



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

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

KCATT MEETING AGENDA

September 22, 2026 - 8:00 AM

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

1. Call to Order
2. Welcome/Introductions- Chris Bosley, Chair
3. Approval of August 25, 2026, Meeting Minutes – **Action Item**
4. Public Comments (*limited to 3 minutes per person*)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
 - a. MTP Updates
 - b. 2027 Unified Planning Work Program Revisions- **Action Item**
 - c. Unified Planning Work Program Amendment Process- **Action Item**
7. Idaho Transportation Board Update- ITD
8. Current Business
 - a. Fall 2026 Utility Forum + Pavement Cut Policy Workshop- Update
9. Upcoming KMPO Board Items
10. Other Business
11. Next Meeting – October 27th, 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.

KCATT MEETING MINUTES**August 25, 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
Mike Behary	Kootenai County
Ty Kovatch	City of Hayden

KMPO Staff:

Ali Marienau	Executive Director
Jess Eliason	Office Administrator

Alternates and Guests:

Terry Werner	LHTAC
Pete Weigman	City of Athol
Brandt Souvenir	Horrocks
Sean Hoisington	J-U-B Engineers
Gemma Puddy	Horrocks
Matthew Godlewski	Horrocks
Chad Ingle	Kootenai County
Jeff Peters	KPFF
David Williams	Horrocks

3. Approval of July 28, 2026, Meeting Minutes – Action Item

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

Mr. Robert Palus moved to approve the July 28, 2026, KCATT meeting minutes as presented. Mr. Michael Lenz 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. Robert Beachler, and Mr. Jerry Wilson, Idaho Transportation Department (ITD) reported that pavement-marking work at the I-90/SH-41 interchange required nighttime ramp closures, with a possible second coat following a 10-day curing period. The pedestrian signal structure on Seltice

Way was installed and was being energized, which would restore bicycle and pedestrian access through the interchange. A drainage inlet on the eastbound off-ramp was connected to the stormwater system to address ponding, and bridge epoxy coating remained scheduled for completion. Retaining wall construction continued on the I-90 widening project, and crossover paving was completed in preparation for traffic shifts. Traffic control at Northwest Boulevard was expected to remain through September, with the westbound on-ramp scheduled to close September 14 for drainage-pipe installation and traffic scheduled to shift to the new bridges on October 20. Mr. Wilson noted that the ramp closure could increase congestion at the US-95 westbound on-ramp and the US-95/Appleyway Avenue intersection. Paving, milling, drainage, and median-barrier work continued near Fourth of July Pass between Wolf Lodge and Cedars. Work also continued on the I-90 bridges over the Coeur d'Alene River near Cataldo, and Mr. Wilson advised that I-90 could be reduced to one lane if the drilled shafts were not completed before winter. Work at the Pleasant View interchange neared completion, with an anticipated opening in mid-to-late September. On SH-54 between SH-41 and Greystone, crews removed pavement and prepared to install new base material, while illumination work continued at SH-41/SH-54 and near Ramsey and Clagstone Road. The draft Idaho Transportation Investment Program public comment period ended in July, with District 1 receiving 96 comments, including 42 concerning Kootenai County. Primary topics included SH-53/Cloverleaf, SH-41 between Rathdrum and Spirit Lake, and projects moved to the unfunded early-development category. ITD's draft 2050 Long-Range Transportation Plan was available for public review and comment and addressed statewide multimodal transportation needs through 2050.

Mr. Ty Kovatch, City of Hayden, reported that the Honeysuckle Road/Ramsey Road roundabout project was approximately one month behind schedule due to sewer force-main work. The city continued discussions with the contractor regarding a revised schedule. Portable signals were operating at Hayden Avenue/Ramsey Road, with a temporary signal scheduled for installation in October. The Hayden Avenue/Atlas Road widening project was out for bid, and a temporary signal was planned to follow its completion. Right-of-way acquisition for a future roundabout was nearly complete. The chip-seal and striping project was substantially completed. Lastly, the city budgeted \$200,000 toward the Government Way/Prairie Avenue signal project.

Mr. Mike Behary, Kootenai County, shared that work continued on the Comprehensive Plan update. Public input was collected at the County's fair booth, and the initial public-input phase was scheduled to conclude following the fair.

Mr. Kevin Jump, City of Rathdrum, provided an update, noting that paving on Washington Street near John Brown Elementary School was expected to be completed before Labor Day and the start of school. Meyer Road between Nagel and Majestic Avenues was temporarily closed for paving and was expected to reopen by the end of the week. Reconstruction of Tombstone Street in the Copper Valley subdivision was scheduled to begin in mid-September and take approximately two weeks. Citywide pavement-marking work was planned throughout September.

