



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

July 9th, 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 of Meeting Minutes – Action Item**
 - a. June 11, 2026 Meeting Minutes
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations - Chris Bosley**
 - a. Recap of Activities - June 2026
 - b. Recommendations
 1. Section 5310 Small Urban Project Application – **Action Item**
- 6. Administrative Matters**
 - a. June 2026 KMPO Expenditures & Financial Report – **Action Item**
 - b. KMPO 2026-2032 Transportation Improvement Program (TIP) Amendment Requests:
 1. #9 ITD request to increase funds for KN 23403 FY26 KMPO Metro Planning
 2. #10 ITD request to increase funds for KN 20442 and KN 21939
 - c. Employment Contract – **Action Item**
- 7. Other Business**
 - a. Draft FY 2027 Unified Planning Work Program - **Informational**
 - b. Draft KMPO 2027-2033 Transportation Improvement Program (TIP) - **Informational**
 - c. Rathdrum Prairie Area Transportation Study Update - **Presentation (HDR)**
- 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 – Chad Ingle
 - b. Coeur d'Alene Tribe Rural Transit Report - TBD
- 9. Director's Report** (written report included in Board packet)
- 10. Board Member Comments**
- 11. Next Meeting – August 13th, 2026**
- 12. Adjournment**

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 • Coeur d'Alene, ID 83814

208-930-4164 • www.kmpo.net

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
June 11th, 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
Steve Adams	Lakes Highway District
Bruce Mattare, Chairman	Kootenai County
Phil Cooper	Worley Highway District
Ryan Hawkins	ITD
Jim Kackman	Coeur d'Alene Tribe
Dan Gookin	City of Coeur d'Alene

Board Members Absent:

Tom Shafer	City of Hayden
Graham Christensen	East Side Highway District
John Hodgkins	City of Rathdrum
Randy Westlund, Vice Chairman	City of Post Falls

Staff Present:

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

Attendees:

Jerry Wilson	ITD
Chad Ingle	Kootenai County
Robert Beachler	ITD
Terry Werner	LHTAC

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. 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 May 21st, 2026 Meeting Minutes

Having no discussion, Mr. Steve Adams, motioned to approve the May 21st KMPO Board Meeting minutes as presented. Mr. Ryan Hawkins, seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

No Public comments were made.

5. KCATT Recap & Recommendations

a. The May KCATT Meeting was canceled. No recap or recommendations were presented to the board.

6. Administrative Matters

a. May 2026 KMPO Expenditures – Action Item

Director Glenn Miles reported that KMPO had routine expenses for the month of May, with the exception of the KMPO INRIX payment, which will cover the next six months of service.

Mr. Phil Cooper motioned to approve the expenses for May 2026, as presented. Mr. Steve Adams seconded the motion, which passed unanimously.

b. KMPO 2025-2031 Transportation Improvement Program (TIP) Amendment Requests:

I. Amendment #6- I-90/U.S. 95 Interchange, Emma Avenue to Neider Avenue Modification of Scope and Budget

Director Miles reported that TIP Amendment #6 is a request from ITD to modify the existing US 95/I90 interchange project to add additional funds for preliminary engineering and design that would get the project to the completion of the plans, specifications, and estimates (PS&E) point, so that it could be ready to bid. It is an approximate \$15 million increase to the project. KMPO went through a 30 day public comment period on the request, which ended Monday, July 8; no public comments received. Mr. Miles noted that the reason this request was processed differently than others is because there was a change to the project's design, scope, and concept; as well, the amount being requested is above the realm of what can just be done as an administrative modification.

Mr. Jeff Tyler motioned to approve TIP Amendment #6- I-90/U.S. 95 Interchange, Emma Avenue to Neider Avenue Modification of Scope and Budget, as presented. Mr. Ryan Hawkins seconded the motion, which passed unanimously.

II. Amendment #7- ITD has received a request from the Local Highway Technical Assistance Council (LHTAC) requesting to advance construction of KN 24276 Ramsey Road Signal Upgrades from FY 2027 to FY 2026 and increasing HSIP funding in the amount of \$205,440. The additional funds are available through offsets from KN 23299 Meridian Rd. – Blackfoot and KN 23301 E 500 Rd. – Fremont Co. In addition, LHTAC has requested advancing Design for KN 25040 Local Guard Rail Improvements, Lakes Highway District, from FY 2027 to FY 2026 with no change in Funding.

Director Miles noted that there were two requests under amendment #7. The first is for the Ramsey Road signal project, which is requesting an increase of \$205,440 to the project, as well as advancing the project to FY 26 due to the availability of funds. The second request is for Lakes Highway District local guard rail improvement project; they have requested to advance the preliminary engineering from FY 27 to FY 26 and increase the amount to \$280,000 making the lifetime cost almost \$1.7 million.

III. Amendment #8- ITD has requested an increase in FY 2026 Interstate Maintenance (IM) funding in the amount of \$102,000 to support ongoing bridge rehabilitation construction (CC) of the project. The additional funds are available through the existing statewide balance.

Director Miles reported that the amendment is a request for an increase of funds for preliminary engineering by \$1,709,000 for the I90 multi-plate culvert project.

c. KMPO FY 2027 Draft Budget – Action Item

Director Miles noted that the draft FY 27 budget, along with the current status of the FY 26 budget, was presented to the Board at the May meeting; a copy was provided to the Board, in addition to the June packet. Mr. Miles reported that no questions or comments had been received on the draft version, and so would like to bring it forward for formal approval.

Mr. Dan Gookin motioned to approve the KMPO FY2027 Draft Budget as presented. Mr. Ryan Hawkins seconded the motion, which passed unanimously.

7. Other Business

- a. There were no additional items to report at.

8. Public Transportation (Informational Items Provided to KMPO)

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

Transit updates were provided by Mr. Chad Ingle, who noted an 8% decrease in fixed route ridership and a 13% increase in paratransit ridership. He reported the Board of County Commissioners approved the Coordinated Human Services Transportation Plan update at the most recent business meeting, which allows them to maintain eligibility for application for federal funds. The BoCC also approved an amendment to their purchase order for paratransit vehicles, stating that GM has modified some chaises to accommodate the buses that Kootenai County had previously ordered.

b. Coeur d'Alene Tribe Rural Transit Report

Mr. Ingle reported Rural transit had nothing to update the board on at this time.

9. Director's Report

Ms. Ali Marienau delivered the director's report. In addition to the items addressed previously in the meeting, Ms. Marienau provided an update to the Board on the presentation of the Rathdrum Prairie Area Transportation Study level 3 analysis; the presentation will be postponed to the July meeting. The final public meeting for the study will be held on Wednesday, July 8 at the Kootenai County Fairgrounds, so the board will also get an update on the public's feedback from the open house, as well as how the study will move into the NEPA process once it is complete. A similar presentation will also be given to the IT Board at their July meeting the next week, which will be held in District One.

10. Board Member Comments

There were no comments made by board members

11. Next Meeting – July 9th, 2026

12. Adjournment

Chairman Mattare motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on June 11th, 2026, and with no objections, the meeting was adjourned at 1:42 p.m.

Recording Secretary



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

Item 5.a

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

DATE: July 2, 2026
TO: KMPO Board
FROM: Ali Marienau, Sr. Transportation Planner
SUBJECT: FTA 5310 Call for Projects Applications

Recommendation

KCATT unanimously approved a recommendation to accept Kootenai County Public Transit's application for the available FTA 5310 funds.

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

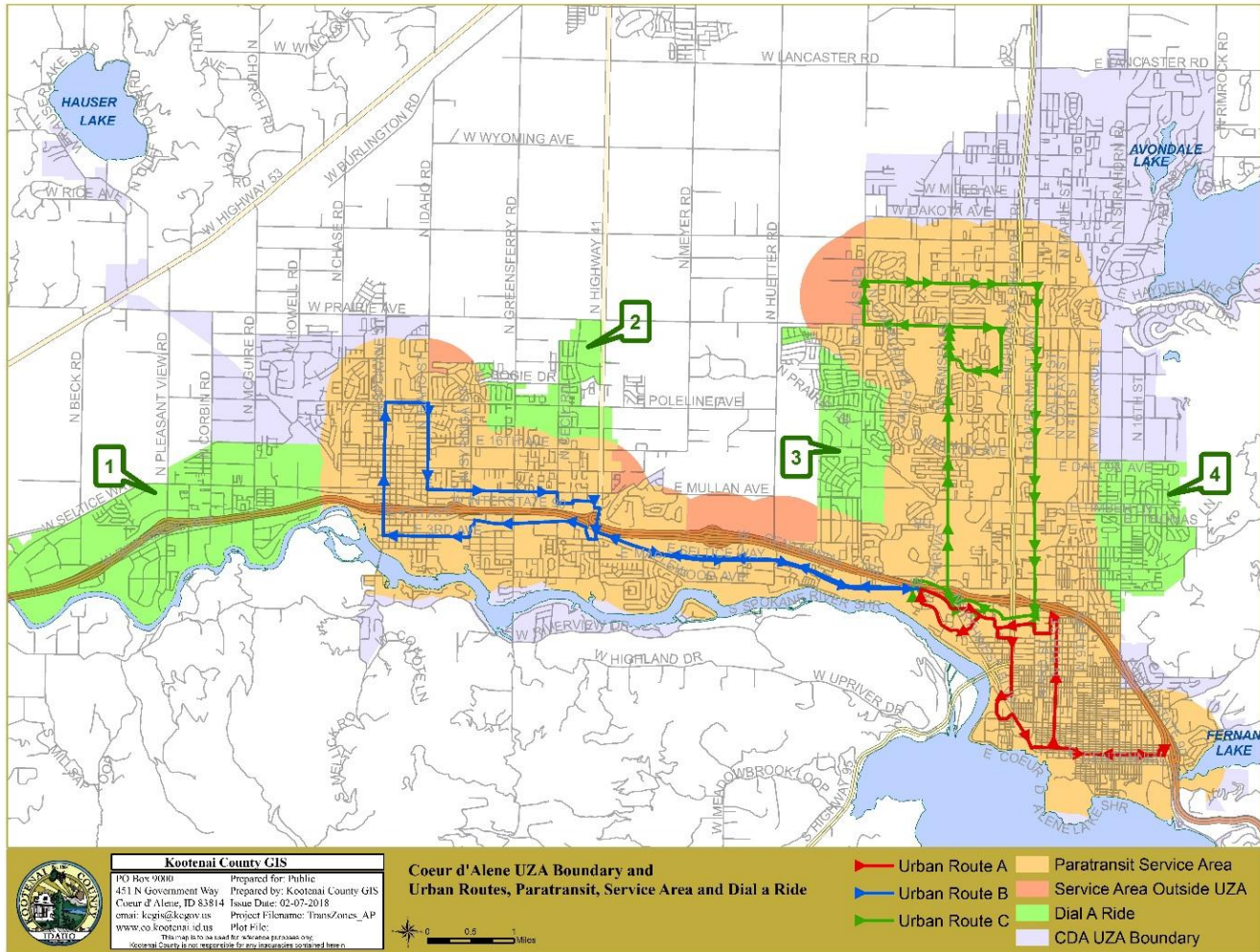
Our goal is to continue improving mobility for seniors and individuals with disabilities by removing barriers to transportation and expanding mobility options. The Ring-a-Ride program meets with every applicant to assess their needs and explain how the service works. Riders consistently express how invaluable 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 walkshed 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.

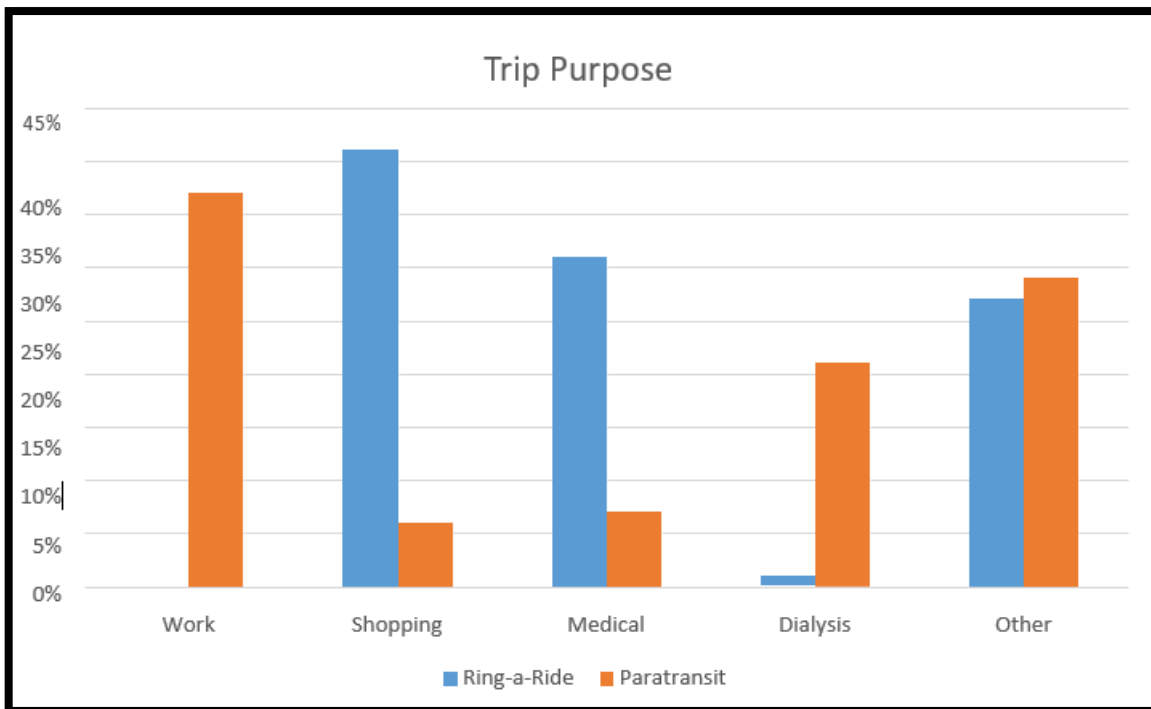
KMPO-FTA Section 5310 Grant Application – Citylink North (KCPT)

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

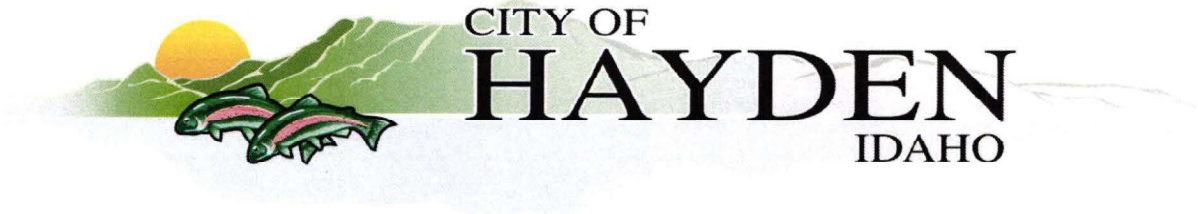
Briefly describe your ridership over the last two years: -

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 be "AD", 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", written in a cursive style.

