

KMPO 2015-2019 Transportation Improvement Program



Fiscal Year's 2015-2019 Transportation Improvement Program

Final Approved

As amended with U.S. 95 Worley North Stage 2 TIGER Award

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Serving the Citizens of Kootenai County

KMPO 2015-2019 Transportation Improvement Program FINAL APPROVED Copy w/Amendment #1

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

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FISCAL YEARS 2015-2019
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), as defined in 23 CFR 450 and 500; and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

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

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

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

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

THUS, BE IT KNOWN that the KMPO Policy Board hereby endorses the Fiscal Year 2015-2019 Transportation Improvement Program as presented to us in the September 11, 2014 meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this 11 day of September, 2014

SIGNED:

Vic Holmes
KMPO Board Chair

ATTEST:



Glenn F. Miles
Executive Director

Introduction

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

The KMPO's TIP is a short range six-year program of highway, transit, and non-motorized projects for the Kootenai Metropolitan Area, which is defined as all of Kootenai County. It is a compilation of projects selected from various Federal, State and local funding programs and sources. The TIP is generally updated annually.

The TIP is presented in three sections:

- I. Funding
 - A. Federal Sources
 - B. State Sources
 - C. Local Sources
 - D. Private Sources

- II. Programming
 - A. Prioritization and Selection of Projects
 - B. Approval
 - C. Funding

- III. 2014 Annual Listing
 - A. Funding programs and projects
 - B. Financial Review

- IV. KMPO Transportation Improvement Program

I. Funding

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

A. Federal Sources

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

FHWA

- **Interstate Maintenance Program** - Funds are used for resurfacing, restoration, rehabilitation of the Interstate System.
- **Highway System Program (NHS)** - Limited to designated NHS roads throughout Idaho State, these funds are used for transportation facility improvements ranging from existing to new facilities.
- **Surface Transportation Program (STP)** - Funds are used for construction, reconstruction, resurfacing of roadways designated on the Federal-aid system. This can include sidewalk and pathways when adjacent to or within an existing right of way, as well as eligible for transfer to the Federal Transit Administration to support projects for public transportation purposes.
- **STP-R** - STP funds designated for facilities located outside of Federally Designated Urbanized areas. These funds carry the same eligibility and are managed by the Local Highway Technical Assistance Council (LHTAC) through their project selection processes.
- **STP-U** – STP funds designated for Facilities located within federally designated urbanized areas. These funds are allocated generally on a population basis; however, the overall program of projects is managed under a cooperative arrangement among MPO's and LHTAC in cooperation with ITD
- **STP Safety** - A mandatory ten percent (10%) of all STP funds are to be used for safety improvements to roads and railroad crossings, including railroad crossing devices. Funds may also be used for transit safety improvements and programs.
- **Transportation Alternatives Program (TAP)** - A mandatory ten percent (10%) of all STP funds are to be used for nontraditional uses ranging from historic preservation to water run-off mitigation. TAP projects are solicited statewide and selected by an ITD established committee, with KMPO review of projects located within the MPO designated area. In Idaho, ITD uses the name Community Choices Program to manage the TAP funding.

- **Bridge Program** - Funds are used for replacement of substandard bridges. These funds can be used for bridges on all streets both on and off the Federal-aid system. Bridges must have a 20-foot span, be inspected, rated, and determined to be deficient to qualify for Bridge funds. Bridge replacement projects will be selected on a statewide basis from bridges with sufficiency ratings below fifty (50).
- **Congestion Mitigation/Air Quality** - Funds are used for projects that assist in the maintenance and improvement of air quality
- **High Priority Project/TIGER** - Discretionary funds allocated by the United States Congress to USDOT for projects demonstrating solutions to transportation problems

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

FTA

FTA 5303 - Funds available for MPO's to conduct transit related planning activities within a metropolitan area.

FTA 5307 - Provides funds to local transit agencies for capital, operating, preventive maintenance assistance. Funds may also be used to support planning activities as identified in the Unified Planning Work Program. Kootenai County designates some 5307 funding for planning purposes

FTA 5309, 5339 - Grant funds used for capital and facility improvements.

FTA 5310 - Funds available for capital expenditures of agencies providing transportation service to the elderly and disabled. FTA 5311 - Funds available for operating, capital and preventive maintenance in rural areas. This includes rural interstate bus service

B. State Sources

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

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

C. Local Sources

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

D. Private Sources

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

II. Programming Process

A. Identification, Evaluation and Selection of Projects

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

Typically, all major projects programmed in the TIP are derived specifically or by policy from KMPO’s Metropolitan Transportation Plan (MTP). The MTP identifies needs through 2035 and was approved in November 2010. The Plan consists of highway, transit, and non-motorized improvements to meet the estimated needs of the area over a minimum of the next 20-years. The MTP is updated on a regular basis.

