

Transportation Improvement Program



Traffic Management Center – Miami Tunnel to Port of Miami 2018

Kootenai Metropolitan Planning Organization
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Serving the Citizens of Kootenai County

Adopted October 13, 2022

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 2023-2029
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the Bipartisan Infrastructure Law (BIL) 2022, as defined in 23 CFR 450 and 500; and 49 CFR 613, calls for each metropolitan planning organization to have a financially constrained Transportation Improvement Program (TIP) that is derived from the Metropolitan Transportation Plan and developed as part of the transportation planning process; and

WHEREAS, the KMPO Policy Board maintains the TIP that 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; and

WHEREAS, the TIP has considered during the identification and project selection process, the ITD Transportation Performance measure presently approved by the ITD Board and KMPO Board,

THUS, BE IT KNOWN that the KMPO Policy Board hereby endorses and approves the Fiscal Year 2023-2029 Transportation Improvement Program as presented to us in the October 13, 2022, KMPO Board meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this 13th day of October, 2022.

SIGNED:

ATTEST:

Signature on File

Signature on File

Rod Twete
KMPO Board Vice Chair

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, local jurisdictions and public transportation service providers to develop a Transportation Improvement Program (TIP) for the area.

The KMPO's TIP is a short-range, seven-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 approved annually; however, amendments to the program are often conducted throughout the year by Board action or Administrative Amendment.

The TIP is presented in six sections:

- A. Funding
 - a. Federal Sources
 - b. State Sources
 - c. Local Sources
 - d. Private Sources
- B. Programming
 - a. Prioritization and Selection of Projects
 - b. Approval
 - c. Funding
- C. Annual Listing
 - a. Funding programs and projects
 - b. Financial Review
- D. KMPO Transportation Improvement Program
- E. Financial Plan
- F. Certifications

A. 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

- **Federal Freight Funding** - Introduced in the FAST Act, these funds are split between a formula distribution to the States and a nationwide competitive program referred to as RAISE.
- **Interstate Maintenance Program** - Funds are used for resurfacing, restoration, rehabilitation of the Interstate System (I-90).
- **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 Block Grant (STBG)** - 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. STBG-Congressional are projects that may be awarded by Congressional earmark.
- **STBG-R** - STBG 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.
- **STBG-U** – STBG 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 STBG 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. Within the BIL Act, eligibility was broadened to encompass previous programs.

- **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/CARBON** – These funds are currently not programmed by ITD in the State of Idaho.
- **High Priority Projects/BUILD/INFRA/RAISE** - Discretionary competitive funds allocated by the United States Congress to USDOT for projects demonstrating solutions to transportation problems that can improve the local, state and national economy.

In order to clarify the type of projects being constructed, similar projects funded with Interstate Maintenance (IM), National Highway System (NHS), STBG-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 Sources:

- **FTA 5303** - Funds available for MPO's to conduct transportation related planning activities within the metropolitan area boundary.
- **FTA 5307** - Provides funds to local transit agencies for capital, operating, preventive maintenance assistance. Funds may also be used to support planning activities when identified in the approved Unified Planning Work Program. Kootenai County is the designated recipient of 5307 funds.
- **FTA 5310** - Funds available for capital expenditures of agencies providing transportation service to the elderly and disabled through purchase of service or purchase of equipment. Projects are selected by the KMPO Board for consideration by the Statewide Urban Balancing Committee. The program is managed by ITD Public Transportation Division as a statewide program under the auspices of the FTA designated Governors Apportionment.
- **FTA 5311** - Funds available for operating, capital and preventive maintenance in rural areas. This includes rural interstate bus service.
- **FTA 5339** - Grant funds used for capital and facility improvements. Projects are selected by the KMPO Board for consideration by the Statewide Urban Balancing Committee. The program is managed as a statewide program by ITD Public Transportation Division under the auspices of the FTA designated Governors Apportionment.

State Sources:

State Funded Program (ST) - Funds used for lower cost State highway construction projects that can be developed at a lesser expense than required when using Federal funding. Funds may typically 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 (65%) of the funds are retained by ITD and thirty-five percent (35%) are allocated to the cities and counties from the Highway Distribution Account. Highway Distribution Account funds may also be used to match Federal funds.

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.

Private Sources:

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

B. Programming Process

a. Identification, Evaluation and Selection of Projects

Projects selected for further 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; improved safety; 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 their own process 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 affords the community the opportunity 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, local jurisdictions 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 2045 and the latest update was approved in December 2021. 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. KMPO has accepted the performance measures and targets approved to date by the Idaho Transportation Board and have been considered in the selection and approval of projects for their contribution in achieving and/or exceeding the statewide targets. Elements of the MTP are 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, as well as non-voting members representing various modes of transportation. 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 Section 5307 Program of Projects (POP) 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 of projects being considered in the TIP/STIP.

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. These phases of a project are identified in the program. Early participation in a project's development ensures ample opportunity to provide input on the design, concept and scope of the project. By the time a project is ready for construction, the construction plans are nearing completion and right of way (ROW) has been secured. This leads to fewer opportunities to make modifications to the project.

When a highway project reaches the construction/implementation phase, the sponsor will request ITD to obligate funds from FHWA or FTA and advertise for bids. The priorities set in developing the TIP/STIP 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 Section 5307 grant funding approval for public transit related projects. These projects, too, must be contained in the approved TIP and STIP prior to funding obligation by FTA. FTA grants managed by ITD (5310, 5311, and 5339) follow a similar process as highway projects, where ITD is the grant recipient and project sponsors are subrecipients. Project funding levels and scope can be amended by KMPO through an amendment of a project already contained in the TIP/STIP; however, once a project is obligated through a grant or subrecipient agreement, the process for modifications must be resolved between KMPO, the project sponsor and granting agency. A TIP/STIP amendment may or may not be required.

C. Annual Listing

A listing of completed or obligated projects from the first year of the prior year's TIP (2020) will be published by the KMPO Board in January 2023. The listing will provide available information about each project obligated including location, costs, and other project elements.

D. 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 seven-year period from 2023 to 2029. **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. **Table 3.0** also identifies Federal-aid transit operating, capital assistance and planning projects. **Appendix B** provides the Coeur d' Alene Tribe's Tribal Transportation Improvement Program. 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/BUILD, FASTLANES/INFRA, and FTA 5339 projects are not generally identified unless a project has been specifically approved by USDOT or Congress.

The TIP identifies the project elements of each project by year. Each project is identified by its location, type of work activity, 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 have phase(s) moved 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 – Land Purchase

RW - Right-of-Way

RRX - Railroad Crossing

STP - Surface Transportation Program

TAP – Transportation Alternatives Program (Formerly Community Choices)

SR2S - Safe Routes to School (Previous Program covered in TAP)



KMPO Street and Highways Project List

KMPO Highway Projects (System)

Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

KMPO Project List 2023-2029 Program



SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes		
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match			
Sponsor		Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL							
SH 53, PLEASANT VIEW IC, KOOTENAI CO 10005 POST FALLS HD	MP 1.750 - 2.570	SAFTY/TRAF OPER, Grade Separation	CPCY STP	1	CN	-	-	-	-	11,761	11,510	9,460	-	32,730	30,328	2,402	1		
					PE	-	-	-	-	-	-	-	-	-	2,992	2,772	220	R	
					RW	-	-	-	-	-	-	-	-	-	-	4,206	3,897	309	
This project, located at the intersection of SH-53 and Pleasant View approximately milepost 2.2, will construct two underpasses; one as an interchange for Pleasant View Road over SH-53 and the second over the railroad interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility by providing on and off-ramps for Pleasant View Road, structure over the rail road. This project will also close two other railroad crossings and add illumination.																			
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD 12310 HAYDEN	MP 17.000 - 17.986	NEW Route, New Roadway	STP-URBAN (L) STP-U	1	CN	-	7,060	-	-	-	-	-	-	7,060	6,542	518	1		
					PE	-	-	-	-	-	-	-	-	-	1,711	1,585	126		
					RW	-	-	-	-	-	-	-	-	-	-	1,360	1,261	99	
This project will provide a new connection to Ramsey Road from Wyoming Ave to Lancaster Road in Coeur d'Alene. The project is located on SMA-7905 from mile point 17.0 to 17.986.																			
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM 13864 RATHDRUM	MP 104.026 - 104.026	SAFTY/TRAF OPER, Intersection Improv	STP-URBAN (L) STP-U	1	CN	2,508	-	-	-	-	-	-	-	2,508	2,324	184	1		
					PE	-	-	-	-	-	-	-	-	-	-	610	565	45	
					RW	-	-	-	-	-	-	-	-	-	-	-	92	85	7
This project will provide additional operational capacity of safety to the intersection of Meyer and Boekel roads. The project is located on STC-5791 at mile point 104.026.																			
SMA-7505, SPOKANE ST RV BR, POST FALLS 18716 POST FALLS HD	MP 0.653 - 0.829	BR/APPRS, Bridge Rehabilitation	BR-LOCAL BR-LOC	1	CN	3,519	-	-	-	-	-	-	-	3,519	3,261	258	1		
					PE	-	-	-	-	-	-	-	-	-	-	409	379	30	
					RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project is proposed to be an epoxy overlay/cathodic protection replacement to the Spokane Street Bridge that will improve a vital link to the transportation area in Spokane. This project is located on SMA-7505 between mile points 0.653 and 0.829.																			
STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FA 19288 POST FALLS HD	MP 100.264 - 102.158	RESRF/REHAB, Minor Widening	STP-RURAL (L) STP-RURAL	1	CN	-	2,708	-	-	-	-	-	-	2,708	2,509	199	1		
					PE	-	-	-	-	-	-	-	-	-	-	372	345	27	
					RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will provide a structural overlay and widen shoulders on Beck Road from Seltice Way to Prairie Avenue in Post Falls Hwy District. This project is located on STC-5708 between mile points 100.264 and 102.158.																			
LOCAL, EARLY CORRIDOR ACQUISITION & PRESERVATION 19344 KOOTENAI METROPOLITAN	MP 0.000 - 0.000	Preservation	STP-URBAN (L) STP-U	1	CN	-	-	-	-	-	-	-	-	-	-	-	1		
					PE	-	-	-	-	-	-	-	-	-	-	400	371	29	
					RW	300	-	-	-	-	-	-	-	-	-	-	300	278	22
This project will provide for Voluntary Early Acquisition of Right-of-Way in Corridors with approved plans. Planning (PE and PC) activities for this project will be carried out under KN 20527 KMPO Metro Planning.																			



SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL						
19452	MP 429.633 - 430.000	US 95, IC# 430 TO LACROSSE AVE, CDA	1	CN		3,741		-	-	-	-	-	4,818	-	4,818	1	
		RECONST/REALIGN, Plant Mix Paveme		PE				-	-	-	-	-	768	-	768	P	
		STATE OF IDAHO (ITD) RESTORE ST2		RW				-	-	-	-	-	90	-	90	M	
	MP 429.633 - 430.000	US 95, IC# 430 TO LACROSSE AVE, CDA	1	CN		1,061		-	-	-	-	-	4,818	-	4,818	1	
		RECONST/REALIGN, Plant Mix Paveme		PE				-	-	-	-	-	768	-	768	P	
		STATE OF IDAHO (ITD) RDSIDE ST2		RW				-	-	-	-	-	90	-	90	M	
	MP 429.633 - 430.000	US 95, IC# 430 TO LACROSSE AVE, CDA	1	CN		15		-	-	-	-	-	4,818	-	4,818	1	
		RECONST/REALIGN, Plant Mix Paveme		PE				-	-	-	-	-	768	-	768	P	
		STATE OF IDAHO (ITD) ETS ST2		RW				-	-	-	-	-	90	-	90	M	
This project will realign and widen to 4-lanes from MP 429.633 to MP 430.0, and will include improvements to drainage, pavement, and update ADA curb ramps and sidewalk.																	
19955	MP 1.414 - 1.414	SMA-7515, CHASE RD BNSF RRX, CITY OF POST FALLS	1	CN				-	-	-	-	883	883	818	65	1	
		SAFTY/TRAF OPER, Railroad Signals		PE				-	-	-	-	-	182	169	13		
		POST FALLS STP-URBAN (L) STP-U		RW				-	-	-	-	-	-	-	-		
This project will reconstruct the approaches to the crossing at Chase Rd. and the BNSF branch line serving Post Falls. The project is located on SMA-7515 at mile point 1.414.																	
20378	MP 105.916 - 105.916	STC-7219, N HUETTER RD, UPRR RRX 662627N, POST FALLS	1	CN			240		-	-	-	-	250	249	1	1	
		SAFTY/TRAF OPER, Railroad Gates		PE				-	-	-	-	-	10	9	1		
		POST FALLS RAIL FED RRX		RW				-	-	-	-	-	-	-			
Add gates and signals. This project is located on STC-7219 at mile point 105.916.																	
20394	MP 2.405 - 2.405	STC-5820, N IDAHO ST, UPRR RRX 662603A, KOOTENAI CO	1	CN	300			-	-	-	-	-	300	300		1	
		SAFTY/TRAF OPER, Railroad Signals		PE				-	-	-	-	-	-	-			
		KOOTENAI COUNTY RAIL FED RRX		RW				-	-	-	-	-	-	-			
Install type 1 signal including constant warning protection, planking, and cabinet. This project is located on STC-5820 at mile point 2.405.																	
20442	MP 6.500 - 7.800	I 90, SH 41 INTERCHANGE, KOOTENAI CO	1	CN	400	10,680	10,960	3,769		-	-	-	25,809	23,915	1,894	1 2	
		SAFTY/TRAF OPER, Interchange Modifi		PE					-	-	-	-	8,391	7,742	649	P B R	
		STATE OF IDAHO (ITD) CPCTY IM		RW					-	-	-	-	2,800	2,584	216	W	
This Project I 90, SH 41 Interchange, Kootenai Co. includes the construction of a new I 90/SH 41, (Exit #7) interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility. The project is located on I-90 between mile points 6.7 and 7.4.																	
20482	MP 69.070 - 81.500	SH 97, HARRISON BR TO WHISTLE RD, KOOTENAI CO	1	CN		794			-	-	-	-	794	-	794	1	
		PM, Seal Coat		PE				-	-	-	-	-	25	-	25		
		STATE OF IDAHO (ITD) PAVE ST		RW				-	-	-	-	-	-	-			
The project consists of seal coating SH 97 from milepost 69.07 milepost 81.50.																	



