



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

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

KMPO Board Meeting

May 9th, 2024 1:30 PM

Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

1. **Call to Order – Graham Christensen, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval of March 14th, 2024 Meeting Minutes – Action Item**
4. **Public Comments** (limited to 3 minutes per person)
5. **KCATT Recap & Recommendations – Robert Palus**
 - a. Recap of Activities –April 23, 2024 meeting
 - b. Recommendation on limiting STBG Urban Projects to 15% Total Project Cost increases
6. **Administrative Matters**
 - a. March and April 2024 KMPO Expenditures and Financial Recap – **Action Item**
 - b. KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment Requests: **Notification**
 1. #5 - Request by ITD to Advance Construction on KN 21935 to FY 2024 and increase funding
 2. #6- Request by ITD to add new project KN24395 U.S. 95/I-90 Interchange (See Item 7b)
 3. #7- Request by ITD to modify funding source for design funds (PC) of KN 23607 I-90 SH41-US 95
 4. #8- KMPO request to create a Stand-alone Project KN 24398 Prairie Trail Underpass
 5. #9- KMPO request to amend current project KN 24398 Prairie Trail Underpass RW to PC
7. **Other Business**
 - a. Local Government Transportation Program – **Status Report**
 - b. TIP Amendment #6 Request to Add U.S. 95 Interchange Project to 2024 Program-**Action Item**
 - c. KMPO 2024 Call for STBG - Large Urban Projects- **Action Item**
8. **Public Transportation (Informational Items Provided to KMPO)-Informational**

KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.

 - a. Kootenai County Transit Report – Kootenai County Public Transportation Staff
 - b. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – June 13th, 2024**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Blvd, Suite 209 Coeur d' Alene, ID 83814
1-208-930-4164 website: www.kmpo.net

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
March 14, 2024
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Graham Christensen, Chairman	East Side Highway District
Bruce Mattare, Vice Chairman	Kootenai County
Thomas Shafer	City of Hayden
Jeff Tyler	Post Falls Highway District
Phil Cooper	Worley Highway District
John Hodgkins	City of Rathdrum
Jim Kackman	Coeur d’Alene Tribe
Nathan Zeigler	City of Post Falls
Steve Adams	Lakes Highway District

Board Members Absent:

Damon Allen	Idaho Transportation Department, District 1
Dan Gookin	City of Coeur d’Alene

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Chad Ingle	Citylink - Kootenai County
Kevin Jump	City of Rathdrum
Rob Palus	City of Post Falls
Angela Comstock	JUB
Michael Lenz	Post Falls Highway District
Laura Winter	Ruen Yeager
Angela Sieverding	East Side Highway District
Kevin Jump	City of Rathdrum
Bill Brizee	Citizen
Jeff Caulder	Citizen

1. **Call to Order** – Graham Christensen, Chair
The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:30 p.m.
2. **Changes to the Agenda and Declarations of Conflicts of Interest**
No conflicts of interest were declared. Mr. Christensen called to approve the agenda as is, which passed unanimously.
3. **Approval of February 8th, 2024 Meeting Minutes – Action Item**
Mr. Christensen called to entertain a motion to approve the meeting minutes.

Mr. Jim Kackman moved to approve the meeting minutes from February 8th, 2024. Mr. Bruce Mattare seconded the motion, which passed unanimously.

4. Public Comments (limited to non-agenda items 3 minutes)

Bill Brizee, Kootenai County resident, presented the resolution he drafted to the Board, which would have ITD release control of traffic signal timing to local authorities in Kootenai County. He stated that he had met with various local groups and authority figures to discuss his resolution and felt he was met with positive support. Mr. Brizee stated that he would like to follow up on what it would take to create an intergovernmental agency agreement for traffic signals. In conclusion, Mr. Brizee would like to have Rathdrum, Dalton Gardens and Post Falls city councils look over his resolution, as well as the KMPO board, and collaborate to discuss this further.

Jeff Caulder [*spelling of name unknown, did not sign in to meeting*] stated he wanted to follow up on Mr. Brizee's statement about how there must be a better way to get the traffic under control and have the lights timed better to benefit the citizens of Kootenai County.

5. KCATT Recap & Recommendations – Michael Lenz, Chairman

a. Recap of Activities –February 2024

Mr. Michael Lenz, Post Falls Highway District, provided a brief highlight of what the February KCATT meeting had included. ITD reported the Pleasant View Rd./SH-53 Interchange is to go out for bid this spring; City of Coeur d'Alene has chip seals planned for Sherman Ave., Northwest Blvd. and the Riverstone area that they will try and complete outside of business hours to keep the traffic impacts to a low. City of Post Falls reported that the Spokane St. rehabilitation project is currently out for bid, and their transportation master plan update is ongoing. Mr. Lenz also reported how the KCATT members will be meeting with Ali Marienau, KMPO, to update the federal functional classification map for Kootenai County. Lastly, Mr. Lenz mentioned, on behalf of Mr. Glenn Miles, that a routing slip had been introduced in the legislature, which would move the Strategic Initiative Funds Program from ITD to LHTAC; there will more information to come on that decision.

6. Administrative Matters

a. February 2024 KMPO Expenditures – Action Item

Chairman Christensen called to entertain a motion to approve the February expenditures.

Mr. Bruce Mattare moved to approve the February 2024 KMPO Expenditures. Mr. Steve Adams seconded the motion, which passed unanimously.

b. March 2024 Financial Snapshot

Mr. Miles reported KMPO is sitting in a good position with all accounts, as the reimbursement for February was received in a timely manner. KMPO expenditures are on track, and the organization, overall, is in good standing.

c. KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment Requests

i. TIP Amendment #1 Amending six Requests by ITD and LHTAC to realign funding:

- Reduce budget to match needs, with the offset going to KN24395/24396 (other Leading Idaho projects) for key number 23607 (I 90, SH 41 TO US 95, KOOTENAI CO).
- Remove additional RW/PE funds that are not needed on the project from key number 23607 (I 90, SH 41 TO US 95, KOOTENAI CO).
- Increases costs by \$100k in State funds for additional PE for key number 22770 (SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO)
- Increases cost by \$750k for additional PE, PC, and UT, offset from the Statewide Balance: UT = \$500k PC/PE = \$250k for key number 10005 (SH 53, PLEASANT VIEW IC, KOOTENAI CO)