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



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

June, 2026

As of this date **July 9, 2026** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **June, 2026** included in the following list, in the amount of **\$ 39,930.57**

Chair: _____

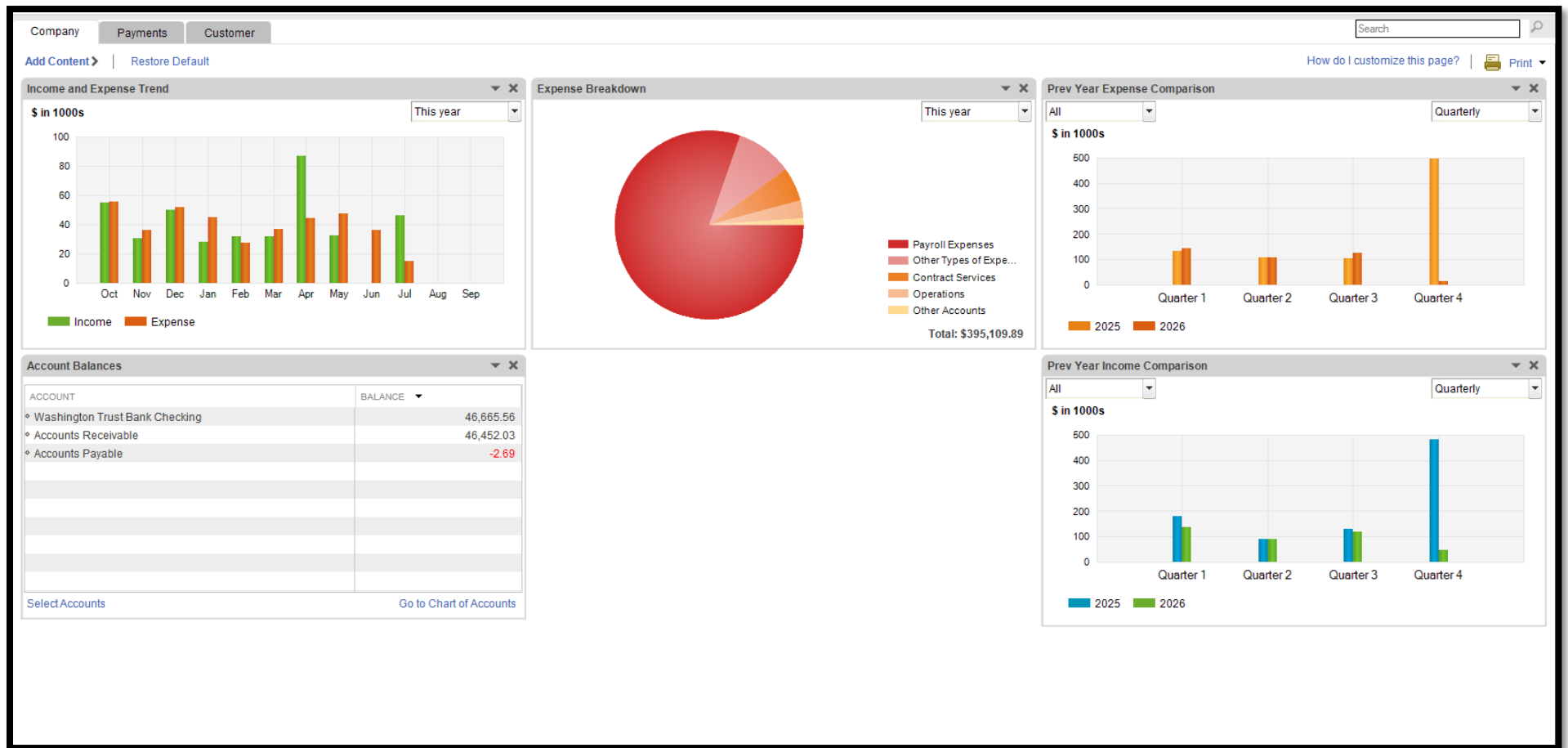
Kootenai Metropolitan Planning Organization					2:24 PM
Monthly Expense Report					07/01/2026
June 2026					
Num	Date	Name	Memo	Paid Amount	
Debit Card	06/01/2026	Rackspace Inc	Rackspace Email and Archive Hosting June 2026	127.92	
3888	06/01/2026	Coeur d' Alene Press	Advertisement 49470 TIP Amendment	193.76	
E-pay	06/02/2026	United States Treasury	Federal Payroll Withholding	2,623.68	
ACH	06/05/2026	Regence Blue Shield of Idaho	June 2026 Premium	5,769.57	
Debit Card	06/06/2026	Adobe Store North America	Acrobat Pro June 2026 3 licenses	71.97	
ACH	06/08/2026	Idaho State Tax Commission	Idaho Payroll Withholding May 2026	510.00	
ACH	06/08/2026	PERSI	PERSI Contributions	2,211.31	
ACH	06/08/2026	Delta Dental	June 2026 Premium	333.63	
3889	06/09/2026	SRTC	PTV America - VISUM Annual Software	1,387.75	
Debit Card	06/09/2026	ESRI	ARC GIS Creator and Professional Subscrip	2,125.00	
ACH	06/09/2026	PERSI Choice Plan	Choice 401K Contributions	3,000.00	
Debit Card	06/11/2026	Saw mill Grille	Saw mill Grille Pre-Board meeting with Chair	72.42	
3895	06/15/2026	AVISTA	AVISTA June 2026 Utilities	58.10	
ACH	06/16/2026	TDS Telecom	TDS Telecom June 2026 Phone and ISP	175.34	
ACH	06/16/2026	PERSI	PERSI Contributions	2,168.21	
E-pay	06/16/2026	United States Treasury	Federal Payroll Withholding	8.04	
E-pay	06/16/2026	United States Treasury	Federal Payroll Withholding	2,550.20	
Debit Card	06/18/2026	Intuit	Quickbooks Monthly Payroll Usage fee	21.00	
Debit Card	06/18/2026	Zoom Video Communications	Zoom June 2026 Webmeeting Hosting	15.99	
E-pay	06/30/2026	United States Treasury	Federal Payroll Withholding	2,130.50	
ACH	06/30/2026	PERSI	PERSI Contributions	1,793.30	
ACH	06/30/2026	PERSI Choice Plan	Choice 401K Contributions	3,000.00	
			Subtotal Operating Costs	30,347.69	
			Subtotal Net Salary	9,582.88	
			Total June 2026 Expenses	\$ 39,930.57	



Kootenai Metropolitan Planning Organization

July 2, 2026

Monthly Financial Snapshot





June 10, 2026

TO: Noah Ipaye, Senior Research Analyst
Kate Williams, KMPO Office Administrator

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #9** Idaho Transportation Department request to modify **KN 23403 FY26 KMPO METRO PLANNING**, Kootenai County.

The Idaho Transportation Department (ITD) has requested an increase in FY 2026 Metropolitan Planning funding in the amount of \$100,000 to support ongoing planning activities contained in the KMPO Unified Planning Work Program. The additional funds are available primarily through the transfer of FTA Section 5303 planning funds as part of the consolidate planning grant. ITD is requesting modification to KMPO's approved 2026-2032 Transportation Improvement Program (TIP) to implement this modification.

KMPO Amendment #9

								FY 2026	Costs	
District	Key Number	Name & Location	MPO	Program	Funding Source	Work	Phases	Action	Amendment Amount	Lifetime Cost
1	23403	LOCAL, FY26 KMPO METRO PLANNING	KMPO	Metro Planning	Metro Planning	PLAN/STUDY	PC	Increase	100,574	403,574

The 2026-2032 Transportation Improvement Program Amendment #9 is being conducted as an Administrative Modification where the request change does not materially change the design, concept, or scope of the original Unified Planning Work Program. The project has been through previously required and concluded public involvement processes prior to the original programming and subsequent obligations. Based on the representations by ITD, and availability funding from the FTA transfer to support the increase, Kootenai Metropolitan Planning Organization approves **Amendment #9**, effective June 10, 2026.



June 25, 2026

TO: Noah Ipaye, Senior Research Analyst
KMPO Administrative Secretary

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #10** Idaho Transportation Department request to modify **KN 20442 and KN 21939** in Kootenai County.

The Idaho Transportation Department (ITD) has requested an increase in FY 2026 funding program in the amount of \$3,284,503 to support ongoing construction and engineering activities contained in KN 20442 CN Change Orders and KN 21939 \$284,503 for an additional engineering agreement. The additional funds are available primarily through an offset from the Statewide Balance and KN 20575 respectively.

KMPO Amendment #10

Key Number	Name & Location	MPO	Program	Funding Source	Work	Phases	FY 2026	Costs	
							Action	Amendment Amount	Lifetime Cost
20442	I 90, SH 41 INTERCHANGE	KMPO	TECM	TECM	SAFTY/TRAF OPER	CN	Add to program	3,000,000	114,683,269
21939	SH 53, WA STATE LINE TO HAUSER LAKE RD,	KMPO	Safety	HSIP - State	MAJRWDN	PC	Increase	284,503	16,686,757

The 2026-2032 Transportation Improvement Program **Amendment #10** is being conducted as an Administrative Modification where the request change does not materially change the design, concept, or scope of the original project. The projects have been through previously required and concluded public involvement processes prior to the original programming and subsequent obligations. Based on the representations by ITD, and availability funds from existing sources to support the increase, Kootenai Metropolitan Planning Organization approves **Amendment #10**, effective June , 2026.



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

Item 7.a

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

DATE: July 2, 2026
TO: KMPO Board
FROM: Ali Marienau, Sr. Transportation Planner
SUBJECT: FY 2027 Draft UPWP

Overview:

Each year, KMPO, in collaboration with local agencies, updates the KMPO Unified Planning Work Program. This program identifies federally funded planning activities for the upcoming 2027 Federal Fiscal Year, which begins on October 1st. Each year, activities for the most part remain the same as they are integral part of the transportation planning process. The major activities include completing the update to the Metropolitan Transportation Plan; completing the update and calibration of the regional travel demand model; supporting ITD and local agencies in ongoing studies and plan updates; development of the 2028 Transportation Improvement Program; and ongoing transportation modeling for comprehensive planning and development-driven changes to the regional transportation system.

This year's scope of work and program funding levels were based on the KMPO Budget reviewed and adopted by the KMPO Board at the June 11 Board meeting. At the June meeting, KCATT was asked if there were any other transportation planning topics they would like considered for FY 2027. Kootenai County Public Transit will also be providing an updated narrative for the FY 27 UPWP with their proposed 2027 planning activities. At the July 28 meeting, KCATT will consider the Drafty FY27 Unified Planning Work Program for recommendation to the Board at the August meeting.

As required by U.S.C Title 49 and Title 23, once the UPWP is approved and identified in the TIP, activities will be eligible for FHWA and FTA funding.



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2027

Adopted XX/XX/2026



I-90 Eastbound, 7-31-2025 11:15 a.m.

Prepared by:
KMPO
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83814

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Purpose

Kootenai Metropolitan Planning Organization (KMPO) is responsible for conducting continuous, coordinated, and comprehensive transportation planning within its MPO boundary. KMPO's boundary includes all of Kootenai County. KMPO's work activities involve regional transportation policy development, public involvement, technical studies, as well as project planning, programming and development.

This Unified Planning Work Program (UPWP) outlines KMPO's and Kootenai County Public Transportation's planning priorities and proposed work for fiscal year 2027, which will begin on October 1, 2026 and end on September 30, 2027.

Development Process

Development of the UPWP is intended to be a coordinated and collaborative process, which involves the KMPO staff, Kootenai County Public Transportation staff, the eleven member agencies of KMPO, and representatives from KMPO's technical advisory committee, known as KCATT. KMPO's potential planning studies, priorities and available resources are discussed throughout the year with these groups, as part of developing the annual budget, which was approved June 11, 2026. The annual budget is then used to inform development of the UPWP for FY27. Kootenai County Public Transportation planning activities are developed by staff and their coordination with the Kootenai County Board of County Commissioners.

KMPO Key Work Projects and Anticipated Activities

KMPO's key work product this coming year will be to complete the Metropolitan Transportation Plan (MTP). Idaho Transportation Department District 1 Office, in partnership with KMPO has been conducting the Rathdrum Prairie Area Transportation Study (formerly called Rathdrum Prairie PEL Study), which is looking at series of system wide transportation alternatives to enhance safety, mobility, and economic opportunity across the Rathdrum Prairie. Unfortunately, this study has been significantly delayed during the alternative(s) screening process.

These delays have pushed completion of the MTP Update completion to FY 2027. The Prairie Transportation study is intended to identify current and future access, safety, and mobility challenges within one of the fastest growing areas within Kootenai County. The proposed solutions are being developed to address these challenges and will then be considered for inclusion into the MTP Update.

This MTP update will also be enhanced to incorporate Safe Streets and Roads for All (SSR4A) guidelines, improve freight and goods movement efforts, and take advantage of KMPO's INRIX data to better monitor and address the impact of growth and development, impacts to highways, arterial corridors and intersection performance.

KMPO will also be reviewing transportation performance measures and either adopting the Idaho Transportation Department's Performance targets established by the IT Board or developing regionally based performance targets.

With several key regional transportation studies still underway in FY 2027, KMPO will be providing ongoing planning and modeling support to provide consistent analysis for these efforts.

UPWP tasks identified for FY 2027 will allow for ongoing improvement of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional travel demand model used as source to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County.

Additionally, UPWP tasks are used to respond to emerging regional transportation issues as they occur throughout the course of the fiscal year.

Kootenai County Public Transportation Activities *(Provided by Kootenai County)*

Strategic Service Plan:

Kootenai County Public Transportation embarked on an effort to develop a strategic service plan in February 2021. The process included a strong stakeholder outreach component to ensure that plan development incorporates community input. Elements of the Strategic Service Plan is anticipated to be completed in September 30, 2025. The planning effort also includes the development of a bus stop improvement plan. The goal of Kootenai County Public Transportation's Strategic Service Plan is to integrate multimodal mobility options, enabling individuals to plan and execute complete trips throughout the region. The framework for developing the plan includes public transportation partners, data, performance metrics, implementation strategies and continuous education.

Phase II of the Strategic Service Plan will include a strategic approach to network and route design, stop layout, frequency determination, vehicle scheduling, transportation planning utilizing data science, and financial planning.

Integrated Mobility Innovation (IMI) Regional Platform:

Kootenai County's integrated Mobility Platform application is designed to remove transportation barriers and expand mobility options within the North Idaho region. Seniors, individuals with disabilities, and those who live outside of the urban public transportation service areas will particularly benefit from the Mobility Platform. The goal is to make the Mobility Platform app intuitive and easy enough to use that even those who shy away from technology can determine transportation options, arrange multimodal trips, if needed, and pay for trips with "one touch." Throughout our region, members of the public have sought transportation options to and from urban areas; Kootenai County's integrated Mobility Platform will provide shared multimodal mobility options to those individuals with improved safety, convenient payment, and improved access to transportation service for all.