Mr. Tyler Kueber, Lakes Highway District, reported that overlay work continued on East Hayden Lake Road from Hayden Creek Road to Mokins Bay Road. Storm-drainage improvements along portions of Hayden Lake Road were completed. Annual road striping and chip-seal work were completed, bridge projects remained underway, and shouldering work continued on major district roads.

Mr. Ben Weymouth, East Side Highway District, reported that the Canyon Road Bridge project was slightly behind schedule but was expected to open during the winter. Gravel work continued on Latour Creek Road and Bell Canyon Road. West 21st Avenue between North Walnut and North Compton Streets was scheduled to be closed to through traffic August 26–27 for utility tie-

ins.

Mr. Michael Lenz, Post Falls Highway District, reported that the concrete structure for the Prairie Trail Underpass was completed and Prairie Avenue reopened on August 11. Minimal traffic impacts were anticipated for the remainder of the project, with flagging operations occurring outside peak hours. The project was scheduled for completion by November 11. Maintenance patching was planned on eastbound Seltice Way between Seeley Street and Huetter Road, with minimal traffic impacts expected.

Mr. Robert Palus, City of Post Falls, reported that annual chip-seal and overlay projects were completed. Underground work at Poleline Avenue and SH-41 continued ahead of schedule. Traffic was shifted on Seltice Way near Chase Road for utility and paving work, with the next phase at Seltice Way/McGuire Road scheduled for the following spring. Design of the Chase Road expansion between Leland and Grange Avenues neared completion. Plans for the Greensferry Road expansion and signal modifications at Poleline Avenue reached the 60-percent review stage. The City also began updating its ADA Transition Plan, including reviewing policies and codes and evaluating approximately 300 miles of sidewalks and thousands of pedestrian ramps for ADA compliance.

Mr. Kevin Howard, Worley Highway District, reported that construction easements were being finalized for the Butler Road fish-passage culvert project in partnership with Coeur d'Alene Tribal Fisheries. The structure was ordered, with installation planned for the fall. Design and easement acquisition continued for the Williams Bridge project, while right-of-way and easement work progressed on Sun Up Bay Road and Hull Loop. Improvements to Bloomsburg Road were underway and expected to continue through the following month. Groundwork and electrical work for the Compton Road/US-95 lighting project with ITD were completed; however, installation of the light poles was delayed until mid-October due to backorders.

Mr. Chris Bosley, City of Coeur d'Alene, reported that work began to replace approximately 30 pedestrian ramps throughout the city, with minimal traffic impacts anticipated. The Ramsey Road state/local agreement was executed and payment was completed, allowing signal upgrades at Dalton Avenue, Hanley Avenue, and Prairie Avenue, along with a new signal at Wilbur Avenue, to proceed to bid. Annual chip-seal projects were completed, and mill-and-inlay work was planned on Dalton Avenue west of US-95 and on portions of Howard Street and Bosanko Avenue. The Centennial Trail reroute along 23rd Street and Ashton Road near Coeur d'Alene Lake Drive remained scheduled for completion during the year. North Idaho News was added to the City's road-closure notification list to improve public communication.

Mr. Chad Ingle, Kootenai County, reported that summer road construction required route deviations and caused minor service interruptions. Manufacturing dates for the paratransit buses remained pending. Updated passenger service brochures were published and received positive feedback for their improved maps and readability.

6. Planning and Programming Update

a. MTP & Model Update

Ms. Ali Marienau, KMPO, reported that a Transportation Improvement Program (TIP) amendment was underway to change the proposed multi-plate culvert to a bridge. Projects that did not significantly change the transportation network would be included in the Metropolitan Transportation Plan (MTP). Project costs would be adjusted for inflation, and agencies were asked to provide missing cost estimates. The Huetter Bypass and a new east-west connection were identified as projects requiring additional funding and could be listed as planning projects until funding was secured. Mr. Jerry Wilson requested that the Huetter Bypass be renamed. Ms. Marienau advised that the KMPO Board would

need to determine how the corridor would be represented and modeled in the MTP. The MTP would also include the PEL Study and the alternatives advancing into the NEPA process.

b. Draft 2027-2033 Transportation Improvement Program

Ms. Marienau reported that the draft 2027–2033 Transportation Improvement Program (TIP) remained unchanged. The 30-day public comment period and open house concluded with no comments received. Approximately \$240 million in ITD projects was moved to preliminary development, allowing design work to continue until construction funding became available. Staff recommended that KCATT recommend adoption of the draft TIP to the KMPO Board.