B. Review and Approval

The Kootenai County Area Transportation Team (KCATT) committee is composed of professional engineers and planners working for the entities within the region. It is their responsibility to advise the KMPO Board regarding technical matters related to the development and inclusion of projects within the TIP. Kootenai County works with area public transportation providers to establish a program of projects for consideration during the review and comment on public transportation plans and projects being considered in the TIP. The KCATT and Kootenai County recommendations also go to the KMPO as part of the Board’s deliberations and decisions on projects being included in the TIP for Federal aid funding. Kootenai County and KMPO have agreed the public review process used in development of the TIP/STIP will be the avenue to public review and comment on the FTA required Program of Projects. The KMPO Board is composed of elected officials and transportation representatives within the area. This Board provides the policy and decision-making function of KMPO and serves as a public forum for discussion of TIP related transportation issues and policies prior to the TIP’s approval.

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

C. Fund Authorization and Obligation

All projects must follow Federal regulations and guidelines during all phases of a projects development in order to be eligible for Federal aid funding. The various phases of a project can include preliminary engineering, environmental studies, review and approval of the design, purchase of necessary right-of-way, and approval of final plans, specifications, and estimates. Each phase is generally eligible to receive Federal funds, although project sponsors are encouraged at times to use their own funds, especially in the early phases to expedite development.

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

An FTA designated grant recipient applies directly to FTA for grant funding approval for public transit related projects. These projects too, must be contained in the approved TIP and ITIP prior to funding obligation by FTA. Project funding levels and scope can be amended at the request of the designated grant recipient through an amendment of a project already contained in the TIP/ITIP.

III. Annual Listing

A listing of completed or obligated projects from the first year of the prior year's TIP (2014) will be published by the KMPO Board in January. The listing will provide information about each project obligated including location, costs, and other project elements.

IV. Kootenai Metropolitan Area Transportation Improvement Program

A. Funding programs and projects

The TIP is a program of Federal-aid projects for the region that are anticipated to be implemented over a five year period from 2015 to 2019. **Table 1.0** identifies FHWA Federal-aid funded projects by funding and funding source. **Table 2.0** Identifies FTA funded public transportation project by funding and fund source. **Appendix A**, Provides the Coeur d' Alene Tribes Tribal Transportation Improvement Program. **Table 3.0** also identifies Federal-aid transit operating, capital assistance and planning projects. Regionally significant projects having an impact on the regional transportation system are also identified if such projects are under development. These projects are (1) substantial, such as major road widening, re-alignments, etc., (2) major transportation facilities such as a principal arterial and (3) when other federal, state, local or private sources are used. Projects funded by a discretionary program including High Priority Program/TIGER and FTA 5309 projects are not identified unless a project has specifically been approved by USDOT or Congress.

The TIP identifies the priorities of each project by year. Each project is identified by its location, type of work, funding category, estimated construction cost, and sponsor. Project locations are identified in Appendix A. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first three years of the program are eligible to receive funding during the program's first year. Projects beyond three years are for informational purposes only and an amendment to the TIP is required to move them to within the first three years of the program.

TIP Project Acronyms

CN – Construction

IM - Interstate Maintenance

NHS - National Highway System

PD - Preliminary Development

PE - Preliminary Engineering

PL - Planning

RRX - Railroad Crossing

RW - Right-of-Way

SR2S - Safe Routes to School (Previous Program)

STP - Surface Transportation Program

TAP – Transportation Alternatives Program

KMPO Public Transit Project List

2015-2019 Program

Mayor Vic Holmes, CHAIRMAN
 KMPO Board Chairman
 7/07/2014

KMPO Street and Highways Project List

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE KEY NO. MILEPOST / WORK TYPE SPONSOR	PROJECT LOCATION PROGRAM	NOTE DIST RATING FUND	PHASE	Scheduled Costs (Year-Of-Expenditure Dollars in Thousands with Match) (NOT CURRENT CONSTRUCTION PRICES)						LIFETIME DIRECT COSTS BY PROGRAM				NOTES
				2015	2016	2017	2018	2019	PREL	TOTAL	FA	STATE	OTHER	
US 95, WORLEY NORTH STAGE 2 12212 MP 401.429 - 404.163 WIDEN RECONSTRUCTION STATE OF IDAHO (ITD)	RECONSTRUCT	1 TIGER	CN PE RW	9,250	-	-	-	-	-	-	9,250	7,400	1,850	
SH 41, JCT SH 53 TO JCT US 2 12291 MP 7.9 - 39.058 SAFTY/TRAF AI/GrImpr STATE OF IDAHO (ITD)	SAFETY	1 HSIP (S)	CN PE RW	-	-	1,332	-	-	-	-	1,332	200	-	1
LOCAL, FY15 KMPO METROPOLITAN PLANNING 12307 MP 0 - 0 PLAN/STUDY PI KOOTENAI METROPOLITAN PLANNI		1 MET	CN PE RW	206	-	-	-	-	-	-	206	-	-	1
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE 12308 MP 13.784 - 14.792 RECONSTRUCTION COEUR D'ALENE		1 STP-U	CN PE RW	-	-	3,165	-	-	-	-	3,165	870	1,352	1 2
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER M 12310 MP 17 - 17.986 RECONSTRUCT EXTEND HAYDEN		1 STP-U	CN PE RW	-	-	-	-	-	2,236	-	2,236	651	-	1
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER M 12310 MP 17 - 17.986 RECONSTRUCT EXTEND HAYDEN		1 NP	CN PE RW	-	-	-	-	-	2,154	-	2,154	-	-	1
STP-7605, SELTICE WAY CONGESTION MITIGATION 12311 MP 4.591 - 4.93 SAFTY/TRAF ITS POST FALLS		1 STP-U	CN PE RW	-	-	-	2,296	-	-	-	2,296	329	75	1
STC-5743, KIDD ISLAND RD, KOOTENAI CO 12315 MP 100 - 102 RECONSTRUCTION WORLEY HD		1 STP-R	CN PE RW	-	-	2,757	-	-	-	-	2,757	700	192	1
LOCAL, UPRR RRX CLOSURES, KOOTENAI CO 12977 MP 0 - 0 SAFETY/TRAFFIC IMPROVEMENT POST FALLS HD		1 STX	CN PE RW	-	232	-	-	-	-	-	232	10	-	1 S
SMA-7635, MCGUIRE RD RRX, NR POST FALLS 12983 MP 2.634 - 2.634 SAFTY/TRAF RR GATES KOOTENAI COUNTY		1 Rank#47 RRX	CN PE RW	525	-	-	-	-	-	-	525	10	-	1 S
SH 97, I 90 OPASS IC #22, KOOTENAI CO 13382 MP 96.313 - 96.344 BRIDGE REPLACEMENT STATE OF IDAHO (ITD)		(R) 1 SR# 70.5 STP	CN PE & PC RW	-	-	4,453	-	-	-	-	4,453	649	-	1 B
SH 41, RATHDRUM TO JCT SH 54 13402 MP 7.9 - 18.134 RESURFACING STATE OF IDAHO (ITD)		(M) 1 STP	CN PE RW	-	-	5,926	-	-	-	-	5,926	245	-	1 P