Funding Sources

Funds used for KMPO and Kootenai County Public Transportation activities in FY 2027 will be derived from local agencies actively participating in the KMPO transportation planning process, as well as from federal agencies within USDOT. Combined funding for FY 2027 activities is estimated to total **\$ 661,149** for KMPO, ITD and Kootenai County Public Transportation planning functions. Major sources include:

Summary of UPWP Anticipated Revenue FY 2027

Revenue Budget FY 2027	
	2027 Funding Forecast
Revenues:	
CPG FY 2026 KN23403 Carry-over	\$22,340
2027 Consolidated Planning KN XXX	\$382,457
2027 CPG Safe and Accessible	\$15,000
<u>2027 STBG LU Planning funds</u>	<u>\$100,000</u>
ITD INRIX Data Sharing Payment	\$22,500
KMPO Local Contributions 2026/2027	\$54,721
KMPO Dedicated Local Match	\$37,052
KMPO Local Carry over	\$47,830
Subtotal Local Funds	\$162,103
Grand Total	\$ 681,900

Based on KMPO FY 2027 Approved Budget and 2026-2032 TIP

Coordination

A key part of KMPO and its transportation planning partners' mission is to ensure the transportation planning and development activities of participating jurisdictions, agencies, and interest groups are well-coordinated. Tasks within this UPWP emphasize sharing of information and resources between member agencies.

Participants

The primary public agency participants in KMPO's regional transportation planning process for FY 2027 will include at various levels:

KMPO Member Agencies

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

Significant Issues Facing the Region in FY 2027

In the period covered by this UPWP, Kootenai County will continue to face many significant transportation issues as a result of continued growth and development. Examples of our most pressing issues are described below:

- The highest priority task for FY 2027 is to complete the Metropolitan Transportation Plan Update to meet the current requirements of the Infrastructure Investment and Jobs Act (IIJA). This will consider work conducted and recommendations developed as part of the Rathdrum Prairie Transportation Study conducted 2022-2026. During FY 2026, existing conditions and 2050 population and employment forecasts were completed; and policies contained in the plan were reviewed and accepted for inclusion to the draft MTP. The MTP is expected to be completed during first quarter.
- Ongoing need to prepare for investments on various widening, reconstruction, and new construction projects such as: U.S. 95 south of I-90; completion of Prairie Avenue westward from SH-41; the Alternate U.S. 95 Huetter Corridor; and continued widening of I-90 over the next three construction seasons between U.S. 95 and SH-41. Engineering and design, with the additional segments of I-90 are anticipated once funding has been identified.
- Funding for transportation to support local arterial improvements continues to fall well behind in its ability to address capacity and rehabilitation needs. Discussions need to restart on local option funding sources and/or additional State sources that are base line funding to a jurisdiction or to a region, rather than State-wide competitive programs that are relegated to LHTAC for selection, programming and project management.
- Improved protection of future transportation corridors through land use and right-of-way preservation activities is essential to mitigate the future public cost of infrastructure improvements and the unnecessary displacement of homes and businesses. These strategies become increasingly important as growth and development in the county consumes open space and escalates the price of property that will be needed for system expansion in the future. ITD and KMPO signed an updated Memorandum of Understanding in July of 2024, which included a provision for the IT Board to receive and consider future corridor studies conducted within the MPO area for acceptance. However, it is apparent that IDAPA rules addressing access to State Highways need updated to reflect the differences between access limitations in Federally designated urbanized areas and rural areas. The ability to create excessive access points on State highways in urbanized areas increases safety and congestion issues that are costly and disruptive to the regional transportation system.
- Continued development of a unified regional philosophy for transportation investments that crosses all modes of transportation. This needs to include funding strategies to address rising costs, rapid growth, and system capacity shortfalls.
- KMPO and ITD have not yet included provisions related to public transportation within the current MOU signed in 2024, which becomes problematic.

Defining Roles and Responsibilities

Consistent with federal planning regulations 23 CFR Part 450 and 49 CFR Part 613, ITD shall coordinate data collection analyses with MPO's and public transportation operators to support statewide transportation planning and programming priorities and decisions. KMPO, working with ITD, will coordinate roles and responsibilities with local agencies and public transportation providers. Inter-agency roles and responsibilities are defined for each UPWP task herein, as well as through the Memorandum of Understanding (MOU) between KMPO and ITD.

This collaborative process has had challenges and improvements will continue to be developed during FY 2027. Inter-agency roles and responsibilities will continue to be clarified to address the performance measures, accountability, and decision-making, as well as the project selection process and funding aspects contained in the upcoming transportation reauthorization bill.

Unfunded Needs in Transportation Planning

As KMPO continues the process of coordinated regional transportation planning, we recognize that planning needs often exceed available funding. The following items describe significant needs that are not covered by anticipated funding:

- Significant development pressure has returned to the Rathdrum Prairie, putting in jeopardy future travel corridors previously identified for preservation. Additional funding is necessary to support implementation of selected travel corridor improvements identified in the upcoming NEPA analysis efforts.
- Additional resources to address ongoing needs to facilitate public involvement and make it more accessible. KMPO continues looking at new public involvement platforms to encourage meaningful public engagement, and ability to screen for potential manipulation that uses artificial intelligence to influence and introduce bias to study public involvement outcomes.

UPWP Activities for FY 2027

The remainder of this document describes planning activities that KMPO and Kootenai County Public Transportation will undertake, from the adoption date of this UPWP through September 30, 2027. KMPO has identified the following eleven (11) major program components based on feedback from FHWA:

0. Maintenance, Operations, Legal Counsel, Annual Audit
1. MPO Administration
2. KMPO Committees and Public Involvement
3. Transportation Improvement Program Development & Amendment
4. KMPO Regional Public Transportation Planning
5. Kootenai County Public Transportation Planning
6. Metropolitan Transportation Plan 2026 - 2050 Update
7. Data Collection, Performance Measures and Evaluation
8. Travel Demand Modeling – Maintenance and Improvement
9. Regionally Sponsored Transportation Studies
10. Paid Time Off and Holidays

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit

Objectives

- To provide for all of KMPO's routine maintenance and operation's needs, including but not limited to office supplies, utilities, office space, as well as the annual financial audit and legal counsel.
- To ensure KMPO has the necessary resources to effectively operate and provide necessary legal and financial support

Interagency Roles and Responsibilities

Not Applicable

Scope

1. *General Maintenance Operations Supplies and Services.* This task includes, but is not limited to, office supplies, meeting space rental, phone, email, internet, utilities, office software subscriptions, equipment and office maintenance, etc.
2. General legal support to assist KMPO as necessary for document reviews. (Contracted)
3. General financial accounting support including preparation of the annual audit (Contracted)

Products

Efficient general operations and maintenance of the KMPO Office.

Timeline for Performance: October 1, 2026 through October 1, 2027.

Budget and Revenue Source

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit				
Budget	Funding Source			
	CPG	STBG-LU		Local
KMPO Financial Audit & Legal Services (Contracted) \$ 20,000	\$ 18,532			\$ 1,468
KMPO \$ 45,000	\$ 41,697			\$ 3,303
Total \$ 65,000	\$ 60,229			\$ 4,771

1.0 MPO Administration

Objectives

- To provide for all of KMPO's administrative needs, including but not limited to progress reporting, personnel, budgeting, financial documentation, office management, meeting preparation and posting of materials needed to fulfill timelines and posting requirements.
- To manage the agencies planning work between October 1, 2026 and September 30, 2027 and to identify possible work activities, budget and sources of revenue for the next year's planning activities (UPWP).

Inter-Agency Roles and Responsibilities

Not Applicable

Scope

1. *General Administration.* This task includes, but is not limited to, staff support for fiscal and clerical needs, staff meetings and training, policy board meetings, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.
2. *Title VI (Civil Rights) Plan.* KMPO will monitor and report on the plan in 2027 to ensure compliance with Title VI of the Civil Rights Act of 1964, as amended.
3. Prepare FY 2028 Unified Planning Work Program.
4. Prepare FY 2026 Annual Report on KMPO activities during FY2026, including work with the FY 2026 financial audit and reporting to the Idaho State Controller's Office, FHWA, and FTA.

Products

Completion and adoption of all necessary reports and documents, with public participation and stakeholder involvement.

Timeline for Performance: October 1, 2026 through October 31, 2027 to provide for end of Fiscal Year billings and close out.

Budget and Revenue Source

1.0 MPO Administration					
Budget		Funding Source			
		CPG			Local
KMPO	\$65,000	\$ 60,229			\$ 4,771
Total	\$ 65,000	\$ 60,229			\$ 4,771

2.0 KMPO Committees and Public Involvement

Objectives

Provide inter-local and interagency coordination and meeting support between KMPO and stakeholder groups at the local, State, and Federal level. This task will be performed and/or administered by KMPO staff with possible use of outside expertise

Scope:

1. *Public Involvement Activities.* Throughout FY2027, KMPO staff will work with the Federal Highway Administration guidelines and ITD to address any additional changes needed to KMPO's transportation planning efforts, using resources such as online tools and other options. KMPO will continue to evaluate retail platforms for broader outreach.
2. *Website.* Update and maintain the KMPO website to keep information current and ensure it remains an effective public outreach tool.
3. *Inter-local Coordination.* This task provides for coordination work that is not covered under other specific work tasks. KMPO expects meetings, workshops, educational efforts, and other outreach activities may be needed throughout the year to involve citizens, technical staff, elected officials, and stakeholders. The intent of this task is to ensure adequate agency coordination, public education, and stakeholder participation in the overall planning process.
4. *Outside Public Involvement Support.* KMPO will contract for additional public outreach services as part of community engagement for the Metropolitan Transportation Plan Update.

Inter-Agency Roles and Responsibilities

Not Applicable

Scope

1. *General Support.* This task includes, but is not limited to, staff support for advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.
2. *Contract support.* KMPO may retain public involvement firm to conduct public outreach, preference surveys and open houses to ensure broad opportunities for review and comment.

Products

Completion and adoption of all necessary reports and documents, with public participation and stakeholder involvement, as described above.

Timeline for Performance: October 1, 2026 through September 30, 2027

Budget and Revenue Source

2.0 KMPO Committees and Public Involvement				
Budget	Funding Source			
	CPG	STBG-LU		Local
Outreach Contract \$ 30,900	\$ 5,900	\$ 25,000		\$ 2,268
KMPO \$ 15,000	\$ 11,631			\$ 1,101
Total \$ 45,900	\$ 17,531	\$ 25,000		\$ 3,369

3.0 Regional Transportation Improvement Program (TIP)

Objective

To update and maintain the Transportation Improvement Program for Kootenai County.

Inter-Agency Roles and Responsibilities

This task will be led and coordinated by KMPO staff, in collaboration with local jurisdictions, highway districts, Kootenai County, and the Idaho Transportation Department. Kootenai County will be responsible for preparing the public transportation portion of the TIP, including public involvement activities necessary to develop the FTA Program of Projects (POP) and satisfy federal funding requirements. KMPO will then review the POP for financial constraints and consistency with current programmed projects. Selected projects will then be included as part of the public involvement process prior to the TIP adoption.

If a call for new projects is needed, KCATT will be responsible for reviewing and recommending projects based on the adopted project selection criteria approved by the KMPO Board.

All KMPO member agencies are responsible to provide project information to KMPO staff as needed, to review and comment on the draft TIP, and to make the draft TIP available at their agencies for public comment.

Scope

1. Review projects and project selection processes to ensure they meet emerging needs and requirements brought about through new legislation or regulation.
2. Amend the current Transportation Improvement Program to reflect changes in project and program status.
3. Provide for reporting of the annual Transportation Performance Measures (TPM) within the TIP in coordination with the ITD Office of Safety and other offices
4. Prepare the 2028-2033 Transportation Improvement Program for Kootenai County, along with associated documentation to support its approval.
5. Conduct public outreach activities to allow for comment on the draft TIP/STIP prior to adoption by the KMPO Board.

Products

TIP adoption, amendments and associated public documentation for submittal to ITD, and subsequently FHWA and FTA for approval.

Timeline for Performance: This activity includes 2026 and 2027 TIP amendments and preparation of the 2028-2033 TIP. Preparation of the 2028-2033 TIP begins in March 2027 and culminates in September 2027.

Budget / Revenue Source

3.0 Transportation Improvement Program (TIP)					
Budget		Funding Source			
		CPG			Local
KMPO	\$ 20,000				
Total	\$ 20,000	\$ 18,532			\$ 1,468

4. KMPO Regional Public Transportation Planning

Objective

To plan for the sustainable development of public transportation in Kootenai County, through addressing deficiencies and identifying potential financial resources.

Inter-Agency Roles and Responsibilities

KMPO and Kootenai County Public Transportation roles include leading larger regional public transportation planning initiatives, studies for a regional transit expansion to other areas of Kootenai County, evaluation of strategic plans for governance and long-term sustainable funding. KMPO will also continue to be responsible for the periodic update of the Regional Public Transportation Plan and monitor the potential for implementing a Regional Public Transportation Authority to oversee public transportation operations throughout Kootenai County.

Inter-Agency Scope

KMPO will collaborate with ITD, KCATT, Kootenai County Public Transportation and stakeholders regarding performance metrics.

Products

The updated Regional Public Transportation Plan is to include a review of existing/planned programs and projects to keep current with public transportation needs of the Kootenai Metropolitan Area, as well as strategies to implement plan recommendations and seeking long-term sustainable funding. The area will be relying on Kootenai County's Strategic Service Plan to provide short and long-term direction for transit services inside the Urbanized Area when it is approved by the Kootenai County Board of County Commissioners, and accepted by the KMPO Board.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

4.0 KMPO Regional Public Transportation Planning				
Budget	Funding Source			
	CPG	FTA CPG	STBG	Local
KMPO \$ 25,000	\$ 23,165			\$ 1,835
Total \$ 25,000	\$ 23,165			\$ 1,835

5.0 Kootenai County Public Transportation Planning

Objective:

Transit planning supports transit planning studies and related activities, which includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites, corridors, and various community developments.

Inter-Agency Roles and Responsibilities:

Kootenai County is the Designated Recipient and lead agency for the administration of 5307 funds for fixed-route and paratransit complementary service and an Idaho Transportation Department (ITD) subrecipient of FTA 5310 funds for seniors and individuals with disabilities within the Coeur d'Alene Urbanized Area. In this role, Kootenai County is responsible for the administration of the grant funds that includes, but is not limited to: management, finance, financial forecasting, network design and coordinating service between public transportation providers, developing Section 5307 public transportation portion of the Transportation Improvement Plan (TIP), which includes public involvement associated with the development of FTA's Program of Projects. In collaboration with KMPO, ITD's Public Transportation Office is responsible for the administration of Section 5310 and Section 5339 grant contracts for projects selected through the KMPO and Statewide Urban Balancing Committee processes.

As a member of KMPO, Kootenai County is responsible for participating in all planning activities. They are responsible for collecting/tracking and reporting transit ridership and performance data, as well as operational information used to inform the Federal Transit Administration, Idaho Transportation Department and Kootenai County's funding partners.

Kootenai County Public Transportation Activities:

1. Participate in the implementation of the Regional Public Transportation Plan.
2. Participate in meetings related to public transportation activities in Kootenai County.
3. Provide transit planning including:
 - a. Outreach to users, stakeholders, general public to ensure public involvement in transit decision-making,
 - b. Transit system design/redesign,
 - c. Targeted service plans,
 - d. Integrated Mobility Innovation regional transportation platform,
 - e. Statewide GTFS standard,
 - f. Human Services Transportation Plan.

ITD's Public Transportation Section is responsible for the administration of 5310, 5311 and 5339 funds.

KMPO's role is to develop and maintain the Regional Public Transportation Plan in partnership with Kootenai County, local jurisdictions, stakeholders and the general public. Kootenai County Public Transportation is an active participant in the studies and analyses conducted by KMPO, as required by U.S.C Title 49 Section 5303. The Regional Public Transportation Plan is an integral part of the Metropolitan Transportation Plan.

