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
August 13, 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. July 9, 2026 Meeting Minutes
4. **Public Comments** *(limited to 3 minutes per person)*
5. **KCATT Recap & Recommendations – Rob Palus, Past KCATT Chair**
   a. Recap of Activities - July 2026
   b. Recommendations
      1. Draft 2027 Unified Planning Work Program-Recommendation
6. **Administrative Matters**
   a. July 2026 KMPO Expenditures & Financial Report – **Action Item**
   b. KMPO 2026-2032 Transportation Improvement Program (TIP) Amendment Requests:
      1. #11 LHTAC request to advance KN 24677
      2. #12 ITD request to modify the funding source for KN 23349
      3. #14 LHTAC request to increase funds for KN 24276
      4. #15 ITD request to increase funds for KN 23243
   c. Draft FY 2027 Unified Planning Work Program – **Action Item**
7. **Other Business**
   a. 2025 Transportation System Performance- Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability - Informational
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 – September 10th, 2026**
12. **Adjournment**

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

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
July 9, 2026
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

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
John Hodgkins	City of Rathdrum
Randy Westlund, Vice Chairman	City of Post Falls

Board Members Absent:

Jeff Tyler	Post Falls Highway District
Tom Shafer	City of Hayden
Graham Christensen	East Side Highway District
Steve Adams	Lakes Highway District

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Sr. Transportation Planner
Jess Eliason	Office Administrator

Attendees:

Terry Werner	LHTAC
Michael Lenz	PFHD
Donna Montgomery	LHD
Monty Montgomery	Citizen
Terry Wilson	ITD
Carrie Ann Hewitt	ITD
Marc Kilmer	Senator Risch
Ryan Hawkins	ITD
Chris Bosley	CDA
Robert Beachler	ITD
Chad Ingle	KCPT
Cameron Waite	HDR

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

Chair Mattare called for any changes to the agenda or declarations of conflicts of interest. Hearing none, the meeting proceeded as scheduled.

3. Approval of Meeting Minutes – Action Items

a. Approval of June 11, 2026 Meeting Minutes

There being no discussion, Mr. Randy Westlund moved to approve the June 11, 2026, KMPO Policy Board meeting minutes as presented. Mr. Jim Kackman seconded the motion. The motion carried unanimously.

4. Public Comments *(limited to 3 minutes per person)* – None.

5. KCATT Recap & Recommendations-Chris Bosley

a. Mr. Bosley reported that construction on I-90 from Coeur d'Alene to Post Falls, including the State Highway 41 interchange, was progressing and causing temporary traffic impacts. He also provided updates on the Prairie Trail crossing, Kootenai County's Comprehensive Plan, the Associated Highway District Standards update, and upcoming chip-seal projects. Mr. Bosley concluded by thanking Executive Director Miles for his dedicated service and congratulating him on his accomplishments.

b. Recommendations:

I. **Section 5310 Small Urban Project Application**

Mr. Chris Bosley recommended that the KMPO Board use the available funding from the FTA Section 5310 grant to sustain Kootenai County's Ring-A-Ride program.

Mr. Jim Kackman moved to approve Section 5310 Small Urban Project Application. Mr. Randy Westlund seconded the motion. The motion carried unanimously.

6. Administrative Matters

a. **June 2026 KMPO Expenditures**

Executive Director Glenn Miles reported that KMPO incurred routine expenditures for June 2026.

Mr. Randy Westlund moved to approve the June 2026 expenditures as presented. Mr. Dan Gookin seconded the motion. The motion carried unanimously.

b. KMPO 2026-2032 Transportation Improvement Program (TIP) Amendment Requests:

I. **Amendment #9 ITD requests to increase funds for KN 23403 FY26 KMPO Metro Planning, Kootenai County.**
Executive Director Miles explained that Administrative Modification #9 updated the funding level in the Unified Planning Work Program (UPWP) for the current fiscal year to reflect the Federal Transit Administration (FTA) Section 5303 funds received. He noted that an additional approximately $20,000 was appropriated when Congress approved the final federal budget.

II. **Amendment #10 ITD requests to increase for KN 20442 and KN 21939 in Kootenai County.**
Executive Director Miles explained that Administrative Modification #10 included a request to add $3,000,000 to the Safety and Traffic Operations project to support construction activities, increasing the project's total lifetime cost to $114,683,000.
He reported that the State Highway 53, Washington State Line to Hauser Lake Road project, included a requested increase of $284,503 for engineering activities, bringing the project's total lifetime cost to $16,686,000.

c. Employment Contract

Mr. Randy Westlund moved to approve the employment contract for Ali Marienau as the executive director. Mr. Jim Kackman seconded the motion. The motion carried unanimously.

7. Other Business

a. Draft FY 2027 Unified Planning Work Program

Transportation Planner Ali Marienau reported that KMPO, in coordination with local agencies, was preparing the FY 2027 Unified Planning Work Program (UPWP), which outlined federally funded transportation planning activities for the upcoming fiscal year. She noted that the draft UPWP would be reviewed by KCATT before being presented to the KMPO Board for consideration in August.

b. Draft KMPO 2027-2033 Transportation Improvement Program (TIP)

Transportation Planner Ali Marienau presented the draft FY 2027–2033 Transportation Improvement Program (TIP), a seven-year program identifying highway, transit, and non-motorized transportation projects within the KMPO planning area. She reported that the program included approximately $40 million in projects for FY 2027 and $22 million for FY 2028, with reduced funding in later years due to decreased Idaho Transportation Department (ITD) funding. She noted that the draft TIP would be updated, released for a 30-day public comment period, and presented to KCATT and the KMPO Board following a public open house on July 23.

c. Rathdrum Prairie Area Transportation Study Update

Mr. Cameron Waite of HDR presented an overview of the Rathdrum Prairie Area Transportation Study, including the study's purpose, existing conditions, and ongoing planning efforts.

8. Public Transportation (Informational Items Provided to KMPO)

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a. Kootenai County Transit Report

Mr. Ingle reported that shuttle transportation would be provided for the upcoming Post Falls Festival. He noted that the shuttle service had been a great success in previous years and that they were pleased to continue providing this service.

b. Coeur d'Alene Tribe Rural Transit Report

Mr. Ingle mentioned that KCPT was continuing recruiting drivers for the shuttle service.

9. Director's Report

Executive Director Miles expressed his appreciation for the opportunity to serve KMPO and stated his confidence that Ms. Ali Marienau would do an excellent job as the incoming Executive Director.

10. Board Member Comments

Board members expressed their sincere appreciation to Executive Director Miles for his dedicated service, leadership, and many contributions to KMPO over the past 20 years. They recognized his accomplishments, the significant improvements he made to the organization, and thanked him for his years of commitment and service.

11. Next Meeting – August 13th, 2026

12. Adjournment

There being no further business, Chair Mattare adjourned the regular meeting of the Kootenai Metropolitan Planning Organization (KMPO) Policy Board at 2:11 p.m.

____

Recording Secretary

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

July, 2026

As of this date **August 13, 2026** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **July, 2026** included in the following list, in the amount of **$45,902.64.**

