



# Transportation Improvement Program

## DRAFT

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*Serving the Citizens of Kootenai County*

**Adopted October \_\_\_\_, 2023**

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 2024-2030  
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 2024-2030 Transportation Improvement Program as presented to us in the October 12, 2023, KMPO Board\_meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this \_\_\_day of October, 2023

SIGNED:

ATTEST:

\_\_\_\_\_  
Rodney Twete  
KMPO Board 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 a 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 transportation 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 by 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** – Originally introduced in the FAST Act, these funds are split between a formula distribution to the States and a nationwide competitive program, now 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, and resurfacing of roadways designated on the Federal-aid system. This can include sidewalks and pathways when adjacent to, or within, an existing right of way; such projects are eligible, as well, for transfer to the Federal Transit Administration to support projects for public transportation purposes.
- **STBG – Congressional** are projects that may be awarded through 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 - S & U**– STBG funds are 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 MPOs 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 MPOs to conduct transportation related planning activities within the metropolitan area boundary.
- **FTA 5307** – Provides funds to local transit agencies for capital, operating, and 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 (50%) 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 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’s 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 May 2020. 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 project's 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 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 obligateded projects from the first year of the prior year's TIP (2023) will be published by the KMPO Board in January 2024. 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 2024 to 2030. **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.

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 Project List

## 2024-2030 Program

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	Notes
Sponsor		Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL					
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.																	
SH 53, PLEASANT VIEW IC, KOOTENAI CO			1	CN	-	-	-	19,265	10,425	15,000	-	-	44,690	41,410	3,280	1	
<b>10005</b>	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improv		PE	-	-	-	-	-	-	-	-	2,992	2,772	220	R	
POST FALLS HD		CPCTY	STP	RW	-	-	-	-	-	-	-	-	4,365	4,056	309		
This project will provide a new connection to Ramsey Road from Wyoming Ave to Lancaster Road in Coeur d'Alene.																	
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD			1	CN	7,060	-	-	-	-	-	-	-	7,060	6,542	518	1	
<b>12310</b>	MP 17.000 - 17.986	NEW RTE, Resurfacing		PE	-	-	-	-	-	-	-	-	1,711	1,585	126		
HAYDEN		STP-LARGE (L)	STP-U	RW	-	-	-	-	-	-	-	-	2,480	2,298	182		
This project will provide a structural overlay and widen shoulders on Beck Road from Seltice Way to Prairie Avenue in Post Falls Hwy District.																	
STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FA			1	CN	2,908	-	-	-	-	-	-	-	2,908	2,695	213	1	
<b>19288</b>	MP 100.264 - 102.158	RESRF/RESTO&REHAB, Minor Widenin		PE	-	-	-	-	-	-	-	-	372	345	27		
POST FALLS HD		STP-RURAL (L)	STP-RURAL	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.																	
US 95, IC# 430 TO LACROSSE AVE, CDA			1	CN	3,803	-	-	-	-	-	-	-	3,803	-	3,803	1	
<b>19452</b>	MP 429.633 - 430.000	RECONST/REALIGN, Plant Mix Paveme		PE	(139)	-	-	-	-	-	-	-	628	-	628	P	
STATE OF IDAHO (ITD)		RESTORE	ST2	RW	-	-	-	-	-	-	-	-	90	-	90		
This project will realign and widen to 4-lanes and will include improvements to drainage, pavement, update Americans with Disabilities Act (ADA) curb ramps and walks																	
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALL			1	CN	-	-	-	816	-	-	-	-	816	756	60	1	
<b>19955</b>	MP 0.063 - 0.313	SAFTY/TRAF OPER, Railroad Signals		PE	310	-	-	-	-	-	-	-	492	456	36		
POST FALLS		STP-LARGE (L)	STP-U	RW	-	-	-	-	-	-	-	-	-	-	-		
This project will reconstruct the approaches to the crossing at Chase Rd. and the Burlington Northern and Santa Fe Railway (BNSF) branch line serving Post Falls.																	
STC-7219, N HUETTER RD, UPRR RRX 662627N, POST FALLS			1	CN	-	240	-	-	-	-	-	-	250	249	1	1	
<b>20378</b>	MP 105.916 - 105.916	SAFTY/TRAF OPER, Railroad Gates		PE	-	-	-	-	-	-	-	-	10	9	1		
POST FALLS		RAIL	FED RRX	RW	-	-	-	-	-	-	-	-	-	-	-		
This project will add gates and signals.																	
I 90, SH 41 INTERCHANGE, KOOTENAI CO			1	CN	6,500	5,748	-	-	-	-	-	-	84,628	12,464	72,164	1 2	
<b>20442</b>	MP 6.500 - 7.800	SAFTY/TRAF OPER, Interchange		PE	-	-	-	-	-	-	-	-	8,281	7,641	640	P B R	
Modification				RW	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)		TECM CAP	IM														
I 90, SH 41 INTERCHANGE, KOOTENAI CO			1	CN	5,310	-	-	-	-	-	-	-	-	-	-		
<b>20442</b>	MP 6.500 - 7.800	SAFTY/TRAF OPER, Interchange Modification		PE	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)		LEAD-ID	STLI	RW	-	-	-	-	-	-	-	-	2,800	2,584	216	M W	
Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	Notes