Mr. Robert Palus moved to recommend adoption of the 2027-2033 Transportation Improvement Program. Mr. Kevin Howard seconded the motion. The motion carried unanimously.

7. Idaho Transportation Board Update

Mr. Jerry Wilson, ITD, reported that the August ITD Board meeting was held in District 6. Fourth-quarter finances remained consistent with forecasts, with combined FY 2026 funding totaling approximately \$900 million. Contract expenditures decreased by \$220 million due to projects moving to unfunded status, while Transportation Expansion and Congestion Mitigation (TECM) expenditures increased by \$30 million and remained on schedule. ITD's draft 2050 Long-Range Transportation Plan projected statewide population growth of 36 percent and Kootenai County growth of 75 percent by 2050. The plan prioritized pavement preservation, bridge restoration, safety, and capacity improvements, with increased attention to rural routes and multimodal corridor planning. Mr. Wilson also summarized changes to ITD's executive leadership team following Director Alberto Gonzalez's appointment.

8. Current Business

None.

9. Upcoming KMPO Board Items

Ms. Marienau, KMPO, advised that a Unified Planning Work Program (UPWP) amendment would be presented to the KMPO Board in September. The amendment included minor technical revisions identified during ITD's review and did not require an additional KCATT recommendation. Board approval was required before October 1, 2026.

10. Other Business

Mr. Robert Beachler, ITD, reported that the I-90 Port of Entry Relocation and Truck Parking Study was underway with David Evans and Associates. A KCATT stakeholder meeting was anticipated in September or October to discuss the study's purpose, truck-parking challenges, and areas of demand. Jurisdictions would be asked to provide input to assist ITD with planning future truck-parking facilities.

11. Next Meeting-September 22, 2026

12. Adjournment

Chair Bosley adjourned the August 25, 2026, KCATT meeting at 8:37 a.m.

Jess Eliason
Recording Secretary



September 15, 2026

TO: KCATT
FROM: Ali Marienau, Executive Director
SUBJECT: FY 2027 Unified Planning Work Program Revisions

Recommendation:

KMPO staff recommends approving the FY 2027 Unified Planning Work Program (UPWP) with the included modifications to the budget and task tables, task clarification, and the inclusion of specific "Safe and Accessible Transportation Options" program activities into existing work tasks. The KMPO Board approved the modifications at the September 10 Board meeting, contingent on KCATT's approval.

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 2026 Federal Fiscal Year. The FY 2026 Federal Fiscal Year begins on October 1st. A UPWP adopted by the Board and approved by FHWA before October 1 is required to spend any federal funds after September 30. The KMPO Board adopted the KMPO's FY 2027 UPWP on August 13. However, since that time, ITD and FHWA have provided comments on concerns they have with the document, as adopted, and stated that the document would not be approved without revisions. The following items were addressed in the document:

- Revised budget amounts/reconciling amounts to overall budget: With the updated anticipated funding estimates from ITD, the overall UPWP budget was amended. Additionally, the individual task budgets and federal match amounts were not consistent with the program's budget; those were reconciled to the budget and correct funding shares were identified.
- Funding sources clarification: Additional language was added about the funding sources used for UPWP tasks, as well as ensuring all sources were listed in the narrative.
- Task description clarification: Revisions and additions to the task descriptions were made to provide clarification on the task objectives, scope and products.
- Task 6: Metropolitan Plan Update Funding breakdown: FHWA was concerned about the total amount of funds scheduled for the task (\$155,000), which is to be complete within the first three months of the fiscal year. A portion of the funds were moved to other tasks but primarily to Task 7: Regional Travel Demand Modeling for additional work on the FY 2027 model update, as well as additional analysis/reanalysis needed for the Rathdrum Prairie Area Transportation study.
- Reestablishing tasks items and budget for Safe and Accessible Transportation Option programming: In May, the Board approved a budget and UPWP amendment to break out the Safe and Accessible Transportation Options funds (a required 2.5% setaside from KMPO's annual planning grant) and related tasks. Those were not included with in the FY 2027 UPWP, although those funds/activities are still required. Those have been reestablished.
- Removal of Task 10: Paid Time Off and Holidays: This task was added to the FY 27 UPWP for the first time. It is unknown the purpose of breaking this task out separately, and ITD requested it be removed and the task items be combined with another task as it previously was. These task items and funds were added back into Task 1: MPO Administration.