Chair: _________________________

Kootenai Metropolitan Planning Organization 12:15 PM

Check Detail 08/05/2026

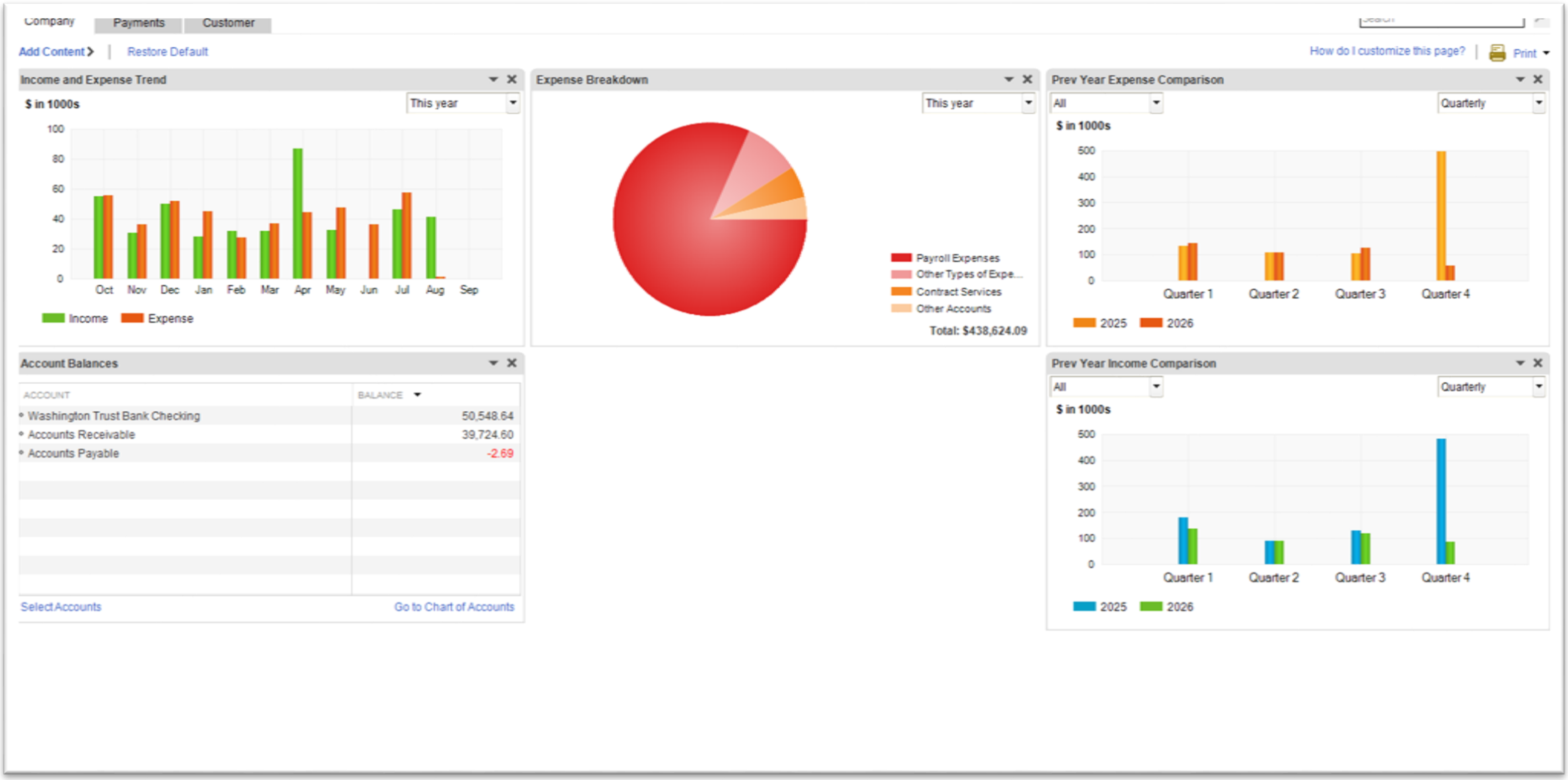
July 2026

Type	Num	Date	Name	Memo	Paid Amount
Check	ACH	07/01/2026	Unum	Unum Premium July 2026	231.13
Liability Check	ACH	07/01/2026	Delta Dental	Delta Dental of Idaho July 2026 Premium	158.30
Check	Debit Card	07/01/2026	Rackspace Inc	Rackspace Email and Archive Hosting	127.92
Check	3898	07/01/2026	CdA North Homeow ners Assoc	Unit #209 CdA North HOA Fees July 2026	325.43
Liability Check	ACH	07/06/2026	Regence Blue Shield of Idaho	Regence Blue Shield Premium July, 2026	3,396.23
Liability Check	ACH	07/06/2026	Idaho State Tax Commission	Idaho June 2026 Payroll Withholding	391.00
Liability Check	ACH	07/06/2026	State of Idaho Dept of Labor	2nd Quarter 2026 Idaho Unemployment	118.30
Check	Debit Card	07/06/2026	Staples Inc.	Office Supplies	195.46
Check	Debit Card	07/06/2026	Adobe Store North America	Adobe Acrobat Pro 3 Licenses July 2026	71.97
Check	E-pay	07/06/2026	Vision Service Plan	VSP July 2026 Premium	15.43
Check	Debit Card	07/08/2026	USPS	USPS Certified Mail IRS Quarterly Return - 7/8/2026	6.08
Liability Check	ACH	07/10/2026	PERSI Choice Plan	PERSI Choice 401K Contribution Payroll Period Ending 7/10/202	3,000.00
Liability Check	ACH	07/10/2026	PERSI Choice Plan	PERSI Choice 401K GFM PTO Distribution	7,200.00
Check	Debit Card	07/10/2026	Saw mill Grille	Saw mill Grille Pre-Board meeting w ith Chair	73.43
Liability Check	E-pay	07/10/2026	United States Treasury	Federal Payroll Withholding	1,337.10
Liability Check	E-pay	07/10/2026	United States Treasury	Federal Payroll Withholding	934.18
Liability Check	E-pay	07/10/2026	United States Treasury	Federal Withholding GFM PTO Distribution	4,364.38
Liability Check	ACH	07/14/2026	PERSI	PERSI Contributions ending 7/10	1,230.61
Check	Debit Card	07/17/2026	AVISTA	Avista June Utilities	58.93
Check	Debit Card	07/17/2026	WP Engine	WP Engine 2026-2027 Renew al	420.00
Check	Debit Card	07/20/2026	Zoom Video Communications	Zoom July 2026 Webmeeting Hosting	15.99
Check	Debit Card	07/20/2026	Intuit	Quickbooks Monthly Payroll Usage July 2026	21.00
Check	E-pay	07/20/2026	TDS Telecom	TDS July 2026 Phone and ISP Service	175.34
Check	Debit Card	07/22/2026	Amazon	Office Equipment Replacement	344.45
Check	Debit Card	07/27/2026	Staples Inc.	Office Supplies	247.84
Liability Check	E-pay	07/29/2026	United States Treasury	Federal Payroll Withholding	1,318.82
Liability Check	ACH	07/30/2026	PERSI	PERSI Contributions ending 7/24	726.06
				Subtotal February Operating Expenses	26,505.38
				Subtotal February Salary & Wages	19,397.26
				Grand Total February Expenses	**$ 45,902.64**

Kootenai Metropolitan Planning Organization

August 5, 2026

Monthly Financial Snapshot



Item 6b

July 17, 2026

TO: Noah Ipaye, Senior Research Analyst
KMPO Administrative Secretary

FROM: Ali Marienau, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #11** Local Highway Technical Assistance Council **(**LHTAC) request to modify **KN 24677** to advance project phases from FY 2027 to FY 2026.

The Idaho Transportation Department (ITD) has received a request from the Local Highway Technical Assistance Council **(**LHTAC) to advance funding for preliminary engineering for KN 24677 from program year FY 2027 to FY 2026. The additional funds are available primarily through an offset from unscheduled Local TAP Obligation Authority.

KMPO Amendment #11

							FY 2026	Costs	
Key Number	**Name & Location**	**MPO**	**Program**	**Funding Source**	**Work**	**Phases**	**Action**	**Amendment Amount**	**Lifetime Cost**
24677	LOCAL, BIKE PATH CONNECTIONS, HARRISON	KMPO	TAP	TAP - Rural	SAFTY/TRAF OPER	PC/PL	Advance to FY26	76,000	545,200

The 2026-2032 Transportation Improvement Program **Amendment #11** 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 #11,** effective July 17, 2026.

July 17, 2026

TO: Noah Ipaye, Senior Research Analyst

FROM: Ali Marienau, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #12** Idaho Transportation Department request to modify **KN 23349 in** Kootenai County.

The Idaho Transportation Department (ITD) has requested an amendment of $639,854 for KN23349. This amendment would change the funding source for the requested amount from state-allocated funds to STBG-State Highway funds. It will include an additional $23,000 available through an offset from the Statewide Balance.

KMPO Amendment #12

							FY 2026	Costs	
Key Number	**Name & Location**	**MPO**	**Program**	**Funding Source**	**Work**	**Phases**	**Action**	**Amendment Amount**	**Lifetime Cost**
23349	US 95, RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY, KOOTENAI CO	KMPO	Planning Scoping & Studies	STBG - State Highway	PLAN/STUDY	PE/PC	Add to program	639,854	5,439,854

The 2026-2032 Transportation Improvement Program **Amendment #12** 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 #12,** effective July 17 2026.

July 30, 2026

TO: Noah Ipaye, Senior Research Analyst

FROM: Ali Marienau, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #14** Local Highway Technical Assistance Council request to modify **KN 24276** in Kootenai County.

The Local Highway Technical Assistance Council (LHTAC) has requested an amendment of $273,525 for KN24276, Ramsey Road Signal Upgrades. This amendment would increase construction funding for the project by the requested amount through an offset from unscheduled FY26 Local Safety funds.

KMPO Amendment #14

							FY 2026	Costs	
Key Number	**Name & Location**	**MPO**	**Program**	**Funding Source**	**Work**	**Phases**	**Action**	**Amendment Amount**	**Lifetime Cost**
24276	SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO	KMPO	Safety - Local	HSIP - Local	SAFTY/TRAF OPER	CN/CE/CL/CC	Increase	273,525	1,849,525

The 2026-2032 Transportation Improvement Program **Amendment #14** 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 #14,** effective July 30, 2026.

August 4, 2026

TO: Noah Ipaye, Senior Research Analyst

FROM: Ali Marienau, Executive Director

SUBJECT: 2026-2032 KMPO TIP **Amendment #15** Idaho Transportation Department request to modify **KN 23243** in Kootenai County.

The Idaho Transportation Department (ITD) has requested an amendment of $205,700 for KN23243, I90 Wolf Lodge to Cedars Maintenance Site. This amendment would increase funding by the requested amount to address project overruns. These funds are available through an offset of funds from KN 20575.

KMPO Amendment #15

							FY 2026	Costs	
Key Number	**Name & Location**	**MPO**	**Program**	**Funding Source**	**Work**	**Phases**	**Action**	**Amendment Amount**	**Lifetime Cost**
23243	I 90, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	KMPO	Pavement Restoration	Interstate Maintenance	RECONST/REALIGN	CE/PE	Increase	205,700	38,363,252

The 2026-2032 Transportation Improvement Program **Amendment #15** 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 #15,** effective August 4, 2026.