Sponsor			Program			Fund			Ph	2024	2025	2026	2027	2028	2029	2030	PREL	Total	Federal	Match	Notes		
This project 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.																							
SH 97, HARRISON BR TO WHISTLE RD, KOOTENAI CO			1	CN	1,082	-	-	-	-	-	-	-	-	-	-	-	-	1,082	-	1,082	1		
<b>20482</b> MP 69.070 - 81.500 PM, Seal Coat				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	50			
STATE OF IDAHO (ITD) PAVE ST2				RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
The project consists of seal coating SH 97 from milepost 69.07 milepost 81.50.																							
SH 3, CDA RV BR TO I90, KOOTENAI CO			1	CN	1,172	-	-	-	-	-	-	-	-	-	-	-	-	1,172	-	1,172	1		
<b>20592</b> MP 111.380 - 117.680 PM, Seal Coat				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	50			
STATE OF IDAHO (ITD) PAVE ST2				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 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO			1	CN	-	638	-	-	-	-	-	-	-	-	-	-	-	638	-	638	1		
<b>20668</b> MP 81.500 - 86.900 PM, Seal Coat				PE	15	-	-	-	-	-	-	-	-	-	-	-	-	65	-	65			
STATE OF IDAHO (ITD) PAVE ST				RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
This project consists of seal coating SH 97 from MP 81.5 MP 86.9.																							
OFFSYS, YELLOWSTONE TRAIL RD, KOOTENAI CO			1	CN	2,815	-	-	-	-	-	-	-	-	-	-	-	-	2,815	2,608	207	1		
<b>20775</b> MP 101.900 - 102.100 ENV PRESV, Safety Improvement				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	584	537	47			
EASTSIDE HD Number 3 FLAP (L) FLAP				RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Repair slide area. This project is between mile points 101.9 and 102.1.																							
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO			1	CN	-	11,797	15,036	-	-	-	-	-	-	-	-	-	-	26,833	24,759	2,074	1		
<b>21935</b> MP 39.700 - 40.100 BR/APPRS, Bridge Replacement				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	2,604	2,385	219	B		
STATE OF IDAHO (ITD) BR-RESTORE IM				RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W		
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.																							
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM			1	CN	-	-	-	-	1,794	-	-	-	-	-	-	-	-	1,794	1,662	132	1		
<b>21937</b> MP 8.300 - 8.800 MAJRWDN, Turn Bay				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	210	195	15			
STATE OF IDAHO (ITD) SAFETY HSIP				RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
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.																							
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO			1	CN	-	57	-	8,376	-	-	-	-	-	-	-	-	-	8,432	7,814	618	1		
<b>21939</b> MP 0.000 - 1.800 MAJRWDN, Turn Bay				PE	-	-	-	-	-	-	-	-	-	-	-	-	-	320	297	23	P		
STATE OF IDAHO (ITD) SAFETY HSIP				RW	-	1,340	-	-	-	-	-	-	-	-	-	-	-	1,340	1,242	98	R		
This project will reconstruct the existing road and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																							
Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)													Lifetime Direct Costs All Programs						
Key No.			Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)																
Sponsor			Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL	Total	Federal	Match	Notes						

I 90, SH 41 TO 15TH STREET IC, KOOTENAI CO	1	CN	-	-	-	-	-	-	-	-	-	-	-	1	R
<b>22293</b> MP 7.000 - 13.600 MAJRWIDN, Interchange Modification		PE	2,400	-	-	-	-	-	-	-	-	9,950	-	9,950	W
STATE OF IDAHO (ITD) TECM STECM		RW	-	-	-	-	-	-	-	-	-	-	-	-	

Traffic and environmental study to include additional through lanes, auxiliary lanes, bridge improvements, and interchange and ramp improvements.

STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD	1	CN	-	-	-	1,611	-	-	-	-	-	1,611	1,493	118	1
<b>22435</b> MP 0.920 - 1.080 RECONST/REALIGN, Pavement Rehabili		PE	-	-	-	-	-	-	-	-	-	234	217	17	
POST FALLS HD STP-RURAL (L) STP-RURAL		RW	242	-	-	-	-	-	-	-	-	242	224	18	

This project will upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.

LOCAL, FY24 KMPO METRO PLANNING	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>22439</b> MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE	99	-	-	-	-	-	-	-	-	391	363	28	M
KOOTENAI METROPOLITAN STP-LARGE (L) STP-U		RW	-	-	-	-	-	-	-	-	-	-	-	-	
LOCAL, FY24 KMPO METRO PLANNING	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>22439</b> MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE	292	-	-	-	-	-	-	-	-	391	363	28	M
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.