KCATT Packet Agenda Item

Item# 6b.

- Additional of IIJA Planning Factors: MPOs are required to identify how their planning addresses the 10 planning factors, reauthorized through the IIJA, that are outlined in 23 USC 134(h) and 23 CFR 450.306(b). Appendix B was added to the UPWP to show how those are considered in the UPWP development process and subsequent tasks.

Overall, activities for the most part remain the same as they are integral part of the transportation planning process. A meeting with ITD/FHWA was held on September 10, and the included copy of the UPWP includes the latest revisions; if any additional revisions are requested, those will be presented at Tuesday's meeting. Due to the need to have the FY 27 UPWP approved by September 30, the Board approved the revised document, contingent on KCATT's approval. If KCATT recommends additional changes, a special Board meeting will be called before the end of the month.

Approval of the modifications of the FY 2027 UPWP is requested for submittal/approval by ITD and FHWA.

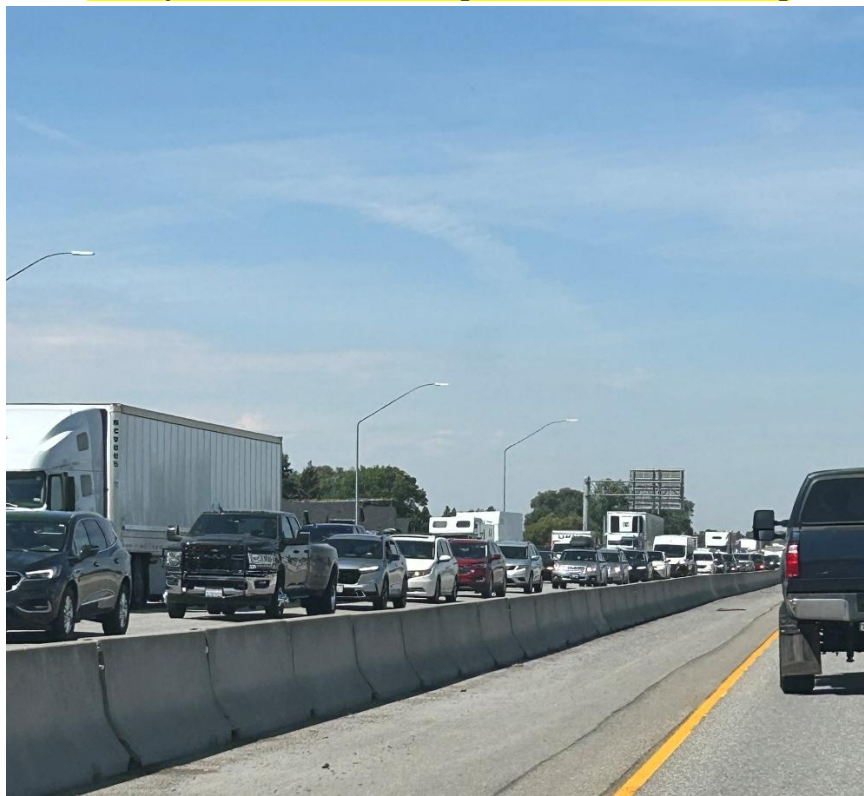


KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2027

Adopted 8/13/2026 [Revised 9/11/26]



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	2
Development Process	2
Funding Sources	4
Participants	4
KMPO Member Agencies	4
Significant Issues Facing the Region in FY 2027	5
Defining Roles and Responsibilities	6
Unfunded Needs in Transportation Planning	7
UPWP Activities for FY 2027	7
0.0 Maintenance, Operations, Legal and Audit	7
1.0 MPO Administration	8
2.0 KMPO Committees and Public Involvement	8
3.0 Regional Transportation Improvement Program (TIP)	9
4.0 KMPO Regional Public Transportation Planning	10
5.0 Kootenai County Public Transportation Planning	11
6.0 Metropolitan Transportation Plan Update	13
7.0 Data Collection, Performance Measures and GIS Evaluation	14
8.0 Regional Travel Demand Modeling	15
9.0 Regional Transportation Studies	17
 Appendix A: UPWP Budget and Work Responsibility Allocations	 20
Appendix B: IJJA Planning Factors	21

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 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 (ITD) District 1, in partnership with KMPO, has been conducting the Rathdrum Prairie Area Transportation Study (formerly called Rathdrum Prairie PEL Study), which is looking at a 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 Rathdrum Prairie Area 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 (SS4A) 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 Idaho Transportation (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 mode

is 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 included. 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 **\$813,353** for KMPO, ITD and Kootenai County Public Transportation planning functions. Major sources include:

- *Consolidated Planning Grant (CPG)* – The CPG is made up of two federal funding sources apportioned annually for MPO planning:
 - FHWA Annual Planning (PL) Apportionment: Annual funds available to MPOs for planning efforts (2.5% must be used for planning for Safe and Accessible Transportation Options (SATO)).
 - FTA 5303 Funds: Annual funds available for MPOs to conduct planning activities.
- *Surface Transportation Block Grant-Large Urban (STBG-LU)* – Federal funds available to Idaho's MPOs that may be used for a variety of eligible transportation projects, including planning studies.
- *ITD INRIX Data Sharing* – This funding source consists of the 50% share ITD pays for the INRIX Corridor and Signal Analytics subscriptions
- *KMPO Local Contributions* – Local contributions reflect the annual dues of KMPO member agencies. Annual dues are based off of the agency's population during the last decennial census (2020).
- *FTA 5307* – Funds available to local transit agencies for capital, operating, and preventative maintenance assistance. Funds can also be used to support planning activities identified in the UPWP. Kootenai County is the designated recipient.

The following table breaks down the anticipated revenue by source for FY 2027:

Summary of UPWP Anticipated Revenue FY 2027

Revenue Budget FY 2027	
Revenues:	2027 Funding Forecast
CPG FY 2026 KN23403 Carry-over	\$3,481
2027 Consolidated Planning KN XXX	\$390,577
FHWA PL	\$279,322
FTA 5303	\$82,587
2027 CPG Safe and Accessible	\$7,162
FY 26 CPG SATO Carry-over	\$20,655
2027 STBG-LU Planning funds	\$100,000
FTA 5307 – Kootenai County	\$129,375
Subtotal	\$651,250
ITD INRIX Data Sharing Payment	\$22,500
KMPO Local Contributions 2026/2027	\$54,721
KMPO Dedicated Local Match	\$37,780
KMPO Local Carry over	\$47,102
Subtotal	\$162,103
Total	\$ 813,353

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

The complete Budget and Work Responsibility Allocations are detailed in Appendix A.

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

Other Agencies

- Federal Highway Administration
- Federal Transit Administration

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 Area Transportation Study conducted from 2022 to 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 Memorandum of Understanding (MOU) signed in 2024; this gap in coordination needs to be resolved.

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 MOU between KMPO and ITD.

This collaborative process has had challenges and improvements will continue to be developed during FY 2027. Interagency 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 continues on 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 Rathdrum Prairie Area Transportation study and subsequent 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 ten (10) 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

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit

Objectives

- To provide for all 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 September 30, 2027.

Budget and Revenue Source

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit				
Budget	Funding Source			
	CPG (92.66%)*			Local (7.34%)*
KMPO Financial Audit & Legal Services (Contracted) \$ 25,000	\$ 23,165			\$ 1,835
KMPO \$ 45,000	\$ 41,697			\$ 3,303
Total \$ 70,000	\$ 64,862			\$ 5,138

*Funding Rate

1.0 MPO Administration

Objectives

- To provide for all 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 (92.66%)	SATO (100%)		Local (7.34%)
KMPO	\$105,000	\$ 95,903	\$1,500		\$ 7,597
Total	\$ 105,000	\$ 95,903	\$1,500		\$ 7,597

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.

Inter-Agency Roles and Responsibilities

Not Applicable

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.
5. *Safe and Accessible Transportation Options Outreach & Education:* KMPO will work with KCATT and other local agencies/organizations to identify and provide outreach to youth and other vulnerable groups on bike and pedestrian education and safety. This task will also include KMPO's semi-annual non-motorized transportation roundtable, which focuses on an ongoing regional discussion on trends, challenges, projects, and safety of non-motorized uses.
6. *Contract support.* KMPO may retain a public involvement firm to conduct public outreach, preference surveys and open houses to ensure broad opportunities for review and comment.

Products

A well-informed public, including regional stakeholders, local agencies. Additionally, planning documents and processes that consider and reflect feedback from the public, the KMPO Policy Board, KCATT, technical experts, local/state/federal agencies, and others.

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 (92.66%)	STBG-LU (92.66%)	SATO (100%)	Local (7.34%)
Contracted Services \$ 30,000	\$ 2,798	\$ 25,000		\$ 2,202
KMPO \$ 20,000	\$ 13,899		\$5,000	\$ 1,101
Total \$ 50,000	\$ 16,697	\$ 25,000	\$5,000	\$ 3,303

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 for providing 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 regulations.
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 (92.66%)	SATO (100%)		Local (7.34%)
KMPO	\$ 20,000				
Total	\$ 20,000	\$ 17,142	\$1,500		\$ 1,358

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 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.