- Increases cost by \$800k for additional PC for design, offset from the Statewide Balance for key number 23649 (I 90B, POST FALLS BUSINESS LOOP, POST FALLS)
 - Increases \$250k PC to cover cost increases, offset from KN 19530 & 23092, for key number 22892 (STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD).
- ii. TIP Amendment #2 Amending one Project KN 19955 Funding Phase reallocation
- ITD and LHTAC are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). These Amendments modify KN 19955 (SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALLS) by adjusting the Urban Balancing Committee funding allocation of \$310,000 in PC, to PL in the amount \$10,000 and to PE in the amount of \$300,000. The funding adjustments are being provided for FY 2024.
- iii. TIP Amendment #3-Amending Project KN 19288 and KN 24306 Funding Phase reallocation and delay
- ITD and LHTAC are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The first amendment modifies KN 19288 (STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD) by decreasing phase CC and increasing CE/CL/CN for the same project. The second amendment modifies KN24306 (I 90, SH 41 TO US 95 - EAST, KOOTENAI CO) by delaying CN from FY 2024 to FY 2027. The funding adjustments are being provided for FY 2024.
- iv. TIP Amendment #4-Amending Project KN 12310 and KN 22770 Funding Phase reallocation and increase.
- ITD and LHTAC are requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The first amendment modifies KN 12310 (SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD) by reallocating obligated right of way funds from RW to Land Purchase (LP) in the amount of \$833,000 for the same project. The second amendment modifies KN22770 (SH 54, SH 41 TO QUAIL RUN COURT, KOOTENAI CO) by adding \$4,000,000 in available FY 2024 STBG-State Highway funds to the existing project CN. Funding adjustments for these projects are being provided for FY 2024.

7. Other Business

a. Local Government Transportation Program – Status Report

Mr. Miles reported that KMPO had been informed that Post Falls and Coeur d’Alene received their state and local agreements and approved them for their projects. The Post Falls project is the Spokane Street rehab project, and Coeur d’Alene’s project is to upgrade signals on Government Way from Harrison Ave. up to Prairie Ave.

b. Future Transportation Project Funding Levels

Mr. Miles reported on memo 7b of the packet, which outlined the function of KMPO in regards to facilitating funding of local projects and the coordination that occurs with other MPOs within the state. The KMPO board prioritizes projects submitted by local agencies, these projects are then added to the program, and funding is allocated for the six years (or less) that project will be in the program. The balance of projects needing funding and space to add new projects is very dependent on the amount of money available. If a project is delayed and stays on the program longer, thus absorbing more funds, this decreases the number of new projects that can be added. Mr. Miles suggested that there needs to be a way of making sure there is a plan for projects that are delayed within the program and thus absorbing funds. KMPO’s portion of Idaho funding is about \$1.6 million a year. If those funds are not obligated for the designated projects, KMPO loses those funds, and they go back to ITD for statewide funding. When this happens, it makes it impossible to get projects back into the program. Mr. Miles urged the Board to make sure that local agencies are paying attention to things that may be off track on a project and figure out what can be done to get it back on track. Mr. Miles asked the Board for comments or questions. Mr. Steve Adams, Lakes Highway District, asked if Mr. Miles suggestion for keeping local agencies accountable for project lag time would be made into a policy. Mr. Jeff Tyler, Post Falls Highway District, asked if this discussion would go to KCATT; Mr. Miles responded that any new policy will go to KCATT for input and then come back before the board for adoption. Chair Christensen asked if other MPOs around the state are doing the same in terms of creating a policy; Mr. Miles responded that, yes, the other MPOs are working on it, as well.

Some discussion occurred over the process of funding around the state with other MPO's and the various collaborations that happens.

8. Public Transportation (Informational Items Provided to KMPO)

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a. Kootenai County Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle, Kootenai County Public Transportation, reported that ridership was up 7% from this month last year. Paratransit was down 15% year over last year for the month, but up 16% for the fiscal year. Mr. Ingle reported that they are currently working on disposition of buses (three paratransit buses are to be sold; one to be donated to veteran's services, per their Board's recommendation). They are also working on their Program of Projects (POP), with the fiscal year 2024 apportionments from FTA. The POP will go before the Board of County Commissioners (BOCC), followed by a public hearing, which will be a noticed in the paper. Once that is completed, the POP will be added into KMPO's TIP and the STIP. Mr. Ingle reported that they have finished their Drug and Alcohol Management information update ahead of time. Now, they are focused on their triannual review visit on April 17th. They are also updating their Public Transportation agency safety plan, which will also go before the BOCC for approval. Lastly, Mr. Ingle noted they are working on updating their transit asset management plan; once completed, it will be provided to KMPO and ITD.

b. Coeur d'Alene Tribe Rural Transit Report

Mr. Ingle also reported on behalf of Mr. Alan Eirls and the Coeur d'Alene Tribe. He stated that the Tribe is working on Requests for Proposals (RFP) for the purchase of buses; they have completed their Drug and Alcohol Management reporting, as well. Mr. Tyler asked if Mr. Ingle had any insight into why there has been an increase in ridership this year. His response was that people are out and about more in the community, particularly with Citylink south.

9. Director's Report (written report included in Board packet)

Mr. Miles reported that the MOU between ITD and KMPO is on a FHWA-imposed completion deadline of July 30th. Mr. Miles also provided an update on the INRIX data, which is back up and running online and is being added to the KMPO website on a daily and weekly report basis. KMPO has 41 licensed corridors that INRIX provides data on. Mr. Miles gave a review of the performance on these main corridors. He pointed out how, on an individual level, most of the intersections' performance looks decent; however, it's the bigger picture, looking at the whole corridor's level of service, which reflects people having to wait on lights, leading to backups and accidents happening, due to human behaviors (running lights, hanging out in intersections to turn, speeding etc.). He reminded the Board that these reports are all available and can be reviewed in-depth on the KMPO website. There was some discussion around seasonal influxes of traffic and how roads are designed with 20-year plans/visions in mind. Mr. Tyler and Mr. Miles discussed the new light at Hanley Ave./Poleline Ave. and Huetter Rd. and how data from that newly added light should be available soon to show the impact it has had on the flow of traffic on Poleline Ave.

10. Board Member Comments

- Mr. Jeff Tyler, Post Falls Highway District, commented that he would like to see more discussion about the suggestions Mr. Brizee had about traffic signal timing. He is in support of this being added to a future

KMPO agenda for discussion. He also reported that the Idaho Association of Highway Districts had elected Graham Christensen as their chairman in February 2024. The IAHD also made an update to their highway standards to reduce regulations in order to make improvements on private roads that have an unmaintained right of way. Mr. Tyler also noted that he had helped draft Bill 1320, which would change code 40-202, section 3 to allow work to be done in a 24-month window on private road ways without the highway district having to maintain the road indefinitely.