Mayor Vic Holmes, CHAIRMAN
 KMPO Board Chairman
 7/07/2014

KMPO Street and Highways Project List

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE RATING	DIST FUND	Scheduled Costs (Year-Of-Expenditure Dollars in Thousands with Match) (NOT CURRENT CONSTRUCTION PRICES)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
SPONSOR	PROGRAM			PHASE	2015	2016	2017	2018	2019	PREL	TOTAL	FA	STATE	OTHER		
STATE, DIST 1 UNALLOCATED PREVENTATIVE MAINTENANCE			1	CN	-	-	-	-	-	-	-					1
SPM10 MP 0 - 0 PM	SICt			PE	50	51	52	53	54	-	260					P
STATE OF IDAHO (ITD)	PRSVN-PV		ST	RW	-	-	-	-	-	-	-					
				CN	853	3,959	21,726	4,989	8,535	15,085	55,380					
				PE	1,316	177	52	331	54	-	5,500					
				RW	1,744	-	-	138	-	-	1,957					
				Total	3,913	4,136	21,778	5,458	8,589	15,085	62,837					
				Federal												
				ITD												
				Other												
				Non-Fed%												
				Non-Part.	-	-	-	-	-	2,154						

Notes:

- (M): 1-R Pavement Rehabilitation
- SR: Bridge Sufficiency Rating (low number = poor condition)
- 1: Project is also shown in a Metropolitan Transportation Improvement Program
- 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- B: Project addresses Bridge DOH Strategic Needs
- C: Project addresses Congestion DOH Strategic Needs
- P: Project addresses Pavement DOH Strategic Needs
- S: Project addresses Safety DOH Strategic Needs
- W: Work zone safety priority
- * Contingent upon successful application for funds

Phases:

- CN - Construction includes utilities, construction engineering, and purchases
- PE - Preliminary Engineering listed as PE & PC if consultant costs exist
- RW - Right-Of-Way Acquisition