KMPO Street and Highways Projects

Group: Highway Projects (System)
Sort: TIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL						
SH 3, CDA RV BR TO I90, KOOTENAI CO	1	CN			1,026								1,026		1,026		
20592	MP 111.380 - 117.680	PM, Seal Coat	PE										25		25		
STATE OF IDAHO (ITD)	PAVE	ST	RW														
The project consists of seal coating SH 3 from milepost 111.380 milepost 117.680 and SH 54 from mile post 8.162 to 11.8.																	
SH 53, INT N RAMSEY RD, KOOTENAI CO	1	CN			3,510								3,561	3,300	261		
20641	MP 12.900 - 13.100	SAFTY/TRAF OPER, Safety	PE										436	361	75		
STATE OF IDAHO (ITD)	SAFETY	HSIP	RW										600	46	554	M	
SH 53, INT N RAMSEY RD, KOOTENAI CO	1	CN			51								3,561	3,300	261		
MP 12.900 - 13.100	SAFTY/TRAF OPER, Safety	PE											436	361	75		
STATE OF IDAHO (ITD)	ETS	HSIP	RW										600	46	554	M	
This project will reduce serious and fatal crashes at the SH53, N. Ramsey Rd Intersection (MP 12.9 to 13.1). The intersection is a high accident location and the project will install a new traffic signal, left and right turn bays on SH53, left turn bays on Ramsey Rd, illumination, and new signing.																	
I 90, CEDARS TO DUDLEY RD, KOOTENAI CO	1	CN			17,721								17,721	16,421	1,300		
20645	MP 32.350 - 37.000	SAFTY/TRAF OPER, Safety	PE										620	572	48		
STATE OF IDAHO (ITD)	LEAD-ID	STLI	RW													W	
This project will reconstruct the median on I 90 between milepost 32 and 36 in order to install concrete barrier in the median. The installation of this barrier will increase the safety of the Interstate by providing positive separation between the eastbound and westbound travel lanes to reduce head-on collisions by traffic crossing the median into opposing traffic.																	
SH 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO	1	CN											448		448		
20668	MP 81.500 - 86.900	PM, Seal Coat	PE										25		25		
STATE OF IDAHO (ITD)	PAVE	ST	RW														
This project consists of seal coating SH 97 from milepost 81.5 milepost 86.9.																	
SH 53, N LATAH ST TO MP 9.3, RATHDRUM	1	CN			6,520								6,555	6,074	481		
20695	MP 8.200 - 9.300	MAJRWDN, Safety	PE										715	663	52	P R	
STATE OF IDAHO (ITD)	SAFETY	HSIP	RW										650	602	48	M	
SH 53, N LATAH ST TO MP 9.3, RATHDRUM	1	CN			35								6,555	6,074	481		
MP 8.200 - 9.300	MAJRWDN, Safety	PE											715	663	52	P R	
STATE OF IDAHO (ITD)	ETS	HSIP	RW										650	602	48	M	
This project will reduce serious and fatal crashes by widening the roadway cross section from 2 to 3 lanes and widening shoulders to be used as right turn movements. This project is located on SH-53 between mile points 8.37 and 9.3.																	
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO	1	CN				9,052	10,404						19,456	17,953	1,503		
21935	MP 39.700 - 40.100	BR/APPRS, Bridge Replacement	PE										1,244	1,130	114	B	
STATE OF IDAHO (ITD)	BR-RESTORE	IM	RW			204							204	188	16	W	



KMPO Street and Highways Projects

Group: Highway Projects (System)
Sort: TIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program		Fund	2023	2024	2025	2026	2027	2028	2029	PREL					
<p>This project will replace the I-90 Coeur d'Alene River structures. The existing structure currently has many deficiencies that include: excessive spalls and cracks, exposed reinforcement throughout structural components; along with a substandard vertical clearance. The new, wider bridge will be constructed on a variable raised profile that meets current standards and the minimum 17.0 feet vertical clearance over I-90. The project is located on I-90 between mile points 39.7 and 40.1.</p>																	
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM			1	CN	-	-	-	-	-	-	2,022	-	2,022	1,873	149	1	
21937	MP 8.300 - 8.800	MAJRWDN, Turn Bay		PE	-	-	-	-	-	-	-	-	210	195	15		
STATE OF IDAHO (ITD)		SAFETY	HSIP	RW	-	-	-	-	-	-	-	-	-	-	-		
<p>This project on SH-41 from milepost 8.3 to 8.8, will construct turn bays at Diagonal Road intersection. This project will widen the existing roadway and install turn bays with illumination. The project will reduce serious and fatal type crashes as well as improve mobility.</p>																	
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO			1	CN	-	59	-	8,714	-	-	-	-	8,800	8,154	646	1	
21939	MP 0.000 - 1.800	MAJRWDN, Turn Bay		PE	110	-	-	-	-	-	-	-	430	398	32	P R	
STATE OF IDAHO (ITD)		SAFETY	HSIP	RW	-	1,394	-	-	-	-	-	-	1,394	1,292	102	M	
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO			1	CN	-	-	-	27	-	-	-	-	8,800	8,154	646	1	
	MP 0.000 - 1.800	MAJRWDN, Turn Bay		PE	-	-	-	-	-	-	-	-	430	398	32	P R	
STATE OF IDAHO (ITD)		ETS	HSIP	RW	-	-	-	-	-	-	-	-	1,394	1,292	102	M	
<p>This project SH 53, WSL TO HAUSER LAKE RD, KOOTENAI CO will reconstruct the existing road and add standard width shoulders, turn bays and illumination. the project will reduce serious and fatal type crashes between MP 0.00 and 1.8000, install turn bays with illumination at Ave. and . The project will reduce serious and fatal type crashes as well as improve mobility.</p>																	
LOCAL, FY23 KMPO METRO PLANNING			1	CN	-	-	-	-	-	-	-	-	-	-	-	1	
22106	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation		PE	235	-	-	-	-	-	-	-	235	218	17		
KOOTENAI METROPOLITAN PLANNING ORG		METRO PLANNING		RW	-	-	-	-	-	-	-	-	-	-	-		
<p>Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.</p>																	
I 90, WASHINGTON STATE LN TO COEUR D'ALENE, KOOTENAI			1	CN	-	-	-	-	-	-	-	-	-	-	-	1	
22293	MP 0.000 - 15.000	MAJRWDN, Interchange Modification		PE	100	-	-	-	-	-	-	-	6,550	-	6,550	R	
STATE OF IDAHO (ITD)		TECM	STECM	RW	-	-	-	-	-	-	-	-	-	-	-	W	
<p>Traffic and environmental study on I-90 from Washington State Line to the Sherman Ave IC to evaluate capacity and safety improvements. Study to include additional through lanes, auxiliary lanes, bridge improvements, and interchange and ramp improvements.</p>																	
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD			1	CN	-	-	-	-	-	-	1,744	-	1,744	1,616	128	1	
22435	MP 0.920 - 1.080	/REALIGN, Pavement Rehabilitation		PE	-	-	-	-	-	-	-	-	-	-	-		
POST FALLS HD		STP-RURAL (L)	STP-RURAL	RW	109	-	-	-	-	-	-	-	109	101	8		
<p>For the work to upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities. The project is located on STC-5734 at mile point 0.92 to 1.08.</p>																	



KMPO Street and Highways Projects

Group: Highway Projects (System)
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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match				
Sponsor		Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL								
LOCAL, FY24 KMPO METRO PLANNING			1	CN			-	-	-	-	-	-	-	-	-	-	-	-	-	1
22439	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation		PE		101	-	-	-	-	-	-	-	336	312	24				
KOOTENAI METROPOLITAN STP-URBAN (L)	STP-U			RW			-	-	-	-	-	-	-	-	-	-	-	-	-	M
LOCAL, FY24 KMPO METRO PLANNING			1	CN			-	-	-	-	-	-	-	-	-	-	-	-	-	1
22439	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation		PE		235	-	-	-	-	-	-	-	336	312	24				
KOOTENAI METROPOLITAN PLANNING ORG	METRO PLANNING			RW			-	-	-	-	-	-	-	-	-	-	-	-	-	M
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																				
OFFSYS, YELLOWSTONE TRAIL RD IMP SEG 1 PT 2, EASTSID			1	CN	7,496	-	-	-	-	-	-	-	-	7,496	6,946	550				1
22607	MP 101.900 - 102.100	SAFTY/TRAF OPER, Minor Widening		PE	309	-	-	-	-	-	-	-	-	309	286	23				
EASTSIDE HD Number 3	FLAP (L)	FLAP		RW			-	-	-	-	-	-	-	-	-	-	-	-	-	
Address current safety deficiencies and accommodate increased recreational use by providing a wider road with roadside safety measures for visiting and local recreationalists, as well as Federal forestry-related users and repair slide area.																				
SH 53, MILL AND INLAY, KOOTENAI CO			1	CN	370	-	-	-	-	-	-	-	-	370	-	370				1
22768	MP 0.000 - 1.800	PM, Safety Improvement		PE			-	-	-	-	-	-	-	15	-	15				
STATE OF IDAHO (ITD)	OTHER ASSETS	ST		RW			-	-	-	-	-	-	-	-	-	-	-	-	-	
The Mill and Inlay project will preserve, repair and prolong pavement life by performing thin milling and plant mix inlay between mileposts 0 and 1.8 on SH-53 in Kootenai County.																				
STATE, FY27 D1 PAVEMENT PRESERVATION			1	CN			-	-	1,877	-	-	-	-	1,877	-	1,877				1
22775	MP 0.000 - 0.000	PM, Seal Coat		PE	60		-	-		-	-	-	-	60	-	60				P
STATE OF IDAHO (ITD)	PAVE	ST		RW			-	-		-	-	-	-	-	-	-	-	-	-	
The District Wide Pavement Preservation project will preserve the road way by placing a surface treatment that may include a traditional chip seal, micro seal, and slurry seal. In select locations a pre-grind may also be performed prior to treatment.																				