- Mr. Tom Shafer, City of Hayden, asked about the state’s intentions with the Huetter Bypass. Mr. Miles said that the Bypass is in the 20-year transportation plan that was adopted in 2009, and each version since then. It is also included on the Federal Functional classification system as a National Highway System route and future highway system route. ITD set aside \$4 million to begin environmental efforts for the corridor, and they are currently working on the Rathdrum Prairie Planning & Environmental Linkages (PEL) study to understand the impacts of the bypass, as well as additional needs across the prairie. In short, it is still in the 20-year plan and things are still in the works to complete the environmental clearance before it’s able to be funded for construction.
- Mr. Phil Cooper, Worley Highway District, expressed interest in hearing a discussion on Mr. Brizee’s draft resolution.
- Mr. Steve Adams, Lakes Highway District, expressed interest in hearing a discussion on Mr. Brizee’s draft resolution.
- Chair Christensen, East Side Highway District, commented that what Mr. Brizee was suggesting sounds like a traffic management center, without the center. He also wanted to point out the limit of authority that the KMPO board has in making these kinds of decisions and that he felt it would be important to get ITD’s perspective on this via a discussion with board member Damon Allen before adding an item to a board meeting agenda.
- Mr. Jim Kackman, Coeur d’Alene Tribe, reiterated chairman Christensen’s perspective about the limits of the KMPO board on signal timing issues and how it seems like a proposal to divide up the traffic signal synchronization from one entity, ITD, to each jurisdiction and how that seems like more moving pieces to coordinate effectively.

11. Next Meeting – April 11th, 2024

Chairman Christensen motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board, and with no objections, the meeting was adjourned at 2:30 p.m.

Signature on File

Recording Secretary



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

March, 2024

As of this date **May 9, 2024** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **March, 2024** included in the following list, in the amount of **\$ 38,202.69**

Chair: _____

Kootenai Metropolitan Planning Organization						10:50 AM
Monthly Expense Report						04/30/2024
March 2024						
Type	Num	Date	Name	Memo	Paid Amount	
Check	ACH	03/01/2024	Unum	Unum Insurance Group STD, Life ADD	222.33	
Check	ACH	03/04/2024	Vision Service Plan	March 2024 Premium	34.73	
Liability Check	ACH	03/04/2024	Delta Dental	Delta Dental March 2024 Premium	125.27	
Liability Check	ACH	03/04/2024	Idaho State Tax Commission	February 2024 Idaho Withholding	1,019.00	
Check	Debit Card	03/04/2024	Best Buy Store	Sony Video Camera and Supplies	802.36	
Check	Debit Card	03/04/2024	Rackspace Inc	Rackspace Email and Archive Hosting March 2024	61.32	
Liability Check	ACH	03/04/2024	Regence Blue Shield of Idaho	March 2024 Premium	3,115.06	
Check	Debit Card	03/07/2024	Adobe Store North America	Adobe 3 Licenses March 2024	71.97	
Liability Check	E-pay	03/11/2024	United States Treasury	Federal Payroll Withholding	2,789.02	
Check	3599	03/12/2024	Alexandria M Marienau	AMM ITD Planners Summit 3/6-3/7/2024	859.62	
Check	3600	03/12/2024	Glenn F. Miles	GFM CAGTC Annual Meeting 5/13-5/17/2024 Airfare	969.20	
Liability Check	ACH	03/13/2024	PERSI	PERSI 2/24/24 to 3/08/24 NEXEN transfers	1,965.57	
Liability Check	ACH	03/13/2024	PERSI Choice Plan	PERSI Choice 401K transfers	800.00	
Bill Pmt -Check	3601	03/13/2024	AVISTA	AVISTA March 2024 Utilities	68.86	
Bill Pmt -Check	3602	03/13/2024	Coeur d' Alene Chamber of Commerce	CdA Chamber Membership 2024	299.00	
Check	Debit Card	03/15/2024	Tillys on Seventh	Pre-board meeting	65.96	
Check	Debit Card	03/15/2024	Post Falls Chamber of Commerce	Post Falls Chamber 2024 Membership	300.00	
Check	Debit Card	03/15/2024	Staples Inc.	Staples Invoice 343317494 Printer Ink Supplies	224.61	
Check	Debit Card	03/18/2024	Zoom Video Communications	Zoom Webhosting March 2024 Invoice 248663150	15.99	
Check	Debit Card	03/19/2024	Intuit	Intuit Payroll Monthly Usage March 2024	18.00	
Check	Debit Card	03/19/2024	TDS Telecom	TDS Telecom March 2024 Billing	271.70	
Liability Check	E-pay	03/25/2024	United States Treasury	Federal Payroll Withholding	2,726.74	
Liability Check	ACH	03/27/2024	PERSI	PERSI 3/09/24 to 3/23/24 NEXEN transfers	1,960.57	
Liability Check	ACH	03/27/2024	PERSI Choice Plan	PERSI Choice 401K transfers	1,200.00	
				Subtotal March Operating Expenses	\$ 19,986.88	
				Subtotal March Salary & Wages	\$ 18,215.81	
				Total March Expenses	\$ 38,202.69	



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

April, 2024

As of this date **May 9, 2024** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **April, 2024** included in the following list, in the amount of **\$ 39,325.33**