1. Update and maintain the FTA required Coordinated Public Transportation Human Services Transportation Plan, pursuant to revised federal funding and

performance requirements established in the FAST Act and coordination with stakeholders, private and public providers, the general public and ITD Public Transportation Office in Boise.

2. Provide planning and coordination activities with local jurisdictions, other providers, stakeholders, agencies and the general public to secure more sustainable funding for the program.
3. Evaluate and incorporate the improvement of local and regional mobility options to expand rider choices through increased transit, special transportation options, special transportation availability, enhanced communication and public education, and service between current public and private transportation providers.

Products

Keeping current on the public transportation needs, specifically within the Coeur d'Alene Urbanized Area, as well as develop strategies to implement plans, recommendations, and strategies for improving service and seeking long-term sustainable funding to support public transportation services.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

5.0 Kootenai County Transit Planning				
Budget	Funding Source			
		5307		Local
Kootenai County				
Total				

6. Metropolitan Transportation Plan Update

Objective

To plan for the future development of a regional transportation system in Kootenai County, including, but not limited to: identifying existing and future transportation needs; assessing the impact of planned growth; developing financial strategies to implement the MTP over the next 25-30 years; as well as, evaluating the overall performance of the plan and recommendations with benchmarks that are approved, or are currently under development by, USDOT, ITD and Metropolitan Planning Organizations around the State.

Inter-Agency Roles and Responsibilities

This task will be directed by the KMPO Board. KMPO staff and KCATT in association with local jurisdictions, are responsible for development of the long-range plan, reviewing and commenting on plan revisions and performance measures, and recommending final approval to the KMPO Board.

Scope

KMPO has updated elements of the Metropolitan Transportation Plan that were completed during fiscal year 2026. This includes updates related to regional goals and policies, existing conditions, forecasts of population, employment and land use plans. Future year 2050 travel demands, needed projects, and performance measures will be collaboratively developed with local jurisdictions, highway districts, and ITD District 1 and Headquarters. Updates to the financial chapter will utilize data reported annually by local agencies and highway districts, as well as data derived through ITD's OTIS project tracking system. Future financial needs will take into consideration currently available revenue and financing opportunities to address emerging transportation needs. The public involvement program will have contract support assistance consistent with the KMPO adopted public involvement plan.

1. Continue to integrate newly updated land use plans and land use decisions of local jurisdictions into the regional transportation planning process, in order to ensure that current land use planning assumptions are incorporated into the MPO planning process.
2. Determine short (6-year), mid-range (15-year) and long-range (20+ year) transportation system capacity constraints for evaluation through scenario analysis, including an assessment in the effectiveness of investments against established performance measures and targets.
3. Develop a scope and conceptual design for proposed improvements contained in the Plan, as needed, to accurately model and assess their impact on the regional transportation system.
4. Update the financial plan identifying those resources that may be reasonably available during the 20+ year planning horizon and meet the financial reasonableness provisions.
5. Update performance measures, previously approved by the KMPO Board, and provide a discussion in the report on the MTP's impact on future transportation performance.
6. Update, as necessary, the Non-Motorized Pedestrian and Bicycle Plan narrative on the plan's ability to influence and support ITD's approved targets. This will include meeting requirements for certifying a Safe Streets and Roads for All (SS4A) plan to ensure funding is accessible and available for local improvements
7. Include additional freight and goods data from work conducted as part of the recently completed update of the Idaho State Freight Plan and FHWA Freight data sets.

Products

A Metropolitan Transportation Plan that will remain current and identifies the existing and future transportation needs, its anticipated performance and a recommended direction for KMPO's planning area. The MTP revisions will provide a basis for projects and programs being recommended for inclusion in the Transportation Improvement Program.

Timeline for Performance: The work MTP Update will be completed by December 31, 2026.

Budget / Revenue Source:

6.0 Metropolitan Transportation Plan Update					
Budget		Funding Source			
		FHWA CPG	STBG-LU		Local
KMPO	\$ 95,000	\$ 83,623			\$ 6,973
Contract Services	\$ 60,000	\$ 22,340	\$ 37,660		\$ 4,404
Total	\$ 155,000	\$ 105,963	\$ 37,660		\$ 11,377

7.0 Data Collection, Performance Measures and GIS Evaluation

Objective:

Collect and compile data for state and local roadways, transportation facilities, land use, and systems performance in Kootenai County. Data collected will be used to update and maintain the regional travel-demand model, and to assist KMPO's member agencies with their transportation planning activities.

Inter-Agency Coordination:

This task will be led by KMPO staff with support from various local agencies, consultants, and ITD.

Local jurisdictions, highway districts, ITD and public transportation providers are responsible for sharing available data as requested by KMPO for planning purposes. This may include traffic counts, information on land use actions and building permits, traffic impact study reports, roadway inventory data, transit routes and schedules, etc. KMPO will use contracted services in order to acquire system performance data necessary to meet the transportation planning activities in the UPWP. KCATT is responsible for reviewing input data and providing feedback on travel demand model outputs, upon request.

Scope

1. Coordinate collection of annual traffic counts.
2. Maintain the VISUM travel demand model data sets, such as updating population, employment, land use, and transportation facility data provided to KMPO by local jurisdictions and State agencies.
3. Collect annual building permit, platting and development information to maintain the model. Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys. KMPO and ITD District 1 will partner to continue utilizing INRIX IA Signal Analytics to evaluate model output and current system performance.
4. Continue to review options for developing multi-jurisdiction sub-area models within the urbanized area.

Products

Collection and analysis of well documented data that can and will be used to assess the regional transportation system and evaluate its performance to established benchmarks approved by KMPO, in collaboration with ITD.

Timeline for Performance: Monthly and ongoing collection and incorporation of data into the KMPO GIS to maintain and enhance planning efforts.

Budget / Revenue Source

7.0 Data Collection, Performance Measures and GIS Evaluation				
Budget	Funding Source			
	CPG	STBG-LU		Local
Contract \$ 35,000		\$ 30,000		
KMPO \$ 37,500	\$ 37,179			
Total \$72,500	\$ 37,179	\$ 30,000		\$5,321

8.0 Regional Travel Demand Modeling

Objective

Continue to develop, operate and maintain a well-documented regional travel demand model that meets the regional transportation planning needs in Kootenai County. Evaluate both short and long-term strategies for specific corridors and/or transportation system enhancements. These analyses will form the basis for future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans.

Inter-Agency Coordination

KMPO will be responsible for the continued development, operation and maintenance of the regional travel demand model for Kootenai County and will provide modeling support to local jurisdictions, highway districts, and ITD for studies or specific projects being conducted in the area.

ITD and local jurisdictions and highway districts will provide review and support to the development and maintenance effort on the model, by assisting in the evaluation of the performance and accuracy of the model compared to their knowledge and understanding of the regional transportation system.

Scope:

1. Coordinate the scoping of modeling efforts for corridor studies, plans, or projects.
 - a. Provide transportation modeling to support development reviews.
 - b. Provide for contracted technical consultant support for calibration update, as needed.
 - c. Provide an opportunity for public comment on information used in the modeling processes.
 - d. Continue efforts to update the model using data derived from Task 7.
 - e. Continue to fulfill travel demand modeling requests and corridor alternatives.
2. Continue to provide scenario analysis modeling in support of the MTP. Provide travel modeling analysis for transportation projects and land use proposals submitted by ITD, local jurisdictions and highway districts as a part of KMPO regular program.

Products

A well supported and documented regional travel demand model that is used by KMPO and member agencies to update regional transportation plans, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Modeling efforts are ongoing and support KMPO, as well as local and state transportation planning and development efforts.

Budget / Revenue Source

8.0 Regional Travel Demand Modeling				
Budget	Funding Source			
	CPG			Local/State
Contracts \$ 35,000	\$ 32,431			\$ 2,569
KMPO \$ 35,000	\$ 32,431			\$ 2,569
Total \$ 70,000	\$ 64,862			\$ 5,138

9.0 Regional Transportation Studies

Objective:

Develop and evaluate long-term strategies for specific corridors and/or transportation system enhancements. These studies form the basis for consideration as future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans. KMPO will also continue to address regional traffic management solutions for the Coeur d' Alene Urbanized area.

Inter-Agency Coordination:

This data review effort will also look at freight and goods movement analysis in support of supplementing the freight and goods element of the MTP, an emphasis area of the USDOT to increase efficiency and performance in the national freight network, as well as a means to support economic development opportunities in the region. KMPO has utilized INRIX data to provide insight into existing travel patterns throughout the region. This will look at other approaches to achieve a multimodal view of the regional transportation system's performance.

Scope:

1. Coordinate the scoping of regional transportation systems, corridor, and traffic management studies, such as the SH-53 access control study with Post Falls Highway District.
2. Provide support for regional studies in support of transportation-related economic development opportunities that come forward during the fiscal year.
3. Provide for technical support to local jurisdictions and area projects, as needed.
4. Ensure ongoing public involvement participation in study processes.
5. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for preservation of identified corridors.
6. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.

Products:

Regional transportation studies and route development plan updates that can be used by ITD, KMPO, and member agencies to update the regional transportation plan, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Many of these activities are performed on an as needed basis. Corridor modeling and evaluation will be ongoing with major land use updates anticipated in the fall of 2026 and in 2027 along the SH-53 corridor.

Budget / Revenue Source:

9.0 Regional Transportation Studies				
Budget		Funding Source		
		CPG		Local/State
KMPO	\$ 58,000	\$ 53,743		\$ 4,257
Total	\$ 58,000	\$ 53,743		\$ 4,257

10. Paid Time-off and Holidays

Objective:

Establish a mechanism to account for employee payroll and payroll related expenses not directly associated with specific work tasks contained within the UPWP to accurately represent and account for billed hours.

Inter-Agency Coordination:

Not Applicable

Scope:

KMPO provides its employees with fringe benefits as a part of the employment package. This includes paid time-off, designated holidays, and bereavement leave. This provides for tracking paid leave as part of the UPWP associated billings to grant funds by Key Number as part of the monthly invoice. The hours are recorded and accounted for directly in the payroll system.

1. Develop and maintain payroll records associated with PTO, Holidays, and bereavement leave that can be tracked in the UPWP and reported on monthly invoices.
2. Provide reports that accurately represent the expenditure of planning funds and activities.

Products:

Monthly and annual reports accurately accounting for payroll expenses tied directly to employee related time-off.

Budget / Revenue Source:

10. Paid Time-off and Holidays				
Budget	Funding Source			
	CPG			Local/State
KMPO \$ 39,122	\$ 36,250			\$ 2,872
Total \$ 39,122	\$ 53,743			\$ 2,872

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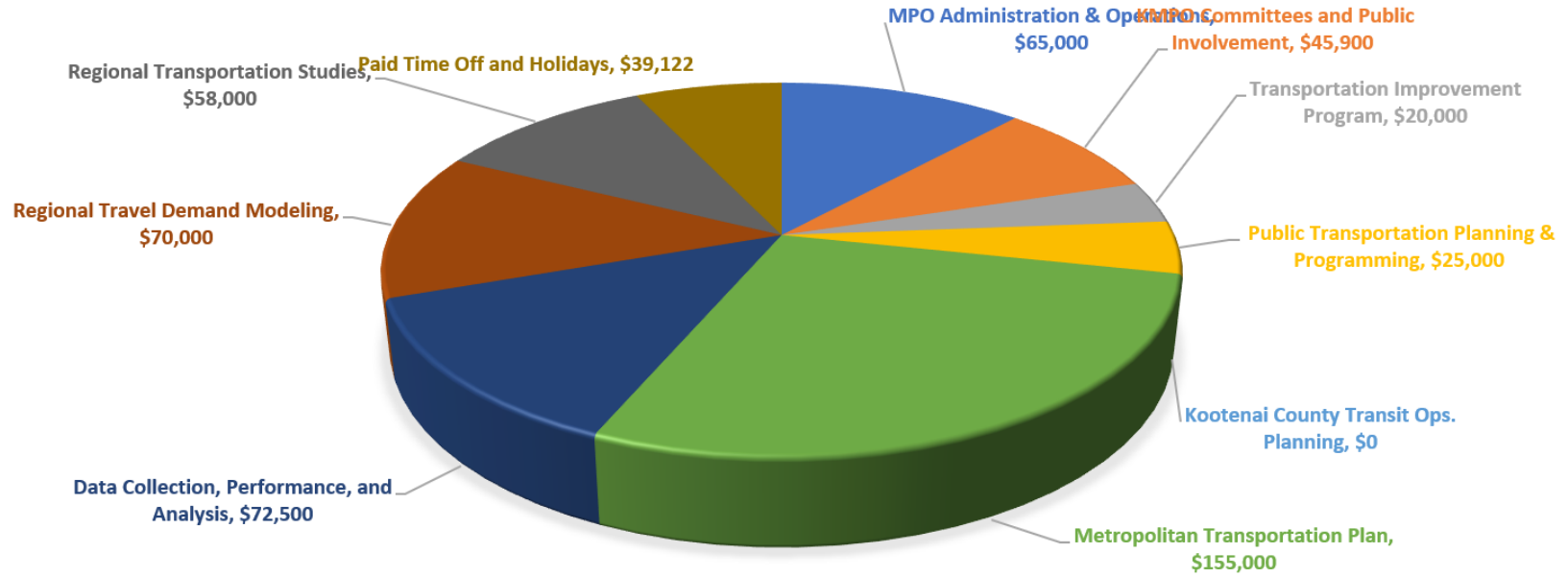
**Overall
FY 2027 UPWP
Draft Budget**

			Expenditures			Revenues					Control Totals
Task	Task Name	KMPO UPWP Budget	Personnel	Contracts	Maintenance & Operations	CPG	STBG-LU	Federal Fund	KMPO Matching Funds	KMPO Overmatch	Total Cost Centers
Activity 0	Maintenance, Operations, Legal, Audit	\$65,000		\$20,000	\$45,000	\$60,229		\$60,229	\$4,771	\$0	\$65,000
Activity 1	MPO Administration & Operations	\$65,000	\$65,000			\$60,229		\$60,229	\$4,771	\$0	\$65,000
Activity 2	KMPO Committees and Public Involvement	\$45,900	\$15,000	\$30,900		\$17,531	\$25,000	\$42,531	\$3,369	\$0	\$45,900
Activity 3	Transportation Improvement Program	\$20,000	\$20,000			\$18,532	\$0	\$18,532	\$1,468		\$20,000
Activity 4	Public Transportation Planning & Programming	\$25,000	\$25,000			\$23,165	\$0	\$23,165	\$1,835	\$0	\$25,000
Activity 5	Kootenai County Transit Ops. Planning	\$0				\$0		\$0	\$0	\$0	\$0
Activity 6	Metropolitan Transportation Plan	\$155,000	\$95,000	\$60,000		\$105,963	\$37,660	\$143,623	\$11,377	\$0	\$155,000
Activity 7	Data Collection, Performance, and Analysis	\$72,500	\$37,500	\$35,000		\$37,179	\$30,000	\$67,179	\$5,321		\$72,500
Activity 8	Regional Travel Demand Modeling	\$70,000	\$35,000	\$35,000		\$64,862		\$64,862	\$5,138	\$0	\$70,000
Activity 9	Regional Transportation Studies	\$58,000	\$58,000			\$53,743		\$53,743	\$4,257	\$0	\$58,000
Activity 10	Paid Time Off and Holidays	\$39,122	\$39,122			\$36,250		\$36,250	\$2,872	\$0	\$39,122
	Grand Total	\$615,522	\$389,622	\$180,900	\$45,000	\$477,683	\$ 92,660	\$570,343	\$45,179	\$0	\$615,522
	Less Kootenai County Program										
	KMPO Board Approved Budget Total	\$615,522									

Work Responsibility Allocations:

KMPO	\$ 615,522
Kootenai County	
Total	\$ 615,522

FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET



Transportation Improvement Program 2027-2033



Kootenai Metropolitan Planning Organization
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www.kmpo.net

Serving the Citizens of Kootenai County
Draft June 30, 2026

This document was prepared by the Kootenai Metropolitan Planning Organization (in cooperation with the cities of Coeur d' Alene, Hayden, Hayden Lake, Post Falls, Rathdrum, Kootenai County, Coeur d' Alene Tribe, Idaho Transportation Department and the East Side, Lakes, Post Falls and Worley Highway Districts). It was financed, in part, by funds from the U.S. Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the U.S. Department of Transportation.