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 oversees Kootenai County Public Transportation and the Citylink transit service.

Additional Kootenai County Responsibilities:

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:
 - Conducting outreach and engagement with existing riders, stakeholders, and the general public.
 - Development of targeted service improvement plans based on performance data, community needs, and available resources.
 - 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
 - Working with local jurisdictions in the review of existing and planned public transportation routes and operations, as well as connectivity and access to the transit network.
 - Maintain the Coordinated Public Transit–Human Services Transportation Plan.

Inter-Agency Scope

KMPO will collaborate with ITD, KCATT, Kootenai County 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 (92.66%)			Local (7.34%)
KMPO	\$ 25,000	\$ 23,165			\$ 1,835
Total	\$ 25,000	\$ 23,165			\$ 1,835

5.0 Kootenai County Public Transportation Planning

Objective:

To support transit planning 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 oversees Kootenai County Public Transportation and the Citylink transit service.

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.

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 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.

Scope:

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			
	FTA 5307 (80%)			Local (20%)
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, conceptual design, and estimated cost 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 Regional Non-Motorized Transportation Plan narrative to reflect existing conditions and address new and ongoing needs and challenges for non-motorized uses. Review 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 MTP Update will be completed by December 31, 2026.

Budget / Revenue Source:

6.0 Metropolitan Transportation Plan Update				
Budget	Funding Source			
	CPG (92.66%)	SATO (100%)		Local (7.34%)
KMPO \$ 80,000	\$ 66,715	\$ 8,000		\$ 5,285
Contracted Services \$ 20,000	\$ 18,532			\$1,468
Total \$ 100,000	\$ 85,247	\$ 8,000		\$ 6,753

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, who 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 and state agencies.
3. Collect annual building permit, plat and development information to maintain the model.
4. Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys.
5. KMPO and ITD District 1 will partner to continue utilizing INRIX Signal Analytics to evaluate model output and current system performance.
6. Continue to review options for developing multi-jurisdiction sub-area models within the urbanized area.
7. Collect annual roadway crash data for all transportation modes. Provide analysis of high crash locations, including those that involve non-motorized uses, and work with local agencies to identify available countermeasures appropriate to address problem areas.
8. Explore the availability of vendor tailored datasets that can assist with identifying hazardous locations and corridors for non-motorized uses, such as INRIX Safety Analytics.

Products

Updated databases and GIS used to assess the regional transportation system and its performance, as well as updated mapping products for analysis and public-facing applications.

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

Budget / Revenue Source

7.0 Data Collection, Performance Measures and GIS Evaluation				
Budget	Funding Source			
	CPG (92.66%)	STBG-LU (92.66%)	SATO (100%)	Local (7.34%)
Contracted Services \$ 40,000	\$ 2,064	\$ 35,000		\$ 2,936
KMPO \$ 37,500	\$ 25,482		\$10,000	\$ 2,018
Total \$77,500	\$ 27,546	\$ 35,000	\$10,000	\$ 4,954

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.
- 8.2.1 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.

Budget / Revenue Source

8.0 Regional Travel Demand Modeling				
Budget	Funding Source			
	CPG (92.66%)	STBG-LU (92.66%)		Local (7.34%)
Contracted Services \$ 65,000	\$ 30,229	\$ 30,000		\$ 4,771
KMPO \$ 45,000	\$ 41,697			\$ 3,303
Total \$ 110,000	\$ 71,926	\$ 30,000		\$ 8,074

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:

In close coordination with KMPO staff, KCATT and the KMPO Policy Board, KMPO staff will continue to update land use and travel demand modeling scenarios for the SH-53 Corridor. KMPO will also continue to provide supporting work for ITD District 1 as they develop the environmental documents for the Rathdrum Prairie Area Transportation Study alternatives.

KMPO will continue to consider alternative ways to update the 2005 Home Interview Survey data that is used to update and calibrate the KMPO regional travel demand model. This survey review effort will also look at freight and goods movement analysis in support of developing a freight element to the model, as well as a seasonal/tourism traffic model, as a means to support economic development opportunities in the region.

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 technical support to local jurisdictions and area projects, as needed.
4. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for preservation of identified corridors.
5. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.
6. Research and pursue options to develop an updated travel survey for use in the validation of KMPO's travel demand model.