Chair: _____

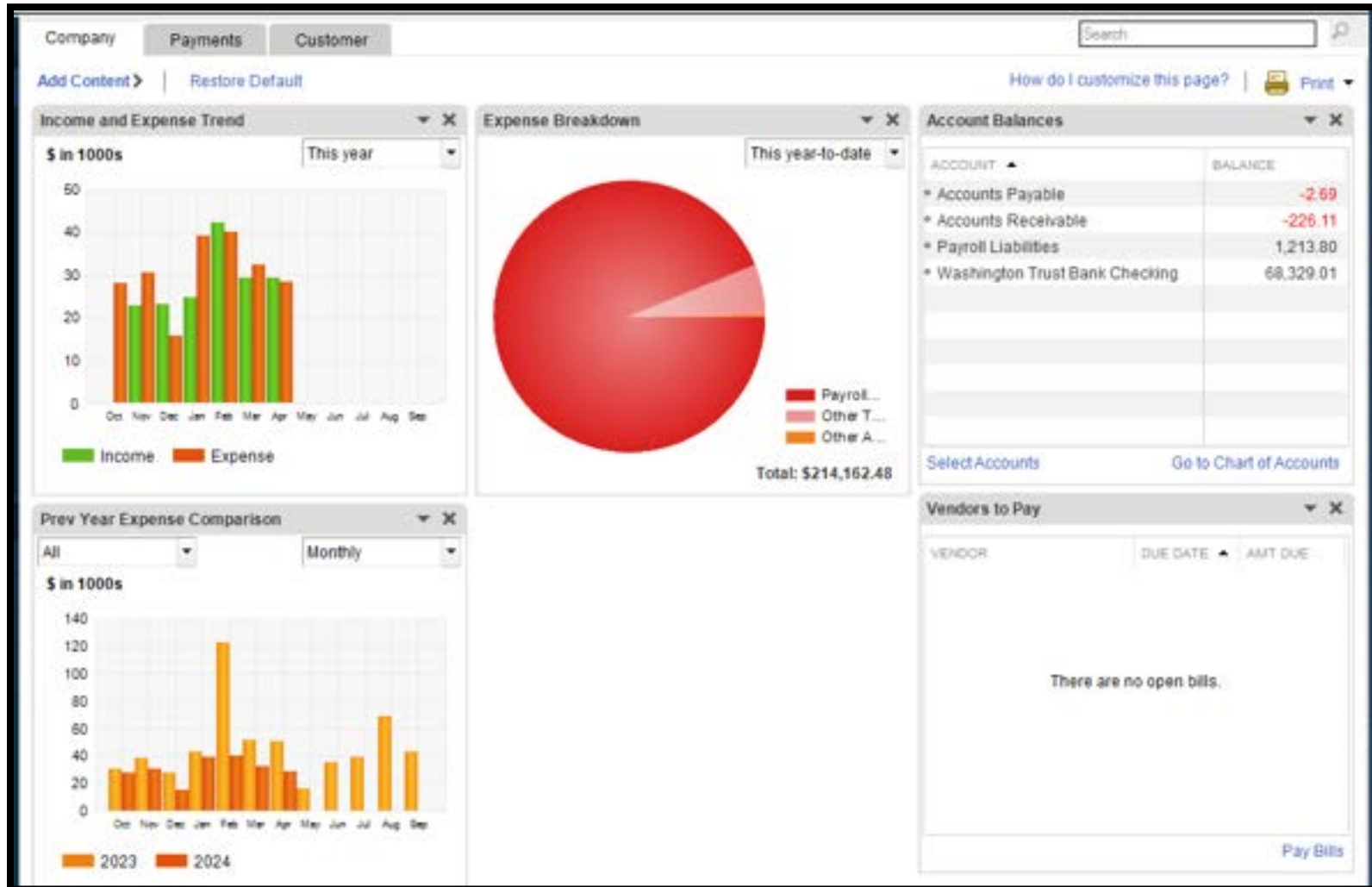
Kootenai Metropolitan Planning Organization						10:27 AM
Monthly Expense Report						04/30/2024
April 2024						
Type	Num	Date	Name	Memo	Original Amount	
Check	ACH	04/01/2024	Unum	Unum Insurance Group STD, Life ADD	222.33	
Check	Debit Card	04/01/2024	Rackspace Inc	Rackspace Email and Archive Hosting April	61.32	
Bill Pmt -Check	3608	04/02/2024	Robert A. Gilles Family Trust	CdA North Suite 209 April-June 2024	4,079.72	
Check	3609	04/02/2024	Glenn F. Miles	GFM Urban Balancing - Boise 4/3/24-4/4/24	793.24	
Liability Check	E-pay	04/05/2024	United States Treasury	27-0061680 QB Tracking # -1097001890	126.00	
Liability Check	3610	04/05/2024	State of Idaho Dept of Labor	Insurance Tax & Workforce First Quarter 2	359.37	
Liability Check	ACH	04/05/2024	Idaho State Tax Commission	March 2024 Idaho Payroll Withholding	652.00	
Check	Debit Card	04/05/2024	USPS	U.S Treasury IRS First Quarter Return Cert	5.08	
Liability Check	ACH	04/08/2024	Delta Dental	Delta Dental April 2024 Premium	167.03	
Check	Debit Card	04/08/2024	Adobe Store North America	Adobe Office 3 Licenses April 2024	71.97	
Bill Pmt -Check	3611	04/09/2024	AVISTA	AVIST Utilities April 2024 Power	57.38	
Liability Check	ACH	04/09/2024	Regence Blue Shield of Idaho	April 2024 Premium	3,115.06	
Liability Check	E-pay	04/11/2024	United States Treasury	Federal Payroll Withholding	2,720.90	
Liability Check	ACH	04/11/2024	PERSI	M043 NEXEN Contribution Transfer	1,963.07	
Liability Check	ACH	04/11/2024	PERSI Choice Plan	Choice 401K Plan Contributions	1,285.00	
Check	Debit Card	04/18/2024	Intuit	Intuit Payroll Usage April 2024	18.00	
Check	Debit Card	04/18/2024	Zoom Video Communications	Zoom webinar hosting April 2024 Inv# 25322	15.99	
Check	Debit Card	04/18/2024	Staples Inc.	Staples Office Supplies	29.13	
Check	Debit Card	04/22/2024	Staples Inc.	Replacement Keyboard & mouse 48122	66.76	
Liability Check	E-pay	04/23/2024	United States Treasury	Federal Payroll Withholding	2,689.66	
Liability Check	ACH	04/25/2024	PERSI Choice Plan	Choice 401K Plan Contributions	1,285.00	
Liability Check	ACH	04/25/2024	PERSI	M043 NEXEN Contribution Transfer	1,941.79	
Check	Debit Card	04/26/2024	PC Matic LLC	PC- Matic Renewal 2024	30.00	
Check	ACH	04/26/2024	Vision Service Plan	VSP Premium May 2024	34.73	
				Subtotal Operating Expenses	\$ 21,790.53	
				Subtotal Salaries and Wages	\$ 17,534.80	
				Total April 2024 Expenditures	\$ 39,325.33	



Kootenai Metropolitan Planning Organization

May 1, 2024

Monthly Financial Snapshot





March 19, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 5** Request by ITD to Advance Construction KN 21935 to FY 2024 and increase funding

The Idaho Transportation Department (ITD) is requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The amendment modifies KN 21935 advances construction funding to FY 2024 in the amount of \$8,667,000 and increases the overall project in the amount of \$2,643,000 by using State Bridge funds. for project CN. Funding adjustments for this project are being provided for FY 2024 action to match the detailed estimate for award of Contract No. 8877.

KMPO Amendment #5

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
Sponsor		Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL				
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO				1	CN	8,667	9,096	15,036	-	-	-	-	-	32,799	30,040	2,758
21935	MP 39.700 - 40.100	BR/APPRS, Bridge Replacement			PE			-	-	-	-	-	-	2,604	2,385	219
STATE OF IDAHO (ITD)		BR-RESTORE	IM, State Funds		RW			-	-	-	-	-	-	-	-	-

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.

The 2024-2030 Transportation Improvement Program Amendment #5 provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to the original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #5 effective March 19, 2024**



March 29, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 7** Request by ITD to modify funding source for design funds (PC) of KN 23607 to FY 2024

The Idaho Transportation Department (ITD) is requesting modifications to the recently approved 2024-2030 Transportation Improvement Program (TIP). The amendment modifies KN 23607 modifies the funding source for design funding in FY 2024 from State of Idaho, State Expansion & Congestion Mitigation \$2,000,000 to TECM Restricted Funding (Bond funds) in the amount of \$2,000,000, with no change in overall project lifetime cost in the amount of \$20,650,000. for project PC.