The Kootenai Metropolitan Planning Organization is an Equal Opportunity/Affirmative Action employer. Hiring and service to program recipients are done without regard to race, color, religion, national origin, sex, age, or disability.

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FISCAL YEARS 2027-2033 TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the Bipartisan Infrastructure Law (BIL) 2022, as defined in 23 CFR 450 and 500; and 49 CFR 613, calls for each metropolitan planning organization to have a financially constrained Transportation Improvement Program (TIP) that is derived from the Metropolitan Transportation Plan and developed as part of the transportation planning process; and

WHEREAS, the KMPO Policy Board maintains the TIP that is fiscally constrained by year and by each governmental entity; and

WHEREAS, all projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the anticipated funding levels available within the current program year; and

WHEREAS, the total Federal share of projects included in the second, third, fourth and/or subsequent years of the TIP do not exceed levels of funding committed, or reasonably anticipated to be available in the next transportation reauthorization bill, to the area; and

WHEREAS, it is agreed that after KMPO Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303(j) and § 450.324 and shall be consistent with FHWA and FTA joint approval; and

WHEREAS, the TIP has considered during the identification and project selection process, the ITD Transportation Performance measure presently approved by the ITD Board and KMPO Board,

THUS, BE IT KNOWN that the KMPO Policy Board hereby concurs with and approves the Fiscal Year 2027-2033 KMPO Transportation Improvement Program as presented to us in the September 10, 2026 KMPO Board meeting and is to be incorporated without revision into the Idaho State Transportation Improvement Program (ITIP).

Adopted this _____ day of September 2026

SIGNED:

ATTEST:

Bruce Mattare
KMPO Board Chair

Alexandria Marienau,
Executive Director

Introduction

The Kootenai Metropolitan Planning Organization (KMPO) is an agency designated through a Joint Powers Agreement, by local jurisdictions in Kootenai County and the Governor of Idaho, to conduct metropolitan transportation planning that is a continuing, comprehensive, and cooperative transportation process for Kootenai County. Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), KMPO has the responsibility, in collaboration with the Idaho Transportation Department, local jurisdictions and public transportation service providers, to develop a Transportation Improvement Program (TIP) for the area.

The KMPO's TIP is a short-range, seven-year program of highway, transit, and non-motorized transportation projects for the Kootenai Metropolitan Area, which is defined as all of Kootenai County. It is a compilation of projects selected from various Federal, State and Local funding programs and sources. The TIP is generally approved annually; however, amendments to the program are often conducted throughout the year by Board action or Administrative Amendment.

The TIP is presented in several sections:

- Funding
 - Federal Sources
 - State Sources
 - Local Sources
 - Private Sources
- Programming
- Prioritization and Selection of Projects
- Approval
- Funding
 - Annual Listing
 - Funding programs and projects
- Financial Review
- KMPO Transportation Improvement Program
- Financial Plan
- Certifications

Funding

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided by Federal, State, and Local governments, as well as private developers. The following is a brief summary of available funding sources that can be used in the Kootenai metropolitan area.

Federal Sources

The FHWA and the FTA provide the major source of funds from the Federal government for transportation improvements. However, some funds can be acquired from other Federal agencies. Available funding sources include:

FHWA:

Federal Freight Funding: Originally introduced in the FAST Act, these funds are split between a formula distribution to the States and a nationwide competitive program, now referred to as RAISE.

Interstate Maintenance Program: Funds are used for resurfacing, restoration, and rehabilitation of the Interstate System (I-90).

Highway System Program (NHS): Limited to designated NHS roads throughout Idaho State, these funds are used for transportation facility improvements ranging from existing to new facilities.

Surface Transportation Block Grant (STBG): Funds are used for construction, reconstruction, and resurfacing of roadways designated on the Federal-aid system. This can include sidewalks and pathways when adjacent to, or within, an existing right of way; such projects are eligible, as well, for transfer to the Federal Transit Administration to support projects for public transportation purposes.

STBG – Congressional: Projects that may be awarded through Congressional earmark.

STBG – Rural and Small Urban: STBG funds designated for facilities located outside of Federally Designated Urbanized areas. These funds carry the same eligibility and are managed by the Local Highway Technical Assistance Council (LHTAC) through their project selection processes.

STBG – Large Urban: STBG funds are designated for facilities located within federally designated urbanized areas. These funds are allocated generally on a population basis; however, the overall program of projects is managed under a cooperative arrangement among MPOs in cooperation with ITD.

STBG – Statewide: STBG statewide allocation and STBG- Large Urban funds that have been retained by ITD through IT Board policy.

STBG Safety (SAFETY): A mandatory ten percent (10%) of all STBG funds are to be used for safety improvements to roads and railroad crossings, including railroad crossing devices. Funds may also be used for transit safety improvements and programs.

Transportation Alternatives Program (TAP): A mandatory ten percent (10%) of all STBG funds are to be used for nontraditional uses, ranging from historic preservation to water run-off mitigation. TAP projects are solicited statewide and selected by an ITD established committee, with KMPO review of projects located within the MPO designated area. Within the BIL Act, eligibility was broadened to encompass previous programs.

Bridge Program (State and Local): Funds are used for replacement of substandard bridges. These funds can be used for bridges on all streets both on and off the Federal-aid system. Bridges must have a 20-foot span, be inspected, rated, and determined to be deficient to qualify for Bridge funds. Bridge replacement projects will be selected on a statewide basis from bridges with sufficiency ratings below fifty (50).

Congestion Mitigation/Air Quality/CARBON/Freight: These funds are retained by ITD in the State of Idaho for use as directed by the Department.

High Priority Projects/BUILD/INFRA/RAISE: Discretionary competitive funds allocated by the United States Congress to USDOT for projects demonstrating solutions to transportation problems that can improve the local, state, and national economy.

In order to clarify the type of projects being constructed, similar projects funded with Interstate Maintenance (IM), National Highway System (NHS), STBG-State, Bridge-State or State funds have been grouped into corresponding funding categories. These categories include: Bridge Improvement, Bridge Preservation, Connecting Idaho, Horizon Planning, Mobility, Pavement Preservation, Rest Area, Restoration, Safety, Systems Planning and Systems Support.

FTA:

FTA 5303: Funds available for MPOs to conduct transportation related planning activities within the metropolitan area boundary.

FTA 5307: Provides funds to local transit agencies for capital, operating, and preventive maintenance assistance. Funds may also be used to support planning activities when identified in the approved Unified Planning Work Program. Kootenai County is the designated recipient of 5307 funds.

FTA 5310: Funds available for capital expenditures of agencies providing transportation service to the elderly and disabled through purchase of service or purchase of equipment. Projects are selected by the KMPO Board for consideration by the Statewide Urban Balancing Committee. The program is managed by ITD Public Transportation Division as a statewide program under the auspices of the FTA designated Governors Apportionment.

FTA 5311: Funds available for operating, capital and preventive maintenance in rural areas. This includes rural interstate bus service.

FTA 5339: Grant funds used for capital and facility improvements. Projects are selected by the KMPO Board for consideration by the Statewide Urban Balancing Committee. The program is managed as a statewide program by ITD Public Transportation Division under the auspices of the FTA designated Governors Apportionment.

State Sources:

State Funded Program (ST): Funds used for lower cost State highway construction projects that can be developed at a lesser expense than required when using Federal funding. Funds may typically be used for pavement improvements, bridge repair, and other unanticipated projects.

Restricted State Funds: Funds are primarily used for capital improvements including pavement, bridge, and railroad crossings. Fifty percent (50%) of the funds are retained by ITD, and thirty-five percent (35%) are allocated to the cities and counties from the Highway Distribution Account. Highway Distribution Account funds may also be used to match Federal funds.

Local Sources:

Local funding sources may be used as a local cash match for transportation projects not supported by Federal funds. Local sources presently available for funding in the metropolitan area include general revenues, special improvement districts, bonds, tax increment financing, and property tax levies.

Private Sources:

Private funding sources may include dedications of right-of-way and new roads, development fees, impact fees, or actual cash contributions provided by developers.

Programming Process

Identification, Evaluation and Selection of Projects

Projects selected for further development within the urbanized portions of Kootenai County are identified through the regional transportation planning process by the appropriate local and state staff members and elected officials. These projects were evaluated by KMPO staff and committees for reduction in overall traffic congestion; improved safety; effect on environmental impacts; ability to move goods, services and people; intermodal connectivity; conformance with local and regional transportation plans; economic benefit to the metropolitan area; and fiscal constraint. Kootenai County, as the “Designated Recipient” for FTA Section 5307 funding, utilizes their own process for creating the FTA required Program of Projects (POP) used by FTA in the grant approval process. Inclusion of the Program of Projects into the TIP affords the community the opportunity to identify how FTA funding is proposed to be utilized, as well as an opportunity to comment on projects prior to the KMPO Board’s approval of their inclusion in the TIP. Once included, ITD, Kootenai County, local jurisdictions and the Coeur d’Alene Tribe can proceed with the grant application process to secure the designated funding.

Typically, all major projects programmed in the TIP are derived specifically or by policy from KMPO’s Metropolitan Transportation Plan (MTP). The MTP identifies needs through 2045 and the latest update was approved in December 2021. The Plan consists of highway, transit, and non-motorized improvements to meet the estimated needs of the area over a minimum of the next 20-years. KMPO has accepted the performance measures and targets approved to date by the Idaho Transportation Board and have been considered in the selection and approval of projects for their contribution in achieving and/or exceeding the statewide targets. Elements of the MTP are updated on a regular basis.

Review and Approval

The Kootenai County Area Transportation Team (KCATT) committee is composed of professional engineers and planners working for the entities within the region, as well as non-voting members representing various modes of transportation. It is their responsibility to advise the KMPO Board regarding technical matters related to the development and inclusion of projects within the TIP. Kootenai County works with area public transportation providers to establish a program of projects for consideration during the review and comment on public transportation plans and projects being considered in the TIP. The KCATT and Kootenai County Section 5307 Program of Projects (POP) recommendations also go to the KMPO as part of the Board’s deliberations and decisions on projects being included in the TIP for Federal aid funding. Kootenai County and KMPO have agreed the public review process used in development of the TIP/STIP will be the avenue to public review and comment of projects being considered in the TIP/STIP.

The KMPO Board is composed of elected officials and transportation representatives within the area. This Board provides the policy and decision-making function of KMPO and serves as a public forum for discussion of TIP-related transportation issues and policies prior to the TIP’s approval.

The Idaho Transportation Board, as the designated representative for the Governor of Idaho, includes KMPO’s Metropolitan TIP into the Statewide TIP (STIP) as part of the statewide approval process before the overall program is submitted to FHWA and FTA. All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts, in coordination with the ITD.

Fund Authorization and Obligation

All projects must follow Federal regulations and guidelines during all phases of a project's development, in order to be eligible for Federal aid funding. The various phases of a project can include preliminary engineering, environmental studies, review and approval of the design, purchase of necessary right-of-way, and approval of final plans, specifications, and estimates. Each phase is generally eligible to receive Federal funds, although project sponsors are encouraged, at times, to use their own funds, especially in the early phases to expedite development. These phases of a project are identified in the program. Early participation in a project's development ensures ample opportunity to provide input on the design, concept and scope of the project. By the time a project is ready for construction, the construction plans are nearing completion and right of way (ROW) has been secured. This leads to fewer opportunities to make modifications to the project.

When a highway project reaches the construction/implementation phase, the sponsor will request ITD obligate funds from FHWA or FTA and advertise for bids. The priorities set in developing the TIP/STIP help to determine which projects will be able to receive funding during any given year. These priorities can be amended at any time by policy action of the KMPO Board; however, projects may be advanced between program years without further action.

An FTA designated grant recipient applies directly to FTA for Section 5307 grant funding approval for public transit related projects. These projects, too, must be contained in the approved TIP and STIP prior to funding obligation by FTA. FTA grants managed by ITD (5310, 5311, and 5339) follow a similar process as highway projects, where ITD is the grant recipient and project sponsors are subrecipients. Project funding levels and scope can be amended by KMPO through an amendment of a project already contained in the TIP/STIP; however, once a project is obligated through a grant or subrecipient agreement, the process for modifications must be resolved between KMPO, the project sponsor and granting agency. A TIP/STIP amendment may or may not be required.

Annual Listing

A listing of completed or obligated projects from the first year of the prior year's TIP (2026) will be published by the KMPO Board in January 2027. The listing will provide available information about each project obligated including location, costs, and other project elements.

Kootenai Metropolitan Area Transportation Improvement Program

Funding programs and projects

The TIP is a program of Federal-aid projects for the region that are anticipated to be implemented over a seven-year period from 2027 to 2033. **Table 1.0** identifies FHWA Federal-aid funded projects by funding and funding source. **Table 2.0** identifies FTA funded public transportation project by funding and fund source. **Table 3.0** also identifies Federal-aid transit operating, capital assistance and planning projects.

Projects funded by a discretionary program including RAISE, CRISI, and FTA 5339 projects are not generally identified unless a project has been specifically approved by USDOT or Congress.

The TIP identifies the project elements of each project by year. Each project is identified by its location, type of work activity, funding category, estimated

construction cost, and sponsor. Project locations are identified in Appendix A. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first three years of the program are eligible to receive funding during the program's first year. Projects beyond three years are for informational purposes only and an amendment to the TIP is required to have phase(s) moved to within the first three years of the program.

