaven Avenue and Poleline Ave. and should address some of the congestion and capacity issues associated with the elementary school and high school in that location. The City of Post Falls, held a public hearing for the transportation master plan at the last city council meeting, and it was tabled due to council members wanting more time to read the entire document. It is scheduled for further discussion at an upcoming City Council meeting. He reported the Chase Road/BNSF crossing project still has a legal agreement being worked on and that project is set for 2032 construction. The Union Pacific Railway crossing between Wheatland Ave. and Grange Ave., is scheduled for diagnostics. North Idaho Centennial Trail Foundation, along with the Joint Powers board of Kootenai

County, City of Coeur d'Alene and the City of Port Falls, is reconstructing the Centennial Trail from the Washington State Line to Pleasant View Road (two miles of path) and will be closed to the public for about 2 weeks.

Mr. Ben Weymouth, East Side Highway District, reported the LILB projects are moving along. The Springston bridge is removed and completed. The Canyon Road bridge is on dry ground and being moved to the city of Star, which has purchased the bridge structure. The new bridge structure is underway with plans to be completed later this year. The Yellowstone Trail project is working on final paperwork and is anticipating 2027/2028 construction years. For summer projects, ESHD is planning to rebuild three miles of road and chip seal about 25 miles. He reported the associated highway districts standards update is on track to be adopted later this summer.

Mr. Kevin Howard, Worley Highway District, reported the McAvoy bridge project has been awarded and is planned to begin soon. Conkling Road/US-95 luminaries project has bids open now. The Drechsel Road realignment plans are to be presented to the district board for review; this is being funded by a private individual. WHD has a participation project planned for Bloomsburg Bay Road, with community funds received towards the in-house enhanced maintenance project. The Williams Rd. Bridge project is in further discussion for options as an in-house project, in order to save about a half million dollars. The Sunup Bay Road realignment project is refining the design in preparation for environmental. He reported the district crews are out putting magnesium chloride down for road stabilization.

Mr. Michael Lenz, Post Falls Highway District, reported the Prairie Trail underpass is on track to begin in June. The Prairie Ave. widening project is still acquiring the last few parcels of right of way. He reported the PFHD is meeting with ITD to discuss Cloverleaf Rd. and SH 53 and how to tie that into the new interchange. For maintenance, they are working on pavement preservation and crack filling throughout the district. He reported they are continuing their traffic count project, with plans to finish the major collectors in the coming months.

Mr. Eric Shanley, Lakes Highway District, reported they are waiting on contracts for the Prairie Ave. mill and inlay project that will be from Atlas Road to US-95. LHD crews are working on East Hayden Lake Road doing culvert work and getting ready for a full repave/reclamation project. He reported the district's pavement marking program will begin in May, weather permitting. Lakes Highway District is planning to advance preliminary design of the Brunner Road/BNSF railway grade separation project. LHD is in discussions with Federal Highways on the Union Pacific Railroad grade separation project at Parks Road, in regards to buying right away for that project. He reported the Lakes Highway District transportation plan has been completed by JUB and is on the new district website. Mr. Shanley reported LHD is working with ITD on the SH-41 corridor safety study to align some of their improvement projects with the safety needs of the study. He reported they are working on traffic counts and should have them to KMPO shortly.

Mr. Terry Werner spoke on behalf of LHTAC and reported the Joint Finance and Appropriations Committee approved the transfer of \$32.8 million to strategic initiatives. 40% of which will go to locals and will be going through LHTAC and grants. He reported bridges are being bid monthly.

Mr. Chad Ingle, Kootenai County, reported the Board of County Commissioners closed the public hearing for the program of projects, and approved it. This program has been submitted to KMPO to be included in the TIP. He reported he received approval from the BOCC on the certs and assurances, which is the annual FTA regulation rules check that allows the use of 5307 funds. He reported that GM has informed him they are no longer making the chassis for the buses that were ordered, so they are working on a new plan to present to the board. He reported they are working

on updating and redesigning their rider pamphlets with the bus routes and stop timetables; they are collecting passenger feedback on the final product.

6. Planning and Programming Update

a. Regionally Significant Development- Discussion

Ms. Ali Marienau, KMPO, reviewed the included memo from the meeting packet. This month she added the Clagstone Country Estates development, which is a large lot subdivision north of SH-54 off of Clagstone, and has 61 single family lots. Ms. Kau, City of Hayden, mentioned the Hayden Canyon's third addition plat will come forward soon, and the traffic impact analysis that was completed should be sufficient. There will be a need to work with ITD on intersection coordination at Lancaster Rd. and Government Way.

b. Model and Planning Update

Ms. Ali Marienau, KMPO, reported she has received most of the agencies' traffic counts. She plans to send out a review of the model network in a series of PDFs and asked KCATT to please review them and report any changes needed. She reported she is working on finalizing the 2025 land use data, which will put KMPO on track to get the model to PTV for the update in June.

c. Federal Functional Classification Update

Ms. Ali Marienau, KMPO, reported KMPO received additional feedback from ITD headquarters about the Federal Functional Classification Update and had a meeting to review line by line what the update requests were. The main feedback is that FHWA is looking at AADT (Annual Average Daily Traffic) as the main factor, and not necessarily road function. Ms. Marienau has gone through the Federal Functional Classification Update and added additional comments and justifications and needs to have this resubmitted tomorrow in order for it to make the subcommittee deadline and be eligible to go to the June IT Board meeting.

7. Idaho Transportation Board Update

Mr. Jerry Wilson, ITD, provided a report of the last IT Board meeting that took place in Boise. The legislative session has ended; there were 60 bills that ITD was tracking to understand the modifications to funding. Director Stokes wanted to make sure that everyone understood that with all the program funding changes, ITD is going to be future focused and continuing the development of projects, in order to be ready when funding comes back. The July IT Board meeting will be in District 1. There will be a local workshop on July 15th and the board meeting on July 16th. The Strategic Initiatives Program funding is officially discontinued for FY 27, with no certainty of future funding. ITD is anticipating losing \$1.1 billion worth of program funding. ITD is projecting a small reduction in federal funds over the next couple years, an increase in state funds on the state tax revenue for the gas tax, and TECM is remaining the same (which comes from sales tax). He reported the Rathdrum Prairie Area Transportation Study is a priority for District 1, and they will be asking for their supplemental agreement approval at the May IT board meeting. There will continue to be changes made to the project program into April and potentially even May, in preparation for the June Board review of the draft ITIP, which will then go to public comment in July. At the April IT board meeting, District 1 requested unallocated funding for SH-54 to do a mill and inlay job at the pedestrian underpass with Idaho Parks and Rec, which was approved. Mr. Wilson reported that ITD Director, Scott Stokes, and the Chief Administrative Officer, Dave Tolman, both announced their retirement as of June 30th.

8. Current Business

a. KCATT Non-Voting Position Application

Ms. Kate Williams, KMPO, reported the non-voting application for KCATT was published in the Coeur d'Alene Press on April 24th and will run again May 12th. The application is available on the KMPO website, as well. This application will remain open until May 22nd. Anyone from the community with an

interest in any of the non-voting categories (aviation, rail, bicycle, pedestrian, public transportation, trucking, freight, safety, security, and/or enforcement) are encouraged to apply.

b. Section 5310 Small Urban Call for Project Application

Ms. Williams reported the section 5310 application is live on the KMPO website and was published in the Coeur d'Alene Press April 10th and 23rd. The application will be open until May 16th. Please reach out to KMPO with any questions.