KMPO Amendment #7

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
Sponsor		Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL				
I 90, SH 41 TO US 95, KOOTENAI CO				1	CN	-	-	-	-	-	-	-	1,100	-	1,100	
23607	MP 7.128 - 12.040	MAJRWDN, Bridge Replacement			PE	2,000	-	-	-	-	-	-	21,300	-	21,300	
STATE OF IDAHO (ITD)		TECM	TECM (Bond)		RW	-	-	-	-	-	-	-	1,100	-	1,100	
I 90, SH 41 TO US 95, KOOTENAI CO				1	CN	1,000	-	-	-	-	-	-				
	MP 7.128 - 12.040	MAJRWDN, Bridge Replacement			PE	2,500	-	-	-	-	-	-				
STATE OF IDAHO (ITD)		LEAD-ID	STLI		RW	1,000	-	-	-	-	-	-				
Capacity and safety improvements, interstate widening, replacement of multiple bridges, interchange ramp modifications, geometric updates and associated local road improvements.																

The 2024-2030 Transportation Improvement Program Amendment #7 provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to the original programming, and ITD certifies by submission to KMPO for amendment into the current 2024 program year, that sufficient funds are available from the various program funds identified. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #7 effective March 29, 2024**



April 10, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 8 KMPO** request to add current project as a Stand-alone Project KN 24398 Prairie Trail Underpass

The Kootenai Metropolitan Planning Organization (KMPO) is requesting modification to the recently approved 2024-2030 Transportation Improvement Program (TIP). The amendment includes KN 24398 Prairie Trail Underpass of Prairie Avenue (NHS7045) by moving the underpass project from KN 23028 into its own project Key Number. There are no changes in the current design, concept, scope, or budget to the original project.

KMPO Amendment #8

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
Sponsor		Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL				
24398		Prairie Trail Underpass – Prairie Avenue @ Meyer Road		1	CN	-	1,450	-	-	-	-	-	-	1,450	1,362	108
		New Construction on Existing RW			PE	150	-	-	-	-	-	-	-	150	135	11
	STATE OF IDAHO (ITD)	Carbon	Carbon - Large Urban		RW	100	-	-	-	-	-	-	-	100	93	7
This project will construct a Pedestrian/Bike Underpass as part of Prairie Trail crossing in conjunction with the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41 KN 23028																

The 2024-2030 Transportation Improvement Program Amendment #8 provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to the original programming, and ITD has demonstrated funds are available in the current FY 2024 and FY 2025 program years. Based on the representation by ITD, the Kootenai Metropolitan Planning Organization approves **Amendment #8 effective April 10, 2024**



April 26, 2024

TO: Noah Ipaye, Senior Research Analyst

FROM: Glenn F. Miles, Executive Director

SUBJECT: 2024-2030 KMPO TIP **Amendment # 9 KMPO** request to amend current project KN 24398 Prairie Trail Underpass

The Kootenai Metropolitan Planning Organization (KMPO) is requesting modification to the recently approved 2024-2030 Transportation Improvement Program (TIP). The amendment includes KN 24398 Prairie Trail Underpass of Prairie Avenue (NHS7045) by moving the currently approved RW funds in the amount of \$100,000 to PC to cover the negotiated cost estimate and provide for contingencies during design. Due to recent developer agreements, no right of way funds will be required for this project. There are no changes in the current design, concept, scope, or budget to the original project.

KMPO Amendment #9

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
Sponsor	Program	Fund	Ph	2024	2025	2026	2027	2028	2029	2030	PREL					
Prairie Trail Underpass – Prairie Avenue @ Meyer Road			1	CN	-	1,450	-	-	-	-	-	-	1,450	1,362	108	
24398		New Construction on Existing RW		PE	250	-	-	-	-	-	-	-	250	232	18	
STATE OF IDAHO (ITD)	Carbon	Carbon - Large Urban		RW	-	-	-	-	-	-	-	-	100	93	7	

This project will construct a Pedestrian/Bike Underpass as part of Prairie Trail crossing in conjunction with the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41 KN 23028

The 2024-2030 Transportation Improvement Program Amendment #9 provides for the amendment by Administrative Modification where the does not materially change the design, concept, or scope of the original project, and conforms to approved existing plans and programs This project has been through the required and concluded public involvement processes prior to the original programming, and ITD has demonstrated funds are available in the current FY 2024 and FY 2025 program years. Based on the representations by LHTAC, the Kootenai Metropolitan Planning Organization approves **Amendment #9 effective April 26, 2024**



DATE: April 29, 2024
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director

SUBJECT: KMPO 2024-2030 Transportation Improvement Program (TIP) Amendment #6
ITD Request to add new project KN 24395 U.S. 95/I-90 Interchange Emma Street to Cherry Lane

Recommendation: The KMPO Board consider Amendment #6 to the 2024-2030 Transportation Improvement Program. While details of the project scope will be subject to change during the design and engineering phase, KMPO staff recommends Amendment #6 be approved.

Background:

This amendment to the 2024-2030 Transportation Improvement Program (TIP) and the now completed 30-day review period, covers a request by the Idaho Transportation Department (ITD) to include a new project to the FY 2024 program year. The proposed project is to reconstruct the existing U.S. 95/I-90 Interchange into a Single Point Urban Interchange. This project will replace the I 90/US 95 (Exit #12) interchange and ramps to accommodate traffic flows. US 95 will be widened from Emma Ave to Cherry Lane with associated intersection improvements.

Pursuant to Title 23, USC Section 134, A public comment period provides an opportunity for the community to review the proposed project and the use of State and Federal transportation grant funds prior to approving the programming of funding to support the project. Comments received during the public comment period are then provided to the Board as a part of their consideration of the proposed amendment.

The 30-day comment period was noticed in the Coeur d' Alene Press on March 26th and April 12, 2024 and ran between Tuesday March 26, 2024 through Friday, April 26, 2024. The notice and supporting documentation was also posted on the KMPO website. All comments had to be received by KMPO no later than Friday, April 26, 2024 through one of the following options: email kmpo@kmpo.net; mailing or delivering to KMPO, 250 Northwest Blvd. Suite 209, Coeur d' Alene ID 83814; or calling (208) 930-4164. No public comments were received during the 30-day public comment period.

The specific details of the project are provided as attachments to this memo and have been readily available on the KMPO website.