KMPO Street and Highways Projects

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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL						
STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP	1		CN	-	31	-	-	-	-	-	1,199	-	1,230	1,140	90	1	
22799	MP 0.000 - 0.000	SAFTY/TRAF OPER, Intersection Improv	PE	-	-	-	-	-	-	-	-	-	145	134	11	P	
STATE OF IDAHO (ITD)	HES	NH	RW	-	10	-	-	-	-	-	-	-	10	9	1	R	
This is a safety and capacity driven project and will address serious and fatal crashes as well as focus on the through movement of traffic by installing turn bays and illumination on SH 41 at Spirit Bend Rd, Intersection illumination on US 95 at W. Conkling Bay Rd and a flashing redlight beacon on Atlas Rd at SH 53 in Kootenai County.																	
LOCAL, CANYON RD & FERNAN LAKE RD GUARDRAIL, EAST S	1		CN	643	-	-	-	-	-	-	-	-	643	596	47	1	
22872	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail	PE	-	-	-	-	-	-	-	-	-	110	102	8		
EASTSIDE HD Number 3	SAFETY (L)	HSIP (L)	RW	-	-	-	-	-	-	-	-	-	-	-	-		
Install guardrail along both sides of Canyon Road from Hayden Loop to Hayden Loop to limit vehicles that stray from the roadway from falling down the embankment. Install guardrail along the outside of a curve on Fernan Lake Road to provide a barrier to limit wayward cars from falling down the steep embankment and into the deep lake waters.																	
LOCAL, RECTANGULAR RAPID FLASHING BEACONS, CDA	1		CN	565	-	-	-	-	-	-	-	-	565	524	41	1	
22874	MP 0.000 - 0.000	SAFTY/TRAF OPER, Intersection Improv	PE	-	-	-	-	-	-	-	-	-	-	-	-		
COEUR D'ALENE	SAFETY (L)	HSIP (L)	RW	10	-	-	-	-	-	-	-	-	10	9	1		
This project will install seven RRFB crossings and improve the crossings at these locations. Crossing improvements include ADA compliant pedestrian ramps, improved sidewalks in the immediate vicinity of the RRFB's, improved drainage, and new delineation.																	
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES H	1		CN	-	1,315	-	-	-	-	-	-	-	1,315	1,218	97	1	
22875	MP 103.630 - 103.820	SAFTY/TRAF OPER, Traffic Roundabout	PE	-	-	-	-	-	-	-	-	-	199	184	15		
LAKES HD	SAFETY (L)	HRRR	RW	80	-	-	-	-	-	-	-	-	80	74	6		
This project will install a roundabout at the intersection of Lancaster Ave and Huetter Rd to reduce/eliminate fatal and serious injury crashes for all roadway users.																	
STC-5751, OLD HWY-95; UPRR BR REPLACEMENT, LAKES HD	1		CN	-	-	-	-	-	-	-	3,312	-	4,312	3,069	1,243	1	
22892	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement	PE	-	-	-	-	-	-	-	-	-	-	-	-		
LAKES HD	BR-LOCAL	BR-LOC	RW	-	-	-	-	-	-	-	22	-	22	20	2	M	
STC-5751, OLD HWY-95; UPRR BR REPLACEMENT, LAKES HD	1		CN	-	-	-	-	-	-	-	1,000	-	4,312	3,069	1,243	1	
22892	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement	PE	-	-	-	-	-	-	-	-	-	-	-	-		
LAKES HD	LP-ST	LPT	RW	-	-	-	-	-	-	-	-	-	22	20	2	M	
This project will replace the existing bridge over the Union Pacific Railroad in Athol Idaho. The current bridge is inadequate to provide 129K access and is concerning to local law enforcement and the schools. The existing bridge is in poor condition with the superstructure and substructure identified by ITD as being in poor and fair condition and is a single span bridge, 181-feet in length and 24-feet wide curb face to curb face.																	
NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS H	1		CN	-	-	-	-	-	-	-	4,842	-	4,842	4,487	355	1	
23028	MP 5.762 - 6.762	RECONSTRUCT/WIDEN	PE	-	-	-	-	-	-	-	-	-	-	-	-	P	
POST FALLS HD	STP-URBAN (L)	STP-U	RW	-	326	-	-	-	-	-	-	-	326	302	24		
This project will complete the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41.																	



KMPO Street and Highways Projects

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Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL						
US 95, SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO																	
23041	MP 492.500 - 492.500	BR/APPRS, Bridge Deck Repair	1	CN	3,900	-	-	-	-	-	-	-	3,900	3,614	286	1	
STATE OF IDAHO (ITD)	BR-PRESERVE	NH		PE	-	-	-	-	-	-	-	-	225	208	17	B	
				RW	-	-	-	-	-	-	-	-	-	-	-		
Repair the bridge deck on US-95 over the Spokane River in Kootenai Co.																	
LOCAL, FY25 KMPO METRO PLANNING																	
23052	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation	1	CN	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI METROPOLITAN PLANNING ORG	MET			PE	-	-	235	-	-	-	-	-	235	218	17		
				RW	-	-	-	-	-	-	-	-	-	-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, LANE DEPARTURE CORRECTIVE MEASURES, LAKES																	
23283	MP 0.000 - 0.000	SAFTY/TRAF OPER, Pavement Marking	1	CN	103	-	-	-	-	-	-	-	103	95	8	1	
LAKES HD	SAFETY (L)	HSIP (L)		PE	21	-	-	-	-	-	-	-	21	19	2		
				RW	-	-	-	-	-	-	-	-	-	-	-		
For the work of installing Edge delineators along ten (10) roadways, approximately 57 miles of roadway, to address runoff the road accidents to improve safety for all roadway users.																	
LOCAL, RDWY & GUARDRAIL IMPRV, LAKES HD																	
23284	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail	1	CN	-	577	-	-	-	-	-	-	577	535	42	1	
LAKES HD	SAFETY (L)	HSIP (L)		PE	110	-	-	-	-	-	-	-	110	102	8		
				RW	-	-	-	-	-	-	-	-	-	-	-		
For the work of addressing runoff the road crashes at multiple locations with the installation of Guardrail at five (5) locations and improving horizontal alignment at one (1) location to improve safety for all roadway users.																	
STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD																	
23285	MP 100.500 - 101.200	SAFTY/TRAF OPER, Metal Guard Rail	1	CN	-	-	979	-	-	-	-	-	979	907	72	1	
WORLEY HD	SAFETY (L)	HSIP (L)		PE	-	-	-	-	-	-	-	-	-	-	-		
				RW	-	22	-	-	-	-	-	-	22	21	1		
For the work of installing approximately 2,500 feet of guardrail along three different stretches of roadway: approximately 800 feet of improvements and guardrail to increase the uphill clear zone distance and visibility around curves; guardrail locations where pavement striping may be shifted to provide space for guardrail and standard lane widths; middle stretch of guardrail includes a mill and overlay segment where no widening is required. This is being done to add guardrail, increasing uphill clear zone, and improve superelevations at key locations to reduce or eliminate fatality and injury crashes along the corridor.																	
LOCAL, FY25 KMPO PLANNING																	
23315	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation	1	CN	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI METROPOLITAN	STP-URBAN (L)	STP-U		PE	-	-	103	-	-	-	-	-	103	95	8		
				RW	-	-	-	-	-	-	-	-	-	-	-		
This project will provide funds to augment KMPO's planning efforts.																	
US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTEN																	
23349	MP 469.700 - 471.700	PLAN/STUDY, Advanced Right-of-Way	1	CN	-	-	-	-	-	-	-	Unfunded	-	-	-	1	
STATE OF IDAHO (ITD)	EARLY	ST		PE	-	-	-	-	-	-	-	Unfunded	3,150	-	3,150		
				RW	-	-	-	-	-	-	-	Unfunded	-	-	-		