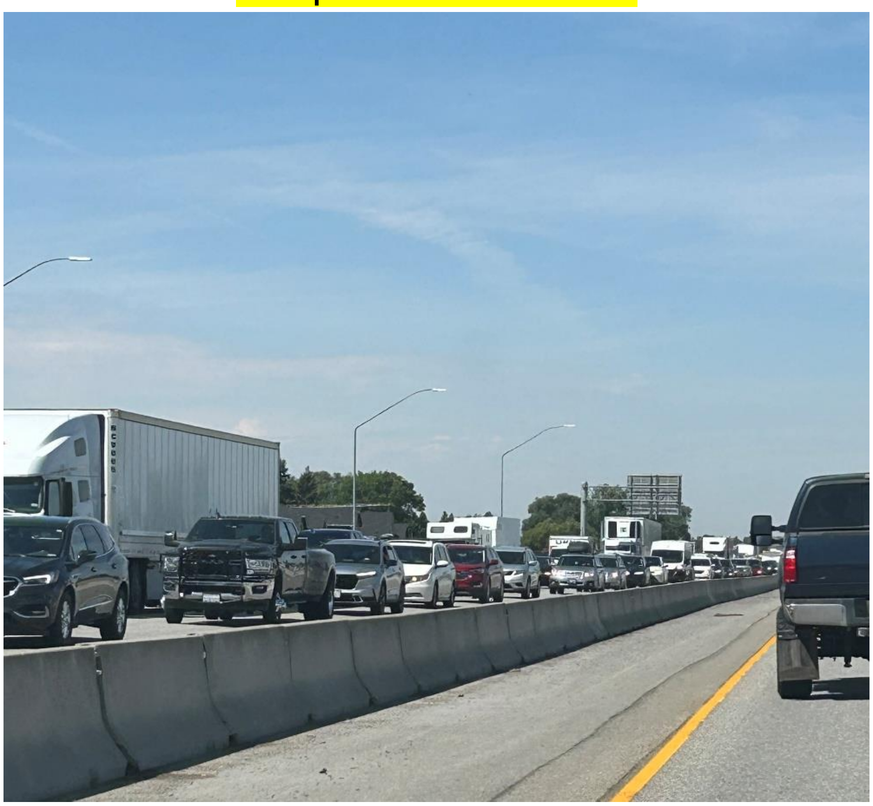
Item 6c

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

TABLE OF CONTENTS

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 Implementation
Kootenai County Public Transportation completed its Strategic Service Plan to establish a long-term vision for enhancing public transportation throughout Kootenai County and the Coeur d'Alene Urbanized Area. The planning process included extensive stakeholder engagement, public outreach, technical analysis, and evaluation of current and future mobility needs. The plan also includes a Bus Stop Improvement Plan that identifies priorities for improving passenger amenities, accessibility, safety, and system visibility.

Beginning in 2027, Kootenai County Public Transportation will use the Strategic Service Plan as the framework for future planning and decision-making. The County will pursue implementation of the plan's recommendations as funding opportunities become available and as projects advance through the appropriate planning, public involvement, environmental review (as applicable), and local, regional, and federal approval processes.

Implementation efforts may include evaluating and prioritizing service enhancements, optimizing routes and schedules, improving bus stop infrastructure and passenger amenities, enhancing operational performance through data-driven decision-making, identifying capital and operating funding opportunities, and incorporating the Strategic Service Plan's recommendations into future transportation plans, capital improvement programs, and grant applications.

Implementation priorities will be evaluated on an ongoing basis in coordination with KMPO, local jurisdictions, transit partners, stakeholders, and the public to ensure that investments reflect community needs, available resources, regional transportation goals, and the financial capacity of the public transportation system.

Public Transportation Website and Customer Information Platform:
Kootenai County Public Transportation will seek to develop a comprehensive public transportation website to improve communication, customer experience, and access to transit information. The website will serve as a centralized, user-friendly platform providing current and future riders with timely, accurate, and accessible service information.

Planned website features include:
- Real-time transit information and vehicle tracking.
- Service alerts and rider notifications.
- Interactive route maps and schedules.
- Online applications for designated transportation services.
- Customer surveys, public comment forms, and feedback tools.
- Performance dashboards and analytics to support service planning and public involvement.
- Information on available services, policies, and mobility resources.

The website will become a key component of Kootenai County Public Transportation's ongoing planning, customer engagement, and communication strategy while supporting implementation of the Strategic Service Plan and improving access to public transportation services throughout the region.

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
2027 STBG_LU Planning funds		$100,000
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.
- Too 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				
	Funding Source			
Budget	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				
	Funding Source			
Budget	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)				
	Funding Source			
Budget	CPG			Local
KMPO $ 20,000 **Total** **$ 20,000**	**$ 18,532**			**$ 1,468**

4.0 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					
		Funding Source			
Budget		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 studies and activities that improve the efficiency, accessibility, and effectiveness of public transportation services throughout Kootenai County and the Coeur d'Alene Urbanized Area. Planning activities include evaluations of existing and proposed transit services and facilities, corridor-level transit analyses, service planning and optimization, improvements to transit access, bicycle and pedestrian connectivity, coordination with human service transportation providers, and evaluation of the relationship between land use, growth, and transit needs.

Inter-Agency Roles and Responsibilities:
Kootenai County is the Designated Recipient and lead agency for the administration of Federal Transit Administration (FTA) Section 5307 funds for fixed-route and complementary ADA paratransit services within the Coeur d'Alene Urbanized Area. Kootenai County is also an Idaho Transportation Department (ITD) subrecipient of FTA Section 5310 funds supporting transportation services for seniors and individuals with disabilities.

Kootenai County is responsible for the administration of federal transit funding, including but not limited to grant management, financial oversight, budgeting and forecasting, transit network planning, service coordination among public transportation providers, development of the transit portion of the Transportation Improvement Program (TIP), and public involvement associated with FTA's Program of Projects.

In collaboration with KMPO, the ITD Public Transportation Office administers Section 5310 and Section 5339 grant programs for projects selected through the KMPO and Statewide Urban Balancing Committee processes.

As a member agency of KMPO, Kootenai County participates in regional transportation planning activities and provides transit performance, ridership, and operational data to support planning, performance monitoring, and reporting requirements for the Federal Transit Administration, Idaho Transportation Department, KMPO, and local funding partners.

Kootenai County Public Transportation Activities:
1. Participate in implementation of the Regional Public Transportation Plan.
2. Participate in local, regional, and statewide meetings related to public transportation planning and coordination.
3. Provide ongoing transit planning activities, including:
    - Outreach and engagement with riders, stakeholders, community organizations, local jurisdictions, and the general public to support informed transit decision-making.
    - Transit system evaluation, service planning, and network optimization.
    - Development of targeted service improvement plans based on performance data, community needs, and available resources.
    - Maintenance and enhancement of transit data resources, including General Transit Feed Specification (GTFS) data and coordination with statewide transit data initiatives.
    - Update and maintain the Coordinated Public Transit–Human Services Transportation Plan.

- Identification and evaluation of mobility improvements that enhance access, connectivity, and coordination among public transportation, human service transportation, and other transportation providers.

The ITD Public Transportation Section administers FTA Sections 5310, 5311, and 5339 funding programs.

KMPO's role is to develop and maintain the Regional Public Transportation Plan in partnership with Kootenai County, local jurisdictions, transportation providers, stakeholders, and the public. Kootenai County Public Transportation actively participates in the planning studies and analyses required under 49 U.S.C. § 5303. The Regional Public Transportation Plan remains an integral component of the Metropolitan Transportation Plan.

Planning activities include:

1. Maintain and update the Coordinated Public Transit–Human Services Transportation Plan in accordance with current federal requirements and in coordination with stakeholders, public and private transportation providers, human service agencies, the general public, and the ITD Public Transportation Office.
2. Coordinate planning efforts with local jurisdictions, transportation providers, community organizations, and regional partners to improve mobility, strengthen service coordination, and identify sustainable funding opportunities.
3. Evaluate and implement strategies that improve local and regional mobility by expanding transportation choices, enhancing transit accessibility, improving coordination among transportation providers, supporting first- and last-mile connections, and increasing public awareness of available transportation services.

Products
Maintain a current understanding of public transportation needs within the Coeur d'Alene Urbanized Area and throughout Kootenai County. Develop and implement planning strategies that improve transit service, enhance regional mobility and coordination, support federal and state planning requirements, and identify opportunities for sustainable long-term funding that supports safe, efficient, and accessible 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 $129,375		$103,500		$25,875
Total $129,375		**$103,500**		**$25,875**

6.0 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

6.0 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 1will 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				
	Funding Source			
Budget	CPG	STBG-LU		Local
Contract $ 35,000		$ 30,000		
KMPO $ 37,500	$ 37,179			
Total $72,500	**$ 37,179**	**$ 30,000**		**$5,321**

7.0 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				
	Funding Source			
Budget	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					
		Funding Source			
Budget		CPG			Local/State
KMPO	$ 58,000	$ 53,743			$ 4,257
Total	**$ 58,000**	**$ 53,743**			**$ 4,257**

10.0 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:

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

This Page is Reserved

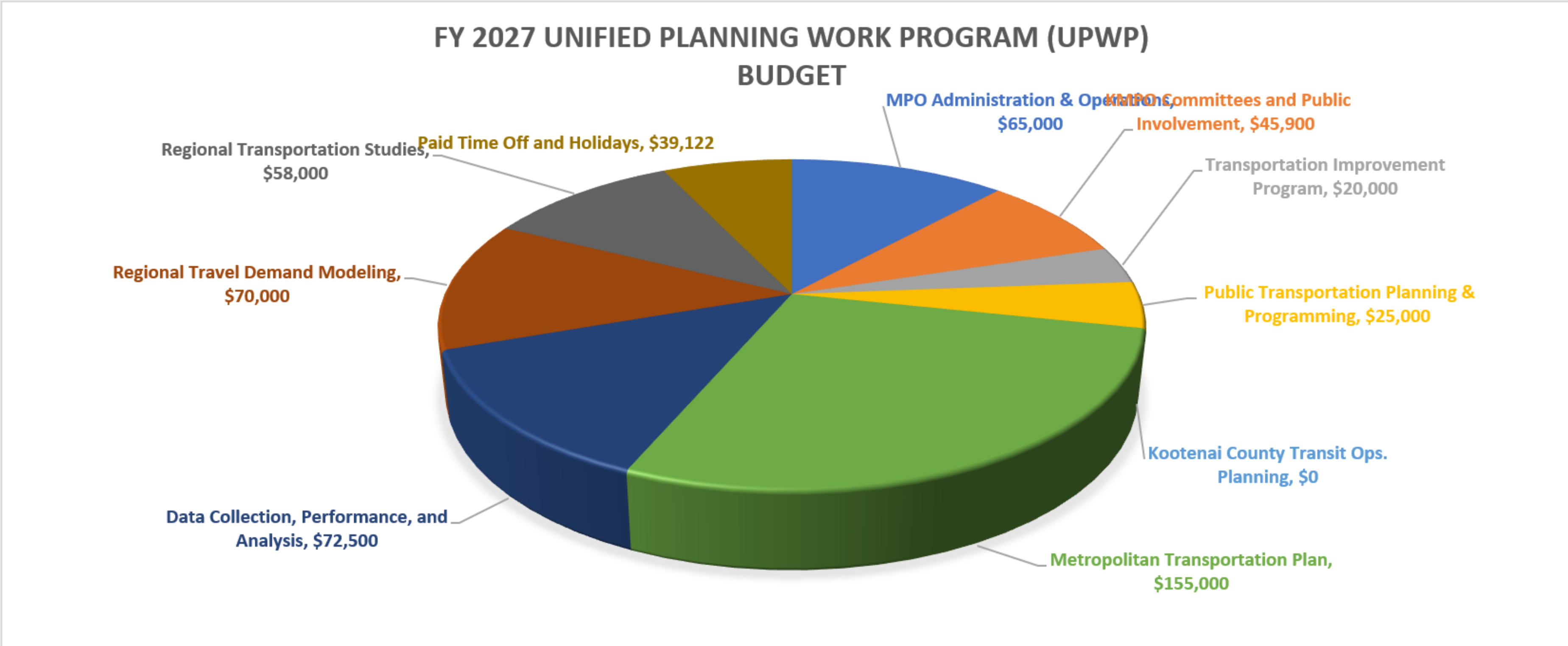
Overall
FY 2027 UPWP

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	$ 129,375
Total	**$ 744,897**


FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET
MPO Administration & Operations, $65,000
KMPO Committees and Public Involvement, $45,900
Transportation Improvement Program, $20,000
Public Transportation Planning & Programming, $25,000
Kootenai County Transit Ops. Planning, $0
Metropolitan Transportation Plan, $155,000
Data Collection, Performance, and Analysis, $72,500
Regional Travel Demand Modeling, $70,000
Regional Transportation Studies, $58,000
Paid Time Off and Holidays, $39,122

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

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

DATE: August 6, 2026

TO: KMPO Board

FROM: Ali Marienau, Executive Director

SUBJECT: 2025 Transportation System Performance – Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability

Background:
MPO's and the states are required, by law, to set targets for each of FHWA's transportation performance measures. In July 2019, the KMPO Board approved the decision to support ITD's adopted targets for pavement condition, bridge condition, travel time reliability, and freight reliability rather than adopt separate targets for Kootenai County. KMPO will continue to monitor Kootenai County's progress annually to ensure the County continues to meet the state's targets.

Overview:
ITD provided KMPO with the 2025 performance data for Kootenai County. ITD's performance targets for pavement condition and bridge condition are the same as those established in 2022; FHWA has also established national targets for these measures. The state's targets for travel time reliability and freight reliability have not changed from those set in 2017.

Pavement Condition:

Pavement condition receives a 'Good' rating if it receives a 'Good' rating for the following categories: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more of the factors. 'Fair' ratings encompass the remaining combinations. Categories are rated by the following criteria:

Rating	IRI	Cracking	Either	
			Rutting (asphalt)	Faulting (jointed concrete)
Good	< 95	< 5%	< 0.20 in.	< 0.10 in.
Fair	95-170	5 - 20% asphalt; **OR** 5 – 15% jointed concrete; **OR** 5 – 10% CRCP	0.20 – 0.40 in.	0.10 – 0.15 in.
Poor	>170	> 20% asphalt; **OR** > 15% jointed concrete; **OR** > 10% CRCP	> 0.40 in.	> 0.15 in.

Interstate and Non-Interstate NHS pavements in Kootenai County in 'Poor' condition met both of ITD's performance targets in 2025. Kootenai County Interstate pavements in 'Good' condition increased over the year but did not meet ITD's target; Non-Interstate pavements in the County also did not meet ITD's target.

	2025 ITD Targets	National Target	Kootenai County 2025	Kootenai County 2024	% Change
Interstate NHS Percent Good	≥ 35%	61.8%	27.2%	23.9%	+ 3.3%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.8%	0.2%	+ 0.6%
Non-Interstate NHS Percent Good	≥ 20%	-	14.8%	19.7%	- 4.9%
Non-Interstate NHS Percent Poor	≤ 8%	-	0.97%	0.8%	+ 0.17 %

Bridge Condition:

Bridge condition is classified as either 'Good', 'Fair' or 'Bad and is 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'.

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

	2025 ITD Targets	National Target	Kootenai County 2025	Kootenai County 2024	% Change
NHS Bridge Percent Good	≥19%	40.4%	28.7%	33.8%	- 5.1%
NHS Bridge Percent Poor	≤ 3.5%	4.0%	0.6%	1.4%	-0.8%

Travel Time Reliability:
ITD used the NPMRDS (National Performance Management Research Data Set) available from 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 2025 travel time reliability met ITD’s targets. Non-Interstate reliability decreased slightly from 2024. Construction projects reduced reliability on SH-41 and SH-53, with continued deterioration within the city of Rathdrum. Travel Time Reliability did improve on US 95 north of I90.

	2025 ITD Targets	Kootenai County 2025	Kootenai County 2024	% Change
Percent of the Person-Miles Traveled that are Reliable – Interstate	≥ 90.0%	100%	100%	0%
Percent of the Person-Miles Traveled that are Reliable - Non-Interstate	≥ 70.0%	96.7%	98.1%	- 1.4%

Freight Reliability:
Similar to the measures above, ITD, used NPMRDS dataset, as well, to calculate the Truck Travel Time Reliability (TTTR) Index. 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 increased over 2024 but still met ITD’s target. The section of I90 between Post Falls and Coeur d’Alene, as well as Fourth of July Pass, continue to see reduced TTTR.

	2025 ITD Targets	Kootenai County 2025	Kootenai County 2024	
Interstate Truck Time Reliability	≤ 1.30	1.27	1.26	+ 0.01

<u>Attachments:</u>

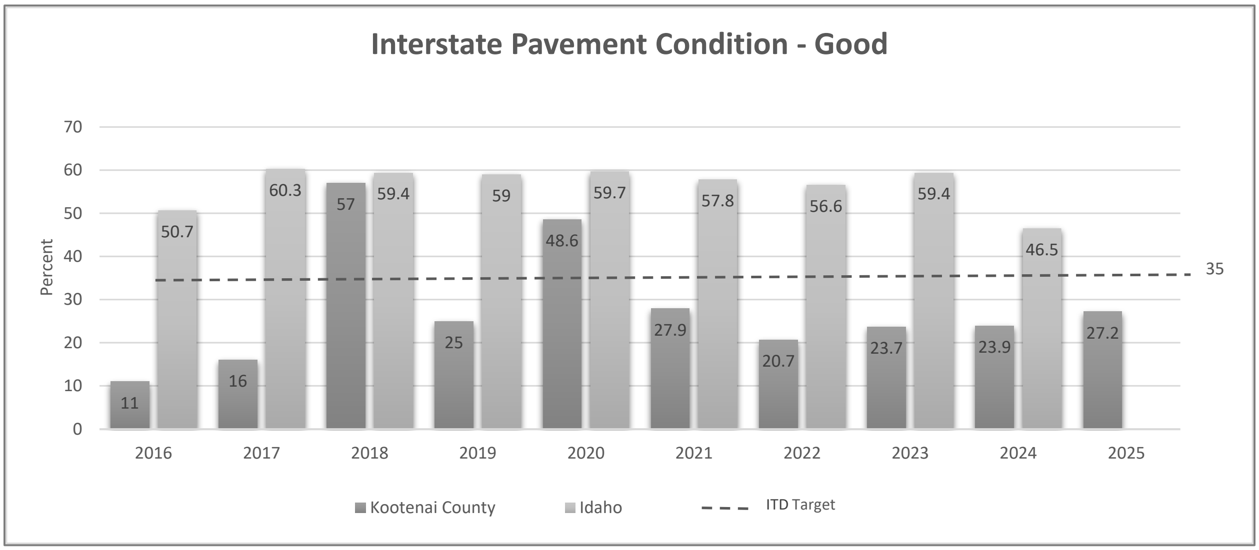
- A- Kootenai County 2025 Transportation Performance Data - Bridge & Pavement Condition and Travel Time & Freight Reliability 2016-2025
- B- 2025 Pavement Condition Map
- C- 2025 Bridge Condition Map
- D- 2025 Level of Travel Time Reliability Map
- E- 2025 Truck Travel Time Reliability Map