9. Upcoming KMPO Board Items

Mr. Miles reported KMPO will be reviewing the budget year-to-date and there is potential for amendment to the work program to address some questions FHWA has.

10. Other Business

a. KCATT Utility Spring Forum

Ms. Williams reminded KCATT that the Spring KCATT Utility Forum is later today at 11:30am at the Coeur d'Alene Public Library.

b. KCATT Member Items

Mr. Palus commented that perhaps the city of Post Falls could provide a brief presentation of their new transportation master plan to KCATT. Mr. Miles suggested Lakes Highway District could provide an overview of their new plan, as well.

11. Next Meeting– May 19th, 2026

12. Adjournment

Without objection, Chairman Shanley adjourned the April 28th, 2026 KCATT meeting.

The meeting adjourned at 8:54 a.m.

Kate Williams

Recording Secretary



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Item 6b

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

DATE: June 16, 2026
TO: KCATT
FROM: Ali Marienau, Transportation Planner
SUBJECT: Regionally Significant Development Updates

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	Mixed residential	
The Landings	9	Multi Family	Spokane St. & 3 rd 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
Crown Reserve Subdivision & 1 st Addition	45	Single Family, Multi Family, Commercial	Spokane St. s/o Hayden Ave., Post Falls	300+ single family, multi family lot, and commercial lot	2026
Hayden Canyon	600+	Single Family, Multi family, School, Recreation	Lancaster Rd./Government Way, Hayden	1500+ single family, Hayden Canyon Charter, Equestrian center, Community Center	Ongoing
3 rd Addition	65	Single Family, commercial		435 single family	
Clagstone Country Estates	400	Single family	Clagstone Rd s/o Bonner Co., Athol	61 single family lots, connection at SH 54	
Selkirk POH PUD	17	Commercial	Lancaster Rd e/o SH 41, Rathdrum	8 commercial lots	
Lancaster 41 West	154	Single Family/Commercial	Lancaster Rd w/o SH 41, Rathrum	28 acres of C2, 125 acres of R2	
Heaven View Annexation	41	Single Family	Hope & Fennecus Ave., Post Falls	22 acres of R1, 19.5 acres of R2	

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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



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Item 8a

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

DATE: June 16, 2026
TO: KCATT
FROM: Ali Marienau, Transportation Planner
SUBJECT: FTA 5310 Call for Projects Applications

Overview:

KMPO put out a call for projects for available FTA 5310 funds for 2027-2032. The purpose of these funds is to improve mobility for elderly and disabled individuals by removing barriers to transportation service and providing mobility options. These funds can be used for traditional 5310 services and capital investments, as well as non-traditional investments outside of ADA complementary paratransit services. KMPO estimates approximately \$1,253,000 will be available during the funding period. The application period opened April 15, 2026 and closed May 16. KMPO received one application from Kootenai County/Citylink North.

Attachments

A - KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

2027-2033 5310 Large Urban Application

PROJECT APPLICATION

AGENCY INFORMATION:

Agency Name:

Kootenai County Public Transportation (KCPT) – Citylink North

Authorized Project Representative:

Chad Ingle, Program Manager

Address:

Physical – 2400 W Riverstone Dr., Coeur d’Alene, ID / Mailing – PO Box 9000, Coeur d’Alene, ID 83816

Phone:

208.446.2102

Email:

cingle@kcgov.us

DUNS Number:

078207404

Architect/Engineer/Planner if applicable:

N/A

Project Type:

- | | |
|--|--|
| ☐ Facility Construction | ☐ Replacement Vehicle Purchase |
| ☐ Infrastructure Construction | ☐ Expansion Vehicle Purchase |
| ☐ Facility Renovations | ☐ Vehicle Rehabilitation |
| ☐ ADA Accessibility | ☐ Transit Related Technology |
| ☐ Planning | ☐ Transit Related Equipment |
| ☐ Marketing | ☒ Other (specify) <u>Purchase of Service</u> |

Project Cost:

Federal Share: \$ 247,250

Local Match: \$ 61,813

Total Cost: \$ 309,063

Section 1: Project Description

Kootenai County Ring-a-Ride, a shared-ride transport service designed to meet the transportation needs of seniors and individuals with disabilities, was launched in October of 2017. Since that time, the program has been widely embraced and ridership continues to grow.

The CDA UZA is experiencing exponential growth in senior and disabled populations. A great majority of multi-family housing for these specialized groups is often placed on, or outside, the outskirts of the city limits where there are significant barriers to transportation services. People living outside the transportation service area are required to walk several miles to a bus stop or are stranded with no access at all to doctors, work or grocery shopping.

During meetings with our Social Services Advisory Group that includes representatives from United Way, Area Agency on Aging, Post Falls Food Bank, the Kroc Center (Salvation Army), Panhandle Health, North Idaho College, Tesh, Heritage Health's Homeless Outreach, Kootenai County Veterans Association and Idaho State Veterans Association, it became increasingly clear that a solution to effectively address access to medical appointments, jobs, school, and recreation opportunities would be a demand response program, such as Ring-a-Ride.

By collaborating with these strong partners, Kootenai County's Ring-a-Ride program meets the transportation needs of older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate in meeting their needs.

- a. Federal Transit Authority Program Eligibility: The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. This application for funding to support purchase of services will support the continuity of providing safe and reliable transportation for those individuals who live outside of the paratransit zone and where transportation is unavailable, insufficient, or inappropriate to meet their transportation needs. Our project request meets the goals and criteria for Section 5310 funding under FTA.
- b. Idaho Transportation Department Call for Project Priorities: ITD's strategic mission of **safety**, **mobility**, and **economic opportunity** is reflected in Citylink North's emphasis on providing mobility options to seniors and persons with disabilities; a significant portion of riders in our program are traveling to places of work (economic opportunity) or to dialysis (safety/life-saving) while the largest part of our trips are to healthcare and food shopping (safety/mobility).

Additionally, the services we provide align with ITD's mission of "Growing Idaho's Mobility Network by Providing Exceptional Customer Service and Leveraging Emerging Technology." The programs utilizing demand-response buses will offer greater accessibility for riders, improving both safety and mobility for residents.

- c. Scope of Work: Kootenai County Public Transportation will continue to provide professional transportation services related to meeting identified needs of seniors and individuals with disabilities. These services will focus on the provision of safe and reliable transportation.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

Service Hours

Monday through Friday 6:00AM to 7:00PM

Saturday 9:00AM to 4:00PM

No service: Thanksgiving, Christmas, New Year's Day, Memorial Day, Independence Day, and Labor Day.

Project Duration (Term of Future Grant)

1 October 2026 through 30 September 2027

1 October 2027 through 30 September 2028

Service Approach

Through our Intelligent Transportation System (ITS), we are able to coordinate Ring-a-Ride service delivery to qualifying clients where public transportation is unavailable, insufficient, or inappropriate to meet their transportation needs.