OFFSYS, YELLOWSTONE TRAIL RD IMP SEG 1 PT 2, EASTSID	1	CN	5,600	-	-	-	-	-	-	-	-	5,600	5,189	411	1
<b>22607</b> MP 101.900 - 102.100 SAFTY/TRAF OPER, Minor Widening		PE	-	-	-	-	-	-	-	-	-	118	118	-	
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 54, SH 41 TO QUAIL RUN COURT, KOOTENAI CO	1	CN	14,845	5,000	-	-	-	-	-	-	-	19,845	-	19,845	1
<b>22770</b> MP 0.000 - 5.250 PM, Pavement Rehabilitation & Resurfaci		PE	-	-	-	-	-	-	-	-	-	140	-	140	
STATE OF IDAHO (ITD) PAVE ST		RW	-	-	-	-	-	-	-	-	-	-	-	-	

This project will extend the life of the roadway by applying a seal coat.

STATE, FY27 D1 PAVEMENT PRESERVATION	1	CN	-	-	-	1,734	-	-	-	-	-	1,734	-	1,734	1
<b>22775</b> MP 0.000 - 0.000 PM, Seal Coat		PE	-	-	-	-	-	-	-	-	-	-	-	-	P
STATE OF IDAHO (ITD) PAVE ST		RW	-	-	-	-	-	-	-	-	-	-	-	-	

The District Wide Pavement Preservation project will preserve the roadway 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.

STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP	1	CN	30	-	-	-	-	1,435	-	-	-	1,465	1,357	108	1
<b>22799</b> MP 0.000 - 0.000 SAFTY/TRAF OPER, Intersection Improv		PE	-	-	-	-	-	-	-	-	-	145	134	11	P R
STATE OF IDAHO (ITD) HES NH		RW	10	-	-	-	-	-	-	-	-	10	9	1	

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	
			Ph	2024	2025	2026	2027	2028	2029	2030	PREL					

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.

SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES H	1	CN	1,814	-	-	-	-	-	-	-	-	1,814	1,681	133	1
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<b>22875</b>	MP 103.630 - 103.820	SAFTY/TRAF OPER, Traffic Roundabout	PE	-	-	-	-	-	-	-	-	234	217	17	
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	-	-	-	3,080	-	-	-	-	-	4,080	2,854	1,226	1
<b>22892</b>	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement	PE	-	-	-	-	-	-	-	-	844	782	62	
LAKES HD		BR-LOCAL BR-LOC	RW	-	-	-	-	-	-	-	-	-	-	-	M
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN	-	-	-	1,000	-	-	-	-	-	4,080	2,854	1,226	1
		MP 100.182 - 100.182 BR/APPRS, Bridge Replacement	PE	-	-	-	-	-	-	-	-	844	782	62	
LAKES HD		LP-ST LPT	RW	-	-	-	-	-	-	-	-	-	-	-	M

To take the alternatives developed in the Lakes Highway District planning study and carry them into the NEPA for final evaluation of alternatives, selection, design, and construction of improvements near Athol, Idaho in Kootenai County. This includes a replacement and relocation of a structurally deficient bridge across the UPRR and realigns Old Highway 95 to provide an improved connection to a future interchange at Parks Road and US 95.

NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS H	1	CN	-	-	-	4,474	-	-	-	-	-	4,474	4,145	329	1
<b>23028</b>	MP 5.762 - 6.762	RESRF/RESTO&REHAB, Pavement Reh	PE	-	-	-	-	-	-	-	-	1,080	1,001	79	P
POST FALLS HD		STP-LARGE (L) STP-U	RW	720	-	-	-	-	-	-	-	720	667	53	

This project will complete the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41.

LOCAL, FY25 KMPO METRO PLANNING	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>23052</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	298	-	-	-	-	-	-	298	276	22	
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.

LOCAL, RDWY & GUARDRAIL IMPRV, LAKES HD	1	CN	577	-	-	-	-	-	-	-	-	577	535	42	1
<b>23284</b>	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail	PE	-	-	-	-	-	-	-	-	140	130	10	
LAKES HD		SAFETY (L) HSIP (L)	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	1	CN	959	-	-	-	-	-	-	-	-	959	889	70	1
<b>23285</b>	MP 100.500 - 101.200	SAFTY/TRAF OPER, Metal Guard Rail	PE	-	-	-	-	-	-	-	-	182	169	13	
WORLEY HD		SAFETY (L) HSIP (L)	RW	22	-	-	-	-	-	-	-	22	20	2	

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	
				2024	2025	2026	2027	2028	2029	2030	PREL						
Sponsor	Program	Fund															

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	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	1
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<b>23315</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	99	-	-	-	-	-	-	-	99	92	7	
KOOTENAI METROPOLITAN STP-LARGE (L) STP-U			RW	-	-	-	-	-	-	-	-	-	-	-	

This project will provide funds to augment Kootenai Metropolitan Planning Organization's planning efforts.

<b>23349</b>	MP 469.700 - 471.700	PLAN/STUDY, Advanced Right-of-Way	CN	-	-	-	-	-	-	-	-	Unfunded	-	-	1
US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTENAI METROPOLITAN			PE	-	-	-	-	-	-	-	-	Unfunded	3,150	-	3,150
STATE OF IDAHO (ITD) EARLY ST			RW	-	-	-	-	-	-	-	-	Unfunded	-	-	

This project is 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.