KMPO Street and Highways Projects

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Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL					
This project located between I-90 and US 95 in the vicinity of Boekel Road. It will produce an environmental document for a future design and construction of a controlled access divided median four lane section between I-90 and US 95 at Boekel Road, including a frontage road. This study will include knowledge from a previously adopted Corridor and Right of Way alignment study approved by Kootenai Metropolitan Planning Organization in 2009 and Updated in 2021.																	
LOCAL, FY23 HARRISON 11 ADA CURB RAMPS			1	CN	56	-	-	-	-	-	-	-	56	-	56	1	
23357	MP 0.000 - 0.000	ENV PRESV, Curb & Gutter		PE	-	-	-	-	-	-	-	-	-	-	-		
HARRISON		OPS ST		RW	-	-	-	-	-	-	-	-	-	-	-		
Construct 11 Americans with Disabilities curb ramps in Harrison, Kootenai Co., Idaho.																	
LOCAL, FY26 KMPO METRO PLANNING			1	CN	-	-	235	-	-	-	-	-	-	-	17	1	
23403	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation		PE	-	-	235	-	-	-	-	-	235	218	17		
KOOTENAI METROPOLITAN		MET MET		RW	-	-	-	-	-	-	-	-	-	-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
I 90, SPOKANE ST TO US 95, KOOTENAI CO			1	CN	28,000	83,000	83,000	-	-	-	-	-	195,100	-	195,100	1	
23607	MP 4.600 - 12.050	MAJRWDN, Bridge Replacement		PE	-	-	-	-	-	-	-	-	15,300	-	15,300		
STATE OF IDAHO (ITD)		EARLY SF		RW	-	-	-	-	-	-	-	-	20,200	-	20,200	M W	
I 90, SPOKANE ST TO US 95, KOOTENAI CO			1	CN	100	-	-	-	-	-	-	-	195,100	-	195,100	1	
	MP 4.600 - 12.050	MAJRWDN, Bridge Replacement		PE	10,350	2,450	-	-	-	-	-	-	15,300	-	15,300		
STATE OF IDAHO (ITD)		TECM STECM		RW	100	100	-	-	-	-	-	-	20,200	-	20,200	M W	
I 90, SPOKANE ST TO US 95, KOOTENAI CO			1	CN	-	1,000	-	-	-	-	-	-	195,100	-	195,100	1	
	MP 4.600 - 12.050	MAJRWDN, Bridge Replacement		PE	-	2,500	-	-	-	-	-	-	15,300	-	15,300		
STATE OF IDAHO (ITD)		LEAD-ID STLI		RW	-	20,000	-	-	-	-	-	-	20,200	-	20,200	M W	
Capacity and safety improvements on I 90 from Spokane St to US 95. I 90 interstate widening includes replacement of multiple bridges, interchange ramp modifications, geometric updates and associated local road improvements. Construction is currently unfunded and may be split into separate key numbers at the time funding is made available.																	
I 90B, POST FALLS BUSINESS LOOP, POST FALLS			1	CN	-	-	-	2,125	-	-	-	-	2,125	1,969	156	1	
ORN23649	MP 0.000 - 5.500	RESRF/RESTO&REHAB, Pavement Re		PE	92	-	-	-	-	-	-	-	92	85	7		
STATE OF IDAHO (ITD)		PAVE STP		RW	-	-	-	-	-	-	-	-	-	-	-		
This project on the I-90 City of Post Falls business loop , from the Spokane Street west bound ramps to the Seltice Way I-90 overpass from mile posts 0 to 5.5 will extend the life of the roadway by performing a thin mill and plantmix overlay.																	
LOCAL, FY27 KMPO PLANNING			1	CN	-	-	108	-	-	-	-	-	-	-	8	1	
ORN23687	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation		PE	-	-	108	-	-	-	-	-	108	100	8		
KOOTENAI METROPOLITAN		STP-URBAN (L) STP-U		RW	-	-	-	-	-	-	-	-	-	-	-		
This project will provide funds to augment KMPO's planning efforts.																	



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SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029	PREL						
NHS-7045, PRAIRIE AVE, SH 41 TO MEYER RD, KOOTENAI CO 1																	
ORN23727	MP 0.000 - 0.000	RESRF/RESTO&REHAB, Pavement Re	CN	-	-	-	-	-	-	-	5,210	5,210	4,828	382	1		
POST FALLS HD	FREIGHT	FREIGHT	PE	-	-	-	-	-	-	-	-	-	-	-	R		
			RW	-	-	-	-	-	-	-	421	421	390	31			
Prairie Ave Widening, SH41 to Meyer Rd.																	
NHS-7045, ATLAS RD & PRAIRIE AVE, COEUR D'ALENE 1																	
ORN23728	MP 0.000 - 0.000	RECONST/REALIGN, Pavement Rehabil	CN	-	-	-	-	-	-	-	311	311	288	23	1		
POST FALLS HD	FREIGHT	FREIGHT	PE	-	-	-	-	-	-	-	124	124	115	9			
			RW	-	-	-	-	-	-	-	25	25	24	1			
Atlas Rd and Prairie Ave Intersection Improvement.																	
LOCAL, FY27 KMPO METRO PLANNING 1																	
ORN23766	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation	CN	-	-	-	-	-	-	-	-	-	-	-	1		
KOOTENAI METROPOLITAN	MET	MET	PE	-	-	-	-	235	-	-	-	235	218	17			
			RW	-	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY28 KMPO METRO PLANNING 1																	
ORN23767	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation	CN	-	-	-	-	-	-	-	-	-	-	-	1		
KOOTENAI METROPOLITAN	MET	MET	PE	-	-	-	-	-	-	235	-	235	218	17			
			RW	-	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY29 KMPO METRO PLANNING 1																	
ORN23768	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation	CN	-	-	-	-	-	-	-	-	-	-	-	1		
KOOTENAI METROPOLITAN	MET	MET	PE	-	-	-	-	-	-	235	-	235	218	17			
			RW	-	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
I 90, GREENSFERRY RD GS, I 90 REPAIR 1																	
ORN23874	MP 99.923 - 99.923	BR/APPRS, Bridge Deck Repair	CN	-	-	-	1,327	-	-	-	-	1,327	1,224	103	1		
STATE OF IDAHO (ITD)	BR-PRESERVE	IM	PE	350	-	-	-	-	-	-	-	350	323	27			
			RW	-	-	-	-	-	-	-	-	-	-	W			
This project will provide bridge railing repairs to the bridges and bridge approaches.																	
SH 41, SH 41, BNRR, BR REPAIR 1																	
ORN23875	MP 0.000 - 0.000	BR/APPRS, Bridge Deck Repair	CN	-	-	-	1,327	-	-	-	-	1,327	1,229	98	1		
STATE OF IDAHO (ITD)	BR-PRESERVE	STP	PE	350	-	-	-	-	-	-	-	350	324	26			
			RW	-	-	-	-	-	-	-	-	-	-				
This project will provide repair of the bridge railing and bridge approaches.																	