Ring-a-Ride Program Goal

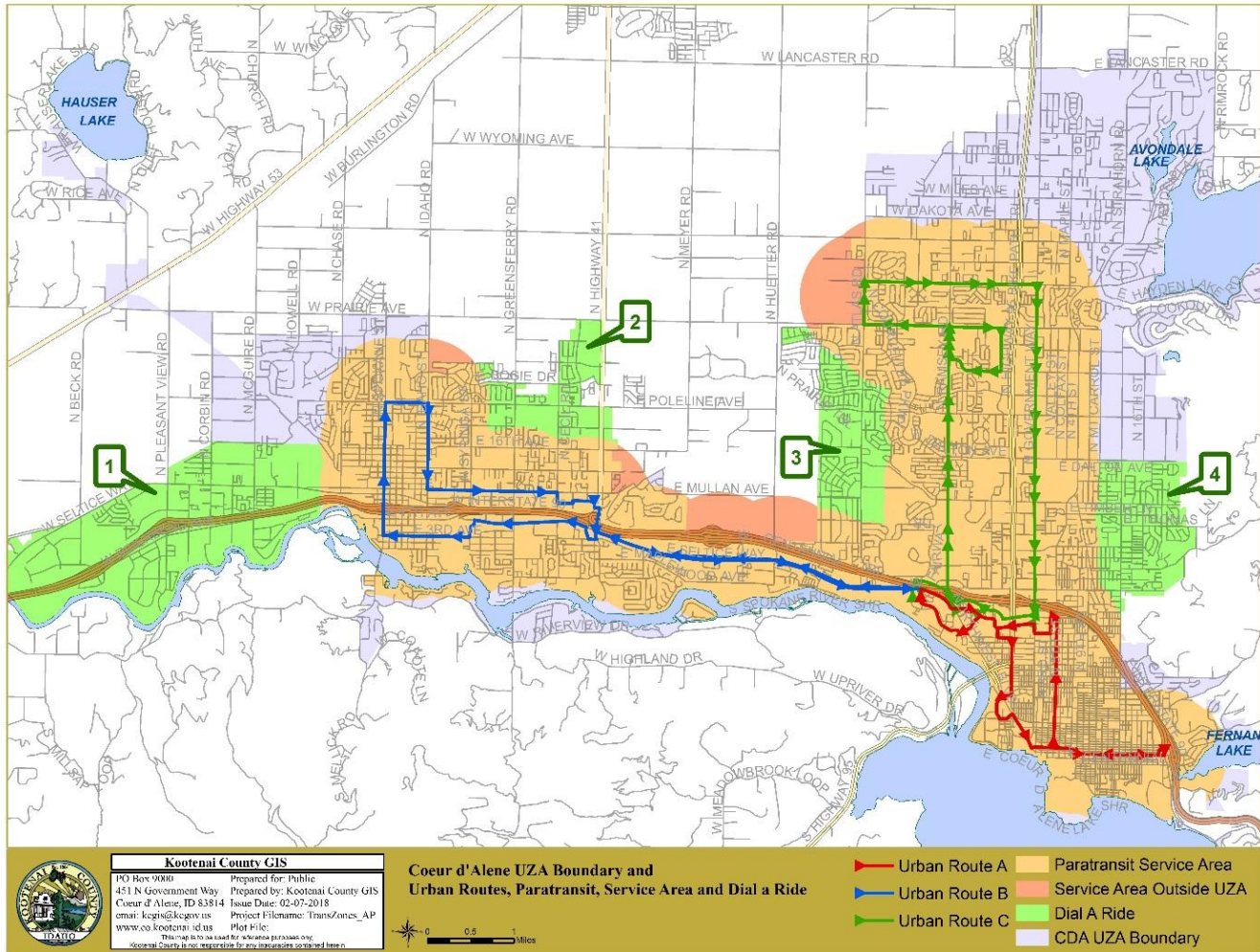
Our goal is to continue improving mobility for seniors and individuals with disabilities by removing barriers to transportation and expanding mobility options. The Ring-a-Ride program meets with every applicant to assess their needs and explain how the service works. Riders consistently express how invaluable the program is to their quality of life and their gratitude for the service. Kootenai County remains committed to planning, designing, and delivering transportation services that address the unique needs of older adults and individuals with disabilities.

Service Area

Ring-a-Ride Service provides public transportation coverage in areas not served by public transportation or where public transportation is insufficient, unavailable, or inappropriate. In working with social services and responding to calls seeking transportation, four priority areas outside of the Paratransit zone were selected for the Ring-a-Ride program:

1. Several multi-family housing communities in west Post Falls with large populations of disabled and seniors, many of which have fixed and/or low-incomes.
2. The area of Tullamore located in northeast Post Falls contains a large number of mixed income housing, which includes low-income housing and a retirement community; many requests for transportation services originated in this area.
3. In northwest Coeur d'Alene there is a corridor which contains Tesh and Community Action Partnership. These service agencies have repeatedly requested coverage.
4. An underserved residential area in northeast Coeur d'Alene, south of Dalton Gardens, which contains elderly, individuals with disabilities, and low-income residents.

Kootenai County Public Transportation (Citylink North) Service Area – Ring-a-Ride



Ring-a-Ride Service

The Ring-a-Ride program provides transportation services to seniors and individuals with disabilities with limited or no transportation options, individuals who are reliant on the program for transportation to key life activities such as shopping and medical appointments. Kootenai County provides eight (8) round-trips or sixteen (16) one-way trips per month. Rides must be scheduled in advance and are based on availability.

Eligibility

Riders must have limited access to transportation and must meet one of the following conditions:

1. Be over 65 years of age or older with proof of identification and mobility challenges.
2. Be certified by application, as having a disability and be outside of the current transit area. This includes people who because of illness, injury, age, congenital malfunction or other incapacity of permanent disability are unable to access the regular route bus system.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

This project supports the continued availability of safe and reliable transportation for seniors and individuals with disabilities when public transportation is unavailable, insufficient, or inappropriate. It also ensures dependable access to healthcare facilities for members of the public. Kootenai County plans, designs, and administers transportation services that address the specialized needs of older adults, individuals with disabilities, and community members seeking access to employment, healthcare, education, and recreation. These services are provided through Citylink’s ADA-compliant complementary paratransit service, the Ring-a-Ride program, and a partnership with local healthcare providers.

Tools and Technology

Kootenai County Public Transportation is working to meet the challenges created by rapid population growth in North Idaho, and we continue to make significant progress in using technology to improve transportation access for all, particularly for seniors and individuals with disabilities. Over the past several years, we have implemented tools that strengthen mobility options, including advancing rider access to transit information by making route and schedule data available on Google and Apple Maps, as well as through the Passio GO! app, which provides real-time bus locations and updates. We are also using technology to enhance our operations by supporting more efficient dispatching, vehicle tracking, and analysis of costs and service performance. Looking ahead, Kootenai County remains committed to pursuing and adopting emerging transportation technologies that will allow us to continue improving service, expanding mobility options, and responding effectively to the region’s growing needs.

Marketing

Kootenai County was granted funds from the Idaho Transportation Department to enhance public awareness of available transportation services and to develop an improved website focused on user-friendly access to travel information. The updated website will include an online application process for individuals, interactive route maps and schedules, and information about businesses located within a quarter-mile watershed of bus stop locations. Referrals from service agencies and healthcare professionals, outreach to social service organizations, and the continued influx of new residents have all contributed to an increase in demand for transportation services. Kootenai County is seeking this grant to ensure the continued availability of safe and reliable demand-response transportation to meet these growing community needs.

- d. Contractor Information: Kootenai County Public Transportation has a contract with MV Transportation to provide services for the Ring-a-Ride program, with oversight and vehicle purchase and maintenance performed by Kootenai County Public Transportation.

- MV Transportation
- 2711 N. Haskell Avenue, Suite 1500, Dallas, Texas 75024
- Aaron Edwards: 909-615-0270

Section 2: Demonstration of Need

In Kootenai County, most travelers currently have **no** access to wheelchair-accessible private transportation options besides costly and sparsely available medical transportation services which do not provide transportation for daily life activities such as work, shopping, and socialization.