Attachments:

**Kootenai Metropolitan Planning Organization (KMPO)
2024-2030 Transportation Improvement Program
Amendment #6 Notice of Public Comment
Idaho Transportation Department Request to Add New Project**

US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI COUNTY

KMPO
2024-2030

Transportation Improvement Program
Proposed Amendment #6
ITD Request to Add

Key Number 24395, US 95 Interchange, Emma Avenue to Cherry Lane, Kootenai County
Notice of Availability and 30-day Public Comment Period

A copy of the Kootenai Metropolitan Planning Organization's (KMPO) proposed Amendment #6 to the 2024-2030 Transportation Improvement Program (TIP) is now available for a 30-day public review and comment period. The TIP is a multi-year funding program document that lists regionally significant federally and non-federally funded transportation improvements proposed by local jurisdictions, highway districts, Kootenai County, or Idaho Transportation Department during the next six years. This amendment and review period covers a request by the Idaho Transportation Department (ITD) to include a new project to the program, which would reconstruct the existing U.S. 95/I-90 Interchange. This project will replace the I 90/US 95 (Exit #12) interchange and ramps to accommodate traffic flows. US 95 will be widened from Emma Ave to Cherry Lane with associated intersection improvements.

To view or download proposed Amendment #6, go to www.kmpo.net or call KMPO at (208) 930-4164 for a copy. The comment period is from Tuesday March 26, 2024 through Friday, April 26, 2024. All comments must be received by KMPO no later than Friday April 26, 2024 through one of the following options: email kmpo@kmpo.net; mailing or delivering to KMPO, 250 Northwest Blvd. Suite 209, Coeur d'Alene ID 83814; or calling (208) 930-4164. The public comment period provides an opportunity for the community to review the proposed project and the use of State and Federal transportation grant funds prior to approving the programming of funding to support the project. Comments received during the public comment period will be provided to the Kootenai County Area Transportation Team (KCATT) and KMPO Board as a part of their consideration of the proposed amendment.

The KMPO Board will be considering an Action Item to approve the 2024-2030 Transportation Improvement Program Amendment #6, on Thursday June 13, 2024 at their regular Board meeting, located at 408 N. Spokane Street, Post Falls, ID starting at 1:30 p.m. in the City of Post Falls City Council Chambers.

For special accommodation/translation services, citizens need to contact KMPO 48 hours in advance of the meeting. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O.100.259) and the Americans With Disabilities Act, as amended.

Publish, March 26, 2024, and April 12, 2024



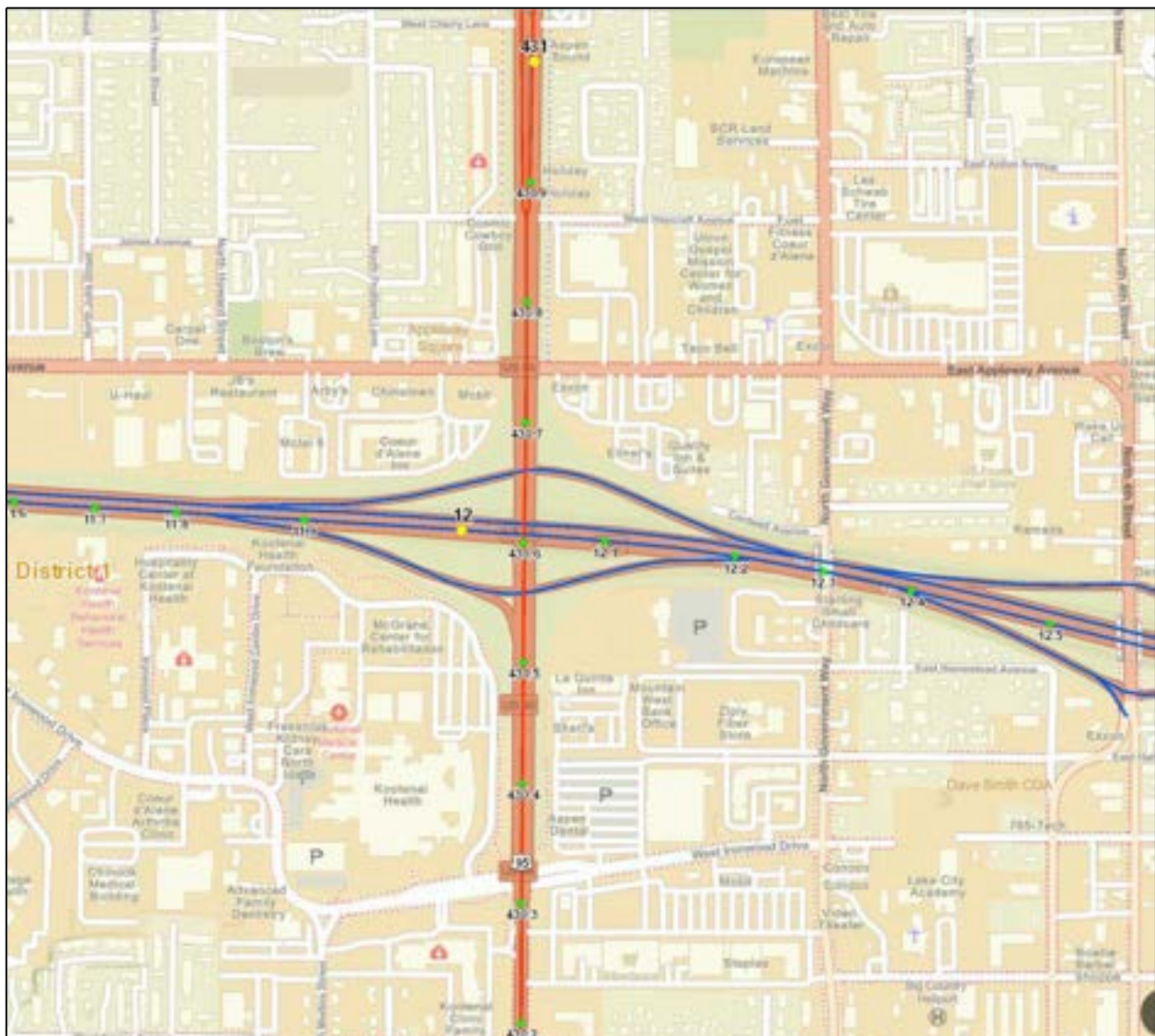
**Kootenai Metropolitan Planning Organization (KMPO)
2024-2030 Transportation Improvement Program
Amendment #6 Vicinity Map
Idaho Transportation Department Request to Add New Project**

US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI COUNTY

US-95 Interchange Vicinity Map (KN 24395)