KMPO Street and Highways Projects

Group: Highway Projects (System)
Sort: TIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)								Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)								Total	Federal	Match	
Sponsor		Program	Fund	Ph	2023	2024	2025	2026	2027	2028	2029				
Notes: 1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds G: Project is grouped in STIP M: Project included in multiple programs B: Project addresses Federal Bridge Condition PM P: Project addresses Federal Pavement Condition PM R: Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method. W: Work zone safety priority Phases: CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces RW - Right-Of-Way acquisition				Construction	47,797	72,488	107,090	89,422	26,114	13,635	12,681	17,304			
				Development	11,995	5,378	338	235	344	235	235	124			
				Right-of-Way	490	20,772	1,394	-	-	-	-	468			
				Total	60,282	98,638	108,822	89,657	26,458	13,870	12,916	17,896			



KMPO Public Transportation Projects List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program		Fund	2023	2024	2025	2026	2027	2028	2029	PREL					
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.																	
TRANSIT, COEUR D'ALENE UZA METRO PLANNING 13238	MP 0.000 - 0.000	Metropolitan Planning	1	CN	60	60	60	60	60	60	-	-	360	288	72	1	
KOOTENAI METROPOLITAN		TRNS-OPS															
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14191	MP 0.000 - 0.000	Paratransit Operations	1	CN	2,352	1,135	1,205	1,278	1,355	-	-	-	7,325	4,395	2,930	1	
KOOTENAI COUNTY		TRNS-OPS															
These funds will provide operating assistance to support paratransit services.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14193	MP 0.000 - 0.000	Transit Operations	1	CN	3,200	1,500	1,575	1,654	1,736	-	-	-	9,665	4,832	4,833	1	
KOOTENAI COUNTY		TRNS-OPS															
These funds will provide operating assistance to support fixed route services.																	
TRANSIT, COEUR D'ALENE UZA FIXED ROUTE PREVENTATIV 19196	MP 0.000 - 0.000	Preventive Maintenance	1	CN	125	59	62	65	68	-	-	-	379	303	76	1	
KOOTENAI COUNTY		TRNS-OPS															
These preventive maintenance funds will extend the life of the fixed route vehicle fleet.																	
TRANSIT, COEUR D'ALENE UZA SECURITY 19333	MP 0.000 - 0.000	Security	1	CN	75	12	13	14	15	-	-	-	129	103	26	1	
KOOTENAI COUNTY		TRNS-OPS															
These funds will provide for route and facility security services.																	
TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTATIV 19361	MP 0.000 - 0.000	Preventive Maintenance	1	CN	94	39	41	43	46	-	-	-	263	210	53	1	
KOOTENAI COUNTY		TRNS-OPS															
These preventive maintenance funds will extend the life of the paratransit vehicle fleet.																	
TRANSIT, COEUR D'ALENE UZA BUSES 19424	MP 0.000 - 0.000	Capital Asset	1	CN	1,176	147	-	794	835	-	-	-	2,952	2,362	590	1	
KOOTENAI COUNTY		TRNS-CAP															
These funds will be used to acquire rolling stock for those that have reached the end of their useful lives.																	
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING 20761	MP 0.000 - 0.000	Transit Planning	1	CN	313	38	50	50	50	-	-	-	501	401	100	1	
KOOTENAI COUNTY		TRNS-OPS															
To provide planning for new routes, addition of fares and construction of the Riverstone Transit Center.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund		2023	2024	2025	2026	2027	2028	2029	PREL						
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T 1			CN	19	9	9	6	6	-	-	-	49	39	10	1		
20762	MP 0.000 - 0.000	Transit Planning	PE	-	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide Federal training for transit staff.																	
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT			1	CN	1,140	63	110	63	63	-	-	1,439	1,151	288	1		
23411	MP 0.000 - 0.000	Capital Asset	PE	-	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY	TRNS-CAP	5307 SUrb	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide Transportation support vehicles, Riverstone Transit Center equipment, Bus Support Equipment (ITS, Radios, etc.)																	
				Construction	8,554	3,062	3,125	4,027	4,234	60	-	-	-	-	-	-	
				Development	-	-	-	-	-	-	-	-	-	-	-	-	
				Right-of-Way	-	-	-	-	-	-	-	-	-	-	-		
				Total	8,554	3,062	3,125	4,027	4,234	60	-	-	-	-	-		

Notes:

- 1: Project is also shown in a Transportation Improvement Program
- 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- M: Project included in multiple programs
- B: Project addresses Federal Bridge Condition PM
- P: Project addresses Federal Pavement Condition PM
- R; Project addresses Federal Travel Time Reliability PM
- A: Project utilizes an alternative contracting method.
- W: Work zone safety priority

Phases:

- CN - Construction, utilities, construction engineering, purchases
- PE - preliminary engineering by state and/or consultant forces
- RW - Right-Of-Way acquisition

E. 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
FY2023-2029 Program by Activity all Modes ¹
(000's)

Activity	2023	2024	2025	2026	2027	2028	2029	Early Development	Total
Public Transportation	8,241	3,024	3,075	3,977	4,184	60	-		22,561
Highway Construction	47,797	72,488	107,090	89,422	26,114	13,635	12,681	17,304	386,531
Highway Design-Engineering	11,995	5,378	338	235	344	235	235	124	18,884
Highway Right of Way	490	20772	1394	-	-	-	-	468	23,124
Total	68,523	101,662	111,897	93,634	30,642	13,930	12,916	17,896	451,100

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 (FAST Act) and the uncertainty that exists with future programs. Project costs have seen stable bid prices, as such forecasting anticipated project cost increases may be counterproductive, until economic conditions become more certain. **2023 TIP Total \$451,100**

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 STBG-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 does not allocate all STBG-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 4.0
STBG-Urban Program Annual Fund Balances for the KMPO Planning Area¹

STP Urban Funds	FY2023	FY2024	FY2025	FY 2026	FY2027	FY 2028	FY 2029	Preliminary Development	Total
Allocated STP-U Funds	\$1,429,920	\$1,458,171	\$1,487,015	\$1,516,414	\$1,516,414	\$1,516,414	\$1,516,414	\$4,633,000	\$15,073,763
Match Requirement	\$113,270	\$115,508	\$117,793	\$120,122	\$120,122	\$120,122	\$120,122	\$367,000	\$1,194,058
Total Available Funds	\$1,543,190	\$1,573,679	\$1,604,808	\$1,636,536	\$1,636,536	\$1,636,536	\$1,636,536	\$5,000,000	\$16,267,821
Programmed Funds	(\$300.00)	(\$7,060,427)						(\$5,672,000)	(\$12,732,727)
Balance of Funds	\$1,542,890	(\$3,943,858)	(\$2,339,051)	(\$702,515)	\$934,021	\$2,570,557	\$4,207,094	\$3,535,094	\$3,535,094

¹Note: 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.

Table 4.0 identifies that the KMPO area STBG programs potentially available as STBG-Urban funds. The STBG-Urban Program process is hypothetically based on an equitable borrow and lend concept where urban areas can program another urban areas’ unused allocated funds for that year in order to balance the overall STBG-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 are subject to annual appropriation. The TIP/STIP will be adjusted accordingly as actual amounts are made available.

TABLE 5.0
FTA 5307 Anticipated Fund Balances for the KMPO Urbanized Area¹

Phase	<i>Scheduled Costs (Dollars in Thousands with Match)</i>						<i>Lifetime Direct Costs By Program</i>			
	<i>Year-Of-Expenditure Dollars (Not Current Prices)</i>						Total	Federal	State/Local	
	2022	2023	2024	2025	2026	2027				
Capital/ Ops	2,990	2,662	2,314	2,313	2,834	-	13,113	7,902	-	5,211
Development	-	-	-	-	-	-	-	-	-	-
Right Of Way	-	-	-	-	-	-	-	-	-	-
Total Public Transit	2,990	2,662	2,314	2,313	2,834					

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.

The analysis located in the Appendix identified 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 budgeted for transportation improvements by the local jurisdictions, approximately 34% are used on activities categorized as operations and maintenance, while only 26% are used on expansion and reconstruction projects.