KMPO Public Transit Project List

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Year-Of-Expenditure Dollars in Thousands with Match) (NOT CURRENT CONSTRUCTION PRICES)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				SPONSOR	PROGRAM	FUND	PHASE	2015	2016	2017	2018	2019	PREL	TOTAL		FA
TRANSIT, FY14	COEUR D'ALENE UZA Capital Funds			CN	538		-	-	-	-	-	538	430.40		107.60	
13761	MP 0 - 0 PUB TRANS Capital			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-CAP	5307	SUrb	RW	-		-	-	-	-	-					
TRANSIT, FY13-14 Small MPO 5339 Statewide Capital Funds				CN	708		-	-	-	-	-	708	566.40		141.60	
13761	MP 0 - 0 PUB TRANS Capital Funds			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-CAP	5339	SUrb	RW	-		-	-	-	-	-					
TRANSIT, FY14 Transfer TRPTA 5307 to CdA UZA Capital				CN	250		-	-	-	-	-	250	200.00		50.00	
13761	MP 0 - 0 PUB TRANS Capital Funds			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-CAP	5307	SUrb	RW	-		-	-	-	-	-					
TRANSIT, FY14	COEUR D'ALENE UZA Operations			CN	81		-	-	-	-	-	81	64.80		16.20	
13761	MP 0 - 0 PUB TRANS Operations			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-Operations	5307	SUrb	RW	-		-	-	-	-	-					
TRANSIT, FY13 Carry Forward	COEUR D'ALENE UZA Operations			CN	1075		-	-	-	-	-	1075	537.50		537.50	
13760	MP 0 - 0 PUB TRANS Operations			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-Operations	5307	Surb	RW	-		-	-	-	-	-					
TRANSIT, FY13 Carry Forward	COEUR D'ALENE UZA Operations			CN	72		-	-	-	-	-	72	57.60		14.40	
13760	MP 0 - 0 PUB TRANS Preventive Maintenance			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-Preventive Maintenance	5307	Surb	RW	-		-	-	-	-	-					
TRANSIT, FY13 Carry Forward	COEUR D'ALENE UZA			CN	19		-	-	-	-	-	19	15.20		3.80	
13760	MP 0 - 0 PUB TRANS Capital Security			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-Capital (Security)	5307	Surb	RW	-		-	-	-	-	-					
TRANSIT, FY13 Carry Forward \$410	COEUR D'ALENE UZA Capital			CN	457		-	-	-	-	-	457	365.60		91.40	
13760	MP 0 - 0 PUB TRANS Capital Rolling Stock			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-Capital Rolling Stock	5307	Surb	RW	-		-	-	-	-	-					
TRANSIT, FY16	COEUR D'ALENE UZA METRO PLANNING		1	CN		58	-	-	-	-	-	58	46.00		12.00	
13768	MP 0 - 0 PUB TRANS Metro Planning			PE	-		-	-	-	-	-					
KOOTENAI METROPOLITAN PLANNI	TRNS-Planning	5303		RW	-		-	-	-	-	-					
TRANSIT, FY16	COEUR D'ALENE UZA OPERATIONS		1	CN		3,068	-	-	-	-	-	3068	1,534.00		1,534.00	1
14193	MP 0 - 0 PUB TRANS Ops			PE	-		-	-	-	-	-					
KOOTENAI COUNTY	TRNS-OPS	5307	SUrb	RW	-		-	-	-	-	-					
TRANSIT, FY17	COEUR D'ALENE UZA METRO PLANNING		1	CN			58	-	-	-	-	58	46.00		12.00	1
14194	MP 0 - 0 PUB TRANS Metro Planning			PE	-			-	-	-	-					
KOOTENAI METROPOLITAN PLANNI	TRNS-OPS	5303		RW	-			-	-	-	-					

TRANSIT, FY17 COEUR D'ALENE UZA OPERATIONS	1	CN	-	-	121.25	-	-	-	121.25	97	24.25	1
14195 MP 0 - 0 PUB TRANS Ops		PE	-	-	-	-	-	-	-			
KOOTENAI COUNTY TRNS-OPS 5307 SUrb		RW	-	-	-	-	-	-	-			
TRANSIT, FY17 COEUR D'ALENE UZA CAPITAL ASSET	1	CN	-	-	167.50	-	-	-	167.50	134	33.50	1
14196 Capital Asset		PE	-	-	-	-	-	-	-			
KOOTENAI COUNTY TRNS-CAP 5339 SUrb		RW	-	-	-	-	-	-	-			
TRANSIT, FY17 COEUR D'ALENE UZA OPERATIONS	1	CN	-	-	2,542	-	-	-	2,542	1,271	1271	1
14197 MP 0 - 0 PUB TRANS Ops		PE	-	-	-	-	-	-	-			
KOOTENAI COUNTY TRNS-OPS 5307 SUrb		RW	-	-	-	-	-	-	-			
CN			5,829.45	3,126	2,888.75	-	-	-				
PE			-	-	-	-	-	-				
RW			-	-	-	-	-	-				
Total			5,829.45	3,126	2,888.75	-	-	-				
Federal												
ITD												
Other												
Non-Fed%												
Non-Part.			-	-	-	-	-	-				

B. Financial Plan

Fiscal Constraint

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

TABLE 3.0 Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year ¹

Fiscal Year	Federal	State/Local/Other	TOTAL
FY 2015	5,386,000	727,000	6,113,000
FY 2016	5,002,000	682,000	5,684,000
FY 2017	21,417,000	1,908,000	23,326,000
FY 2018	5,057,000	401,000	5,458,000
FY 2019	7,959	630,000	8,589,000
TOTAL	\$44,821,000	\$4,348,000	\$49,169,000

¹

The ITIP Program managed by ITD incorporates annual increases in project funding levels based on historical trends. Revenue tied to annual appropriations based on language contained in an Authorization Bill, have been held constant with the current short term authorization bill (MAP-21) and the uncertainty that exists with future programs. Project costs during 2012 and 2031 have seen stable bid prices, as such forecasting anticipated project cost increases may be counterproductive, until economic conditions become more certain.

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc. as well as the operation, maintenance, and capital needs of the regions public transportation system. Most of the available federal funds are dispersed on a statewide basis based on value and need as determined by the ITD Board. However, some of the STP-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities. The ITD Board policy B-1104 does not allocate all STP-Urban funds to areas between 5,000 populations and 200,000 populations at this time, so it is uncertain where or how these unallocated apportionments will be subsequently programmed. It is therefore impractical to conduct a fiscal constraint analysis at the MPO level as program funds and funding levels are managed and maintained by ITD.