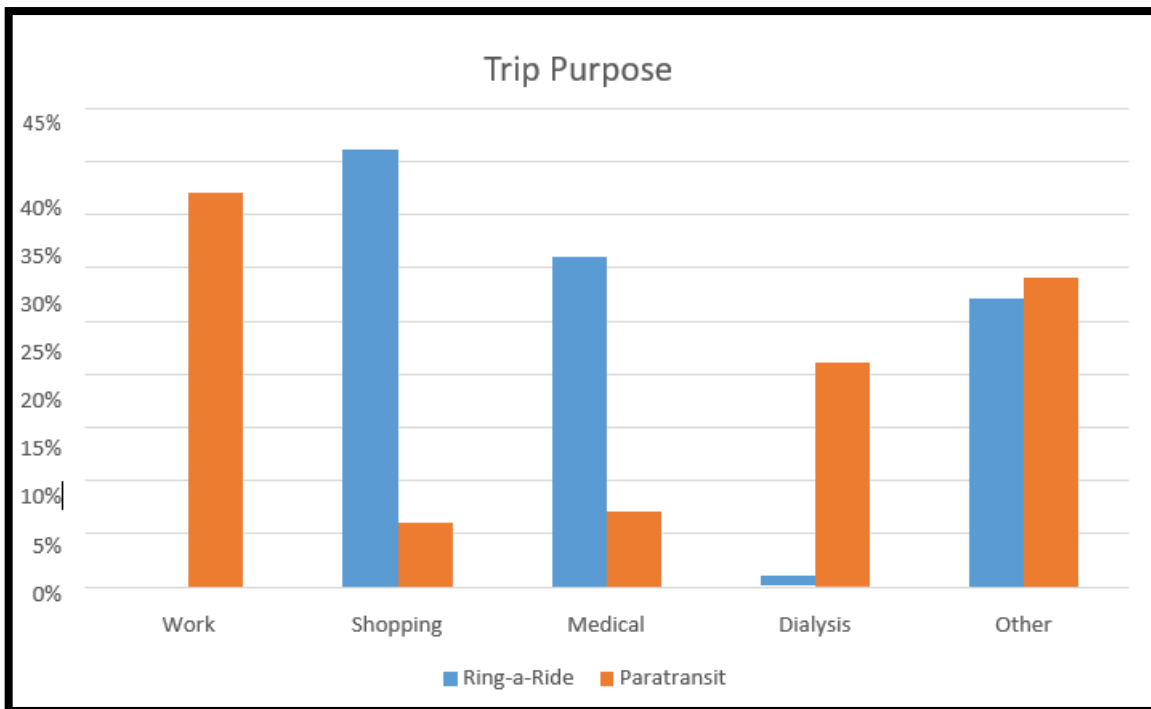
KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

Kootenai County Demographic Milestones: Kootenai County has experienced rapid population growth, with an estimated 188,000 residents in 2024, up nearly 10% from 2020. The county’s senior population—now approximately 20% of residents—is one of the fastest-growing demographic groups in the region. As this population continues to expand, the demand for safe, reliable, and accessible transportation services for older adults is increasing dramatically. Ensuring seniors have consistent access to healthcare, employment, and essential services is critical to their health, independence, and quality of life, making the expansion and support of demand-response transportation services an urgent community priority.

Kootenai County Population with a Disability: Kootenai County’s population includes a significant portion of residents with disabilities. Approximately 9.8% of the population under age 65 report having a disability, representing a sizable number of individuals who rely on transportation services that are accessible, reliable, and responsive to their needs (U.S. Census Bureau, 2019–2023). Additionally, about 20% of residents are age 65 or older, a demographic strongly associated with mobility challenges (U.S. Census Bureau, 2020). Ensuring that transportation programs support independent living is essential, giving people with disabilities the same freedom, choice, and control in their daily lives as their non-disabled peers (Disability Action Center NW).

Dialysis Transportation: The number of riders relying on our services for dialysis treatment has grown significantly. Dialysis treatments often leave patients fatigued, nauseated, or otherwise unable to safely transport themselves, which classifies them as having a disability and makes them conditionally eligible for our program. Reliable, safe, and timely transportation is critical for these individuals, directly impacting their health, independence, and quality of life. Ensuring continued access to demand-response transportation is essential for supporting the well-being of seniors and individuals with disabilities in our community.

Kootenai County Citylink Paratransit and Ring-a-Ride Trip Purpose Top Four:



KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

In meeting the transportation needs of seniors and individuals with disabilities, we provide transportation for purposes including: employment, healthcare services including dialysis, shopping, education, and access to facilities or opportunities for recreation and physical rehabilitation.

To meet the growing demand for ADA compliant demand response transportation, continuing our Ring-a-Ride services is imperative.

a. Service Area Level of Need: **Moderate – Affecting Access to Health and Safety Services**

Kootenai County Public Transportation conducts extensive outreach during planning and service phases of current programs, holding local and regional public transportation planning meetings, meetings with city planners, elected officials, city council members, state and local agencies, law enforcement, social services, employers, employees, health care providers, transportation providers, nonprofit entities, disability advocates, and riders. Our primary and secondary research identified public transportation service gaps for seniors and individuals with disabilities, which is particularly important in the key areas of access to medical/health care, necessary shopping such as for food and toiletries, and essential government services.¹ If Kootenai County does not have the funding to provide Ring-a-Ride services, the agency would be forced to terminate the program until further funding could be procured, leaving many residents without transportation options and in critical need.

b. Sustaining Existing Services or Expansion Need: **Sustaining Existing Services**

Kootenai County's Coordinated Public Human Transportation Plan evaluates current public, private, and non-profit transportation providers and assesses the needs of individuals with disabilities, seniors, and low-income residents. The Plan incorporates stakeholder experiences, robust data collection, and identification of service gaps. It found that while significant resources support transportation infrastructure, services for disadvantaged populations are often fragmented, underutilized, duplicative, costly, and difficult to navigate. Existing services are highly utilized, and any interruption would have a substantial negative impact on the community (see "c. Ridership" for details).

c. Ridership:

We have observed increases this year in ridership for our Ring-a-Ride program, while overall paratransit ridership has declined slightly. Demand for services remains strong, with a steady rise in applications and informational inquiries for our demand-response programs. These trends demonstrate continued community reliance on and interest in our transportation services.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

strategies and implementation plans will continue to be developed collaboratively by Kootenai County Public Transportation and local service providers.

