

KCATT MEETING MINUTES

July 28, 2026

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

1. Call to Order:

Chair Chris Bosley called the meeting to order at 8:00 a.m. and welcomed attendees.

2. Welcome / Introductions:

Ben Weymouth	East Side Highway District
Kevin Howard	Worley Highway District
Tyler Kuber	Lakes Highway District
Jerry Wilson	Idaho Transportation Department
Robert Beachler	Idaho Transportation Department
Michael Lenz	Post Falls Highway District
Robert Palus	City of Post Falls
Kevin Jump	City of Rathdrum
Chris Bosley	City of Coeur d'Alene

KMPO Staff:

Ali Marienau	Executive Director
Jess Eliason	Office Administrator

Alternates and Guests:

Terry Werner	LHTAC
Pete Weigman	City of Athol
Jason Stippich	Avista
Sean Hoisington	J-U-B Engineers
Riannon Zender	J-U-B Engineers

3. Approval of June 23, 2026, Meeting Minutes – Action Item

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

Mr. Robert Palus moved to approve the June 23, 2026, KCATT meeting minutes as presented.

Mr. Kevin Howard seconded the motion. The motion carried unanimously.

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

No public comments were made.

5. Member Project, Transit & Utility Updates

Mr. Rob Beachler (ITD) reported that final striping continued near SH-41 and Seltice Way. Work on the I-90 widening project progressed, the Prairie Trail area reopened, and traffic control near Northwest Boulevard was expected to remain in place through September. Major work on the east side of the I-90 Wolf Lodge-to-Cedars project was completed, while milling and paving continued on the west side. Construction also continued on the Coeur d'Alene River bridges.

The Pleasant View Interchange neared completion and was scheduled to open on September 9. Summer traffic caused delays at the temporary signal on Prairie Avenue. Paving continued on SH-54 between SH-41 and Greystone Road in preparation for shifting traffic to accommodate reconstruction of the north side.

Mr. Beachler noted that the US-95 pavement rehabilitation project from Bosanko to Wyoming Avenue had been advanced from FY 2031 to FY 2027. Due to funding constraints, several projects were delayed or moved to unfunded construction years; however, engineering and project development continued for projects including US-95 - Emma to Neider Ave., SH-41 and Diagonal Road, SH-53 from Washington state line to Hauser, SH-53 near North Bruss Road, and US-95 at Parks Road.

Mr. Robert Palus, City of Post Falls, reported that the Seltice Way project between McGuire Road and Chase Road continued on schedule. At the Chase Road Union Pacific Railroad crossing, the city was addressing a small number of comments received from the railroad. Design work also progressed on the Poleline Avenue and Greensferry Road project. The consultant completed the survey and field review and began evaluating the signal equipment for necessary upgrades.

He also noted that curb installation was completed for the city's first cycle track on Ross Point Road between Second and Third avenues. Green pavement markings were scheduled to be applied that week, and ITD planned to construct the connecting portion from Seltice Way in August. Waterline replacement and roadway cleanup work also continued on Ponderosa Boulevard.

Mr. Palus added that the city planned to begin sewer lateral replacement work near SH-41 and Poleline Avenue the following week. Work was expected to proceed in three phases, beginning in the median and progressing toward Poleline Avenue. Much of the construction was scheduled to occur at night to keep the main travel lanes open during the day. The city coordinated with ITD regarding signal changes and with the Post Falls Highway District regarding its Prairie Trail extension project because of overlapping construction activities.

Mr. Kevin Jump, City of Rathdrum, reported that the Lancaster Street and Meyer Road roundabout project was near completion. Interstate Concrete was approximately one month ahead of schedule, and the intersection was expected to reopen to traffic Friday.

Reconstruction of Washington Street in front of John Brown Elementary School, between SH-41 and Main Street, continued. The project experienced delays due to unforeseen sidewalk issues; however, paving was anticipated within the next two weeks. The city expected the roadway to reopen by Labor Day.

Mr. Jump also noted that the Main Street Community Development Block Grant (CDBG) project was completed, with all streetlights installed and operational. Citywide pavement-marking work was planned, and the city was considering the reconstruction and paving of an additional residential street.

Mr. Ben Weymouth, East Side Highway District, reported that work on the Canyon Road Bridge continued, including construction of the drilled shafts and abutments and concrete placement. The district completed its base projects for the year and began its chip-sealing work.

Mr. Michael Lenz, Post Falls Highway District, reported that Prairie Avenue closed on July 25 for construction of the Prairie Trail Underpass, with detours in place. Temporary traffic signals were installed at Poleline Avenue and Meyer Road and were expected to remain in place throughout the closure. Prairie Avenue was scheduled to reopen to traffic on August 10.

For the Prairie Avenue widening project between Meyer Road and SH-41, J-U-B Engineers submitted the final plans, specifications, and estimate (PS&E). The project was anticipated to be advertised for bids in early fall.

Mr. Kevin Howard, Worley Highway District, reported that installation of the luminaires at Compton Road and US-95 was scheduled for August 3. Phase 2 of the Kidd Island Road project was scheduled for construction in 2028. The district also planned to complete an in-house enhanced maintenance project on Bloomsburg Road.

Mr. Howard noted that the Coeur d'Alene Tribe's Fisheries Program planned to replace a large culvert at Weller Road and Lake Creek. Weller Road would be closed for the duration of the project, although two alternate access routes would remain available. Construction was anticipated to begin in August; however, a firm start date had not been established because the culvert had not yet arrived. The district completed its chip-seal and fog-seal work for the year and began striping in preparation for upcoming in-house projects.