Table 3.0 A theoretical STP-Urban program allocation to the KMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

TABLE 4.0
STP-Urban Program Annual Fund Balances for the KMPO Planning Area ¹

	FY 2015	FY 2016	FY 2017	FY 2018	PD
Allocated STP-U Funds	1,142,971	1,142,971	1,142,971	1,142,971	5,000,000
Match Requirement	110,000	110,000	110,000	110,000	400,000
Total Available Funds	3,200,000	2,795,971	5,740,942	6,958,913	5,000,000
Programmed Funds	1,657,000	0	0	2,743,000	5,000,000
Balance of Funds	\$1,543,000	\$4,452,971	\$5,740,942	\$5,468,884	\$ 0

1

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

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



Table 5.0 identifies the estimated FTA 5307 federal apportionments to the KMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments have remained static for the past several years and as a result they have been held constant until a new authorization bill has been approved. Should a reauthorization bill be approved in 2014, the TIP/STIP will be adjusted accordingly

TABLE 5.0
FTA 5307 Fund Balances for the KMPO Urbanized Area. ¹

	FY 2015	FY 2016	FY 2017
Allocated 5307 Funds	1,116,000	1,271,000	1,271,000
Total Available Funds	1,676,000	1,868,000	1,868,000
Total Programmed	1,676,000	1,868,000	1,868,000
Balance of Funds	\$-0-	\$-0-	\$-0-

Currently Kootenai County fully utilizes apportioned funds by taking advantage of in-kind contributions from the Coeur d' Alene Tribe and Kootenai Health. If additional funds were secured, Kootenai County could potentially expand operations and services within the urbanized area.



System Operations and Maintenance

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

- Roadways

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

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

Table 6.0 estimates the revenue amount available for operational and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing roadway system. This was accomplished by assessing local revenues and expenditures during a normal time period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion or reconstruction projects. Revenues were reduced by 2 percent annually to reflect the difference between potential revenue increases and inflation.

TABLE 6.0
Reported Annual Revenues and Expenditures
For Operations, Maintenance, and Construction Activities in 2012

RECEIPTS	Total	Percentage
Total Local Funding	\$15,762,824	47.52%
Total State Funding	\$ 8,770,007	26.44%
Total Federal Funding	\$ 8,640,255	26.04%
TOTAL RECEIPTS	\$33,173,086	100.0%
DISBURSEMENTS		
Total Construction/Reconstruction	\$11,906,262	35.55%
Total Routine Maintenance	\$ 8,273,741	24.70%
Total Equipment	\$ 3,779,094	11.28%
Administration Expenses	\$ 3,116,116	9.30%
Total Other	\$ 6,401,895	19.11%
TOTAL DISBURSEMENTS	\$ 33,495,108	100.0%

Source: Based on 2012 data all jurisdictions in Kootenai County Annual Report to ITD

Table 6.0 identifies that, based on past history and currently programmed funds, over half the estimated revenues will potentially be available for operational and maintenance type projects. It should be noted that historically, when only considering state and local revenues annually set-aside for transportation improvements by the local jurisdictions, approximately 24.7% are used on activities categorized as operations and maintenance, while only 35.5% are used on expansion and reconstruction projects.

Approximately 91% of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 9% of total revenues for operations and maintenance come from federal sources. Large federal aid projects during any given year can impact the percentages.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than \$15 million annually is adequate to operate and maintain the current roadway system, but rather a reflection of available resources.

- **Public Transportation**

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

TABLE 7.0
Kootenai County Programmed Expenditures on Public Transportation

Work Type	FY 2015	%	FY 2016	%	FY 2017	%	TOTAL	%
Capital	611,000	28	134,000	8	134,000	8	\$ 879,000	9
Operations/ Maintenance	1,543,000	72	1,531,000	92	1,405,000	92	\$4,479,000	91
Total	\$2,154,000	100	\$1,665,000	100	\$1,539,000	100	\$5,358,000	100

Source: Kootenai County July 2014

Kootenai County will expend approximately 91 percent of its anticipated revenue to operate and maintain the current system. The ARRA funding allowed Kootenai County to replace the entire fleet of vehicles in the system and placed their replacements on a capital replacements program schedule. Those vehicles will begin exceeding their service life in 2015. The ability to add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable funding source to support public transportation.

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



Certified by: _____ Date Sept, 2014 _____

Glenn F. Miles, Executive Director

SELF-CERTIFICATION

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

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

KOOTENAI METROPOLITAN PLANNING

IDAHO TRANSPORTION DEPARTMENT

Signature

Signature



Title: Executive Director

Title: KMPO Chairman

September 11, 2014

Date

Date



Appendix A
Coeur d' Alene Tribe
Tribal Transportation Improvement Program

Coeur d'Alene Tribe



Tribal Transportation Improvement Program 2014-2018

Coeur d'Alene Tribe Tribal Transportation Improvement Program (TTIP) for 2014-2018