This project is based on a strong and proven foundation and is ready for implementation upon funding.

a. Goals related to ITD Statewide Public Transportation Plan:

- i. The Idaho Statewide Public Transportation Plan projects that transit ridership in Kootenai County will increase by approximately 57% between 2015 and 2028. This anticipated growth underscores the importance of maintaining our current Ring-a-Ride service capacity and ensuring that reliable, efficient transportation options are available to meet rising community needs. By sustaining existing services and implementing strategies to improve operational efficiency, Kootenai County Public Transportation will be well-positioned to accommodate increasing demand and continue providing safe, cost-effective mobility for all riders, including those accessing medical care and other essential services.
- ii. The Idaho Department of Transportation Statewide Public Transportation Plan outlines four benefits of public transportation: economic development, health, connections, and environmental quality. Our project is in direct line with those benefits:
 - *Economic Development:* Increased transportation options allow community members to access jobs, stimulating economic development for business growth, and to access businesses and services, stimulating the economy. Many of the rides provided are trips to and from work for individuals with disabilities. Access to public transportation shared ride services saves riders an average of \$10,000 per year on vehicle ownership, or more for accessible vehicles with lifts.
 - *Connections:* Where connections to transportation are limited, enhanced tools and services can improve access to demand-response transit and help bridge gaps in the system. This will make travel more accessible for individuals who might otherwise be unable to make essential trips. Ensuring the availability and reliability of existing programs is critical to providing these services effectively.
 - *Health and Environmental Quality:* Access to health care accounts for over 35% of the rides provided to community seniors. In addition, shared transportation helps reduce vehicle emissions, contributing to environmental sustainability. Tracking and reporting on these outcomes will help demonstrate the impact of the program.

b. Project Development Process Description:

- i. *Coordination with local stakeholders on development and involvement:*

The Kootenai County Public Transportation Department continuously gathers information on public transportation needs and works closely with human service agencies. Kootenai County has conducted stakeholder interviews and surveys; held public workshops; validated previously identified gaps in transportation service; and updated goals, objectives, and strategies to address those gaps.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

Citylink staff have spent many days riding the buses and speaking with our ridership, administered several hundred face-to-face surveys, community-wide surveys online, and worked to gather information from health care, educational, and jurisdictional organizations to determine needs and feasible avenues to provide services meeting those needs. Additionally, staff have met face-to-face with representatives from Area Agency on Aging, Idaho Commission for the Blind, NIC, Kootenai Health, Heritage Health, Panhandle Health, Coordinated Services of Idaho, Post Falls Food Bank, Project Search, Kootenai County Veteran’s Services, Trinity Group Homes, Family Promise, Harmony House, Ability Works, Adult Probation, Union Gospel Mission, and local governments. The information we gain from this process gives us a tremendous sense of the individuals we serve, including unhoused, elderly, disabled, low income, and under-employed demographics along with the environmentally conscious.

The data gathered regarding employment and other current county demographics, including data identifying low-income housing and support services, is being actively used in conjunction with the transportation data gathered from our Intelligent Transportation System.

ii. *Efforts undertaken to coordinate and include Minority and Low-Income Populations:*

Kootenai County Public Transportation conducted a Title VI Service and Fare Equity Analysis (SAFEA), a comparative analysis of existing transit service, potential alternatives, and future needs to identify opportunities for improving the efficiency and effectiveness of service provision to minority, veteran, senior, low income and disabled populations, as well as the general population within the CDA urbanized area.

As part of the Service and Fare Equity Analysis, Kootenai County evaluated the impact of service on vulnerable populations, and conducted an analysis to identify mitigations for potential disparate impacts to disadvantaged populations consistent with the Federal Transit Administration’s guidance for Service and Fare Equity Analysis.

The SAFEA did not identify areas specific to Minority or Low-Income Populations, but it did recommend that seniors, Medicare members, persons with disabilities, and individuals in a qualified low-income category should all be eligible for reduced price fares when a fare is implemented.

iii. *Disadvantaged Business Enterprise (DBE) plan:*

Kootenai County has a full and robust Disadvantaged Business Enterprise Program and all Requests for Proposals (RFPs) are subject to our DBE Program. The DBE Policy Statement from Kootenai County states: “Kootenai County has established a Disadvantaged Business Enterprise Program in accordance with regulations of the United States Department of Transportation (DOT), 49 CFR Part 26. Kootenai County has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this financial assistance, the Kootenai County Commissioners have signed an assurance that it will comply with 49 CFR Part 26.”

iv. *Local Labor Unions Identified:* Not applicable.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

c. Public Participation Efforts:

- Attached Letters of Support (7) – Attachment Section E (E1-E7)

Please note: The letters were written specific to 5310 funding for Ring-a-Ride services. The letters illustrate the value of this project and the rides provided to community members.

- Formal presentations are made on a regular basis at local jurisdictional and transportation public meetings to update stakeholders and partners on the demand response programs and continued need for transportation, as well as data specific to vehicle use, miles, etc.
- Kootenai County continues to provide information and seek input from community members and service agencies via the Social Services Advisory Committee as we work toward updating our Service Fare and Equity Analysis (SAFEA) and our Human Services Transportation Plan.

d. Milestone Reporting: Please see Attachment B “Milestone Reporting”

Section 4: Project Benefits/Evaluation

Now more than ever, safe and reliable transportation to key life activities and healthcare is crucial. Older people want to age in place, remaining in their homes and communities; individuals with disabilities want the same choices and control in their everyday lives that are available to non-disabled individuals. This project will provide community members with transportation services to maintain or improve their economic, physical, and social well-being through access to medical appointments, employment, shopping, food banks, and recreation.

- a. Improved Safety: Kootenai County Public Transportation – Citylink North is committed to the highest practicable level of safety.
 - Both of the Citylink programs provided give staff the opportunity to meet each individual in Kootenai County who apply for one of the transportation programs. A substantial portion of the seniors and individuals who enroll in Citylink demand response programs express relief at gaining this transportation option; many state that they have been reliant on neighbors or family for essential trips to medical appointments and grocery stores, while those without similar resources are dependent on delivery services and often express a lack of awareness of any transportation options other than taxi services (which are often outside of their budgetary constraints). Providing safe and reliable transportation vastly increases safety and independence for the people enrolling in demand response public transportation programs.
 - We monitor operational and maintenance data, safety reports and concerns from contractors and partners, riders, and employees, and perform service delivery safety check activities (field observations and ride-alongs). Citylink North actively promotes safety to each operator and requires each operator to participate in monthly safety trainings.
- b. Improved Mobility: This project helps to sustain mobility options for persons with disabilities where travel choices are sparse, provides seniors with safe and affordable (currently no fare) transport to life activities, and enhances our partnership for medical transportation for all.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

We will be able to continue to identify underserved areas and populations by tracking trip origins and destinations, mapping demand to service availability, and matching transportation needs to local transportation options. Working with local jurisdictions, Disability Action Center NW, and other stakeholders, we will explore regional and localized solutions that work with public transportation and all other transportation providers. Kootenai County Public Transportation will continue working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options for all users; particularly those in vulnerable populations, the economically disadvantaged, older adults and people with special needs.

c. Support Local Economic Development and Expand Economic Opportunity:

- Providing transportation options allows community members to access jobs and frequent businesses, stimulating economic development and the economy.
- A robust transportation system with seamless additional transportation options is highly appealing to businesses considering expanding or relocating their business into the region.
- Furthermore, these services are integrated within the ITS, generating valuable location data that is increasingly critical. Location technologies enable individuals, businesses, and cities to operate more sustainably while improving efficiency and safety in transportation and mobility.

Project Evaluation Methodology:

a. Continual Evaluation: Kootenai County will continually evaluate the project success by monitoring passenger trips, revenue hours, revenue miles, cost per revenue mile and average trip time.

i. *What kind of data will be collected and specific measures:*

Vehicles: The Fleet Maintenance Manager, working with partners and contractors, will ensure that FTA requirements have been met and documented. The Manager maintains a complete vehicle file for each vehicle from the date of procurement to three years after the end of the vehicle's useful life. This file will have copies of all procurement records, vehicle activity, Preventive Maintenance Inspections (PMI), service and repair work invoices or in-house reports, and decommissioning paperwork.