Mr. Chris Bosley, City of Coeur d'Alene, reported that the city's chip-seal projects could begin as early as the following day because Poe Asphalt had completed another project ahead of schedule. He also mentioned the city's mill-and-inlay project was advertised for bids.

6. Planning and Programming Update

a. MTP & Model Update

Ms. Ali Marienau, KMPO, reported that the base travel-demand forecast model was nearly complete, pending several project-list updates. She planned to contact the member agencies regarding local and development-driven projects that should be included in the no-build model.

Ms. Marienau also distributed the land-use information to the city and county planning departments for review. She anticipated completing the review process by the second week of August and noted that she had received responses from all agencies except the City of Post Falls.

b. Regionally Significant Developments

Ms. Ali Marienau, KMPO, provided an update on regionally significant developments. She reported that Coeur Terre Phase 2, recently approved by the City of Coeur d'Alene Planning and Zoning Commission, was added to the list. The development included 284 single-family lots and 36 multifamily lots accommodating up to 213 units.

Ms. Marienau requested feedback on how the update could best serve KCATT. Options included a monthly verbal update, a memorandum included in the meeting packet, or a link to the development-tracking spreadsheet. She also asked whether the update should remain a standing agenda item. The committee agreed that Ms. Marienau would email members a link to the development-tracking spreadsheet.

c. 2027 Unified Planning Work Program – Discussion

Ms. Ali Marienau, KMPO, reported that the proposed Unified Planning Work Program (UPWP) had been presented to KCATT in June and to the KMPO Board in July, with no additional comments received.

The UPWP included completion of the Metropolitan Transportation Plan (MTP) update, a more comprehensive travel-demand model update in 2027, and modeling assistance for local and regional projects. Additional tasks included updating the Critical Arterial Corridors Policy and reviewing the pavement-cut policy after completion of the Associated Highway Districts' road standards update.

Mr. Robert Palus moved to recommend the adoption of the 2027 Unified Planning Work Program. Mr. Ben Weymouth seconded the motion. The motion carried unanimously.

d. 2025 Transportation System Performance

Ms. Ali Marienau, KMPO, presented the 2025 Transportation System Performance Report, which compared Kootenai County's pavement, bridge, travel-time, and freight reliability measures with ITD's targets adopted by the KMPO Board.

Kootenai County met ITD's targets for pavements in poor condition but did not meet targets for pavements in good condition. The county met both bridge-condition targets. The Prairie Trail overpass was the only bridge listed in poor condition, and improvements had since been completed.

The county also met travel-time and freight reliability targets. Reliability concerns remained on US-95 south of I-90, I-90 between Post Falls and Coeur d'Alene, and Fourth of July Pass. Ms. Marienau added that KMPO was working to obtain travel-time reliability data for Seltice Way, an NHS corridor.

e. Draft 2027-2033 Transportation Improvement Program

Ms. Ali Marienau, KMPO, presented the draft FY 2027–2033 Transportation Improvement Program (TIP). She noted that several major projects had been moved to unfunded years but remained in preliminary development. The program included approximately \$44 million in projects for FY 2027 and \$24 million for FY 2028. Funding for FY 2029–2033 had decreased to less than \$17 million, compared with the typical range of \$20 million to \$40 million per year. Approximately \$212 million was allocated to preliminary development, bringing the total program value to \$340 million.

The draft TIP was available for public comment through August 21, with an open house scheduled for August 18 from 4:00 to 6:00 p.m. at the KMPO office. The program included updated performance measures showing how each project addressed pavement and bridge conditions, travel-time reliability, and safety. Adoption by the KMPO Board was anticipated in September, pending additional guidance from ITD.

Ms. Marienau noted that TIP Amendment No. 13 was available for public comment. The amendment changed the scope of the I-90 multi-plate passage culvert project from rehabilitation to bridge replacement, requiring a 30-day public comment period before KMPO Board consideration.

7. Idaho Transportation Board Update

Mr. Jerry Wilson, ITD, reported that the Idaho Transportation Board held its July meeting in District 1. And was considering moving the annual District 1 meeting to October beginning the following year. He stated that the board approved unallocated funding for a temporary traffic signal at US-95 and Dufort Road near Sagle. A future interchange remained the long-term plan, although funding had not been identified. Mr. Wilson noted that the temporary signal could affect congestion along US-95.

He mentioned District Engineer Ryan Hawkins had relayed that District 1 had 20 active construction projects and delivered six projects on schedule for advertisement in 2026. During the previous winter, crews responded to 807 storms totaling 10,581 hours and maintained clear or wet road conditions 87 percent of the time. Maintenance crews also replaced 6,475 delineators, removed 4,513 hazardous trees, placed 11,000 tons of asphalt overlays, collected 108,000 pounds of litter, and replaced 26 light poles.

He informed the committee of the permit activity continuing to reflect regional growth, with 409 permits processed in 2026. Housing increased 62 percent between Rathdrum and Hayden south of SH-53 and 38 percent near SH-41 north of I-90 between 2020 and 2025. District construction costs increased 3 percent overall.

8. Current Business

None.

9. Upcoming KMPO Board Items

- Draft 2027 Unified Planning Work Program

10. Other Business

a. Post Falls 2025 Transportation Master Plan Overview-J-U-B Engineers

Mr. Sean Hoisington and Ms. Riannon Zender, J-U-B Engineers, provided an overview of the City of Post Falls 2025 Transportation Master Plan.

11. Next Meeting-August 25, 2026

12. Adjournment

Chair Bosley adjourned the July 28, 2026, KCATT meeting at 9:26 a.m.

Signature on File 
Recording Secretary