TIP Project Acronyms:

CN – Construction

IM - Interstate Maintenance

NHS - National Highway System

PD - Preliminary Development

Choices) PE - Preliminary Engineering

PL – Land Purchase

RW - Right-of-Way

RRX - Railroad Crossing

STP - Surface Transportation Program

TAP – Transportation Alternatives Program (Formerly Community

SR2S - Safe Routes to School (Previous Program covered in TAP

Table 1.0

DRAFT

KMPO

Regional Transportation Improvement Program

2027-2033

**DRAFT**BRUCE MATTARE, KMPO CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Area Transportation Project List

Group: Highway Projects (System)
Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL					
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALLS	1			CN		-	-	-	-	1,226	-	-		1,226	1,136	90	1
19955	MP 0.063 - 0.313	SAFTY/TRAF OPER, Railroad Signals		PE		-	-	-	-	-	-	-		492	456	36	
POST FALLS		STP-LARGE (L)	STP-LU	RW		-	-	-	-	-	-	-		-	-		
This project will reconstruct the approaches to the crossing at Chase Rd. and the Burlington Northern and Santa Fe Railway (BNSF) branch line serving Post Falls.																	
OFFSYS, YELLOWSTONE TRAIL RD, KOOTENAI CO	1			CN	2,156	-	-	-	-	-	-	-		2,156	1,998	158	1
20775	MP 101.900 - 102.100	ENV PRESV, Safety Improvement		PE	-	-	-	-	-	-	-	-		679	632	47	
EASTSIDE HD Number 3		FLAP (L)	FLAP	RW	-	-	-	-	-	-	-	-		-	-		
Repair slide area. This project is between mile points 101.9 and 102.1.																	
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM	1			CN		-	-	-	-	-	-	Unfunded		2,338	2,166	172	1
21937	MP 8.300 - 8.800	MAJRWDN, Turn Bay		PE		-	-	-	-	-	-	Unfunded		560	519	41	
STATE OF IDAHO (ITD)		EARLY	HSIP	RW		-	-	-	-	-	-	Unfunded		-	-		
This project will widen the existing roadway and install turn bays with illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																	
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	1			CN		-	-	-	-	-	-	Unfunded		11,800	10,934	866	1
21939	MP 0.000 - 1.800	MAJRWDN, Turn Bay		PE	700	-	-	-	-	-	-	Unfunded		2,130	1,974	156	P
STATE OF IDAHO (ITD)		EARLY	HSIP	RW	1,500	-	-	-	-	-	-	Unfunded		1,500	1,390	110	R
This project will reconstruct the existing road and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																	
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD	1			CN	-	2,302	-	-	-	-	-	-		2,302	2,133	169	1
22435	MP 0.920 - 1.080	RECONST/REALIGN, Pavement Rehabili		PE	-	-	-	-	-	-	-	-		483	448	35	
POST FALLS HD		STP-RURAL (L)	STP-RURAL	RW	-	-	-	-	-	-	-	-		190	176	14	
This project will upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.																	
STATE, FY30 D1 PAVEMENT PRESERVATION	1			CN		-	-	2,659	-	-	-	-		2,659	2,464	195	1
22775	MP 0.000 - 0.000	PM, Seal Coat		PE		-	-	-	-	-	-	-		60	-	60	P
STATE OF IDAHO (ITD)		PAVE	STP	RW		-	-	-	-	-	-	-		-	-		
The District Wide Pavement Preservation project will preserve the roadway by placing a surface treatment that may include a traditional chip seal, micro seal, and slurry seal. In select locations a pre-grind may also be performed prior to treatment.																	
STATE, SPIRIT BEND AVE, ATLAS RD INT. IMP.	1			CN		-	-	-	-	-	-	Unfunded		1,558	1,444	114	1
22799	MP 0.000 - 0.000	SAFTY/TRAF OPER, Intersection Improv		PE		-	-	-	-	-	-	Unfunded		145	134	11	P
STATE OF IDAHO (ITD)		EARLY	HSIP	RW		-	-	-	-	-	-	Unfunded		-	-		R
This is a safety and capacity driven project and will address serious and fatal crashes as well as focus on the through movement of traffic by installing turn bays and illumination on SH 41 at Spirit Bend Rd and a flashing redlight beacon on Atlas Rd at SH 53 in Kootenai County.																	
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1			CN	-	3,204	-	-	-	-	-	-		4,204	2,969	1,235	1
22892	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement		PE	-	-	-	-	-	-	-	-		2,050	1,477	573	
LAKES HD		BR-LOCAL	BR-LOC	RW	-	-	-	-	-	-	-	-		-	-		M

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BRUCE MATTARE, KMPO CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Area Transportation Project List

Group: Highway Projects (System)
Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL					
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN				1,000	-	-	-	-	-	-		4,204	2,969	1,235	1
22892	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement		PE			-	-	-	-	-	-		2,050	1,477	573	
LAKES HD		LP-ST	LPT	RW			-	-	-	-	-	-		-	-		M
To take the alternatives developed in the Lakes Highway District planning study and carry them into the NEPA for final evaluation of alternatives, selection, design, and construction of improvements near Athol, Idaho in Kootenai County. This includes a replacement and relocation of a structurally deficient bridge across the UPRR and realigns Old Highway 95 to provide an improved connection to a future interchange at Parks Road and US 95.																	
US 95, RATHDRUM PRAIRIE AREA TRANSPORT STUDY, KOOT	1	CN				-	-	-	-	-	-	-		-	-		1
23349	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	2,000	-	-	-	-	-	-	-		5,150	1,853	3,297	
STATE OF IDAHO (ITD)		PLAN	NH	RW		-	-	-	-	-	-	-		-	-		
This project is to evaluate the state highway and local roadway system within the Rathdrum Prairie utilizing a Preliminary Environmental Linkage (PEL) process to recommend transportation solutions to be carried forward into a NEPA document that provides improvements to safety and mobility, as well as system reliability and resiliency for the current and future movement of both people and goods. This study is studying the region stretching from Interstate 90 (I 90) North to State Highway 53 (SH 53) and from Washington state line east to US Highway 95 (US 95).																	
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTE	1	CN				-	-	-	-	-	-	Unfunded		11,454	10,613	841	1
23429	MP 446.520 - 448.520	RECONST/REALIGN, Frontage Roads		PE		-	-	-	-	-	-	Unfunded		2,750	-	2,750	R
STATE OF IDAHO (ITD)		EARLY	NH	RW		-	-	-	-	-	-	Unfunded		2,000	1,853	147	
This project will remove the existing at grade intersection at US-95 and Parks Rd. The project will also construct new frontage roads to connect Pope Rd to Park Rd, add a connection from Parks Rd to SH-54, and construct a frontage on the west side to remove direct accesses on the US-95.																	
I 90, PASSAGE MULTI PLATE CULVERT, KOOTENAI CO	1	CN				6,782	-	-	-	-	-	-		6,782	6,258	524	1
23618	MP 20.601 - 20.601	BR/APPRS, Bridge Rehabilitation		PE			-	-	-	-	-	-		300	277	23	
STATE OF IDAHO (ITD)		BR-RESTORE	BR-STATE	RW		-	-	-	-	-	-	-		-	-		W
This project will extend the life of the multi plate culvert by inserting a sleeve or similar product at the passage culvert.																	
I 90B, POST FALLS BUSINESS LOOP, POST FALLS	1	CN				-	-	-	-	-	-	5,019		5,019	4,651	368	1
23649	MP 0.000 - 5.650	RESRF/RESTO&REHAB, Pavement Reh		PE		-	-	-	-	-	-	-		1,060	982	78	
STATE OF IDAHO (ITD)		RESTORE	STP	RW		367	-	-	-	-	-	-		367	340	27	
This project will extend the life of the roadway by performing a thin mill and inlay, sidewalk pedestrian ramp upgrades, and signal upgrades.																	
LOCAL, FY27 KMPO PLANNING	1	CN				-	-	-	-	-	-	-		-	-		1
23687	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	100	-	-	-	-	-	-	-		100	93	7	
KOOTENAI METROPOLITAN		STP-LARGE (L)	STP-LU	RW		-	-	-	-	-	-	-		-	-		
This project will provide funds to augment KMPO's planning efforts.																	
LOCAL, FY27 KMPO METRO PLANNING	1	CN				-	-	-	-	-	-	-		-	-		1 2
23766	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	303	-	-	-	-	-	-	-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW		-	-	-	-	-	-	-		-	-		

Group: Highway Projects (System)
Sort: STIP

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)													
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY28 KMPO METRO PLANNING			1	CN	-	-	-	-	-	-	-	-	-	-	-	1	2
23767	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	303	-	-	-	-	-	-	303	280	23		
KOOTENAI METROPOLITAN MET				RW	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY29 KMPO METRO PLANNING			1	CN	-	-	-	-	-	-	-	-	-	-	-	1	2
23768	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	303	-	-	-	-	-	-	303	280	23		
KOOTENAI METROPOLITAN MET				RW	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
I 90, FY27 D1 STRIPING			1	CN	730	-	-	-	-	-	-	-	730	-	730	1	
23794	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings		PE	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)				RW	-	-	-	-	-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.																	
I 90, FY28 D1 STRIPING			1	CN	730	-	-	-	-	-	-	-	730	-	730	1	
23795	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings		PE	5	-	-	-	-	-	-	-	5	-	5		
STATE OF IDAHO (ITD)				RW	-	-	-	-	-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.																	
SH 3, SH 97 JCT TO SWAN CR, KOOTENAI CO			1	CN	-	-	5,500	-	-	-	-	-	5,500	5,096	404	1	
23937	MP 96.000 - 103.200	RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	230	213	17		
STATE OF IDAHO (ITD)				RW	-	-	-	-	-	-	-	-	-	-			
This project on SH 3 from the SH-97/SH-3 JCT to milepost 103.2 will preserve the road way by placing a SALSA and thick overlay.																	
SH 53, N BRUSS TO MP 8.3, KOOTENAI CO			1	CN	-	-	-	-	-	-	-	Unfunded	18,605	17,239	1,366	1	
24162	MP 4.450 - 8.300	MAJRWDN, Turn Bay		PE	-	-	-	-	-	-	-	Unfunded	1,115	1,033	82	P	R
STATE OF IDAHO (ITD)				RW	-	-	-	-	-	-	-	Unfunded	5,035	4,665	370		
This project will reconstruct the existing SH-53 road way between mile post 4.45 to 8.3 and adding a continuous center turn lane and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																	
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO			1	CN	-	3,030	-	-	-	-	-	-	3,030	2,807	223	1	
24353	MP 101.496 - 102.740	RESRF/RESTO&REHAB, Base/Sub-bas		PE	-	-	-	-	-	-	-	-	275	255	20		
WORLEY HD				RW	-	-	-	-	-	-	-	-	-	-			
For the work to rehabilitate and resurface the roadway to include widening the travel lanes and shoulders, storm drainage improvements, and vertical and horizontal alignment changes to improve drivability and increase safety. This is a continuation of the Kidd Island, PH 1 project.																	

**DRAFT**

BRUCE MATTARE, KMPO CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Area Transportation Project List

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Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL					
I 90, US 95 IC, EMMA AVE TO NEIDER AVE, KOOTENAI CO	1	CN												128,360	-	128,360	1
24395	MP 11.700 - 12.300	RECONST/REALIGN, Interchanges		PE	6,000							Unfunded		17,250	-	17,250	R
STATE OF IDAHO (ITD)		EARLY	STECM	RW	10,000							Unfunded		13,000	-	13,000	W
This project will replace the I 90/US 95 (Exit #12) interchange and ramps to accommodate traffic flows. US 95 will be widened from Emma Ave to Neider Ave with associated intersection improvements.																	
SH 97, SAFETY IMPROVEMENTS, HARRISON	1	CN												505	-	505	1
24552	MP 60.700 - 96.000	SAFTY/TRAFF OPER, Safety Improvemen		PE	-							-		-	-		
STATE OF IDAHO (ITD)		OTHER ASSETS ST		RW	-							-		-	-		
To provide spot traffic safety improvements including delineation, signage, sight distance, and intersection improvements																	
I 90, SOUTH RV RD TO KINGSTON IC, SHOSHONE/KOOTENAI	1	CN									4,383	16,072		20,455	18,874	1,581	1 2
24586	MP 36.200 - 43.300	RESRF/RESTO&REHAB, Pavement Reh		PE	480	600						-		1,080	997	83	P
STATE OF IDAHO (ITD)		RESTORE	IM	RW								-		-	-		W
This project will extend the service life of the roadway on I-90 between South River Road mp 36.2 and the Kingston I.C. mp 43.3. The project will consist of a deep mill and asphalt pavement inlay, safety improvement's, and guardrail replacement.																	
SMA-7145, ATLAS RD, SELTICE WAY TO HANLEY AVE, C'DA	1	CN							4,700					4,700	4,355	345	1
24647	MP 10.000 - 12.060	RESRF/RESTO&REHAB, Pavement Reh		PE		470						-		470	436	34	
COEUR D'ALENE		STP-LARGE (L)	STP-LU	RW								-		-	-		
This project will reconstruct Atlas road and widen to three lanes with sidewalks and a bike path.																	
LOCAL, BIKE PATH CONNECTIONS, HARRISON	1	CN												479	443	36	1
24677	MP 0.000 - 0.000	SAFTY/TRAFF OPER, Bicycle/Pedestrian/		PE	76							-		76	70	6	
HARRISON		TAP	TAP-RURAL	RW								-		-	-		
For the work to construct a 10' wide, 661' long asphalt bike path, at two locations, to connect to the Trail of the Coeur d'Alenes pathway to improve bike/pedestrian traffic from the Trail of the Coeur d'Alenes pathway to the City of Harrison. The two locations include (1) connection to the Trail of the Coeur d'Alenes and lead to Harrison Street and (2) pathway to continue on Lakefront Avenue and reconnect to the Trail of the Coeur d'Alenes near Garfield Street. The pathway will have marked crossings and a pair of yield signs to increase safety and awareness in a heavily trafficked area on Harrison Street.																	
LOCAL, FY30 KMPO METRO PLANNING	1	CN												-	-		1 2
24882	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE					303			-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW								-		-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY31 KMPO METRO PLANNING	1	CN												-	-		1 2
24883	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE					303			-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW								-		-	-		

