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

Special Meeting Agenda

October 29, 2026 - 1:30 pm

250 Northwest Blvd. Suite 209

Coeur d'Alene , Idaho

1. **Call to Order – Bruce Mattare, Chair**

2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**

3. **Persons To Be Heard:**

4. **New Business:**
   A. 2027 UPWP Amendment #1 – **Action Item**

   B. Iteris Contract for MTP Assistance – **Action Item**

5. **Adjournment**

*Kootenai Metropolitan Planning Organization (KMPO) is inviting you to a scheduled Zoom KMPO Board Meeting for Thursday October 29, 2026 at 1:30 p.m. PDT

Join Zoom Meeting
Please be aware, those attending as members of the public/audience will have their microphones muted by the Chair/host, unless called on by the Chair of KMPO. This is being done to ensure to minimize background noise conflicts, which can interrupt the discussions during the meeting.

https://us04web.zoom.us/j/71762310431?pwd=I7ZUarwaTI5KSEBycPR9wC5q9XBmc2.1

Meeting ID: 717 6231 0431

Passcode: 8sAdXE

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.

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

DATE: October 27, 2026

TO: KMPO

FROM: Ali Marienau, Executive Director

SUBJECT:FY 2027 Unified Planning Work Program Budget and Narrative **Amendment #1**

Recommendation:
KMPO staff recommends modification of the FY 2027 Unified Planning Work Program (UPWP) budget and narrative for Task 6.0 Metropolitan Transportation Plan Update to accommodate a consultant contract for assistance in finalizing the KMPO forecast model.

At the October 27, 2026 meeting, KCATT unanimously approved Amendment #1 to the Unified Planning Work Program (UPWP).

Overview:
As reported at the September KCATT meeting, while KMPO staff have been actively working on updating KMPO's Metropolitan Transportation Plan (MTP), FHWA has determined KMPO is currently out of compliance as of July 7, 2026. As a result, KMPO's Transportation Improvement Program (TIP) is frozen until an updated MTP is approved by FHWA. Existing projects in the TIP can continue, but KMPO will not be allowed to amend projects or add projects to the TIP until the freeze is lifted. The KMPO Board has affirmed that completing the MTP update is a priority.

To complete the MTP update as soon as possible, KMPO staff intends to bring on a consultant to assist with the finalization of the KMPO forecast model used to complete the plan's future scenario analysis. The FY 2027 UPWP, adopted on September 10, budgets $20,000 for contracted services under Task 6: Metropolitan Transportation Plan. However, based on initial discussions, the cost of the scope of services to complete the model task is roughly $40,000. KMPO staff proposes moving $30,000 from the KMPO personnel budget item of Task 6 to contracted services. The overall budget for Task 6 would not change. The narrative has also been amended to reflect the correct contractual services and updated timeline for Task 6.

Attachment A includes the marked-up FY 2027 UPWP with the draft revisions.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2027

Adopted 9/22/2026

Amended 10/_/2026

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

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

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Purpose

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

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

Development Process

Development of the UPWP is intended to be a coordinated and collaborative process, which involves 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 incl
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~~ second 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. Contracted services will be utilized to finalize the development of the forecast scenario models.
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~~completed in the second quarter of FY 2027.

Budget / Revenue Source:

6.0 Metropolitan Transportation Plan Update					
Budget		Funding Source			
		CPG (92.66%)	SATO (100%)		Local (7.34%)
KMPO	$ ~~85~~0,000	$ ~~66,715~~ 42,624	$ 8,000		$ ~~5,285~~3,376
Contracted Services	$ ~~20,000~~ 50,000	$ ~~18,532~~ 42,623			$~~1,468~~3,377
Total	**$ 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	
	Funding Source

Budget		CPG (92.66%)			Local (7.34%)
KMPO	$ 58,000	$ 53,743			$ 4,257
Total	**$ 58,000**	**$ 53,743**			**$ 4,257**