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. Corridor modeling and evaluation will be ongoing along the SH-53 corridor, as well as additional analysis for the Rathdrum Prairie Area Transportation study and subsequent environmental processes.

Timeline for Performance: Many of these activities are performed on an as needed basis.

Budget / Revenue Source:

9.0 Regional Transportation Studies					
Budget		Funding Source			
		CPG (92.66%)			Local (7.34%)
KMPO	\$ 58,000	\$ 53,743			\$ 4,257
Total	\$ 58,000	\$ 53,743			\$ 4,257

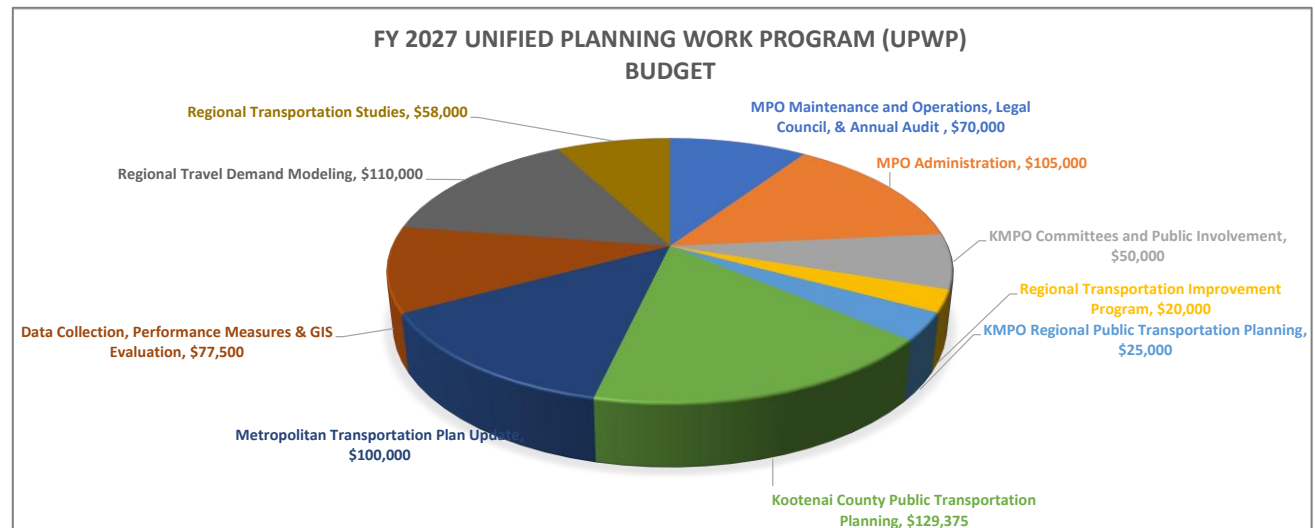
This Page is Reserved

Appendix A: FY 2027 UPWP Budget and Work Responsibility Allocations

			Expenditures			Revenues								Control Totals	
Task	Task Name	KMPO UPWP Budget	Maintenance & Operations			SATO				Federal Funds	Matching Funds		Overmatch	Total Cost Centers	
			Personnel	Contracts		CPG	(CPG 2.5%)	STBG-LU	FTA 5307		KMPO	Kootenai County			
						92.66%	100%	92.66%	80%						7.34%
0	MPO Maintenance and Operations, Legal Council, & Annual Audit	\$70,000		\$25,000	\$45,000	\$64,862				\$64,862	\$5,138		\$0	\$70,000	
1	MPO Administration	\$105,000	\$105,000			\$95,903	\$1,500			\$97,403	\$7,597		\$0	\$105,000	
2	KMPO Committees and Public Involvement	\$50,000	\$20,000	\$30,000		\$16,697	\$5,000	\$25,000		\$46,697	\$3,303		\$0	\$50,000	
3	Regional Transportation Improvement Program	\$20,000	\$20,000			\$17,142	\$1,500			\$18,642	\$1,358		\$0	\$20,000	
4	KMPO Regional Public Transportation Planning	\$25,000	\$25,000			\$23,165				\$23,165	\$1,835		\$0	\$25,000	
5	Kootenai County Public Transportation Planning	\$129,375	\$129,375						\$103,500	\$103,500		\$25,875	\$0	\$129,375	
6	Metropolitan Transportation Plan Update	\$100,000	\$80,000	\$20,000		\$85,247	\$8,000			\$93,247	\$6,753		\$0	\$100,000	
7	Data Collection, Performance Measures & GIS Evaluation	\$77,500	\$37,500	\$40,000		\$27,546	\$10,000	\$35,000		\$72,546	\$4,955		\$0	\$77,500	
8	Regional Travel Demand Modeling	\$110,000	\$45,000	\$65,000		\$71,926		\$30,000		\$101,926	\$8,074		\$0	\$110,000	
9	Regional Transportation Studies	\$58,000	\$58,000			\$53,743				\$53,743	\$4,257		\$0	\$58,000	
	Grand Total	\$744,875	\$519,875	\$180,000	\$45,000	\$456,231	\$26,000	\$90,000	\$103,500	\$675,731	\$43,269	\$25,875	\$0	\$744,875	
	Less Kootenai County Program	\$129,375													
	KMPO Board Approved Budget Total	\$615,500													