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BRUCE MATTARE, KMPO CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	Notes
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL					
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY32 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-	-	-	-	-	1 2
24884	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	-	-	303	-	-	-	303	280	23	
KOOTENAI METROPOLITAN	MET	MET	RW		-	-	-	-	-	-	-	-	-	-	-	-	
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
US 95, BOSANKO AVE TO WYOMING AVE, COEUR D'ALENE	1	CN		4,399	4,841	-	-	-	-	-	-	-	-	9,240	8,562	678	1 2
25010	MP 431.450 - 435.850	RESRF/RESTO&REHAB, Pavement Reh	PE		-	-	-	-	-	-	-	-	-	-	-	-	P
STATE OF IDAHO (ITD)	RESTORE	NH	RW		-	-	-	-	-	-	-	-	-	-	-	-	
This project will extend the life of US95 between Lacrosse Ave and Wyoming Ave. Work includes a pavement mill and inlay and upgrade of deficient sidewalk pedestrian ramps.																	
I 90, MP 4 TO SPOKANE ST IC, POST FALLS	1	CN		-	1,120	-	-	-	-	-	-	-	-	1,120	1,033	87	1
25017	MP 4.000 - 4.700	RESRF/RESTO&REHAB, Base/Sub-bas	PE		-	-	-	-	-	-	-	-	-	-	-	-	P
STATE OF IDAHO (ITD)	RESTORE	IM	RW		-	-	-	-	-	-	-	-	-	-	-	-	W
This project will restore the smoothness and ride quality of freeway by reconstructing the base and resurfacing various lane sections.																	
15TH ST, HARRISON AVE TO BEST AVE, COEUR D'ALENE	1	CN		-	-	-	-	-	-	-	5,876	-	-	5,876	5,445	431	1
25037	MP 10.920 - 11.894	RECONST/REALIGN, Minor Widening &	PE		-	-	-	657	-	-	-	-	-	657	609	48	
COEUR D'ALENE	STP-LARGE (L)	STP-LU	RW		-	-	-	-	-	-	-	-	-	-	-	-	
This project will reconstruct 15th Street from Harrison Avenue to Best Avenue. The roadway will be expanded to a three-lane section with bike lanes, with sidewalk on the west side and an off-street shared use path on the east side. An RRFB will be installed at Cherry Hill Park.																	
LOCAL, GUARDRAIL IMPRV SYSTEMIC, LAKES HD	1	CN		-	1,419	-	-	-	-	-	-	-	-	1,419	1,315	104	1
25040	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail	PE		-	-	-	-	-	-	-	-	-	-	-	-	
LAKES HD	SAFETY (L)	HSIP (L)	RW		-	-	-	-	-	-	-	-	-	-	-	-	
For the work improve safety for all roadway users with the installation of guardrail and shoulder widening at multiple locations within the Lakes Highway District jurisdiction.																	
LOCAL, FY33 KMPO METRO PLANNING	1	CN		-	-	-	-	-	-	-	-	-	-	-	-	-	1 2
ORN25158	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	-	-	303	-	-	-	303	280	23	
KOOTENAI METROPOLITAN	MET	MET	RW		-	-	-	-	-	-	-	-	-	-	-	-	
LOCAL, FY31 KMPO PLANNING	1	CN		-	-	-	-	-	-	-	-	-	-	-	-	-	1
ORN25328	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	100	-	-	-	-	-	100	93	7	
KOOTENAI METROPOLITAN	STP-LARGE (L)	STP-LU	RW		-	-	-	-	-	-	-	-	-	-	-	-	

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BRUCE MATTARE, KMPO CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)									Total	Federal	Match	
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL				
I 90, WSL TO SH 41 IC, POST FALLS			1	CN	-	-	-	-	-	-	9,100	-	9,100	8,397	703	1
ORN25330	MP 0.000 - 6.537	RESRF/RESTO&REHAB, Pavement Reh		PE	-	400	-	-	327	-	-	-	727	671	56	
STATE OF IDAHO (ITD)		PAVE	IM	RW	-	-	-	-	-	-	-	-	-	-	-	W
Notes: 1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds G: Project is grouped in STIP M: Project included in multiple programs B: Project addresses Federal Bridge Condition PM P: Project addresses Federal Pavement Condition PM R: Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method. W: Work zone safety priority Phases: CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces				Construction	14,572	16,227	1,897	8,159	4,700	1,226	13,483	201,082				
				Development	9,664	1,303	773	303	1,387	303	303	1,350				
				Right-of-Way	11,500	367	-	-	-	-	-	10,035				
				Total	35,736	17,897	2,670	8,462	6,087	1,529	13,786	212,467				

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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs				
Key No.	Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)												
Sponsor		Program	Fund	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
TRANSIT, COEUR D'ALENE UZA METRO PLANNING				1	CN	80	80	80	80	-	-	-	-	320	256	64	1
13238	MP 0.000 - 0.000	Metropolitan Planning			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI METROPOLITAN TRNS-OPS					5303					-	-	-	-	-	-	-	
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS				1	CN	2,053	2,172	2,296	2,427	-	-	-	-	8,948	5,369	3,579	1
14191	MP 0.000 - 0.000	Paratransit Operations			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-OPS					5307 SUrb					-	-	-	-	-	-	-	
These funds will provide operating assistance and indirect costs to support paratransit services.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS				1	CN	1,810	1,901	1,985	2,095	-	-	-	-	7,791	3,896	3,895	1
14193	MP 0.000 - 0.000	Transit Operations			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-OPS					5307 SUrb					-	-	-	-	-	-	-	
These funds will provide operating assistance and indirect costs to support fixed route services.																	
TRANSIT, COEUR D'ALENE UZA PREVENTATIVE MAINTENANC				1	CN	110	116	122	128	-	-	-	-	476	381	95	1
19196	MP 0.000 - 0.000	Preventive Maintenance			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-OPS					5307 SUrb					-	-	-	-	-	-	-	
Provide preventative maintenance funds to extend the life of Kootenai County Transportation Public Transportation fleet vehicles and associated indirect costs.																	
TRANSIT, COEUR D'ALENE UZA BUSES				1	CN	750	-	750	1,500	-	-	-	-	3,000	2,400	600	1
19424	MP 0.000 - 0.000	Capital Asset			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-CAP					5307 SUrb					-	-	-	-	-	-	-	
These funds will be used to acquire rolling stock for those that have reached the end of their useful lives.																	
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING				1	CN	50	55	58	58	-	-	-	-	221	177	44	1
20761	MP 0.000 - 0.000	Transit Planning			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-OPS					5307 SUrb					-	-	-	-	-	-	-	
To provide funding for short term and long range planning for Kootenai County Public Transportation Service and associated indirect costs.																	
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T				1	CN	7	8	8	8	-	-	-	-	31	25	6	1
20762	MP 0.000 - 0.000	Transit Planning			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-OPS					5307 SUrb					-	-	-	-	-	-	-	
To provide funding for Federal training for transit staff and associated indirect costs.																	
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT				1	CN	50	50	50	50	-	-	-	-	200	160	40	1
23411	MP 0.000 - 0.000	Capital Asset			PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY TRNS-CAP					5307 SUrb					-	-	-	-	-	-	-	
To provide Transportation support vehicles, Riverstone Transit Center equipment, Bus Support Equipment (Intelligent Transportation Systems (ITS), Radios, etc.)																	



				Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs		
Notes				Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match
Key No.	Mileposts	Work, Detail													
Sponsor		Program	Fund												
				Construction	4,890	4,362	5,329	6,326	-	-	-	-			
				Development	-	-	-	-	-	-	-	-			
				Right-of-Way	-	-	-	-	-	-	-	-			
				Total	4,890	4,362	5,329	6,326	-	-	-	-			

Notes:

1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds

G: Project is grouped in STIP

M: Project included in multiple programs

B: Project addresses Federal Bridge Condition PM

P: Project addresses Federal Pavement Condition PM R; Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method.

W: Work zone safety priority

Phases:

CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces RW - Right-Of-Way acquisition

A. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified, and projects included in the TIP are expected to be funded. Table 3 identifies the estimated project costs programmed in the TIP annually for the next five years. Prior to programming projects, these estimated costs are compared with anticipated revenues, which are documented annually by ITD in the "Update Packet for the Capital Investment Program." If costs do not match anticipated revenues for the fund group, adjustments are required to balance the program. Therefore, revenue and costs are the same.

TABLE 3.0
FY2027-2033 Program by Activity all Modes ¹
(dollars in thousands)

Activity	2027	2028	2029	2030	2031	2032	2033	Preliminary Development	Total
Public Transportation	4,890	4,362	5,329	6,326					20,907
Road Construction	14,572	16,227	1,897	8,159	4,700	1,226	13,483	201,082	261,346
Roadway Development	9,664	1,303	773	303	1,387	303	303	1,350	15,386
Road Right-of-Way	11,500	367	-0-	-0-				10,035	321,902
Total	40,626	22,259	7,999	14,788	6,087	1,529	13,786	212,467	319,541

The ITIP Program managed by ITD incorporates annual increases in project funding levels based on historical trends. Revenue tied to annual appropriations, based on language contained in an Authorization Bill, have been held constant with the current short term authorization bill (BIL Act) and the uncertainty that exists with future programs. Project costs during are expected to increase with material supply and labor shortages being major factors.

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc., as well as the operation, maintenance, and capital needs of the region's public transportation system. Most of the available federal funds are dispersed on a statewide basis, based on value and need, as determined by the ITD Board. However, some of the STBG-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities. The adopted IT Board policy does not allocate all STBG- Large Urban funds to areas with populations between 50,000 and 200,000 at this time, so it is uncertain where or how these unallocated apportionments will be subsequently programmed. It is, therefore, impractical to conduct a fiscal constraint analysis at the MPO level, as program funds and funding levels are managed and maintained by ITD.

TABLE 4.0
STBG-Large Urban Program Estimated Fund Balances for the KMPO Planning Area¹

STBG Large Urban Funds	FY2027	FY2028	FY2029	FY 2030	FY2031	FY 2032	FY 2033	Preliminary Development	Total
Allocated STBG-Large	\$2,170,651	\$2,170,651	\$2,170,651	\$2,170,651	\$ 2,170,651	\$ 2,170,651	\$ 2,170,651		\$ 15,194,557
Match Requirement	\$171,947	\$171,947	\$171,947	\$171,947	\$171,947	\$ 171,947	\$ 171,947		\$ 1,203,629
Total Available Funds	\$ 2,342,597	\$2,364,598	\$4,797,195	\$6,579,793	\$ 8,922,390	\$ 5,907,988	\$ 8,250,586	\$ 8,250,586	
Programmed Funds	\$100,000	\$ 0	\$470,000	\$ 0	\$ 5,357,000	\$ 0	\$ 0	\$ 5,876,000	\$ 11,803,000
Fund Balance	\$22,000	\$2,364,598	\$4,327,195	\$6,579,793	\$ 3,565,390	\$ 5,907,988	\$ 8,250,586	\$ 2,374,586	

¹Note: Programmed STP funds include costs for preliminary engineering, right-of-way and construction. Revenue tied to annual appropriations based on language contained in an Authorization Bill, have been held constant due to the uncertainty that exists with future program levels.

Table 4.0 identifies that the KMPO area STBG programs potentially available as STBG-Urban funds. The STBG-Urban Program process is hypothetically based on an equitable borrow and lend concept where urban areas can program another urban areas' unused allocated funds for that year in order to balance the overall STBG-Urban Program.

Table 5.0 identifies the estimated FTA 5307 federal apportionments to the KMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments are subject to annual appropriation. The TIP/STIP will be adjusted accordingly as actual amounts are made available.

TABLE 5.0
FTA 5307 Anticipated Fund Balances for the KMPO Urbanized Area¹

Scheduled Costs (Dollars in Thousands with Match)

Year-Of-Expenditure Dollars (Not Current Prices)

	2027	2028	2029	2030	Total
Capital and Operations	4,033	4,249	4,463	4,213	16,958
Rolling Stock/Capital	800	50	800	1,550	3,200
Planning/Training	57	63	66	66	252
Total	4,890	4,362	5,329	6,326	20,410

Currently, Kootenai County obligates apportioned funds by utilizing cash and in-kind contributions from local jurisdictions, Kootenai County, Kootenai Health, and the Coeur d' Alene Tribe.

System Operations and Maintenance

It is important to recognize the amount of transportation funds being used to operate and maintain the current roadway and public transportation systems.

- **Roadways**

Federal funds are used to replace and rehabilitate poor pavement conditions. State and local funds are also used for repaving, as well as all other aspects of operating and maintaining the roadway system, including striping, sign replacement, traffic signal operations, snow removal, lighting, etc.

Revenues generated from the state highway distribution account, sales tax, and local general fund make up the majority of funding available to operate and maintain the existing roadway system. It is very difficult, if not impossible, to determine how much of the revenue will be expended on the federal-aid highway system as opposed to other local roadways. Available local revenues are used to address the immediate operating and maintenance needs of the area regardless of the facility type. Typically, local jurisdictions will provide the minimum local match for projects on the federal-aid system where they can leverage their limited funding. This leaves local funds, to the extent available, for the local system, which is maintained with local sources.

Based on past and currently programmed funds, over half the estimated revenues will potentially be available for operational and maintenance type projects. It should be noted that historically, when only considering state and local revenues annually budgeted for transportation improvements by the local jurisdictions, approximately 34% are used on activities categorized as operations and maintenance, while only 26% are used on expansion and reconstruction projects.

Approximately 97% of the revenues for operations and maintenance are generated from local (56%) and state revenue (38%), which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 4% of total revenues come from federal sources, which are used for major construction or reconstruction projects. Large federal aid projects, during any given year, can significantly impact these percentages.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than \$40.2 million annually is adequate to operate and maintain the current roadway system, but rather a reflection of available resources.

- **Public Transportation**

Because federal funds with local/other matching funds are solely used to operate and maintain the public transportation system, available revenues equal the costs programmed in the TIP. **Table 7.0** identifies the percentage of funds expended between capital and operations/maintenance.

TABLE 7.0
Kootenai County Programmed Expenditures on Public Transportation

Work Type	FY 2027	Percent
Capital	\$ 800,000	16.4
Operations/ Maintenance/ Administration	\$4,033,000	82.4
Planning and Training	\$ 57,000	1.2
Total	\$ 4,890,000	100

Source: ITD ITIP Draft, June 2026

Kootenai County will expend approximately 82 percent of its anticipated revenue to operate and maintain the current system. The ability to add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable long term funding sources to support public transportation.

Performance Measures

Kootenai Metropolitan Planning Organization has, by Board action, accepted the Idaho Transportation Department’s federally-required performance measures related to safety and highway conditions. This program of transportation projects is consistent with improving the safety, reliability, and condition of the regional transportation system through various improvements being funded through a variety of funding programs that prioritize and select projects that are derived either specifically or by policy from the Metropolitan Transportation Plan. Those ranking systems take into account the related performance measures.

- **Safety**

On February 8, 2018, the KMPO Board voted to support ITD’s statewide safety targets. ITD has set targets for each of the five measures that have been established to monitor progress towards reducing fatal and serious injury accidents on all public roads.

The 2024 data shows that fatal and serious crash rates in Kootenai County remain below ITD’s safety targets and that the County continued to see a decrease in the five-year average number of fatalities and serious injuries, as well as the rates of those crash types per 100 million vehicle miles traveled (VMT), over the period. The average number of non-motorized fatalities and serious injuries decreased slightly compared the previous 5-year period.

	2025 Statewide Target	2025 Conditions	
		Statewide	Kootenai County
5-Year Avg. Number of Fatalities			
5-Year Avg. Fatality Rate per 100 million VMT			
5-Year Avg. Number of Serious Injuries			
5-Year Serious Injury Rate per 100 million VMT			
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries			

The following projects are programmed with an emphasis on improving safety in the region:

Key Number	Program Year	Project	Safety Improvements	Total Cost
19955	2032	Chase Rd./BNSF Crossing	Reconstruct approaches on the BNSF branch line.	\$1,226,000
21937	Unfunded	SH 41 & Diagonal Rd. Turn Bays	Install turn bays with illumination.	\$2,338,000
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd.	Reconstruct the roadway and add standard width shoulders, turn bays, and illumination.	\$11,800,000
22435	2028	Hayden Ave. & Meyer Rd. Roundabout	Upgrade a two-way stop control to a roundabout with illumination and pedestrian facilities.	\$2,302,000
22799	Unfunded	SH 41/Spirit Bend Ave. & SH 53/Atlas Rd. Improvements	Install turn bays and add illumination.	\$1,558,000
23429	Unfunded	US 95/Parks Rd IC	Remove existing at-grade intersection; construct frontage roads on east and west sides of US 95.	\$11,454,000
23794	2027	District 1 I90 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
23795	2028	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
24162	Unfunded	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with continuous turn lane, wider shoulders, turn bays and illumination.	\$18,605,000
24552	2027	SH 97 Safety Improvements	Provide spot safety improvements including delineation, signage, sight distance and intersection improvements.	\$505,000
24677	2029	Bike Path Connections	Construct two bike path sections from the Trail of the Coeur d’Alenes to the city of Harrison, including marking crossings and yield signs	\$479,000
25040	2029	Systemic Guardrail Improvements	Installation of guardrail and should widening at multiple locations within Lakes Highway District	\$1,419,000
25037	PREL	15 th St. – Harrison Ave. to Best Ave.	Reconstruct roadway to 3 lane section, with added sidewalk and shared use path and RRFB installation at Cherry Hill Park.	\$5,876,000

- Pavement Condition**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for pavement condition. Pavement condition is rated based on three factors: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. Pavement condition receives a ‘Good’ rating if it receives a ‘Good’ rating for all three conditions. A ‘Poor’ rating is received when pavement receives a ‘Poor’ rating in two or more of the factors. ‘Fair’ ratings encompass the remaining combinations. ITD updated their pavement condition targets in their 2022 Transportation Asset Management Plan (TAMP). FHWA has also established national targets for interstate pavement condition.