Approximately 97% of the revenues for operations and maintenance are generated from local (56%) and state revenue (38%), which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 4% of total revenues come from federal sources, which are used for major construction or reconstruction projects. Large federal aid projects, during any given year, can significantly impact these percentages. In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than \$40.2 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 6.0
Kootenai County Programmed Expenditures on Public Transportation
 Source: Kootenai County May 2022

Work Type	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FTA Section 5307	
						TOTAL	%
Capital	\$2,316,000	\$147,000		\$794,000	\$835,000	\$4,092,000	18%
Operations/ Maintenance/ Administration	\$5,925,000	\$2,877,000	\$3,075,000	\$3,183,000	\$3,349,000	\$18,409,000	82%
Total	\$8,241,000	\$3,024,000	\$3,075,000	\$3,977,000	\$4,184,000	\$22,501,000	100%

Kootenai County will expend approximately 82 percent of its anticipated revenue to operate and maintain the current system. 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.

Performance Measures

Kootenai Metropolitan Planning Organization has, by Board action, accepted the Idaho Transportation Department’s federally-required performance measures related to safety and highway conditions. This program of transportation projects is consistent with FHWA’s goals of improving the safety, reliability, and condition of the regional transportation system. These various improvements are being funded through a variety of funding programs that prioritize and select projects that are derived, either specifically or by policy, from the Metropolitan Transportation Plan. Those ranking systems take into account the related performance measures.

- **Safety**

On February 8, 2018, the KMPO Board voted to support ITD’s statewide safety targets. ITD has set targets for each of the five measures that have been established to monitor progress towards reducing fatal and serious injury accidents on all public roads.

Data for Kootenai County shows that the County has seen an overall increase in the number and rate of fatal and serious injury crashes over the last five-year period (2016-2020). 43% of those crashes occurred on the state highway system. Overall, Kootenai County’s fatal and serious crash rates meet ITD’s safety targets.

The following projects are programmed with an emphasis on improving safety in the region:

	2022 Statewide Target	2016-2020 Kootenai County
5-Year Avg. Number of Fatalities	245	15
5-Year Avg. Fatality Rate per 100 million VMT	1.36	1.04
5-Year Avg. Number of Serious Injuries	1,283	83
5-Year Serious Injury Rate per 100 million VMT	7.13	5.6
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	125	10

Key Number	Program Year	Project	Safety Improvements	Total Cost
10005	2029	SH 53/Pleasant View Rd IC	Construct two underpasses for SH 53 and BNSF RR at Pleasant View Rd; provide on/off ramps to Pleasant View Rd; close two RR crossings and intersections on SH 53.	\$32,730,000
13864	2023	Meyer Rd & Boekel Rd Intersection	Add additional operational capacity to intersection.	\$2,508,000
20378	2025	Huetter Rd UPRR Crossing	Add gates and signals.	\$250,000
20394	2023	Idaho St UPRR Crossing	Install type 1 signal, constant warning protection, planking, and cabinet.	\$300,000
20442	2026	I90/SH41 IC	Construct new interchange at I90 and SH 41; realignment of ramps and intersecting roadways.	\$25,809,000
20641	2023	SH 53/Ramsey Rd Intersection	Install traffic signal, right/left turn bays on SH 53, and left turn bays on Ramsey Rd; add illumination and signing.	\$3,561,000
20641	2023	I90 – Cedars to Dudley Rd	Reconstruct and install concrete barriers in median.	\$17,721,000
20695	2023	SH 53 – Latah St to MP 9.3	Widen roadway to 3 lanes; widen shoulders to use for right turn movements.	\$6,555,000
21937	2029	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	\$2,022,000
21939	2027	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$8,800,000
22293	2023	I90 – WA State line to Coeur d’Alene	Traffic and environmental study on I90 from Washington state line to Sherman Ave. interchange to evaluate capacity and safety improvements.	\$6,550,000

22607	2023	Yellowstone Trail Rd Improvements	Address current safety deficiencies; widen road and add roadside safety measures.	\$7,496,000
22799	2029	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	\$1,230,000
22872	2023	Canyon Rd & Fernan Lake Rd Guardrail	Install guardrail	\$5643,000
22874	2023	Rectangular Rapid Flashing Beacons	Install RRFBs at intersections in Coeur d'Alene	\$565,000
22875	2024	Lancaster Rd & Huetter Rd Intersection	Install roundabout.	\$1,315,000
23283	2023	Lane Departure Corrective Measures	Install edge delineators along ten (10) roadways (approx. 57 miles) within Lakes Highway District	\$103,000
23284	2024	Roadway & Guardrail Improvements	Install guardrail at five (5) locations and improve horizontal alignment at one (1) location within Lakes Highway District	\$577,000
23285	2025	Greensferry Rd Guardrail	Install guardrail along three stretches of roadway within Worley Highway District	\$979,000
23357	2023	ADA Curb Ramps	Install 11 ADA curb ramps in Harrison	\$56,000
23607	2026	I90 – Spokane St to US 95	Capacity and safety improvements on I90 via interstate widening; to include bridge replacements, interchange ramp modifications, geometric updates, and local road improvements.	\$195,100,000

- **Pavement Condition**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for pavement condition. Pavement condition is rated based on three factors: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. For 2018, only IRI data was required to be reported to FHWA. However, ITD chose a more conservative target for 2019 to account for the additional measures that will be included going forward. The data below reflects all three criteria.

Pavement condition receives a ‘Good’ rating if it receives a ‘Good’ rating for all three conditions. A ‘Poor’ rating is received when pavement receives a ‘Poor’ rating in two or more of the factors. ‘Fair’ ratings encompass the remaining combinations.

In 2021, the amount of Interstate and Non-Interstate NHS paved surfaces in Kootenai County, rated ‘Poor,’ meet both of ITD’s performance targets. The percentage of Interstate and Non-Interstate NHS pavements rated in ‘Good’

	2021 Statewide Target	2021 Conditions	
		Statewide	Kootenai County
Interstate NHS Percent Good	50% or greater	57.8%	27.9%
Interstate NHS Percent Poor	< 4%	0.3%	2.0%
Non-Interstate NHS Percent Good	50% or greater	40.3%	9.1%
Non-Interstate NHS Percent Poor	< 8%	0.7%	0.8%

condition continue to miss ITD’s targets.

The following projects are programmed with an emphasis on improving pavement condition in the region, on both Interstate and Non-Interstate NHS roadways:

Interstate				
Key Number	Project Year	Project	2021 Condition	Total Cost
23607	2026	I90, Spokane St to US 95	Good/Fair	\$195,100,000
Non-Interstate				
Key Number	Project Year	Project	2021 Condition	Total Cost
19452	2026	US 95, IC #430 to Lacrosse Ave	Fair	\$4,818,000
22768	2023	SH 53, MP 0-1.8	Fair	\$370,000
22775	2027	D1 Pavement Preservation	Unknown	\$1,877,000

An additional \$10,990,000 is programmed to improve pavement conditions on over 30 miles of roadways throughout the region.

- **Bridge Condition**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for bridge condition. Bridge condition is classified as either ‘Good’, ‘Fair’ or ‘Bad, and are assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a ‘Good’ rating when it receives a 7 or higher for the NBI items. A bridge receives a ‘Fair’ rating when it receives a score of 5 or 6, and a ‘Poor’ rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered ‘Structurally Deficient’.

The percentage of Kootenai County NHS bridges reported as ‘Good’ increased over 2020 to meet ITD’s target of 19%. The number of bridges in ‘Poor’ condition is also within ITD’s target of 3%, with 0% NHS bridges receiving a ‘Poor’ rating.

	2021 Statewide Target	2021 Conditions	
		Statewide	Kootenai County
NHS Bridge Percent Good	19% or greater	20.95%	22.2%
NHS Bridge Percent Poor	< 3%	3.53%	0%

The following projects are programmed with an emphasis on improving bridge conditions in the region on NHS roadways:

Key Number	Project Year	Project	2020 Condition	Total Cost
23041	2023	US 95 – Spokane River bridge repairs	Fair	\$3,900,000
21935	2025	I90 – Coeur d’Alene River bridge replacement	Fair	\$19,456,000
23607	2026	I90 – Spokane St to US 95; bridge replacements	Fair	\$195,100,000
ORN23875	2026	SH 41 – BNSF RR bridge repairs	Fair	\$1,327,000

- Travel Time Reliability**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for Level of Travel Time Reliability (LOTTR). ITD uses the NPMRDS (National Performance Management Research) Data Set available through FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.