Ridership: The Program Specialist collects data on ridership for all Kootenai County and partner programs on a monthly basis. Data also includes vehicle miles and revenue miles. The status of ridership and vehicle miles is reported monthly to transportation advisory committees, such as the Kootenai County Area Transportation Team (KCATT) and Kootenai Metropolitan Planning Organization (KMPO), as well as jurisdictional partners as needed.

ii. *How often will data be collected, used, and evaluated:*

Vehicle data is collected daily through the Fleetio maintenance tracking system and Daily Trip Vehicle Inspections (DVIRs). Any issue brought up on inspections is emailed

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

immediately to the Fleet Maintenance Manager for investigation and resolution. Ridership data is collected daily through of dispatching and scheduling software. Information will be evaluated on a monthly basis to ensure services are using funds in the most efficient and effective manner.

- b. Sustainability: Kootenai County has an approved Program of Projects in place to provide for financial planning. The funding for operations and capital projects to ensure sustainability of our programs. This financial planning makes the project sustainable with long-term benefits. At this time, the Ring-a-Ride program relies solely on 5310 funding provided by the State of Idaho and contributions made by the Area Agency on Aging.
- c. Demonstrated capacity to carry out the project and manage grant funding: Kootenai County is able to implement FTA and ITD funded projects in accordance with the grant application, agreement, and all applicable laws and regulations, to include 2 CFR 200, FTA Circular 5100, FTA Circular 5010, and FTA Circular 4220, using sound management practices. Kootenai County is currently a direct recipient of 5307 funds and a subrecipient of 5339 and 5310 funds. Our agency is eligible and authorized under state and local law to request, receive, and dispense federal and state funds and execute and administer funding projects. Kootenai County Public Transportation has demonstrated ability to match and manage FTA grant funds and conduct and respond to audits for more than a decade.
- Kootenai County Public Transportation received a clean audit with one minor finding on our FTA Triennial Review completed in 2024 for FY2021 – FY2024.

Expertise: Chad Ingle serves as the Program Manager – Public Transportation Office, responsible for definition and implementation of all aspects of Kootenai County Public Transportation System’s strategy, goals, objectives, processes, and initiatives. This position includes working closely with federal, state, local, and tribal officials to effectively manage a transit system that utilizes millions of dollars. Manager Ingle’s oversight responsibilities include the planning, operations, maintenance, capital, and security of the Citylink North system, which includes setting and achieving overall performance goals. Chad’s extensive private and public sector work have given him a depth of knowledge regarding the performance, administrative, and regulatory requirements of federal and state awards. Chad obtained his Bachelors of Business Administration with a Minor in Entrepreneurship from Concordia University.

Name	Title	Area of Focus
Chad Ingle	Program Manager	Relationship Management and Collaboration.
Dorian Komberec	Grants Manager	Finance, Accounting, Short-term and Long-term Budgets, and Program Forecasting.
Marie Holmes	Program Specialist	Paratransit/Ring-a-Ride Applications, Outreach, Ring-a-Ride Programming. Safety training.
David Waterhouse	Program Specialist	Travel training seniors or individuals with disabilities. Operations oversight and Regular-Route Services.
Christopher Carlos	Fleet Maintenance Manager	Vehicle Maintenance and Asset Management.

Section 5: Project Budget

Summary: A detailed line item budget is attached, see Attachment A: “Budget Sheet”

a. Budget Narrative:

Source and status of all funding: In-Kind Match funding is provided by local organizations which prefer to remain anonymous. Cash match is provided by local jurisdictions, with agreements renewed annually and currently in place for FY26. We have sufficient funding banked to fulfill the match obligation. Records are maintained internally, and are available for review.

Costs/Estimates determinations: As a public transportation system, we are keenly aware that it is our fiduciary duty to serve people in the most efficient and effective way possible. We have spent many days riding the buses and speaking with our ridership. The information that has come out of this process gives us a tremendous sense of those we serve and making sure our services are positioned to meet their needs. This has helped us to be able to use historical financial data in order to predict future funding needs for the Ring-a-Ride program.

The Program Specialist, working with the Program Manager, oversees the Ring-a-Ride program to ensure compliance and cost effectiveness.

- i. *Scalability:* The project becomes scalable based on available funding. Any funding available will be utilized towards each fiscal years operational needs.
- ii. *Davis Bacon:* Davis Bacon wage rates do not apply.
- iii. *Financial Capability-Reimbursement Basis:* Kootenai County has the financial capability to operate on a reimbursement basis: [Kootenai County Financial Reports](#).

b. Itemized and Broken Down Estimated Project Budget:

Quantity	Service	Cost	Scalable?
One (1)	FY	\$ 154,532	Yes
One (1)	FY	\$ 154,531	Yes
Total		\$ 309,063	Yes

c. Attachment A: Project Budget Request form – please see attached document.

KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

Endnote:

¹ Kootenai County Coordinated Public Human Transportation Plan

Attachments:

Attachment A - Project Budget Request Form

Attachment B - Project Scope of Work Narrative/Milestone Reporting

Attachment C - NEPA Worksheet – N/A (Not included)

Attachment D - Demonstration of Need

Attachment E - Letters of Support (E1 – E7)

Project Budget Request

Subrecipient	Kootenai County
Agreement Term	October 1, 2026-September 30, 2028
Contact Name	Chad Ingle
Address	PO Box 9000; Coeur d'Alene, ID 83816-9000
Phone Number	208-446-2102

FTA Grant	Operating (OP) 50/50			Purchase of Service (PT) 80/20			Capital (CP) 80/20		
	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match
5310		\$ -	\$ -	\$ 309,063	\$ 247,250	\$ 61,813		\$ -	\$ -

Total Project Cost	Total Federal Request	Total Match Needed
\$ 309,063	\$ 247,250	\$ 61,813

Chad Ingle

Subrecipient Printed Name

Chad Ingle

Subrecipient Signature

5/13/2026

Date

Scope of Work

The proposed budget supports Kootenai County Public Transportation in continuing to provide professional transportation services that address the identified needs of seniors and individuals with disabilities, with a focus on delivering safe, reliable, and accessible rides. Funds will support key operational expenses, including vehicle maintenance, fuel, scheduling, and dispatch software, all of which are essential to ensuring consistent and high-quality service. These transportation services play a critical role in helping individuals maintain independence and access vital resources and activities. Indirect costs are also built into the budget to cover necessary administrative support, organizational infrastructure, and program oversight, ensuring the efficient and sustainable delivery of services.

Local Match Source(s) for Project:

Cash provided by Area Agency on Aging; In-Kind provided by Partner Agency Operating Expenses

Attachment “B”

KMPO Fiscal Years 2027-2033 Project Scope of Work Narrative

Provide a Scope of Work, specifically detailing the proposed project activities covered by the requested funding.

1. Activity(s) being proposed within this application.

The proposed activity is the continuation and operation of the Ring-a-Ride demand-response transportation program administered by Kootenai County Public Transportation. This service provides safe, reliable, shared-ride transportation specifically for seniors (age 65+) and individuals with disabilities who have limited or no access to traditional public transit. The program focuses on essential trips including medical appointments (including dialysis), employment, education, grocery shopping, and access to social and recreational services. The funding will support the purchase of transportation services to sustain current operations.