<b>23403</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	CN	-	-	-	-	-	-	-	-	-	-	-	1
LOCAL, FY26 KMPO METRO PLANNING			PE	304	-	-	-	-	-	-	-	-	304	282	22
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.

<b>23607</b>	MP 7.128 - 12.040	MAJRWIDN, Bridge Replacement	CN	-	-	-	-	-	-	-	-	-	1,100	-	1,100	1
I 90, SH 41 TO US 95, KOOTENAI CO			PE	6,050	-	-	-	-	-	-	-	-	21,300	-	21,300	
STATE OF IDAHO (ITD) TECM STECM			RW	100	-	-	-	-	-	-	-	-	20,100	-	20,100	M W
<b>23607</b>	MP 7.128 - 12.040	MAJRWIDN, Bridge Replacement	CN	1,000	-	-	-	-	-	-	-	-	1,100	-	1,100	1
I 90, SH 41 TO US 95, KOOTENAI CO			PE	2,500	-	-	-	-	-	-	-	-	21,300	-	21,300	
STATE OF IDAHO (ITD) LEAD-ID STLI			RW	20,000	-	-	-	-	-	-	-	-	20,100	-	20,100	M W

Capacity and safety improvements, interstate widening, replacement of multiple bridges, interchange ramp modifications, geometric updates and associated local road improvements.

<b>23649</b>	MP 0.000 - 5.500	RESRF/RESTO&REHAB, Pavement Reh	CN	-	-	-	3,287	-	-	-	-	-	3,287	3,046	241	1
I 90B, POST FALLS BUSINESS LOOP, POST FALLS			PE	90	-	-	-	-	-	-	-	-	90	83	7	
STATE OF IDAHO (ITD) PAVE STP			RW	-	-	-	-	-	-	-	-	-	-	-		

This project will extend the life of the roadway by performing a thin mill and plantmix overlay.

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	Notes
				2024	2025	2026	2027	2028	2029	2030	PREL						
Sponsor	Program	Fund															
<b>23687</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	CN	-	-	-	100	-	-	-	-	-	-	-	-	-	1
LOCAL, FY27 KMPO PLANNING			PE	-	-	-	-	-	-	-	-	-	-	100	93	7	
KOOTENAI METROPOLITAN STP-LARGE (L) STP-U			RW	-	-	-	-	-	-	-	-	-	-	-	-		

This project will provide funds to augment KMPO's planning efforts.

<b>23766</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	CN	-	-	-	304	-	-	-	-	-	-	-	-	1
LOCAL, FY27 KMPO METRO PLANNING			PE	-	-	-	-	-	-	-	-	-	304	282	22	
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.

<b>23766</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	CN	-	-	-	-	-	-	-	-	-	-	-	-	1
LOCAL, FY28 KMPO METRO PLANNING			RW	-	-	-	-	-	-	-	-	-	-	-		



<b>23767</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	304	-	-	-	304	282	22	
	KOOTENAI METROPOLITAN	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.													
	LOCAL, FY29 KMPO METRO PLANNING	1	CN	-	-		-	-	-	-	-		1
<b>23768</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	304	-	-	-	304	282	22	
	KOOTENAI METROPOLITAN	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, GREENSFERRY RD GS, I 90 REPAIR	1	CN	-	-	1,250	-	-	-	1,250	1,153	97	1
<b>23874</b>	MP 6.100 - 6.100	BR/APPRS, Bridge Deck Repair	PE	-	-		-	-	-	-	-		
	STATE OF IDAHO (ITD)	BR-PRESERVE IM	RW	-	-		-	-	-	-	-		W
This project will provide bridge railing repairs to the bridges and bridge approaches.													
	STC-7595, SH 41, BNRR, BR REPAIR	1	CN	-	-	1,250	-	-	-	1,250	1,158	92	1
<b>23875</b>	MP 0.490 - 0.490	BR/APPRS, Bridge Deck Repair	PE	-	-		-	-	-	-	-		
	STATE OF IDAHO (ITD)	BR-PRESERVE STP	RW	-	-		-	-	-	-	-		
This project will provide repair of the bridge railing and bridge approaches.													
	SH 53, N BRUSS TO MP 8.3, KOOTENAI CO	1	CN	-	-		11,600	-	-	11,600	10,749	851	1
<b>ORN24162</b>	MP 4.450 - 8.300	MAJRWIDN, Turn Bay	PE	115	1,000			-	-	1,115	1,033	82	P
	STATE OF IDAHO (ITD)	SAFETY HSIP	RW	-	-	65	1,000		-	1,065	987	78	R
This project will reconstruct the existing SH-53 road way between mile post 4.45 to 8.3 and adding a continuous center turn lane and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.													