Priority	Project Title	FY2014	FY2015	FY2016	FY2017	FY2018
1	Plummer Housing Authority Road Reconstruction	\$ 263,000	\$ 70	\$ -	\$ -	\$ -
2	Agency Road Chip Seal (2010) CRABS Portion	\$ 133,000	\$ 50	\$ -	\$ -	\$ -
3	Agency Loop Road Overlay	\$ 125,000	\$ 50	\$ -	\$ -	\$ -
4	Mowry Road Chip Seal	\$ 50	\$ 120,000	\$ 50	\$ 50	\$ 50
5	Ann Antelope Road Reconstruction	\$ 70	\$ 413,000	\$ 70	\$ -	\$ -
6	Osprey Spirit Road Construction	\$ -	\$ -	\$ 275,670	\$ 423,880	\$ 314,500
7	Routine Road Maintenance	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
8	Aggregate Production	\$ 10	\$ 200,000	\$ 200,000	\$ 10	\$ 10
9	Sidewalk Construction on Highway 5	\$ 40	\$ 6,000	\$ 40	\$ -	\$ -
10	A Street Sidewalk Construction (Plummer, ID)	\$ -	\$ -	\$ -	\$ 60	\$ 296,000
11	Administrative Capacity Building	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
	Totals	\$ 571,170	\$ 789,170	\$ 525,830	\$ 474,000	\$ 660,560
	P.L. 93-638 Funds (Funds Fully-Expended in 2013)	\$ -	\$ -	\$ -	\$ -	\$ -
	SAFETEA-LU Programmatic Agreement Funds	\$ 286,000	\$ -	\$ -	\$ -	\$ -
	2013 MAP-21 Programmatic Agreement Funds	\$ 260,170	\$ 136,170	\$ -	\$ -	\$ -
	Future MAP-21 Programmatic Agreement Funds	\$ 25,000	\$ 653,000	\$ 525,830	\$ 474,000	\$ 660,560
	Anticipated Future Allocations	\$ 431,000	\$ 474,000	\$ 474,000	\$ 474,000	\$ 660,560

Key

P.L. 93-638 Funds (Fully-Expended at End of 2013), Current Balance is \$0.00

SAFETEA-LU Programmatic Agreement Funds (Awarded in 2012), Current Balance is \$286,000 2013 MAP-21 Funds (Awarded in 2013). Current Balance is \$396,000

Future MAP-21 Programmatic Agreement Funds (Not Yet Awarded), Current Balance \$0.00

Total Federal Funds Expended During FY2014-FY2018: \$3,020,730

KMPO

2015-2018

Transportation Improvement Program

And

Kootenai County Section 5307 Proposed

Program of Projects (POP)

Public Comment Period

August 1, 2014 to September 2, 2014

KMPO Regular Board Meeting August 14, 2014 – Public Comments section of the Agenda

The following public comment was given on the proposed Transportation Improvement Program (TIP) during the August 14, 2014 KMPO Board meeting:

Mr. Derium (inaudible), Sherman Avenue, Coeur d'Alene said he would like to comment on the Transportation Improvement Program (TIP). He noted that he had spoken at the City of Coeur d'Alene Council meeting regarding the CityLink Bus Service and said he believes the people of Kootenai County deserve a better bus system than what they have. He read an article in the newspaper about the \$1.2M to build a new transfer station, but asked, "If the bus service is rather dysfunctional, what is the utility of having a nice transfer station." Mr. Derium (?) noted that he recently became disabled. He has a Master's degree, but is underemployed and said the bus system makes it difficult to get around; there are 10 routes a day – if you miss a bus, you have to wait two hours. Although there is a transient population that rides the bus, there are a lot of disabled people who use the service. Mr. Derium (?) said he relies on the transit system – he cannot afford a car, gas and insurance. He understood a lot of money is used to keep the Paratransit system operating. He commented that he had heard rumors that there may be a link with this system and STA into Spokane.

He asked if there would be a vote on the \$1.2M so the public would have input on whether or not there will be some improvements on the bus route for the working poor of Idaho; there was a lot of funding for other city projects, but believes the working poor deserve a better route.

Mr. Derium (inaudible) said he would like to help with that and would like feedback on how the public can be more involved in the issue.

Chair Holmes commented that they would all like to see a better program and as funding becomes available, he was sure that would happen. He noted there was no bus service in the City of Rathdrum. Chair Holmes explained public process is ongoing and is advertised as events come up, the public is invited to comment.

Mr. Miles noted the transit property had been in the acquisition process since 2007 and did include public process. The funds were dedicated for capital improvements - not operations. The Transportation Improvement Program (TIP) is currently open for public comment.

Glenn Miles

From: KMPO General <kmpo@kmpo.net>
Sent: Tuesday, September 02, 2014 8:07 AM
To: gmliles@kmpo.net
Subject: FW: Communication Regarding TIP Comments from non-profit
Attachments: KMPO Letter by Trinity.PDF

From: Robert Runkle [<mailto:rrunkle@gmail.com>]
Sent: Thursday, August 28, 2014 9:47 AM
To: kmpo@kmpo.net
Subject: Communication Regarding TIP Comments from non-profit

Please find attached our comments concerning your planned consideration of approving the 2015-2019 TIP at your regular Board meeting on September 11, 2014. We serve a large number of individuals with severe and persistent mental illness who are all low and moderate income (LMI) persons. They are dependent on public transportation. We recommend that the route structure be restored to the earlier routes in order to serve our residents and the many other LMI individuals now living outside the CityLink service areas.

Please call or contact us if you have any questions.