Interstate and Non-Interstate NHS pavements in Kootenai County in ‘Poor’ condition met both of ITD’s performance targets in 2024. Kootenai County pavements in ‘Good’ condition increased over the year, but still do not meet ITD’s targets. The percentage of Interstate pavements in the County in ‘Good’ condition do not meet the national targets, but the percentage of ‘Poor’ condition pavements do.

	National Target	2025 Statewide Target	2025 Conditions	
			Statewide	Kootenai County
Interstate NHS Percent Good	61.8%			
Interstate NHS Percent Poor	0.8%			
Non-Interstate NHS Percent Good	-			
Non-Interstate NHS Percent Poor	-			

The following projects are programmed with an emphasis on improving pavement conditions in the region on both Interstate and Non-Interstate NHS roadways:

Interstate				
Key Number	Project Year	Project	2025 Condition	Total Cost
24586	2033	I90 – South RV Rd to Kingston IC	Good/Fair	\$20,455,000
25017	2028	I90 – MP 4 to Spokane St IC	Fair	\$1,120,000
ORN25330	2033	I90 – WA state line to SH 41 IC	Fair	\$9,100,000
Non-Interstate				
Key Number	Project Year	Project	2025 Condition	Total Cost
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd	Good/Fair	\$11,800,000
22775	2030	D1 Pavement Preservation	<i>Multi-location</i>	\$2,659,000
24162	Unfunded	SH 53 – N Bruss to MP 8.3	Good	\$18,605,00
24395	Unfunded	US 95 – Emma Ave to Cherry Ln	Fair	\$128,360,000
23649	PREL	I90B, Post Falls Business Loop	Fair/Poor	\$5,019,000
25010	2027	US 95 – Bosanko Ave to Wyoming Ave	Fair	\$9,240,000

An additional \$19,130,000 is programmed to improve pavement conditions on over 12 miles of roadways throughout the region.

Bridge Condition

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for bridge condition. Bridge condition is classified as either ‘Good’, ‘Fair’ or ‘Bad, and are assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a ‘Good’ rating when it receives a 7 or higher for the NBI items. A bridge receives a ‘Fair’ rating when it receives a score of 5 or 6, and a ‘Poor’ rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered ‘Structurally Deficient’. ITD updated their bridge condition targets in their 2022 Transportation Asset Management Plan (TAMP). FHWA has also established national targets for bridge condition.



The percentage of Kootenai County NHS bridges rated as ‘Good’ and ‘Poor’ condition meet both of ITD’s targets for those performance measures. The number of bridges in ‘Poor’ condition also meet the national target. Bridges with a ‘Poor’ rating include:
I90 WB bridge at MP 10.9 (Prairie Trail Overpass).

	National Target	2025 Statewide Target	2025 Conditions	
			Statewide	Kootenai County
NHS Bridge Percent Good	40.4%			
NHS Bridge Percent Poor	4.0%			

The following projects are programmed with an emphasis on improving bridge conditions in the region on NHS roadways:

Key Number	Project Year	Project	2025 Condition	Total Cost
23618	2027	I90 – Passage Multi-Plate Culvert	Data Needed	\$6,782,00

• Travel Time Reliability

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for Level of Travel Time Reliability (LOTTR). ITD uses the NPMRDS (National Performance Management Research Data Set) available through FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.

Travel Time Reliability is defined by Federal highways as “the consistency or dependability of travel times from day to day or across different times of the day.” The Level of Travel Time Reliability (LOTTR) is a comparison of the 80th percentile travel time to the “normal” (50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is

considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.” Kootenai County’s current travel time reliability meets ITD’s targets. Non- Interstate reliability increased slightly since 2023. The SH-41 interchange project likely contributed to reduced reliability; reliability issues continue at US-95/I90 and at SH-41/SH-53 in Rathdrum.

	2025 Statewide Target	2025 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate			
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate			

 The following projects are programmed with an emphasis on improving travel time reliability in the region on both Interstate and Non-Interstate NHS roadways:

Interstate					
Key Number	Project Year	Project	Treatment	2025 Reliability	Total Cost
24395	Unfunded	I90 – US 95 IC, Emma Ave to Neider Ave	Reconstruct Interchange, widen		\$128,360,000
Non-Interstate					
Key Number	Project Year	Project	Treatment	2025 Reliability	Total Cost
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd	Widen/Turn bays		\$11,800,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen/Continuous Turn Lane		\$18,605,000
23649	PREL	I90B – Post Falls Business Loop	Signal Upgrades		\$5,019,000

- **Freight Reliability**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for truck travel time reliability. Truck Travel Time Reliability (TTTR) Index is the measure used to gauge freight reliability. TTTR represents the 95th percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

Kootenai County’s TTTR Index decreased over 2023 and still meets ITD’s target. The programmed projects listed under the previous section will also assist in improving freight reliability in the region

	2025 Statewide Target	2025 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index			

Any agency that owns, operates, or manages capital assets used to provide public transportation, must develop a Transit Asset Management (TAM) Plan. Transit Asset Management (TAM) seeks to address the growing backlog of transit assets in poor condition, which ultimately impact safety and the ability for agencies to serve their customers. Under the TAM requirements, transit agencies are required to collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities. KMPO recognizes Kootenai County's TAM targets.

Currently, Citylink North's assets include Revenue Vehicles, which they use for their urban fixed-route, paratransit, and Ring-a-Ride services, and Equipment. Citylink North is currently meeting their targets for BU-Bus but is not meeting their targets for CU-Cutaway Bus or either equipment performance measure.

The following projects are programmed with an emphasis on transit asset management:

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Revenue Vehicles	\$2,899,000
23411	Equipment Acquisition/Replacement	Equipment	\$485,000

- **Public Transportation Safety**

FTA requires transit agencies to have an approved Public Transportation Agency Safety Plan (PTASP). The purpose of the PTASP is to assist transit agencies to manage safety risks by developing and implementing a proactive system to address potential hazards and create a culture of safety within each agency. PTASP's, once approved, must be updated and certified by FTA annually.

Performance Measure	Revenue Vehicles	
	<i>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	BU - Bus	CU – Cutaway Bus
2025	14%	53%
2025 Target	8%	24%
2026 Target	43%	47%
2027 Target	8%	24%
2028 Target	8%	24%

Performance Measure	Equipment	
	<i>Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	Non-Revenue/Service Automobile	Trucks and other Rubber Tire Vehicles
2025	100%	100%
2025 Target	50%	0%
2026 Target	50%	0%
2027 Target	50%	0%
2028 Target	75%	0%

To monitor safety performance, agencies must set and monitor safety targets for the four performance measures that have been established, which include:

- **Fatalities** – Total number of reportable fatalities and rate per total unlinked passenger trips by mode
- **Injuries** – Total number of reportable injuries and rate per total unlinked passenger trips by mode
- **Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode
- **System Reliability** – Mean distance between failures by mode

The Kootenai County Board of County Commissioners approved Citylink North's PTASP on February 2, 2023, which included their targets for Fixed Route and Demand Response services; KMPO recognizes Kootenai County's targets.

Citylink North met their targets for Fixed Route and Demand Response Fatality and Serious Injury targets, as well as Demand Response System Reliability. They did not meet Fixed Route or Demand Response Targets for Safety Events or Fixed Route System Reliability.

Performance Measure	Fixed Route*		Demand Response**	
	2024 Target	2024 Actual	2024 Target	2024 Actual
Fatalities (Total)	0	0	0	0
Fatalities (per 100k VRM)	0	0	0	0
Serious Injuries (Total)	0	0	0	0
Injuries (per 100k VRM)	0	0	0	0
Safety Events (Total)	5	6	1	2
Safety Events (per 100k VRM)	3.300	3.831	0.475	0.993
System Reliability (VRM/Failures)	151,511	156,615	210,698	201,316

*Operated by Citylink

**Operated by MV Transportation & Kootenai Health



E. Certifications

Air Quality Certification

KMPO certifies that the Metropolitan Planning Area (MPA) is an attainment area under the Federal Clean Air Act and not subject to any related restrictions or air quality conformity requirements.

Certified by:

Alexandria M. Marienau, Executive Director

Date: _____

SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the Idaho Transportation Department and the Kootenai Metropolitan Planning Organization (KMPO), designated Metropolitan Planning Organization for Kootenai County, hereby certify that the KMPO Transportation Planning Process addressed the major transportation issues within the MPO designated area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C 134, 49 U.S.C 5303, and this subpart;*
- (2) Title VI of the Civil Rights Act of 1964. As amended (42 U.S.C 2000d-l) and 49 CFR part 21;*
- (3) 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;*
- (4) Section 1101(b) of the MAP-21 (P.L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;*
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C 12101 et seq.) and 49 CFR parts 27, 37, and 38;*
- (7) The Older Americans Act, as amended (42 U.S.C 6101). Prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;*
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and*
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and CFR part 27 regarding discrimination against individual with disabilities.*

KOOTENAI METROPOLITAN PLANNING

IDAHO TRANSPORTION DEPARTMENT

Signature: _____

Signature: _____

Date: _____

Date: _____

Appendix

KMPO

2027-2033

Transportation Improvement Program Public
Comment Period

July 1, 2026 to July 31, 2026

Published

Coeur d'Alene Press

July 1, 2026 and July 15, 2026

Kootenai Metropolitan Planning Organization

2027-2033

Transportation Improvement Program

Open House



250 Northwest Blvd., Suite 209, Coeur d' Alene ID

Thursday, July 23, 2026

4:00 p.m. to 7:00 p.m.



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

Item 7.c

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

DATE: July 2, 2026
TO: KMPO Board
FROM: Ali Marienau, Sr. Transportation Planner
SUBJECT: Rathdrum Prairie Area Transportation Study update

Background:

ITD, in partnership with KMPO, initiated the Rathdrum Prairie Area Transportation Study (previously Planning and Environmental Linkages (PEL) study) to evaluate the existing and future transportation network across the Rathdrum Prairie. The study seeks to provide recommendations on future improvements and/or new routes to better address regional congestion, safety, connectivity and resiliency, both on the state and local road systems. The PEL process initiates the environmental review process and allows for recommended projects to move directly into the NEPA process, if desired.

In 2023, HDR was selected as the consultant for the study. During Level 1 of the study, over 50 alternatives were developed, through stakeholder and public input, and screened against the study's Purpose and Need. 13 alternatives were then carried over into Level 2, where they were assessed for performance and community and environmental impacts. Four alternatives were recommended by the study team to move forward into Level 3 for further analysis.

Overview:

In Level 3, cross sections and footprints were refined for the four alternatives. Additionally, the alternatives were also combined into scenarios, with a north/south and east/west alternative combination. A more detailed level of analysis was undertaken to better understand how the alternatives and scenarios would impact the regional transportation system and community/environmental resources. A safety analysis was also completed to evaluate what safety implications or benefits of each. The alternatives were then compared against each other for performance, environmental impacts/benefits, and implementation criteria by HDR, ITD and KMPO staff.

A public open house will be held July 8 at the Kootenai County Fairgrounds from 4:30-7 pm. The study team is looking to gather public feedback on the Level 3 analysis and alternative comparison. An online public meeting will be open from July 8 to 22. More information on the process and preliminary results can be found on the project webpage: <https://itd.idaho.gov/project/rathdrum-prairie-pel-study/> (Level 3 information will be live on the 8th). HDR will be providing a presentation to the Board on the Level 3 analysis, the initial public feedback, and where the study will go from here.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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www.kmpo.net



DATE: July 2, 2026
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
SUBJECT: Director's Report

Here is a recap of KMPO's activities through June 30, 2026

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

Planning Activities:

1. The Rathdrum Prairie Transportation Study will be holding its final public open house on Wednesday July 8th at the Kootenai County Fairgrounds. This will be followed by a presentation on the results of Phase 3 analysis to the KMPO Board at the July 9th Board meeting. There will also be a presentation at the IT Board meeting in Coeur d'Alene.
2. KMPO has drafted and included in this month's packet, the 2027 Unified Planning Work Program (UPWP). This will be submitted to KCATT and ITD in Boise for review and comment. The UPWP provides an overview of work activities being conducted by KMPO during the next fiscal year, which begins on October 1st. Funding for the UPWP is based on the FY 2027 budget previously approved by the KMPO Board in May.
3. KMPO has already drafted the 2027-2033 Transportation Improvement Program (TIP) and provided this in the July Board packet. The TIP is updated annually, and used to program State and Federal funding for regionally significant transportation projects. This year's draft program is significantly reduced, as lack of funding availability has delayed previously programmed projects into later years or back into Early Development, which has no construction funding commitments associated with them. The TIP will be out for a 30 day public comment period, followed by a recommendation from KCATT to the Board, which will likely occur in September.

Programming Activities:

Since the March Board meeting, there have been two amendment requests to the 2026-2032 Transportation Improvement Program. The Administrative Amendments are contained within the packet.

There is also an amendment requested by ITD that is pending. ITD has requested approval to substitute a projects previously programmed and obligated State Only funds with Federal STBG-Statewide funding. Since the project is nearly completed, KMPO has requested ITD to provide an updated scope of work that apply to the Federal funds being requested. Generally, Federal funds must have an approved scope of work, prior to the expenditure of funds in order to be eligible for reimbursement.

The Atlas Road project has advanced into a construction year and the City of Coeur d' Alene 15th Street Project was placed into Preliminary Development with engineering and design funded in 2030. Once and concept design is approved, the project can be programmed into a construction year.

Administrative Activities:

This month has

- a. The monthly expense and financial report for June is slightly higher this month due to June having 3 pay periods.
- b. There were two TIP Amendment requests
 - 1. FY 2026 Unified Planning Work Program (UPWP) Amendment #1 to increase funding associated with the final Federal budget approval and obligation authority.
 - 2. Increase funding on two projects
- c. An action item to approve the employment contract previously provided to the Board, for the new executive director.

Lastly, I would like to say thank you to the KMPO Board for the past 23 years of supporting KMPO staff and the jurisdictions that are dedicated to planning and making important transportation investments in our region. It has been an honor and a pleasure to have worked with all the elected officials that have sat on the KMPO board since its inception in 2003. I wish you the best, as you continue to look into the future of transportation. A future full of opportunities to make a difference in how we move in Kootenai County.