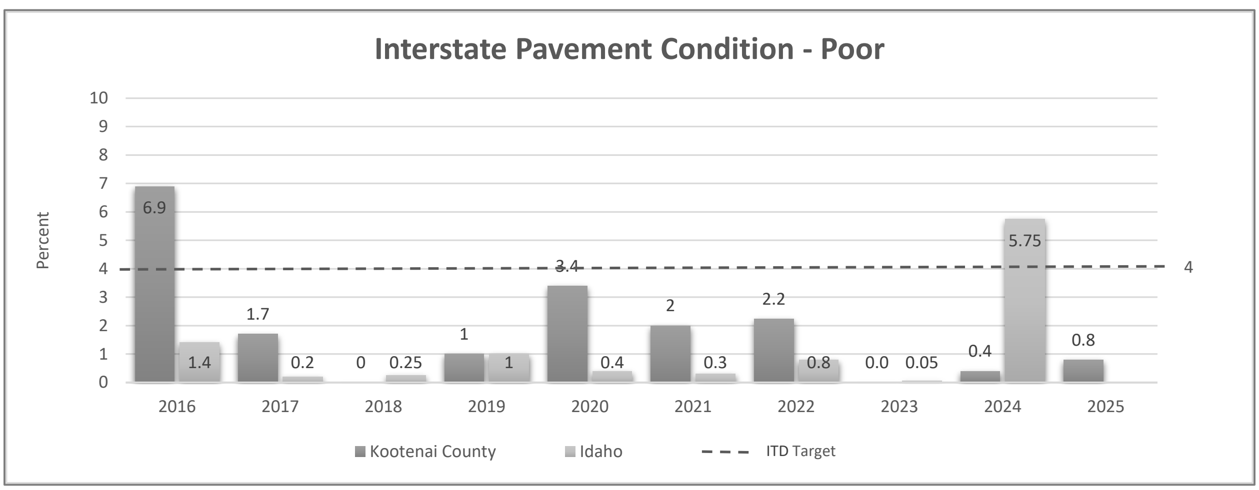
Attachment A

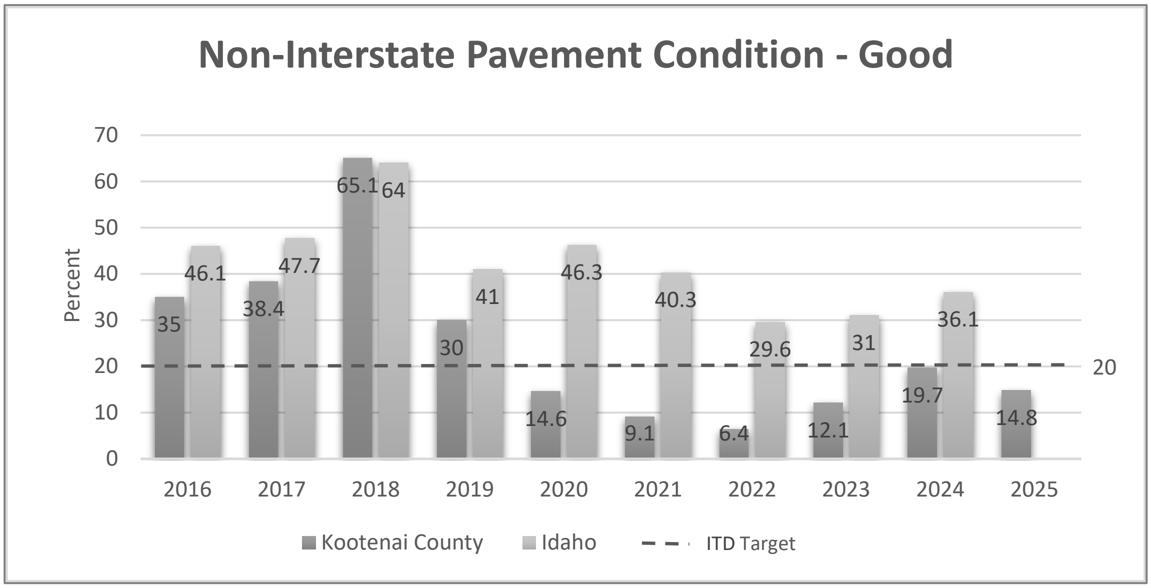
2025 Transportation Performance Data

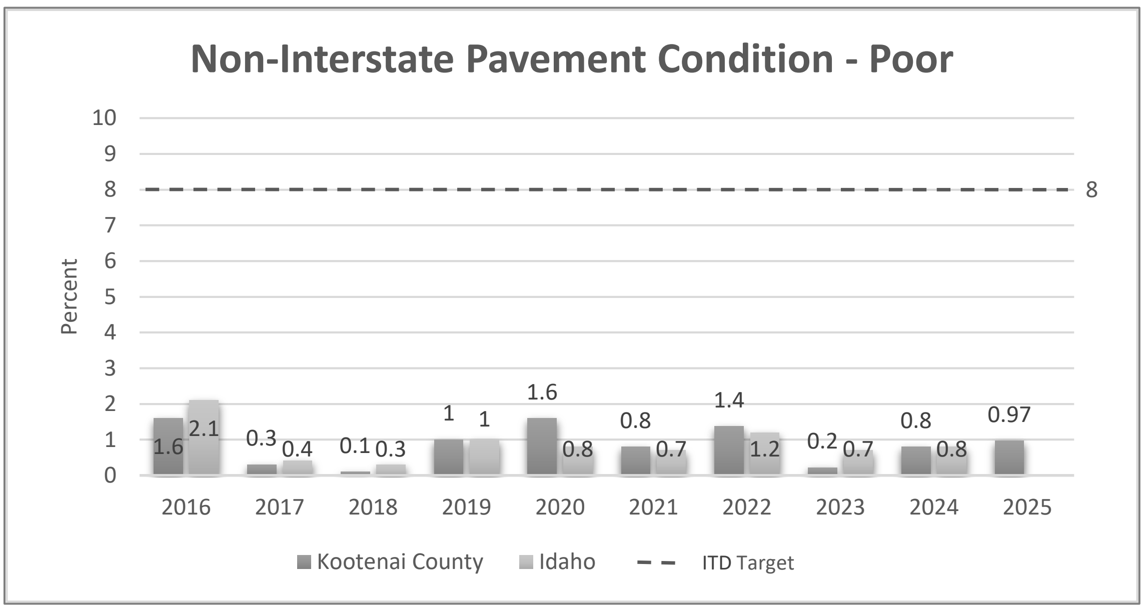
Pavement Condition

	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change**	2023	2022	2021
Interstate NHS Percent Good	≥ 35%	27.2%	23.9%	+ 3.3%	23.7%	20.7%	27.9%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.2%	+ 0.6%	0%	2.2%	2.0%
Non-Interstate NHS Percent Good	≥ 20%	14.8%	19.7%	- 4.9%	12.1%	6.4%	9.1%
Non-Interstate NHS Percent Poor	≤ 8%	0.97%	0.8%	+ 0.17 %	0.2%	1.4%	0.8%