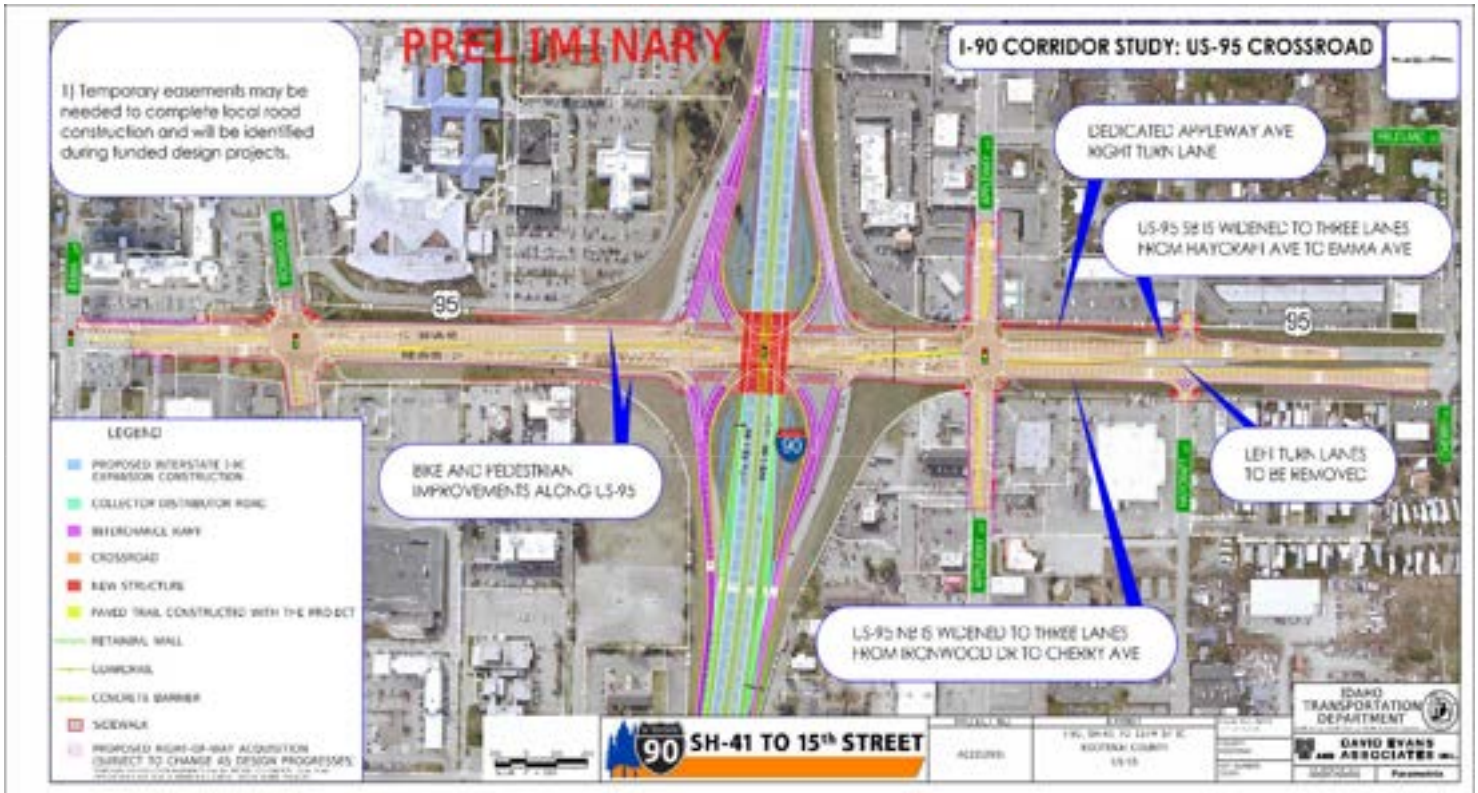
Project Limits

- I-90: MP 11.69 to 12.3
- US-95: MP 430.181 to 431.032



**Kootenai Metropolitan Planning Organization (KMPO)
2024-2030 Transportation Improvement Program
Amendment #6 Conceptual Design
Idaho Transportation Department Request to Add New Project**

US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI COUNTY



Scope of Work. This project will complete the design to replace the existing standard diamond I-90/US-95 Interchange (IC #12) as a Single Point Urban Interchange (SPUI). Work to include widening interchange ramps and extending three lanes in both directions on I-90 from US-95 to 4th Street. US-95 will be widened from Emma Ave to Cherry Lane and include bicycle/pedestrian facility improvements.

Right-of-way. Right of Way will be purchased as part of the project.

Environmental Status. The original environmental document is being completed. ITD anticipates a fall 2024 approval. ITD has scoped into the US-95 design project, the need to complete re-evaluations at the start of right-of-way purchase and then again before advertisement.



**Kootenai Metropolitan Planning Organization (KMPO)
2024-2030 Transportation Improvement Program
Amendment #6 Draft Project Budget by Phase
Idaho Transportation Department Request to Add New Project**

US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI COUNTY

Key #	Route	Project Name *	Program Year	Project Status	Mode	District	MPO	Total Cost
24295	190	US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	2026	Development	Standalone	1	KMPO	96,880,000.00

Summary					Phases			
Program Name	Eligible Source	Active	Current Schedule	Total Obligated	Phase	Scheduled	Obligated	Expended
Early Development(148)	State Expansion & Congestion Mitigation	<input type="checkbox"/>		-	PE	250,000.00	-	-
Leading Idaho(155)	State Leading Idaho	<input type="checkbox"/>		-	PC	10,000,000.00	-	-
					RW	250,000.00	-	-
					LP	7,000,000.00	-	-
					UT	-	-	-
					CE	250,000.00	-	-
					CC	-4,180,000.00	-	-
					CN	75,000,000.00	-	-
					PL	-	-	-
					CL	-	-	-
					Total	96,880,000.00	-	-

Scheduled Cost											
Year	PE	PC	RW	LP	UT	CE	CC	CN	PL	CL	Total
2024	250,000.00	10,000,000.00	-	-	-	-	-	-	-	-	10,250,000.00
2025	-	-	250,000.00	7,000,000.00	-	-	-	-	-	-	7,250,000.00
2026	-	-	-	-	-	50,000.00	500,000.00	15,000,000.00	-	-	15,550,000.00
2027	-	-	-	-	-	100,000.00	1,800,000.00	30,000,000.00	-	-	31,900,000.00
2028	-	-	-	-	-	100,000.00	1,800,000.00	30,000,000.00	-	-	31,900,000.00

Phases:

- PE - preliminary engineering by state and/or consultant forces (PE, PC)
- RW - Right-Of-Way acquisition (RW=Right of Way, LP=Land Purchase)
- CN - Construction, utilities, construction engineering, purchases (UT, CE, CC, CN)

Schedule:

- Engineering – 2024
- RW – 2025
- Construction – 2026-2028



**Kootenai Metropolitan Planning Organization (KMPO)
2024-2030 Transportation Improvement Program
Amendment #6 Data Sheet
Idaho Transportation Department Request to Add New Project**