Travel Time Reliability is defined by Federal highways as “the consistency or dependability of travel times from day to day or across different times of the day.” The Level of Travel Time Reliability (LOTTR) is a comparison of the 80th percentile travel time to the “normal” (50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

Kootenai County’s current travel time reliability meets ITD’s targets for 2021. Interstate reliability has improved over 2020 conditions, but Non-Interstate reliability has decreased slightly, likely due to increased congestion on SH-41/SH-53 in the Rathdrum area.

The following projects are programmed with an emphasis on improving travel time reliability in the region on both Interstate and Non-Interstate NHS roadways:

	2021 ITD Statewide Target	2021 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	90% or greater	98.8%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	70% or greater	91.1%	96.6%

Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
20442	2026	I90/SH 41 Interchange	Construct Interchange	\$25,809,000

Non-Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
19344	2023	Early Corridor Acquisition & Preservation	ROW	\$300,000
10005	2029	SH 53/Pleasant View Rd IC	Construct Interchange	\$32,730,000
19452	2024	US 95 – IC #430 to Lacrosse Ave	Widen	\$4,818,000
20695	2023	SH 53 – Latah St to MP 9.3	Widen	\$6,555,000
21939	2027	SH 53 – WA state line to Hauser Lake Rd	Widen	\$8,800,000
22293	2023	I90 – WA state line to Sherman Ave IC	Traffic/Environmental Study	\$6,550,000
23607	2026	I90 – Spokane St to US 95	Widen	\$195,100,000

- Freight Reliability**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for truck travel time reliability. Truck Travel Time Reliability (TTTR) Index is the measure used to gauge freight reliability. TTTR represents the 95th percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

Kootenai County’s TTTR remained constant over the past year and continues to meet ITD’s performance target.

The programmed projects listed under the previous section will also assist in improving freight reliability in the region.

	2021 Statewide Target	2021 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index	1.30 or less	1.18	1.26

- Transit Asset Management**

Any agency that owns, operates, or manages capital assets used to provide public transportation, must develop a Transit Asset Management (TAM) Plan. TAM seeks to address the growing backlog of transit assets in poor condition, which ultimately impact safety and the ability for agencies to serve their customers. Under the TAM requirements, transit agencies are required to collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities.

Performance Measure	Equipment	
	<i>Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	Non-Revenue/Service Automobile	Trucks and other Rubber Tire Vehicles
2022	100%	100%
2023 Target	50%	50%
2024 Target	25%	25%
2025 Target	0%	0%

Performance Measure	Revenue Vehicles	
	<i>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	BU - Bus	CU – Cutaway Bus
2022	70%	64%
2023 Target	50%	64%
2024 Target	16%	29%
2025 Target	0%	0%

Currently, Citylink North’s assets include Revenue Vehicles, which they use for their urban fixed-route, paratransit, and Ring-a-Ride services, and Equipment. At this time, Citylink North is not yet meeting the targets for any of their asset classes.

The following projects are programmed with an emphasis on transit asset management:

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Revenue Vehicles	\$2,952,000
23411	Equipment Acquisition/Replacement	Equipment	\$1,439,000

- **Public Transportation Safety**

FTA requires transit agencies to have an approved Public Transportation Agency Safety Plan (PTASP). The purpose of the PTASP is to assist transit agencies to manage safety risks by developing and implementing a proactive system to address potential hazards and create a culture of safety within each agency. PTASP’s, once approved, must be updated and certified by FTA annually.

To monitor safety performance, agencies must set and monitor safety targets for the four performance measures that have been established, which include:

- **Fatalities** – Total number of reportable fatalities and rate per total unlinked passenger trips by mode
- **Injuries** – Total number of reportable injuries and rate per total unlinked passenger trips by mode
- **Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode
- **System Reliability** – Mean distance between failures by mode

The Kootenai County Board of County Commissioners approved Citylink North’s PTASP on December 15, 2020. The Plan is to be updated annually by February 15.

Citylink North has set the following targets for the required performance measures for their Fixed Route and Demand Response services:

Performance Measure	Fixed Route*		Demand Response**	
	2021 Target	2021 Actual	2021 Target	2021 Actual
Fatalities (Total)	0	0	0	0
Fatalities (per 100k VRM)	0	0	0	0
Serious Injuries (Total)	0	0	0	0
Injuries (per 100k VRM)	0	0	0	0
Safety Events (Total)	5	2	7	1
Safety Events (per 100k VRM)	3.294	1.313	3.814	0.474
System Reliability (VRM/Failures)	91,156	152,295	72,292	210,844

*Operated by Citylink

**Operated by MV Transportation & Kootenai Health

Citylink North met all safety performance targets during 2021.

Air Quality Certification

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 or air quality conformity requirements.

Certified by: 

Date: _____

Glenn F. Miles, Executive Director

E. Certifications

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



Signature: _____

Title: Executive Director

Date: _____

IDAHO TRANSPORTION DEPARTMENT

Signature: _____

Title: _____

Date: _____

Appendix

**Coeur d'Alene Tribe
Tribal Transportation Improvement Program**

Coeur d'Alene Tribe

**Tribal Transportation Improvement
Program 2020-2024**



**Approved by Tribal Council on
January 16, 2020**



Davenport Way Road Completed in Summer 2019

Coeur d’Alene Tribe Tribal Transportation Improvement Program (TTIP) for 2020-2024

2020-2024 Project Summary

	Project Title	FY2020	FY2021	FY2022	FY2023	FY2024
1	Lovell Valley Road Overlay	\$ 20,040	\$ 1,080,000	\$ 40	\$ -	\$ -
2	DeSmet Road Sidewalk/Trail Construction	\$ 51,500	\$ 60	\$ 248,500	\$ -	\$ -
3	BIA Bridge Improvements/Design: (32), (11)	\$ 300,000	\$ 70	\$ -	\$ -	\$ -
4	Agency Road Overlay	-	60	400,000	60	-
5	Osprey Spirit Road	\$ -	\$ -	\$ -	\$ 285,040	\$ 694,914
6	Agency Road Rehabilitation	\$ -	\$ -	\$ -	\$ 20	\$ 75,990
7	Routine Road Maintenance	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
8	Administrative Capacity Building	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
	Fiscal Year Project Totals	\$ 426,540	\$ 1,135,190	\$ 703,540	\$ 340,120	\$ 825,904
Funds Expended	Existing FAST Act Programmatic Agreement Funds	\$ 126,540	\$ 879,754	\$ -	\$ -	\$ -
	BIA Bridge Funds	\$ 300,000	\$ -	\$ -	\$ -	\$ -
	Future Annual Allocations	\$ -	\$ 255,436	\$ 703,540	\$ 340,120	\$ 825,904
	Year-End Balance Funds Remaining	\$ 1,304,754	\$ 594,564	\$ 316,024	\$ 400,904	\$ -

Key

Existing FAST Act Funds, Current Balance is:	\$ 1,006,294.00
BIA Bridge Funds, Current Balance is:	\$ 300,000.00
Future Allocations Expected to be approximately	\$ 425,000.00 Per Year

Total Federal Funds Expended During FY2020-FY2024:	\$ 3,431,294.00
Total of Existing and Future Allocation for FY2017-FY2021:	\$ 3,431,294.00

KMPO

2023-2029

Transportation Improvement Program

Public Comment Period

August 5, 2022 to September 6, 2022

Published

Coeur d'Alene Press

August 5, 2022 and August 12, 2022

Kootenai Metropolitan Planning Organization

2023-2029

Transportation Improvement Program

Open House



250 Northwest Blvd., Suite 209, Coeur d' Alene ID

Wednesday, August 24, 2022

4:00 p.m. to 7:00 p.m.