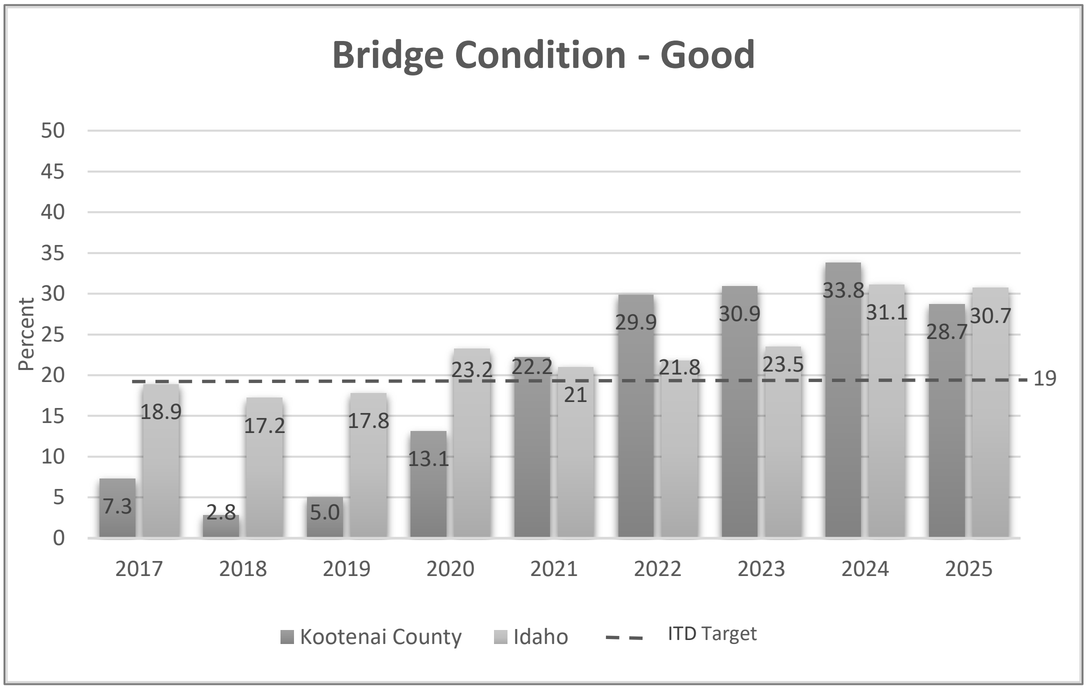


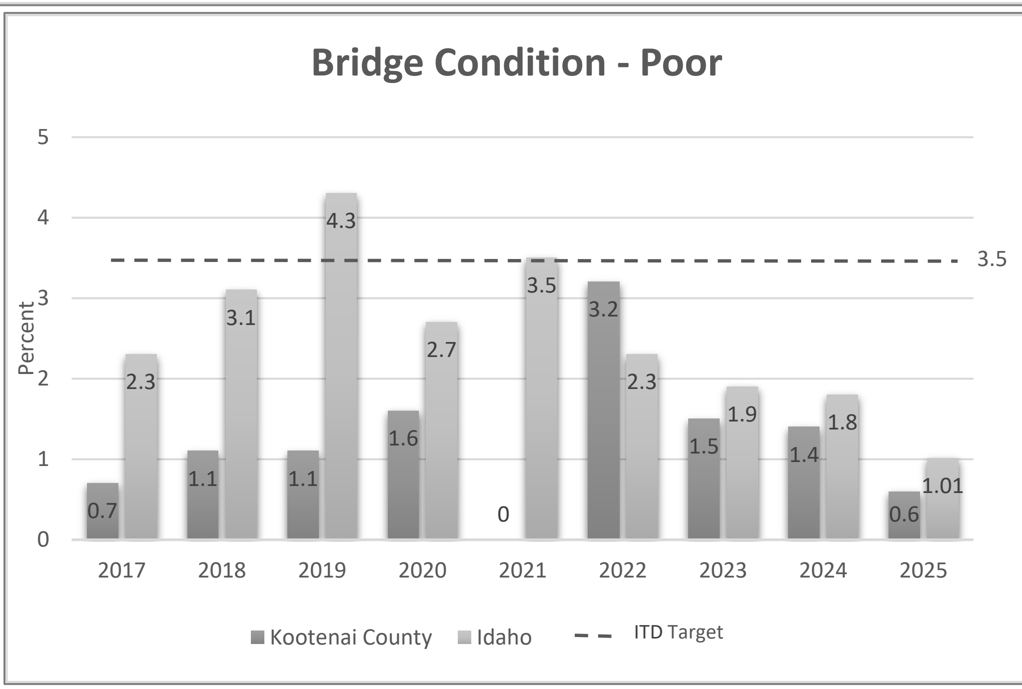

Non-Interstate Pavement Condition - Good
Percent
70
60
50
40
30
20
10
0
35
46.1
38.4
47.7
65.1
64
30
41
14.6
46.3
9.1
40.3
6.4
29.6
12.1
31
19.7
36.1
14.8
20
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Kootenai County
Idaho
ITD Target


Non-Interstate Pavement Condition - Poor
Percent
10
9
8
7
6
5
4
3
2
1
0
1.6
2.1
0.3
0.4
0.1
0.3
1
1
1.6
0.8
0.8
0.7
1.4
1.2
0.2
0.7
0.8
0.8
0.97
8
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Kootenai County
Idaho
ITD Target

Bridge Condition

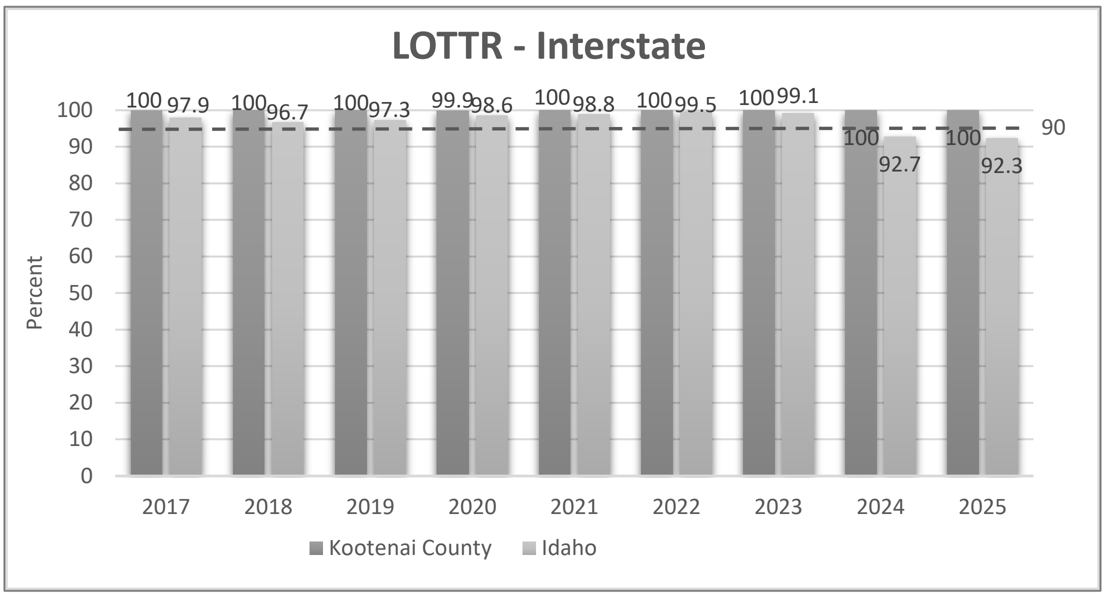
	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change	2023	2022	2021
NHS Bridge Percent Good	≥ 19%	28.7%	33.8%	-5.1%	30.9%	29.9%	22.2%
NHS Bridge Percent Poor	≤ 3.5%	0.6%	1.4%	-0.8%	1.5%	3.2%	0%

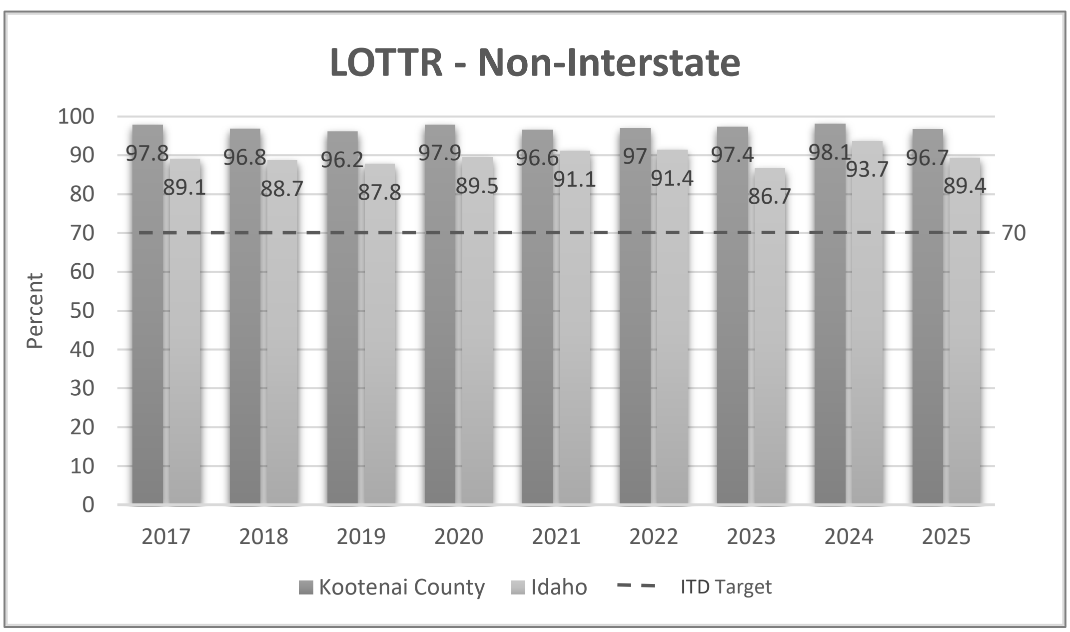




Travel Time Reliability

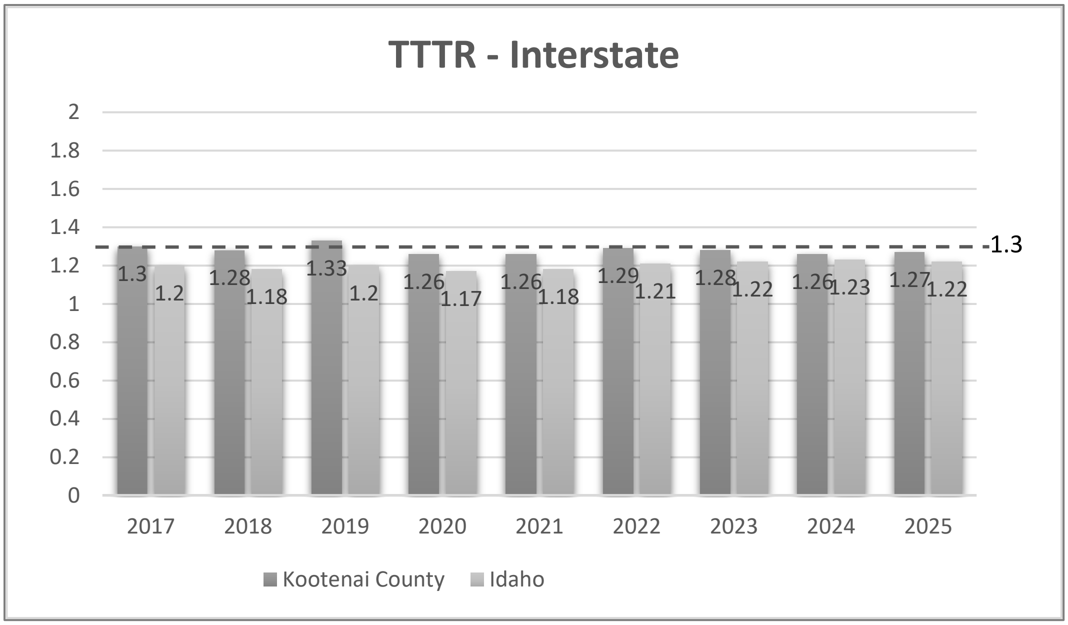
	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change	2023	2022	2021
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	100%	100%	0%	100%	100%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	96.7%	98.1%	-1.4%	97.4%	97%	96.6%