2. Duration of the activity.

The project will operate over a two-year grant period: October 1, 2026 – September 30, 2027; October 1, 2027 – September 30, 2028

3. Approach to delivering the Activity.

The Ring-a-Ride program is delivered through a demand-response model using an Intelligent Transportation System (ITS) to efficiently schedule, dispatch, and coordinate rides. Eligible clients must apply and be approved based on age or disability status and lack of access to existing transit services. Trips are scheduled in advance and provided based on availability. Service delivery is conducted through a contracted provider, with oversight, planning, and fleet management handled by KCPT. The program is supported by strong coordination with community partners to identify needs and ensure effective service delivery.

4. Revenue Hours of Service being provided (days of week, hours per day, time of day)

- Monday–Friday: 6:00 AM – 7:00 PM (13 hours/day)
- Saturday: 9:00 AM – 4:00 PM (7 hours/day)
- No service on: Thanksgiving, Christmas, New Year’s Day, Memorial Day, Independence Day, and Labor Day

5. Specific geographic area(s) to be served by this application

The program serves areas within Kootenai County that are outside the fixed-route and ADA paratransit service areas, where transportation is unavailable, insufficient, or inappropriate. Priority service areas include: West Post Falls, Tullamore area in northeast Post Falls, Northwest Coeur d’Alene corridor, Northeast Coeur d’Alene; underserved residential areas with seniors, individuals with disabilities, and low-income residents

Attachment “B”

KMPO Fiscal Years 2027-2033 Project Scope of Work Narrative

Continued

6. If vehicle replacement or other capital purchase, specifically identify the type of purchase (replacement or additional vehicle) and how the acquisition impacts your fleet condition, State of Good Repair, and capital replacement plan (TAM Plan).

N/A

7. Specific populations identified to be served (split out existing and projected new rider groups) specifically served through this grant application.

Existing Rider Groups:

- Seniors aged 65 and older with mobility challenges
- Individuals with disabilities (physical, cognitive, or medical conditions)
- Dialysis patients and individuals requiring frequent medical treatment
- Low-income individuals with limited transportation access
- Residents living outside the ADA paratransit service area

Projected/New Rider Groups:

- Growing senior population
- Individuals with disabilities under age 65
- Residents in newly developed or expanding housing areas outside city limits
- Individuals needing transportation for employment as regional growth increases
- New residents relocating to Kootenai County who lack transportation options

The program anticipates continued growth in ridership due to population increases, expanded awareness, and ongoing referrals from healthcare providers and social service organizations.

Attachment B: Milestone Reporting

Agency Name	Kootenai County Public Transportation (KCPT) – Citylink North		
Agency Contact	Program Manager Chad Ingle		
Phone #	208.446.2102	Email	cingle@kcgov.us
Grant Program	5310	KMPO	Large Urban Application
Federal Award Amount	247,250		
Scope of Work:			
Milestone Progress Report: Target of major tasks to be achieved by specific dates. The report should include information such as: data for each activity line item within the approved project; a discussion of all - budget or schedule changes; original, estimated and actual estimated completion date - description of projects, status, specification preparation, bid solicitation, resolution of protests, and contract awards; - breakout of the costs incurred and those costs required to complete the project; reasons why any scheduled milestone or completion dates were not met, identifying problem areas and discussing how the problems will be solved; and discuss the expected impacts of delays and the steps planned to minimize these impacts. Add additional milestones to the table below as needed.			

Name	Estimated Completion Date	Description
RFP/RFQ Issue Date	FY27	Social Services Stakeholder, Jurisdiction Review/Comment Performance Reporting Prior to FY27 Final Report
Award Date	FY27	Travel training to groups of seniors with a destination to spend time at (museum, events, shopping, etc.)
Start Date or Order Date for Rolling Stock, Equipment, and Technology Purchases	FY27 FY28	Semi-annual meetings w/ Social Services Advisory Team, Seniors and Individuals with Disabilities Stakeholders to Review/Comment on Performance Reports, Transportation Gaps, Program Value, Benefits, and Results
Construction Completion Date or Delivery Date for Rolling Stock, Equipment, or Technology Purchases	FY28	Social Services Stakeholder, Jurisdiction Review/Comment Performance Reporting Prior to FY28 Final Report
Contract Completion Date		

Congressional Application Attachment D: Demonstration of Need

1. Type of Service (Check all that apply):

- ☐ Fixed Route
- ☐ Deviated Fixed Route
- ☒ Demand/ Response

2. Service Area (Check one)

- ☐ City
- ☒ County
- ☐ Multi-County
- ☐ Other (Please Specify):

3. Connectivity:

Do you connect with other modes of transportation? Check all that apply.

- ☒ Urban Public Systems
- ☐ Intercity Carriers
- ☐ Airports/ Trains
- ☒ Other transit operators in your region (please list below):

Kootenai County Citylink North connects with: Coeur d'Alene Tribe Citylink South

4. Ridership:

Estimate the average number of rides: Per Day 5 Per Year 1,467

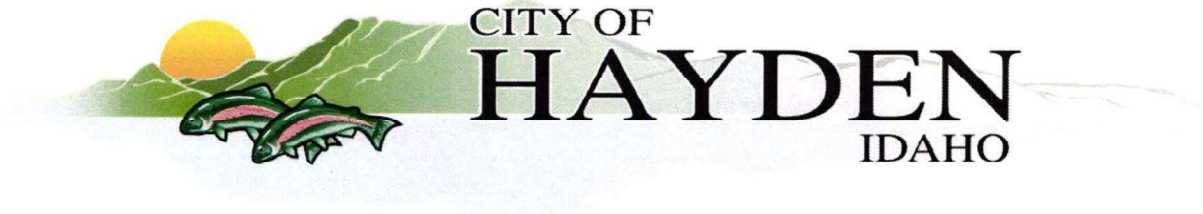
Briefly describe your ridership over the last two years: -

Ridership among our senior population had been steadily declining, but it has begun to rise over the past year and continues to increase.

5. Days/ Hours of Service:

List days of the week and hours transit provider is in service

Monday through Friday 6:00 a.m. to 7:00 p.m. - Saturday 9:00 a.m. to 4:00 p.m. (Exception of six (6) holidays)



November 17, 2025

Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d'Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of the City of Hayden, we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to seniors with mobility challenges and individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

In the past two years (FY 2024 and FY 2025), the Ring-a-Ride program has provided over 2,500 rides to seniors and persons with disabilities. With Kootenai County's senior population continuing to grow, the need for these services will only increase. Programs like Ring-a-Ride are essential for supporting independence, dignity, and quality of life.

Our City strongly supports the expanded mobility opportunities provided by Kootenai County Public Transportation through the 5310 program. Public transportation in our community is more than a means of travel—it is a lifeline. It allows veterans, seniors, people with disabilities, working families, and young people to reach vital services and employment.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Davis", is located below the "Sincerely," text.

Mayor, Alan Davis



Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d'Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of Project SEARCH/Coeur d'Alene School District, we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

Many of our Project SEARCH graduates qualify for this service due to their disability and living outside of the paratransit service area. Our graduates have a variety of disabilities and many are unable to drive. Having a variety of transportation services available increases the independence of many with disabilities.

In addition to providing transportation, 5310 funding supports Travel Training, helping community members learn to access and navigate public transit independently. Citylink offers personalized, one-on-one training tailored to individual abilities, as well as group outings for seniors, making the learning experience both educational and enjoyable.

Project SEARCH student interns and graduates learn how to utilize Citylink through group and individual training. Many of our student interns and graduates utilize individual training as well the paratransit service. These services are all vital for our young adults with disabilities to meet their transportation needs.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Thank you for your consideration.