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	2024	2025	2026	2027	2028	2029	2030	PREL					
I 90, SELECTIVE TREE REMOVAL, KOOTENAI CO			1	CN	-	-	251	-	-	-	-	-	251	-	251	1	
<b>ORN24174</b> MP 0.000 - 73.885		SAFTY/TRAF OPER, Safety Improvemen		PE	1	-	-	-	-	-	-	-	1	-	1		
STATE OF IDAHO (ITD)		OTHER ASSETS ST2		RW	-	-	-	-	-	-	-	-	-	-	-	W	
This project will selectively remove trees for safety along I-90 from the Washington state line to the Montana state line.																	
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO			1	CN	-	-	-	2,188	-	-	-	-	2,188	2,027	161	1	
<b>ORN24270</b> MP 101.496 - 102.740		RESRF/RESTO&REHAB, Base/Sub-bas		PE	275	-	-	-	-	-	-	-	275	255	20		
WORLEY HD		STP-RURAL (L) STP-RURAL		RW	-	-	-	-	-	-	-	-	-	-	-		
For the work to rehabilitate and resurface the roadway to include widening the travel lanes and shoulders, storm drainage improvements, and vertical and horizontal alignment changes to improve drivability and increase safety. This is a continuation of the Kidd Island, PH 1 project.																	
SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO			1	CN	-	-	1,117	-	-	-	-	-	1,117	1,035	82	1	
<b>ORN24276</b> MP 13.500 - 14.999		SAFTY/TRAF OPER, Safety Improvemen		PE	216	-	-	-	-	-	-	-	216	200	16		
COEUR D'ALENE		SAFETY (L) HSIP (L)		RW	-	-	-	-	-	-	-	-	-	-	-		
For the work to install and upgrade traffic signal operations with new equipment, pushbuttons and upgrade vehicle detection at four intersections along the Ramsey Road corridor to improve safety for all roadway users.																	
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO			1	CN	27,900	27,900	24,240	-	-	-	-	Unfunded	80,040	-	80,040	1	
<b>ORN24305</b> MP 7.128 - 9.714		RECONST/REALIGN, Bridge Replaceme		PE	-	-	-	-	-	-	-	Unfunded	-	-	-		
STATE OF IDAHO (ITD)		EARLY SF		RW	-	-	-	-	-	-	-	Unfunded	-	-	-	W	
This project will widen I-90 to four lanes in both directions, replace the Huetter Rd Bridge and provide ramp improvements at SH-41.																	
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO			1	CN	23,400	23,400	22,400	-	-	-	-	Unfunded	69,200	-	69,200	1	
<b>ORN24306</b> MP 9.714 - 12.046		RECONST/REALIGN, Bridge Replaceme		PE	-	-	-	-	-	-	-	Unfunded	-	-	-		
STATE OF IDAHO (ITD)		EARLY SF		RW	-	-	-	-	-	-	-	Unfunded	-	-	-	W	
This project will widen I-90 to four lanes in both directions, replace the Atlas Rd and Prairie Trail Bridges and provide ramp improvements at NW Blvd and US-95.																	
STC-5743, KIDD ISLAND RD PHASE 2, KOOTENAI CO			1	CN					2,188	-	-	-	2,188	2,658	211	1	
<b>24353</b> MP 100 - 102		RECONST/REALIGN, Grading & Drainage		PE	275	-	-	-	-	-	-	-	275	987	79		
WORLEY HD		STP-RURAL (L) STP-RURAL		RW	-	-	-	-	-	-	-	-	-	178	14		
This project will reconstruct Kidd Island Road from US 95 to Hull Loop Road.																	

Construction	105,816	75,739	64,427	31,308	26,065	29,829	-	-
Development	12,224	1,397	304	404	304	304	-	-
Right-of-Way	21,174	1,340	-	65	1,000	-	-	-
<b>Total</b>	<b>139,214</b>	<b>78,476</b>	<b>64,731</b>	<b>31,777</b>	<b>27,369</b>	<b>30,133</b>	-	-

Route, Location		District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail	2024	2025	2026	Phase 2027	2028	2029	2030	PREL	Total	Federal	Match	
											Sponsor	Program	Fund	
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.														
TRANSIT, COEUR D'ALENE UZA PLANNING 13238 MP 0.000 - 0.000 Metropolitan Planning		1	CN	60	60	60	60	60	-	-	-	300	240	60
KOOTENAI METROPOLITAN PLANNING 5303 Planning			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14191 MP 0.000 - 0.000 Paratransit Operations		1	CN	1135	1,135	1,205	1,278	1,355	-	-	-	6,108	3815	2,293
KOOTENAI COUNTY Transit - Operations 5307 Small Urban			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
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	1500	1,500	1,576	1,654	1,736	-	-	-	7,966	3,983	3,983
KOOTENAI COUNTY Transit Operations 5307 Small Urban			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
These funds will provide operating assistance to support fixed route services.														
TRANSIT, COEUR D'ALENE UZA FIXED ROUTE PREVENTATIV 19196 MP 0.000 - 0.00 Preventive Maintenance		1	CN	59	60	62	65	68	-	-	-	314	251	63
KOOTENAI COUNTY Transit-Operations 5307 Small Urban			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
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	40	20	21	22	23	-	-	-	126	101	25
KOOTENAI COUNTY Transit -Operations 5307 Small Urban			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
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	50	40	43	45	46	-	-	-	224	179	45
KOOTENAI COUNTY TRNS-OPS 5307 Small Urban			PE	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
These preventive maintenance funds will extend the life of the paratransit vehicle fleet.														