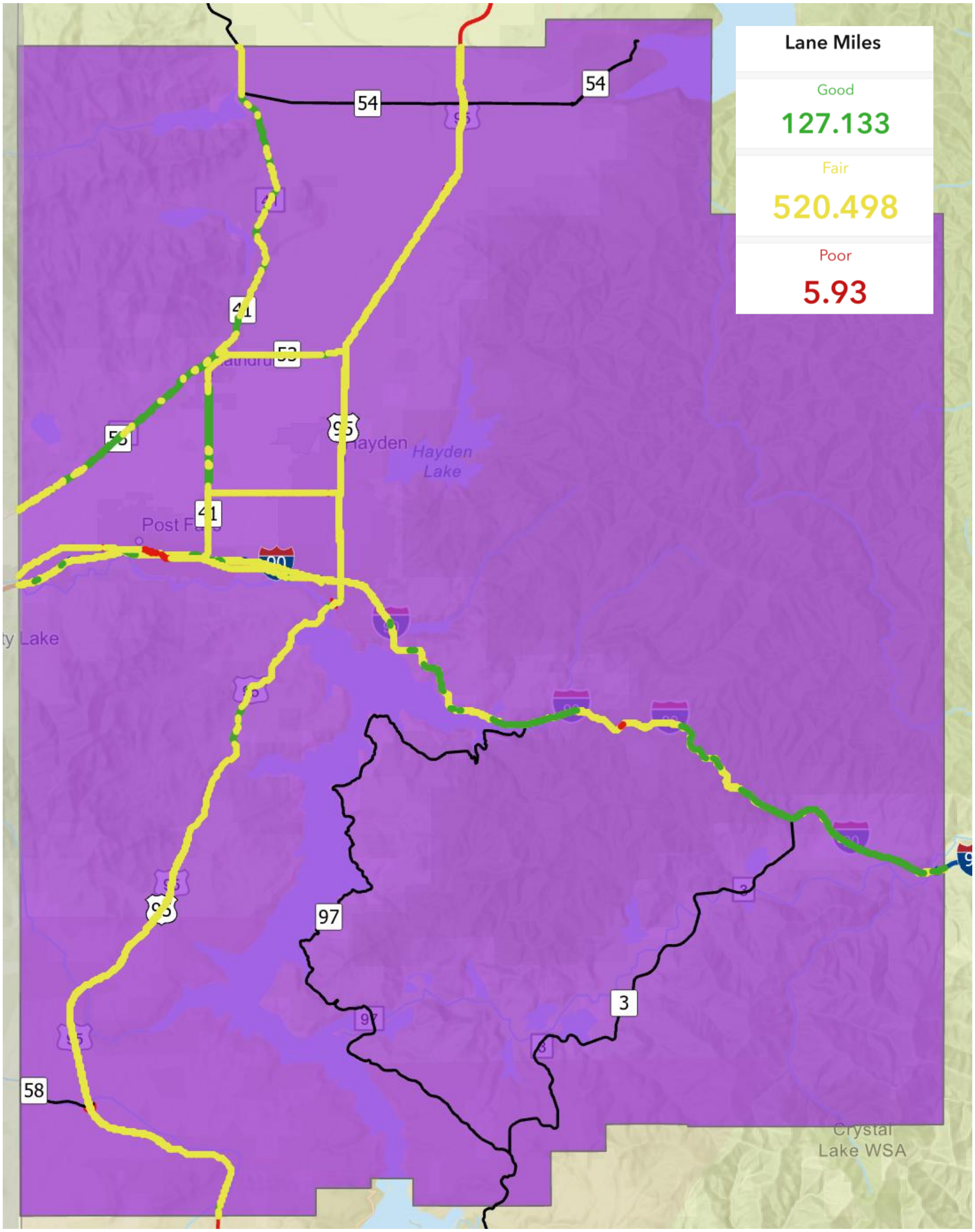
Freight Reliability

	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	Change	2023	2022	2021
Interstate Truck Time Reliability Index	≤ 1.30	1.27	1.26	+0.01	1.28	1.29	1.26