Regards, Bob Runkle

The Rev. Robert S. Runkle, Deacon
Executive Director, Trinity Group Homes, Inc.
rrunkle@trinitygrouphomes.net

Physical Location:
2115 E. Sherman Avenue, Ste. 105, Coeur d'Alene, ID 83814
208-667-9607 -- Office
Mail Only to [following PO Box:](#)
P.O. Box 1861
Coeur d'Alene, ID 83816-1861
www.trinitygrouphomes.net



TRINITY GROUP HOMES, INC.

P.O. Box 1861
Coeur d'Alene, ID 83816-1861
(208) 667-9607 - Fax (208) 765-2732
www.trinitygrouphomes.net

August 28, 2014

Kootenai Metropolitan Planning Organization (KMPO)
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83834

Reference TIP @ Board Meeting on September 11, 2014

To Whom It May Concern:

Trinity Group Homes, Inc. is the only semi-independent group home for individuals with severe and persistent mental illness in the five Northern counties of Idaho. We have two locations for our group homes within the city limits of the City of Coeur d'Alene, which serve 18 individuals with severe and persistent mental illness. We have one group home in Hayden providing a total of 6 rooms for these individuals, and a new group home in Post Falls that is a duplex, with a total of 8 rooms. These four locations, with seven total homes (each half of duplex is counted as single home), provide housing for 32 individuals at any one time.

We are contacting KMPO to request that your Board and the county and municipalities consider restoring the route system for CityLink that was in effect about two years ago. The majority of the residents who live at Trinity Group Homes are classified as low-and moderate income (LMI) persons as their incomes are below the poverty levels for Kootenai County, ID, and virtually all depend on public transportation to get to and from stores, etc. When public transportation is not available, many have to ask friends or strangers for rides or are forced to pay for taxi services from their small incomes, as few of our residents have vehicles. Residents need to buy food supplies, visit pharmacies for prescriptions, go to their banks or payee services, shop for personal items, attend appointments, meetings and court sessions, etc.

We have maintained a 99% occupancy rate since the first quarter of 2010, generally with a 5-7 person waiting list, even after we increased capacity by 14 rooms in 2013, a 44% increase. We receive calls daily as well as emails from our website, many of whom do not apply due to the long wait for rooms. The direct beneficiaries are the 32 residents themselves, but with turnover, we house around 45 individuals in a year. Also considering their family members or significant others in their lives, restoring these routes will impact another 75+ individuals. So our total impact exceeds 150 individuals.

Shortly after we signed the construction contract for the new Post Falls home, CityLink was routed from Poleline Road, a mere 50 feet or so from our new group home, down to

USDA is an equal opportunity provider and employer.

Mullan at Wal-Mart. Thus our residents now have over a mile and a half to walk to catch the closest CityLink bus. Many residents are physically unable to walk this distance, due to medical conditions. Prior to leasing the Hayden group home, the CityLink service was either at Super1 or at the Firehouse. But just before we signed the lease, the route reduction went into effect, and the nearest stop is now over a mile away, on the other side of US #95, making a dangerous crossing.

Trinity Group Homes provides an extensive service to Kootenai County taxpayers. Prior to moving to Trinity, a majority of our residents were either homeless, were at State Hospital North or South, or had been incarcerated due to felonies related in part due to their mental illness. All of these costs are paid by the taxpayers of Kootenai County. Now that these individuals are living in one of Trinity Group Homes' group homes, neither the taxpayers of Kootenai County, Idaho nor US taxpayers pay any of the costs to operate our non-profit organization. The residents themselves pay monthly rent and a portion of our utility costs, which equals about 70% of our annual operating costs. We receive grant support from corporations and businesses, (18%); from direct public support including United Way, (5%); Board-led fundraising, (4%); and from indirect public support and donations, (3%).

We will attend the Board Meeting of KMPO at 1:30 pm on September 11, 2014 during which we understand that you will be considering approval of the 2015-2019 Transportation Improvement Program. We will appreciate an opportunity to provide testimony on the TIP at the meeting and to answer any questions concerning our request to return the CityLink routes to their earlier expanded service area.

Please feel free to ask any questions prior to the meeting on September 11, 2014.

Sincerely,



Robert S. Runkle
Executive Director

C: Region 1 Coalition for the Homeless



A United Way Agency

USDA is an equal opportunity provider and employer.

Glenn Miles

From: KMPO General <kmipo@kmipo.net>
Sent: Tuesday, September 02, 2014 2:19 PM
To: gmiles@kmipo.net
Subject: TIP comment
Attachments: TGH Letter Concerning TIP .pdf

From: C. Wood [mailto:cwood@familypromiseni.org]
Sent: Tuesday, September 02, 2014 2:02 PM
To: kmipo@kmipo.net
Subject: TIP comment

Thank you for accepting my letter requesting expanded services to Citylink.
Sincerely,



Everyone deserves a place to call home.

Cindy Wood

Executive Director
Family Promise of North Idaho
208-777-4190
PO Box 3682
Coeur d'Alene, ID 83816
www.familypromiseni.org

Help. Hope. Home.