Route, Location		KMPO	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail	Phase	2024	2025	2026	2027	2028	2098	2030	PREL	Total	Federal	Local Match
Sponsor	Program	Fund												
TRANSIT, COEUR D'ALENE UZA BUSES <b>19424</b> MP 0.000 - 0.000 Capital Asset	1	CN	2000	0	400	1300	1500	-	-	-	-	5,200	4,420	780
KOOTENAI COUNTY 5307 Small Urban	TRNS-CAP	PE	-	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
These funds will be used to acquire Rolling Stock for Kootenai County Public Transportation.														
TRANSIT, COEUR D'ALENE UZA OPERATIONS PLANNING <b>20761</b> MP 0.000 - 0.000 Transit Planning	1	CN	94	50	50	50	50	-	-	-	-	294	235	59
KOOTENAI COUNTY 5307 Small Urban	TRNS-OPS	PE	-	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
To provide planning for new routes, addition of fares and construction of the Riverstone Transit Center.														
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT <b>23411</b> MP 0.000 - 0.000 Capital Equipment		CN	500	63	63	63	63	-	-	-	-	752	602	150
KOOTENAI COUNTY 5307 Small Urban	TRNS-OPS	PE	-	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
To provide current and future capital funding for Kootenai County Public Transportation.														
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF TRAINING <b>20762</b> MP 0.000 - 0.000 Transit Planning		CN	7	7	7	7	8	-	-	-	-	36	29	7
KOOTENAI COUNTY 5307 Small Urban	TRNS-OPS	PE	-	-	-	-	-	-	-	-	-	-	-	-
			RW	-	-	-	-	-	-	-	-	-	-	-
To provide Federal training for transit staff.														
			Construction/Operations	5,385	2,875	3,427	4,484	4,849	-	-	-			
			Development	-	-	-	-	-	-	-	-			
			Right-of-Way	-	-	-	-	-	-	-	-			
			<b>Total</b>	<b>5,385</b>	<b>2,875</b>	<b>3,427</b>	<b>4,484</b>	<b>4,849</b>	<b>-</b>	<b>-</b>	<b>-</b>			

## E. Financial Plan

### *Fiscal Constraint*

The TIP is a fiscally constrained document. Funding sources are identified, and projects included in the TIP are 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**  
**FY2024-2030 Program by Activity all Modes <sup>1</sup>**  
**(000's)**

<b>Activity</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Preliminary Development</b>	<b>Total</b>
Public Transportation	5,385	2,875	3,427	4,484	4,849				21,470
Road Construction	105,816	75,739	64,427	31,308	26,065	29,829	-	-	333,184
Roadway Development	12,224	1,397	304	404	304	304	-	-	14,937
Road Right-of-Way	21,174	1,340	-	65	1,000	-	-	-	23,579
<b>Total</b>	<b>139,214</b>	<b>78,476</b>	<b>64,731</b>	<b>31,777</b>	<b>27,369</b>	<b>30,133</b>	<b>-</b>	<b>-</b>	<b>393,170</b>

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 (BIL Act) and the uncertainty that exists with future programs. Project costs during are expected to increase with material supply and labor shortages being major factors.

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 region's 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 with populations between 5,000 and 200,000 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-Large Urban Program Annual Fund Balances for the KMPO Planning Area<sup>1</sup>**

STBG Large Urban Funds	FY2024	FY2025	FY2026	FY 2027	FY2028	FY 2029	FY 2030	Preliminary Development	Total
Allocated STBG-Large	\$1,626,234	\$1,626,234	\$1,626,234	1,626,234	1,626,234	1,626,234	1,626,234	\$5,000,000	\$16,383,638
Match Requirement	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$398,000	\$1,299,747
Total Available Funds	\$ 1,755,055	\$(3,830,890)	\$(2,075,835)	\$(320,780)	\$ 518,275	\$(2,200,670)	\$(445,615)	\$ 5,398,000	
Programmed Funds	\$(7,341,000)	\$(100,000)	\$ -	\$(916,000)	\$(4,474,000)	\$ 0	\$ 0	\$ -	\$(12,831,000)
Balance of Funds	\$(5,585,945)	\$(3,930,890)	\$(2,075,055)	\$(1,236,780)	\$(3,955,725)	\$(2,200,670)	\$(445,615)	\$ 5,398,000	\$ 4,952,385

<sup>1</sup>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 uncertainty that exists with future program levels.

**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 Area<sup>1</sup>**

Phase	Scheduled Costs (Dollars in Thousands with Match)					Lifetime Direct Costs By Program				
	Year-Of-Expenditure Dollars (Not Current Prices)					Total	Federal	State	Local Match	
	2024	2025	2026	2027	2028					
Const/ops	5,835	2,875	3,427	4,484	4,849	-	21,470	12,938	-	8,532
Develop	-	-	-	-	-	-	-	-	-	-
Right Of Way	-	-	-	-	-	-	-	-	-	-
<b>Total Public Transit</b>	5,835	2,875	3,427	4,484	4,849					

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 repaving, 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.