Sincerely,
Theresa Moran
Project SEARCH Instructor
208-625-5799
tmoran@cdaschools.org



2003 Kootenai Health Way
Coeur d'Alene, ID 83814
208.625.4000 tel
kh.org

Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d'Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of Kootenai Health, Inc., we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to seniors with mobility challenges and individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

In the past two years (FY 2024 and FY 2025), the Ring-a-Ride program has provided over 2,500 rides to seniors and persons with disabilities. With Kootenai County's senior population continuing to grow, the need for these services will only increase. Programs like Ring-a-Ride are essential for supporting independence, dignity, and quality of life.

In addition to providing transportation, 5310 funding supports Travel Training, helping community members learn to access and navigate public transit independently. Citylink offers personalized, one-on-one training tailored to individual abilities, as well as group outings for seniors, making the learning experience both educational and enjoyable.

Our agency strongly supports the expanded mobility opportunities provided by Kootenai County Public Transportation through the 5310 program. Public transportation in our community is more than a means of travel—it is a lifeline. It allows veterans, seniors, people with disabilities, working families, and young people to reach vital services and employment.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Thank you for your consideration.

Sincerely,

Toby Ruhs
Transportation & Fleet Services Manager

November 19, 2025

Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d’Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of the City of Post Falls, we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to seniors with mobility challenges and individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

In the past two years (FY 2024 and FY 2025), the Ring-a-Ride program has provided over 2,500 rides to seniors and persons with disabilities. With Kootenai County’s senior population continuing to grow, the need for these services will only increase. Programs like Ring-a-Ride are essential for supporting independence, dignity, and quality of life.

Our City strongly supports the expanded mobility opportunities provided by Kootenai County Public Transportation through the 5310 program. Public transportation in our community is more than a means of travel—it is a lifeline. It allows veterans, seniors, people with disabilities, working families, and young people to reach vital services and employment.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Jacobson", is written over a light blue circular stamp.

Ronald G. Jacobson, Mayor
City of Post Falls



Kootenai County Public Transportation – Citylink North

PO Box 9000

Coeur d'Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of Lake City Center Inc., I am pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration's Section 5310 program.

The Ring-a-Ride program is essential in providing dependable transportation for seniors with mobility challenges and for individuals with disabilities who live outside the paratransit service area. This service ensures that community members can access necessary daily activities—including medical appointments, grocery shopping, social engagement, and other fundamental needs.

As Kootenai County's senior population continues to grow, the demand for these services will only increase. Programs like Ring-a-Ride are vital in promoting independence, dignity, and quality of life for those we serve.

Section 5310 funding also supports Citylink's Travel Training program, which helps riders learn to access and navigate public transit independently. Citylink offers personalized, one-on-one training tailored to each individual's abilities, as well as group outings for seniors—making the training process both effective and engaging.

Lake City Center Inc. strongly endorses the enhanced mobility opportunities provided through the 5310 program. Public transportation in our community is more than a method of travel—it is a lifeline. It enables veterans, seniors, individuals with disabilities, working families, and young people to reach essential services, employment, and community resources.

We respectfully urge continued funding and support for the Ring-a-Ride program, as well as for other public transportation services, including Fixed Route and Paratransit. Sustaining and expanding these programs is critical to reducing isolation, improving health outcomes, and ensuring that all residents of Kootenai County can participate fully in community life.

Thank you for your time and consideration.

Sincerely,

Nancy Phillips

Lake City Center Inc.

1916 N. Lakewood Drive * Coeur d'Alene, ID 83814 * (208) 667-4628 Phone * (208) 667-6695 Fax

501(c)3 charitable organization Federal TAX ID: 82-0322548

www.lakecitycenter.org

Office of the Mayor
Woody McEvers



November 26, 2025

Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d'Alene, ID

Re: Support for 5310 Funding Request

Dear Funding Agency:

On behalf of the City of Coeur d'Alene, we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to seniors with mobility challenges and individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

In the past two years (FY 2024 and FY 2025), the Ring-a-Ride program has provided over 2,500 rides to seniors and persons with disabilities. With Kootenai County's senior population continuing to grow, the need for these services will only increase. Programs like Ring-a-Ride are essential for supporting independence, dignity, and quality of life.

In addition to providing transportation, 5310 funding supports Travel Training, helping community members learn to access and navigate public transit independently. Citylink offers personalized, one-on-one training tailored to individual abilities, as well as group outings for seniors, making the learning experience both educational and enjoyable.

Our agency strongly supports the expanded mobility opportunities provided by Kootenai County Public Transportation through the 5310 program. Public transportation in our community is more than a means of travel—it is a lifeline. It allows veterans,



seniors, people with disabilities, working families, and young people to reach vital services and employment.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Woody McEvers", with a long, sweeping horizontal line extending to the right.

Woody McEvers
Mayor



201 E. Harrison Ave. ■ Coeur d'Alene, ID 83814
Ph. 208-664-3095 ■ Fax 208-664-1772
www.stvincentdepaulcda.org

Kootenai County Public Transportation – Citylink North
PO Box 9000
Coeur d'Alene, ID

Re: Support for 5310 Funding Request - November 19, 2025

Dear Funding Agency:

On behalf of St Vincent de Paul North Idaho, we are pleased to express our strong support for the continuation of services provided by Kootenai County Public Transportation through the Ring-a-Ride Program, funded in part by the Federal Transit Administration 5310 program.

The Ring-a-Ride program plays a critical role in providing transportation to seniors with mobility challenges and individuals with disabilities living outside the paratransit service area. These services ensure that members of our community have access to essential life activities, including grocery shopping, medical appointments, social engagement, and other vital needs.

In the past two years (FY 2024 and FY 2025), the Ring-a-Ride program has provided over 2,500 rides to seniors and persons with disabilities. With Kootenai County's senior population continuing to grow, the need for these services will only increase. Programs like Ring-a-Ride are essential for supporting independence, dignity, and quality of life.

In addition to providing transportation, 5310 funding supports Travel Training, helping community members learn to access and navigate public transit independently. Citylink offers personalized, one-on-one training tailored to individual abilities, as well as group outings for seniors, making the learning experience both educational and enjoyable.

Our agency strongly supports the expanded mobility opportunities provided by Kootenai County Public Transportation through the 5310 program. Public transportation in our community is more than a means of travel—it is a lifeline. It allows veterans, seniors, people with disabilities, working families, and young people to reach vital services and employment.

We urge continued funding and support for the Ring-a-Ride program, as well as other public transportation services, including Fixed Route and Paratransit. Maintaining and expanding these programs is crucial for preventing isolation, improving health outcomes, and ensuring all members of Kootenai County can participate fully in community life.

Thank you for your consideration.

Sincerely,

Donna Brundage
Community Outreach
St Vincent de Paul North Idaho

Committed to Helping Others Help Themselves!

St. Vincent de Paul H.E.L.P. Center ■ JCARE ■ USDA Child & Adult Care Food Program ■ Men's & Women & Children's Emergency Shelters ■ Referrals Counseling
Affordable Housing ■ Social Services ■ Coeur d'Alene, Post Falls & Silver Valley Thrift Stores ■ Veteran Services ■ Payee Services ■ Job Counseling
Parenting Classes ■ Responsible Renter Program ■ Housing First ■ Agency Networking ■ Emergency Assistance ■ Case Management
Trinity Group Homes ■ Home Visits ■ Warming Shelter ■ Life Skills Classes ■ Homeless Prevention ■ Father Bill's Kitchen