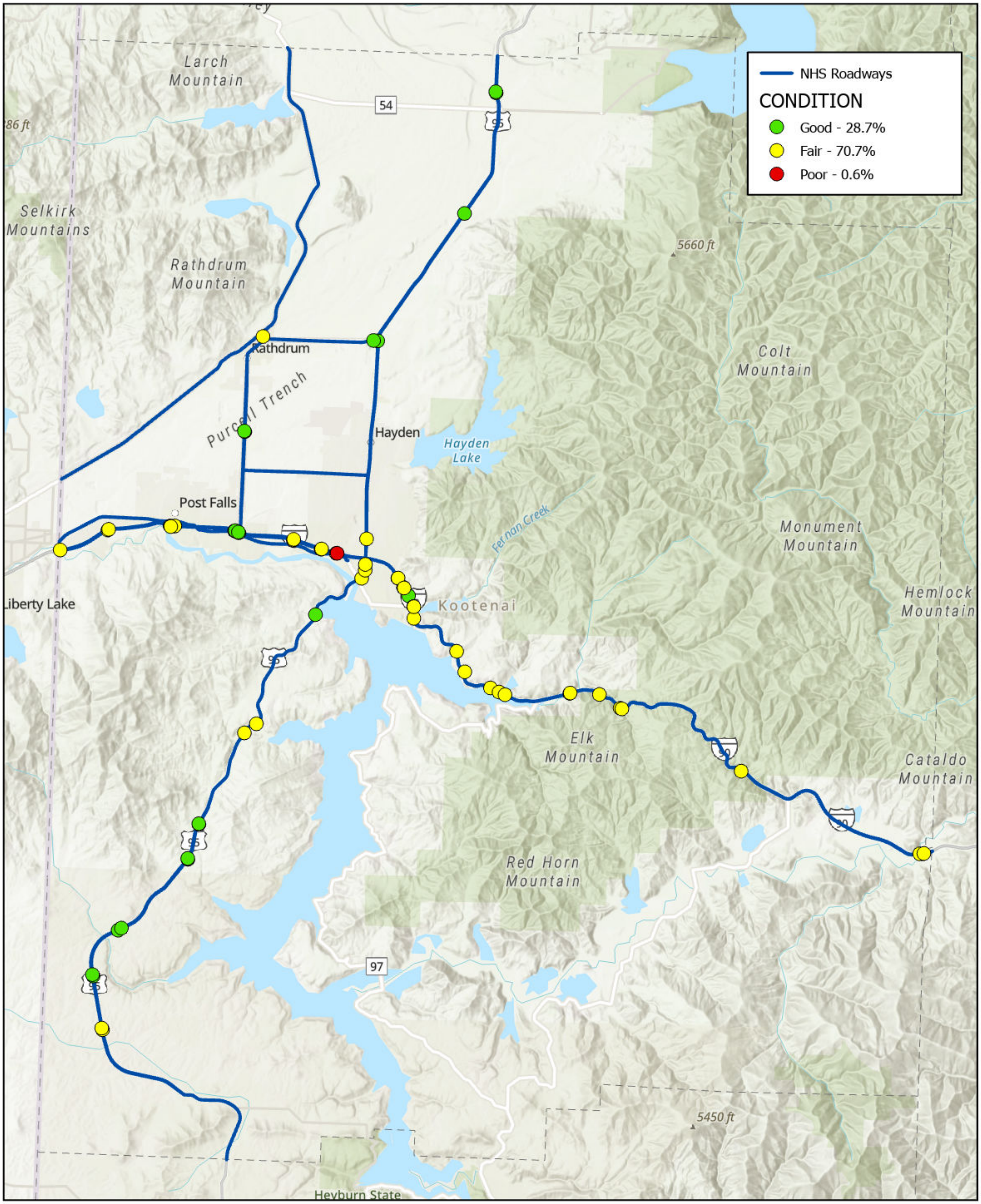
Attachment B

2025 Pavement Condition



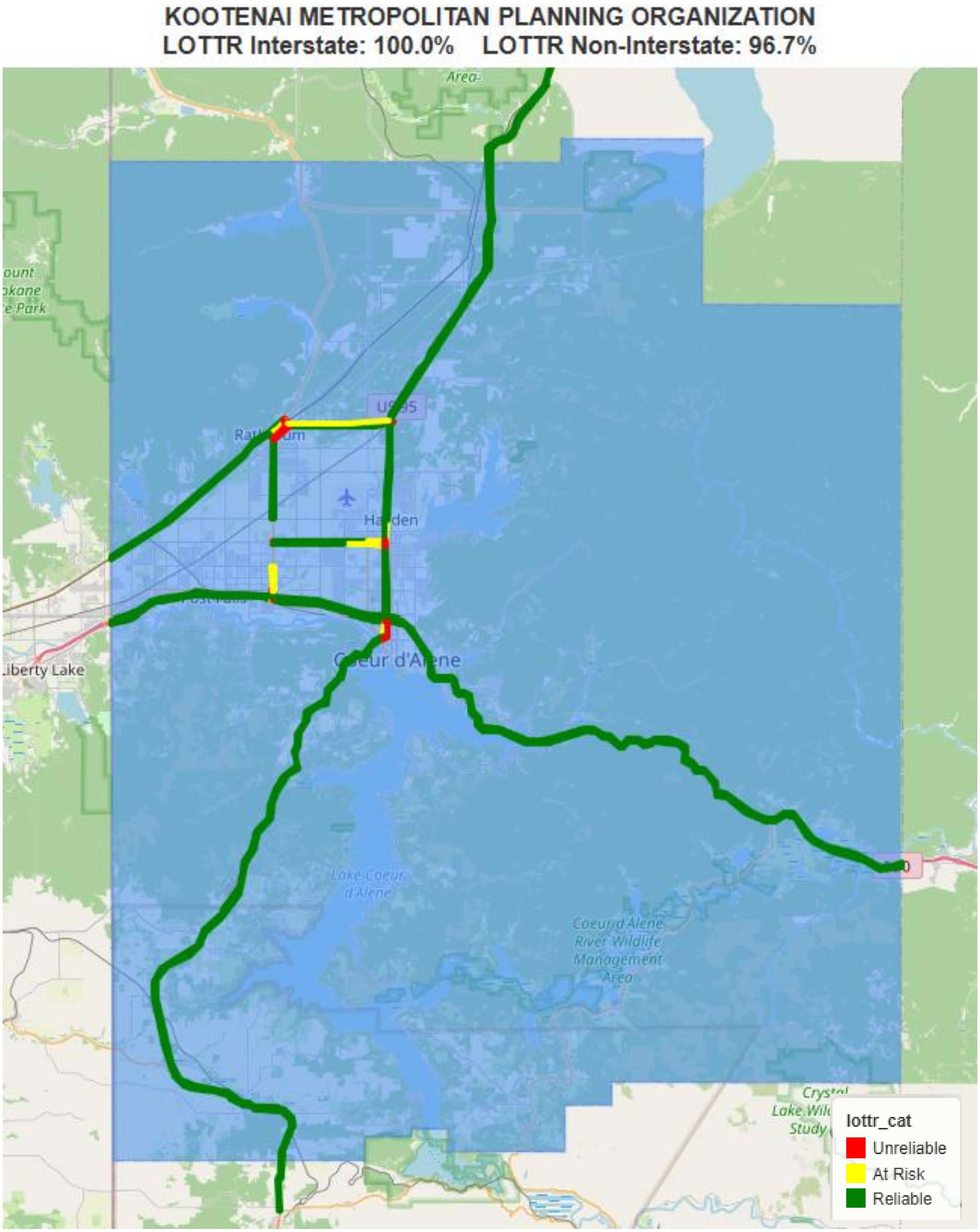
Attachment C

KMPO 2025 Bridge Condition



Attachment D

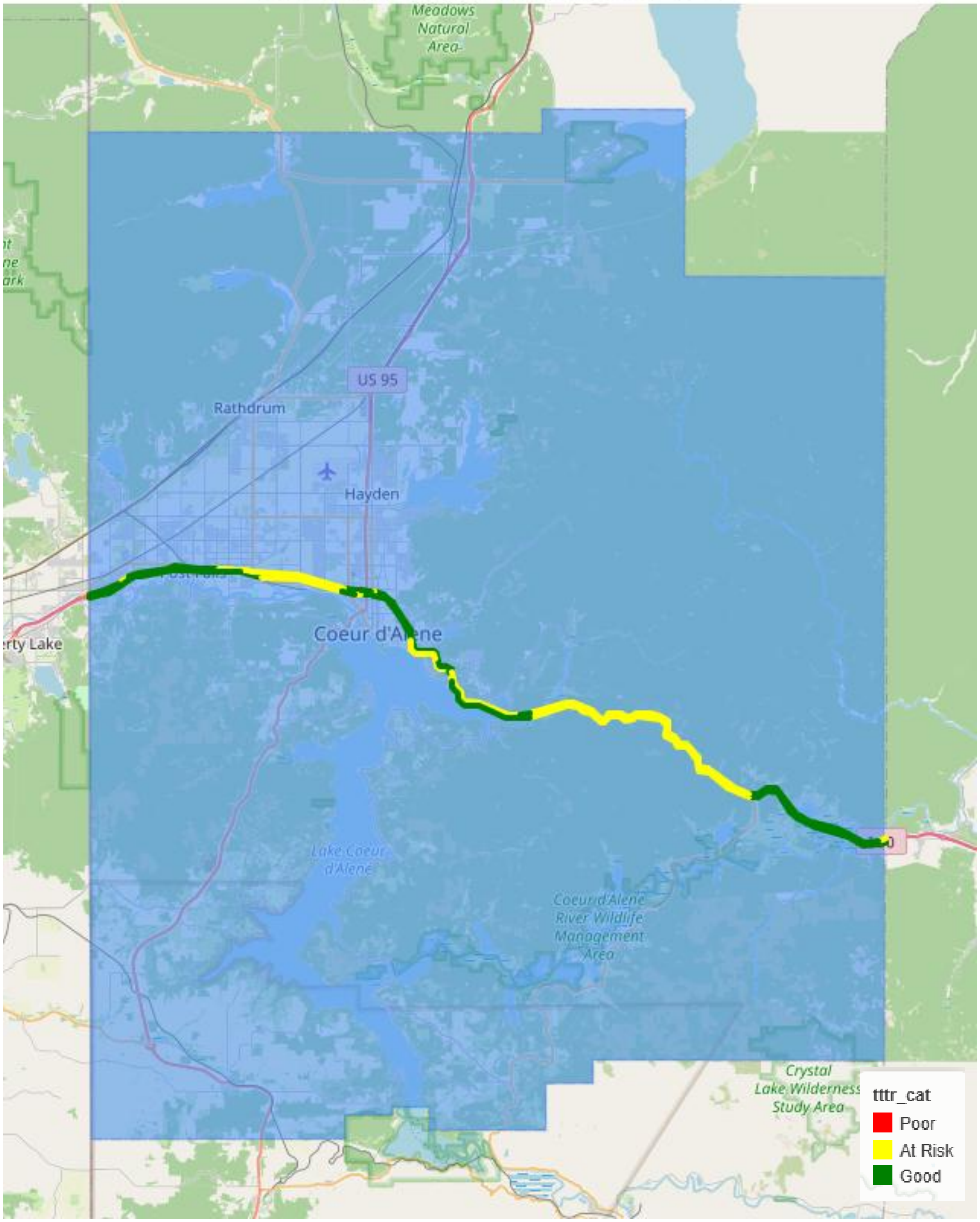
2025 Travel Time Reliability



Attachment E

2025 Truck Travel Time Reliability

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
TTTR Weighted Average Interstate: 1.27



KMPO Board Packet Agenda Item

DATE: August 6, 2026
TO: KMPO Board Members
FROM: Ali Marienau, Executive Director
SUBJECT: Director's Report

Here is a recap of KMPO's activities through August 6, 2026.

Planning Activities:

KMPO has been working with ITD District 1 and HDR Inc. on wrapping up the Rathdrum Prairie Transportation Study. The draft implementation plan should be available by the end of August. The Board will be presented with the final recommendations and to provide concurrence to move into the NEPA process. I provided a presentation on the study to Hayden's City Council on July 28th. If any other members would like a presentation to your council or board, please let me know; I would be happy to do so.

The Metropolitan Transportation Plan (MTP) update is ongoing. The 2025 base model has been completed, and KMPO staff is working with the local planning departments on the 2050 land use for the MTP and travel demand model future scenarios.

Programming Activities:

Since the July Board meeting, there have been five amendment requests to the 2026-2032 Transportation Improvement Program. The Administrative Amendments are contained within the packet. KMPO received a request from ITD for an amendment to the I90 Passage Multi-Plate Culvert Project. The project originally sought to rehabilitate the existing culvert near Blue Creek Bay; however, upon further inspection, it was determined that the structure will need to be replaced with a bridge structure founded on bedrock. The request modifies the original design, concept and scope of the project. As a result, KMPO has published a 30-day public comment period on the proposed changes. The public comment period will end on August 19, 2026. Depending on receipt of public comments, the item will be on the September 10, 2026 Board agenda as an action item

The TIP is currently out for the 30-day public comment period beginning July 23 and ending August 21. An open house will be held on August 18 from 4 to 6 PM in the executive conference room in the Coeur d'Alene North building (location of KMPO office).

Administrative Activities:

Jess and I have been familiarizing ourselves with our new roles over the last month. Jess has hit the ground running and has brought a wealth of administrative knowledge to the office She has been working on providing better organization and documentation of our records and procedures.

Administrative duties of the director position have taken up a large portion of my time the last month – familiarizing myself with processes, changing over account information, and testing my skills with Quickbooks Desktop. I have successfully completed the July Bank Reconciliation and submitted the July Invoice to ITD for processing. The Transportation Planner position has been posted, as of Monday, August 3. That application period is open through August 21, or until a qualified applicant is selected.

Over the coming months, I would like to address the deferred maintenance of the office space, as well as replacing some office equipment that has surpassed its useful life. I would appreciate feedback from the board on how informed you would like to be in that process. Any significant costs would come before the board. Additionally, with Jess's work to digitize records in the office, I think it is important that we develop a records retention policy; I am not aware that we have an adopted records retention schedule. This was a task that was previously discussed with our legal representative at Hawley-Troxel, but the policy was never drafted. I will provide further information to the Board on this matter in September.