Based on past 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 7.0**  
**Kootenai County Programmed Expenditures on Public Transportation**

<b>Work Type</b>	<b>FY 2024</b>	<b>%</b>
<b>Capital</b>	\$2,500,000	<b>46.42</b>
<b>Operations/ Maintenance/ Administration</b>	\$2,885,000	<b>55.35</b>
<b>Total</b>	<b>\$5,385,000</b>	<b>100</b>

Source: Kootenai County April 2023

Kootenai County will expend approximately fifty-five percent (55.35%) 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 improving the safety, reliability, and condition of the regional transportation system through various improvements 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.

The five-year, 2017-2021 data for Kootenai County shows that the County has seen an increase in the five-year average number of fatalities and serious injuries, as well as the rates of those crash types per 100 million vehicle miles travelled (VMT), over the 2017-2021 period. The average number of non-motorized fatalities and serious injuries decreased over the last 5-year period. 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:

Key Number	Program Year	Project	Safety Improvements	Total Cost
10005	2026	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.	\$44,690,000
19955	2027	Chase Rd BNSF Crossing	Reconstruct approaches.	\$816,000
20378	2025	Huetter Rd UPRR Crossing	Add gates and signals.	\$250,000
20442	2025	I90/SH41 IC	Construct new interchange at I90 and SH 41; realignment of ramps and intersecting roadways.	\$84,628,000
20775	2024	Yellowstone Trail Rd	Repair slide between MP 101.9 and 102.1.	\$2,815,000
21937	2026	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	\$1,794,000
21939	2027	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$8,432,000
22607	2023	Yellowstone Trail Rd Improvements	Address current safety deficiencies; widen road and add roadside safety measures.	\$5,600,000
22799	2027	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	\$1,465,000
22875	2024	Lancaster Rd & Huetter Rd Roundabout	Install roundabout.	\$1,814,000
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	\$959,000
ORN24162	2029	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$11,600,000
ORN24174	2026	I90 Tree Removal	Selectively remove trees to improve safety along I90 from WA to MT state lines.	\$251,000
ORN24276	2027	Ramsey Rd Signal Upgrades	Install/upgrade traffic signal operations at four (4) signals along Ramsey Rd.	\$1,117,000

- 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. 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. ITD updated their pavement condition targets in their 2022 Transportation Asset Management Plan (TAMP). FHWA has also established national targets for interstate pavement condition.

2022 pavements in Kootenai County for Interstate and Non-Interstate NHS paved surfaces in ‘Poor’ condition met both of ITD’s performance targets, although the percent of pavements with this rating increased over the year. Kootenai County pavements in ‘Good’ condition continue to decrease and not meet ITD’s targets. Interstate pavements in the County do not meet the national targets.

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

	National Target	2022 Statewide Target	2022 Conditions	
			Statewide	Kootenai County
<b>Interstate NHS Percent Good</b>	61.8%	≥ 35%	56.6%	20.7%
<b>Interstate NHS Percent Poor</b>	0.8%	≤ 4%	0.8%	2.2%
<b>Non-Interstate NHS Percent Good</b>	-	≥ 20%	29.6%	6.4%
<b>Non-Interstate NHS Percent Poor</b>	-	≤ 8%	1.2%	1.4%

Interstate				
Key Number	Project Year	Project	2022 Condition	Total Cost
23607	2024	I90 – SH 41 to US 95	Good/Fair	\$1,100,000
ORN24305	2024	I90 – SH 41 to US 95 West	Good/Fair	\$80,040,000
ORN24306	2024	I90 – SH 41 to US 95 East	Good/Fair	\$69,200,000
Non-Interstate				
Key Number	Project Year	Project	2022 Condition	Total Cost
19452	2024	US 95, IC #430 to Lacrosse Ave	Fair	\$3,803,000
21939	2027	SH 53 – WA state line to Hauser Lake Rd	Fair	\$8,432,000
22775	2027	D1 Pavement Preservation	<i>Multi-location</i>	\$1,734,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Fair	\$4,474,000
ORN24162	2029	SH 53 – N Bruss to MP 8.3	Fair/Poor	\$11,600,00

An additional \$32,700,000 is programmed to improve pavement conditions on over 37 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’. ITD updated their bridge condition targets in their 2022 Transportation Asset Management Plan (TAMP). FHWA has also established national targets for bridge condition.

The percentage of Kootenai County NHS bridges rated as ‘Good’ and ‘Poor’ condition meet both of ITD’s targets for those performance measures, as well as the national targets. Five bridges have a ‘Poor’ rating, which include: Coeur d’Alene River Springston Bridge, Loff’s Bay Bridge at Mica Creek, Coeur d’Alene River Canyon Road Bridge, Old US 95 UPRR Bridge & I90 Culvert near Blue Creek Bay.