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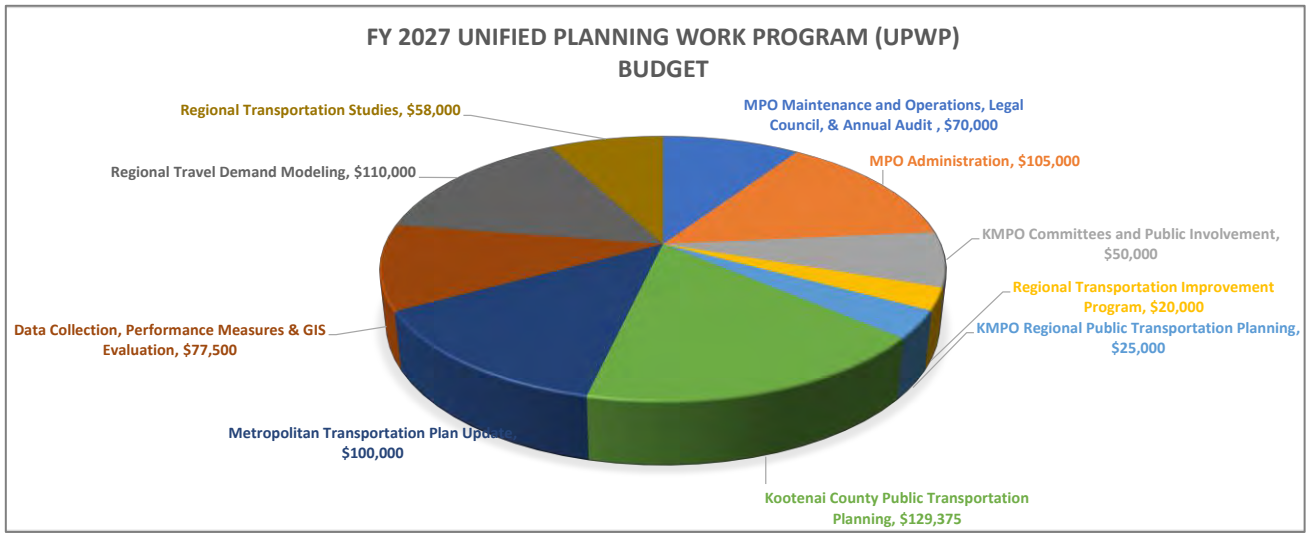
Appendix A: FY 2027 UPWP Budget and Work Responsibility Allocations

			Expenditures			Revenues								Control Totals
Task	Task Name	KMPO UPWP Budget	Personnel	Contracts	Maintenance & Operations	CPG 92.66%	SATO (CPG 2.5%) 100%	STBG-LU 92.66%	FTA 5307 80%	Federal Funds	Matching Funds KMPO 7.34%	Matching Funds Kootenai County 20%	Overmatch	Total Cost Centers
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	$50,000	$50,000		$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**	**$489,875**	**$210,000**	**$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: IIJA 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.

	Planning Factor Number									
UPWP Task	**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

Appendix C: UPWP Amendments

Amendment #1:

Amendment 1 moves funds from Task 6: Metropolitan Transportation Plan Update's personnel budget item to contracted services, in order to cover the cost of consultant services to assist with the completion of the MTP update. The Task 6 narrative was updated to reflect contracting services for model development rather than public outreach. The estimated timeline for Task 6 was updated to reflect expected completion.

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: October 27, 2026

TO: KMPO Board

FROM: Ali Marienau, Executive Director

SUBJECT: Contract with Iteris for MTP Model Assistance

Recommendation: Authorization from the KMPO Board for the Executive Director to execute a contract with Iteris, Inc. to complete the KMPO forecast models for the update of the Metropolitan Transportation Plan.

Overview:

KMPO staff have been working with Iteris to determine the terms of the project contract. Iteris has submitted their final scope of work and budget.

Tasks are generally outlined below:

Task 1: Project Management
This task involves contract administration, staff oversight and coordination with KMPO for the duration of the project.

Task 2: Network Development
This task involves building the 2035 and 2050 forecast model networks in the Visum software, based on the list of projects provided by KMPO. Project will be reviewed prior to model input, as well as after incorporation to verify correct coding. Model network development will be included for the following model scenarios:

- 2035 No Build
- 2035 Build
- 2050 No Build
- 2050 Build

Task 3: Model Runs and Outputs
This task involves using KMPO's 2035 and 2050 land use to finalize the forecast model scenarios, running the models, and developing GIS files and model plots for the MTP document.

The project is anticipated to start in November and be completed by the end of 2026. The final price for the project, for the tasks outlined above, is $40,160.