Work Responsibility Allocations:

KMPO	\$ 615,500
Kootenai County	\$ 129,375
Total	\$ 744,875



Appendix B: IJJA Planning Factors

The Infrastructure Investment and Jobs Act (IIJA) reauthorized the 10 planning factors identified in 23 USC 134(h) and 23 CFR 450.306(b), which MPO's are required to consider as part of their metropolitan planning process. Those 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

In developing this UPWP, KMPO has considered the ten planning factors, and many KMPO work elements advance more than one factor. The table below reflects the factor(s) that best represent each element's primary intent.

UPWP Task	Planning Factor Number									
	1	2	3	4	5	6	7	8	9	10
0.0 Maintenance, Operations, Legal, Audit	X						X			
1.0 MPO Administration & Operations	X						X			
2.0 KMPO Committees and Public Involvement	X	X	X	X	X	X	X	X	X	X
3.0 Transportation Improvement Program	X	X		X		X	X	X	X	X
4.0 Public Transportation Planning & Programming		X	X	X	X	X	X			
5.0 Kootenai County Transit Ops. Planning		X		X	X	X	X			X
6.0 Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X
7.0 Data Collection, Performance, and Analysis		X		X	X	X	X	X		X
8.0 Regional Travel Demand Modeling	X			X	X	X	X		X	X
9.0 Regional Transportation Studies	X	X	X	X	X	X	X	X	X	X



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: September 15, 2026
TO: KCATT
FROM: Ali Marienau, Executive Director
SUBJECT: UPWP Amendment Policy

Overview:

KMPO is required to develop a Unified Planning Work Program (UPWP) annually to outline the tasks and related budgets for the upcoming fiscal year. KMPO works closely with KCATT, ITD and Kootenai County Public Transportation/Citylink to develop the document; however, during the year, there may be issues or needs that arise, which warrant changes to KMPO's UPWP. Up to this point, those changes have been addressed on a case-by-case basis, with no formal process adopted.

KMPO staff has drafted an amendment process policy (Attachment A) to guide staff, KCATT and the KMPO Board, in those events when changes are needed throughout the fiscal year. ITD's Planning Section and FHWA are supportive of having an adopted policy for such events and have requested that a process be documented. Other Idaho MPO policies were consulted for consistency within the state.

Recommendation:

KMPO staff requests KCATT recommend the adoption of the UPWP amendment policy.



POLICY STATEMENT

Adopted: [DATE]
By: KMPO Board of Directors

KMPO Annual Unified Planning Work Program (UPWP) Amendments

Background:

KMPO updates the UPWP on an annual basis. KMPO works closely with ITD, KCATT, and Kootenai County Public Transportation/Citylink to develop a work program that accurately identifies the annual work tasks and budgets for the fiscal year. However, during the year, there may be issues or needs that arise which warrant changes to KMPO's UPWP.

Process:

A formal amendment and Policy Board approval will be required in the following circumstances:

1. The addition of new tasks, or significant change in scope;
2. A change to identified federal funding of more than 10%, or the addition of a new source of federal funding;
3. Reallocating funds between task budgets by more than 20 percent (assuming overall UPWP budget remains the same).

The amendment will be presented to KCATT for recommendation to the KMPO Policy Board; the Policy Board will make a final decision. If the change to the UPWP requires State and Federal approval, the Director will forward the amended UPWP to ITD, who may forward the request to FHWA/FTA for final approval if necessary.

An amendment is not required for staff to make changes outside of the circumstances list above. Staff may complete corrections to minor typographical or grammatical errors in the document and to update projected revenue and carry-forward amounts throughout the fiscal year if the difference is less than 10 percent. KCATT and the KMPO Board will be notified of any administrative changes made to the UPWP.