	National Target	2022 Statewide Target	2022 Conditions	
			Statewide	Kootenai County
<b>NHS Bridge Percent Good</b>	41.2%	≥ 19%	21.8%	29.9%
<b>NHS Bridge Percent Poor</b>	4.2%	≤ 3.5%	2.3%	3.2%

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

Key Number	Project Year	Project	2022 Condition	Total Cost
21935	2024	I90 – Coeur d’Alene River bridge replacement	Poor	\$26,833,000
23875	2026	SH 41 – BNSF bridge repairs	Fair	\$1,250,000
ORN24305	2026	I90 – SH 41 to US 95 West <i>(includes multiple bridge replacements)</i>	Fair	\$80,040,000
ORN24306	2026	I90 – SH 41 to US 95 East <i>(includes multiple bridge replacements)</i>	Fair	\$69,200,000

- 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 80<sup>th</sup> percentile travel time to the “normal” (50<sup>th</sup> 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. Non-Interstate reliability has increased slightly since 2021. Construction projects reduced reliability on SH-41 and SH-53.

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

	2022 Statewide Target	2022 Conditions	
		Statewide	Kootenai County
<b>Percent of the Person-Miles Traveled that are Reliable - Interstate</b>	≥ 90%	99.5%	100%
<b>Percent of the Person-Miles Traveled that are Reliable – Non-Interstate</b>	≥ 70%	91.4%	97%

Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
20442	2025	I90/SH 41 IC	Construct Interchange	\$84,628,000
23607	2024	I90 – SH 41 to US 95	Widen	\$1,100,000
ORN24305	2024	I90 – SH 41 to US 95 West	Widen	\$80,040,000
ORN24306	2024	I90 – SH 41 to US 95 East	Widen	\$69,200,000
Non-Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
10005	2029	SH 53/Pleasant View Rd IC	Construct Interchange	\$44,690,000
21939	2027	SH 53 – WA state line to Hauser Lake Rd	Widen	\$8,432,000
21937	2029	SH 41, Diagonal Rd Turn Bays	Widen/Turn bays	\$1,794,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Widen	\$4,474,000
ORN24162	2029	SH 53 – N Bruss to MP 8.3	Widen	\$11,600,000
ORN24276	2027	Ramsey Rd Corridor Signal Upgrades	Signal installation/upgrades	\$1,117,000

- **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 95<sup>th</sup> 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.

	2022 Statewide Target	2022 Conditions	
		Statewide	Kootenai County
<b>Interstate Truck Time Reliability Index</b>	≤ 1.30	1.21	1.29

Kootenai County’s TTTR Index increased over 2021, but still meets ITD’s target, at this time.

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

- **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. Transit Asset Management (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.

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 has not yet met the targets for buses and non-revenue vehicles. Citylink North did meet their 2023 target for Cutaway Buses.

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
<b>2023</b>	54%	62%
<b>2023 Target</b>	52%	64%
<b>2024 Target</b>	14%	38%
<b>2025 Target</b>	14%	0%
<b>2026 Target</b>	0%	0%

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
<b>2023</b>	100%	100%
<b>2023 Target</b>	50%	50%
<b>2024 Target</b>	50%	50%
<b>2025 Target</b>	25%	25%
<b>2026 Target</b>	0%	0%

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

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Revenue Vehicles	\$5,200,000
23411	Equipment Acquisition/Replacement	Equipment	\$752,000

- **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 February 1, 2022, which included their targets for Fixed Route and Demand Response services. Citylink North met their targets for Fixed Route Safety Events (total) and System Reliability in 2022. They did not meet their Demand response targets or the target set for Fixed Route Safety Events per 100,000 vehicle revenue miles.

Performance Measure	Fixed Route*		Demand Response**	
	2022 Target	2022 Actual	2022 Target	2022 Actual
<b>Fatalities (Total)</b>	0	0	0	0
<b>Fatalities (per 100k VRM)</b>	0	0	0	0
<b>Serious Injuries (Total)</b>	0	0	0	0
<b>Injuries (per 100k VRM)</b>	0	0	0	0
<b>Safety Events (Total)</b>	2	2	1	2
<b>Safety Events (per 100k VRM)</b>	1.313	1.314	0.474	0.948
<b>System Reliability (VRM/Failures)</b>	152,295	152,254	210,844	210,873

\*Operated by Citylink

\*\*Operated by MV Transportation & Kootenai Health

**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: August 17, 2023

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**

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**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**

	<b>Project Title</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>
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
	<b>Fiscal Year Project Totals</b>	<b>\$ 426,540</b>	<b>\$ 1,135,190</b>	<b>\$ 703,540</b>	<b>\$ 340,120</b>	<b>\$ 825,904</b>
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
	<b>Year-End Balance Funds Remaining</b>	<b>\$ 1,304,754</b>	<b>\$ 594,564</b>	<b>\$ 316,024</b>	<b>\$ 400,904</b>	<b>\$ -</b>

**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

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

# **KMPO**

2024-2030

Transportation Improvement Program

Public Comment Period

August 25, 2023 to September 25, 2023

**Published**

*Coeur d'Alene Press*

*August 25, 2023 and September 12, 2023*

# Kootenai Metropolitan Planning Organization

2024-2030

## **Transportation Improvement Program**

### **Open House**



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

Wednesday, September 13, 2023

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