Serving and Empowering Homeless Families
to Achieve Sustainable Housing

September 2, 2014

Kootenai Metropolitan Planning Organization (KMPO)
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83834

Reference TIP @ Board Meeting on September 11, 2014

To Whom It May Concern:

Family Promise of North Idaho is a homeless shelter for families with children. Our 90 day program requires mobility for our families to get into housing and regain sustainability. Our hosting model utilizes houses of worship that rotate each week. Our families have the Day Center at 501 Wallace Ave, CdA (St. Luke's Episcopal Church) from 7 AM-5:30 PM to work toward sustainability. Transportation can be prohibitive for families if their shift begins before 7 AM or after 5:30 PM. Family Promise provides transportation via a volunteer van pool at those times to and from the host site and Day Center. Many of our families come to us in the construction, landscaping, and manufacturing industries. They cannot be in Family Promise if they do not have transportation that accommodates unique work shifts. Returning the bus route to it's a previous version that went to Poleline would help extensively in accommodating a extended workforce.

The families we serve would benefit greatly by increasing access to job sites and to their host site for the week. This change would directly impact 50-75 people a year who work their way into housing. Family Promise also distributes Salvation Army Vouchers to people in Kootenai County. We serve people in poverty who need their power turned on, eviction notices paid, motel nights, medication, etc. ... To receive a voucher, a person needs to come to our office with their ID. If they have a vehicle, they do not have fuel to get themselves to our office. If they do not live close to the limited bus route, they will not be able to get to us. This increases the homeless population. For many, a little help is the difference between being housed or homeless. FPNI has increasingly served singles and parents of preschoolers who have not eaten in the last 24 hours. They do not have internet, vehicles or fuel to go to the various meal sites. They do not know they exist, they can't get to them and cannot get to the primary food bank in our region.

P O Box 3662

Coeur d'Alene, ID 83816

208-777-4190

www.FamilyPromiseNI.org

HELP HOPE HOME

Partner Agency





Serving and Empowering Homeless Families
to Achieve Sustainable Housing

On behalf of those in poverty, who have to rely on public transportation to support their family, the two most important areas to add back to the City Link Route are the routes to Real Life Ministries in Post Falls and the Community Action Partnership Food Bank at 4144 W. Industrial Loop, Cda.

I understand that making changes in the route, financing it, overcoming security issues and working through trash disposal issues are all complications in an important and generous public service. Thank you for the work you do for our region. You make a huge impact – I am respectfully challenging you to expand your impact and provide access to basic needs to those who have tremendous need and little to no voice.

Sincerely,

A handwritten signature in blue ink that reads "Cindy Wood".

Cindy Wood
Executive Director
Family Promise of North Idaho

P O Box 3682 Coeur d'Alene, ID 83816 208-777-4190 www.FamilyPromiseNI.org

HELP HOPE HOME



Legal Notice for information important to you

**KMPO
2015-2019
Transportation Improvement
Program and
2015 Kootenai County FTA
Section 5307 Annual
Program of Projects**

A draft of the Kootenai Metropolitan Planning Organization's (KMPO) five-year Transportation Improvement Program (TIP) 2015-2019 is now available for public review and comment. The TIP is a multi-year funding program document that lists federally non-federally funded transportation improvements proposed by local jurisdictions, highway districts, Kootenai County, Idaho Transportation Department and the Coeur d'Alene Tribe during the next five years. This document and review period includes Kootenai County's proposed 2015 Program of Projects (POP) using Federal Transit Administration's Section 5307 and Section 5310 funding to support of public transportation activities in the Coeur d'Alene-Post Falls Urbanized area. This public notice and public involvement activities and time period established for public review and comments on the TIP will be used to satisfy the POP requirements as required by the Federal Transit Administration.

To view the TIP, go to www.kmpo.net or call KMPO at (208) 930-4164 for a copy. The comment period is from Friday August 1, 2014 through Tuesday September 2, 2014. All comments must be received by KMPO no later than September

2, 2014 through one of the following options: email kmpo@kmpo.net; mailing or delivering to KMPO, 250 Northwest Blvd, Suite 209, Coeur d'Alene ID 83814; or calling (208) 930-4164. The public comment period provides an opportunity for the community to review the proposed use of State and Federal transportation grant funds over the next five years prior to approving the program of projects. Comments received during the public comment period will be provided to the KMPO Board and Kootenai County for their consideration prior to adoption of the 2015-2019 TIP. KMPO will be holding a public open house on Thursday August 21st from 4:00 p.m. to 7:00 p.m. to review the program and provide public comments during the public comment period. The Open House will be located at KMPO 250 Northwest Blvd, Suite 209, Coeur d'Alene, ID 83814

The KMPO Board will be considering approval of the 2015-2019 Transportation Improvement Program on Thursday September 11, 2014 at their regular Board meeting, located at 408 N. Spokane Street, Post Falls, ID starting at 1:30 p.m. in the City of Post Falls City Council Chambers. An opportunity to provide testimony on the TIP, including Kootenai County's proposed Program of Projects using Federal Transit Administration funding will be provided at the meeting.

For special accommodation/translation

services, citizens need to contact KMPO 48 hours in advance of the meeting. 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, as amended.
LEGAL 1250
AUGUST 1, 2, 4, 2014