US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI COUNTY

PROJECT NAME	US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	
PROGRAM YEAR	2026	
KEY #	24395	
TEMP. KEY # DATE	TBD	
GROUPED PROJECT	No	
FHWA OVERSIGHT	Delegated	
CONTRACT TYPE	Design-Bid-Build	
DISTRICT	District 1	
AGREEMENT SPONSOR	STATE OF IDAHO (ITD)	
MAJOR PROGRAM	State Funded Program	
GENERAL - LOCATION tab		
TYPE	Hwy-Standard	
MPO	KMPO	
SEGMENT	001540	001660
BEGINNING MILEPOST	430.181	11.700
ENDING MILEPOST	431.032	12.300
ROUTE	US 95 (Ascending & Descending) 190 (Ascending & Descending)	
GENERAL - SCOPE tab		
PROJECT DESCRIPTION	This project will replace the 190/US 95 (Exit #12) interchange and ramps to accommodate traffic flows. US 95 will be widened from Emma Ave to Cherry Lane with associated intersection improvements.	
WORK CLASS	RECONSTRUCTION/REALIGNMENT	
SUB CLASS	Interchanges	
DEFICIENCIES	No	No
BUDGET - PROGRAM DETAILS tab		
PROGRAM NAME	Early Development	Leading Idaho
FUNDING SOURCE (scheduled cost grid)	State Expansion & Congestion Mitigation	State Leading Idaho
PE		\$ 250
PL		
PC		\$ 10,000
RW		\$ 250
LP		\$ 7,000
UT		
CE	\$ 50	
	\$ 100	
	\$ 100	
CL		
CC	\$ 500	
	\$ 1,800	
	\$ 1,800	
(Contingency) Cont.		
CN	\$ 15,000	
	\$ 30,000	
	\$ 30,000	
SHARES		
(in thousands)	\$ 79,350	\$ 17,500

2024
2025
2026
2027
2028
2029
2030
PREL
Funding 100% (Group Sign)





DATE: April 29, 2024
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
Michael Lenz, KCATT Chair

SUBJECT: KMPO Call for STBG- Large Urban Projects

Recommendation: The KMPO Board consider the six recommendations on improvements to the KMPO FY 2024 STBG – Large Urban Funding Call for Projects. An action to accept all or specific recommendations is requested.

Background:

As part of the federally required transportation planning process conducted by the Kootenai Metropolitan Planning Organization (KMPO), the KMPO Board has the authority to prioritize and select regionally significant transportation projects seeking to use FHWA Surface Transportation Block Grant (STBG) Large Urban (LU) funding. These funds are authorized and appropriated by Congress as part of a five-year transportation authorization bill. The funds are allocated to the States (Idaho) using the annual Federal appropriation bill, which allocates some of these designated funds to large urbanized areas with metropolitan planning organizations (MPO's).

In the State of Idaho, the Idaho Transportation Board (ITB) has adopted a Board policy that retains some of the STBG-LU funds for ITD use within large urbanized areas, at their discretion. The remaining funds are allocated to the MPO areas based on population. The KMPO area receives approximately 1.6 million dollars per year. Given the limited amount of funds available to conduct projects on any given year, MPO's across the State of Idaho have for decades collaborated on the effective use of these funds to ensure regionally significant projects have the ability to be adequately funded. This has been accomplished by balancing these available funds over the six-year scope of the Transportation Improvement Program (TIP).

This practice of balancing funds across the needs of the six MPO areas has provided the opportunity to tackle regionally significant projects that would otherwise be beyond the scope and scale of the limited funds available each year. ITD does not allow for MPO's to carry over annual allocations. It would therefore become an annual use it or lose it dilemma. The process has been very effective at delivering much needed projects across the State.

Times Have Changed:

In the past, most projects are selected first to be placed in the Pre-Development (PD) Category. This category does not have an assigned construction year in the Transportation Improvement Program (TIP). To get into PD, a project must go through the regional MPO process for prioritization and selection by the MPO Board. Secondly, PD has a financial construction limitation of \$5,000,000 for each MPO area, so there must be "room" in PD to insert a project. Once in PD, the Urban Balancing Committee reviews what has already been programmed within the upcoming 6 years, and collectively determines (based on each MPO's available

balance) how and where to place preliminary engineering (conceptual design phase) for funding. Once the Conceptual Design is completed, the project is once again brought before the Urban Balancing Committee for inclusion of additional steps in the project development process (PE, Right of Way, Construction). Once a construction year has been established in the program, the project sponsor is expected to meet that construction year. Failure to do so, depending on the circumstances, has had very large and expensive consequences to both the overall program and the agency failing to meet the delivery schedule. So, at best an agency has 6 years to deliver a project once it is moved out of PD.

Historically, the Urban Balancing Committee (UBC) has been very effective assisting local agencies by adjusting project schedules to accommodate unexpected challenges that come with most projects. Some projects can be delayed, when other projects in the program are ready to go and can take their place. This keeps the 6-year program balanced.

Unfortunately, in several cases, project delays have resulted in higher than anticipated costs, often far above inflation, which is factored into each project annually. The consequences of delay are multifaceted:

1. The additional costs associated with the delayed and/or inadequately funded project in the construction year, often cannot be addressed by simply advancing a project into it place. More funds are still needed
2. There are additional costs associated with other projects being delayed to address underfunded projects
3. The inability to advance any projects in Project Development that have completed Conceptual design
4. The impact to an MPO's "balance" therefore, the inability to advance projects already programmed.

Over the past 10 years, and especially the most recent 5 years, costs in Kootenai County (and in other parts of the State) related to engineering, right of way and construction have stripped the buying power from the limited funding provided by Congress and ITD to support these projects. With some projects programmed in 2012 through 2018, the ability for the Urban Balancing Committee to absorb the cost increases has become untenable and threatens the entire program. The ability for KMPO to maintain a balance for future projects already programmed for 2025 construction and beyond becomes ever more challenging.

Another factor impacting the availability of funds, is the recent creation of the metropolitan planning organization in Twin Falls, which became a requirement from the 2020 Census. The Twin Falls MPO has now been officially created and they too, rightfully desire to program STBG LU projects with their piece of the pie. There were no additional funds provided to the Large Urban Program as a result of the creation of the Twin Falls MPO.

Recommendations For Consideration:

As KMPO embarks on the next call for projects using STBG- Large Urban funding, KCATT and KMPO staff recommend establishment of some financial side boards for projects and by providing local jurisdictions and agencies an opportunity to scale their requests in a way that accomplishes regionally significant objectives.

KMPO Board Packet Agenda Item

Item 7c

Recommendations for the KMPO Board to consider:

1. **Project Cost.** The project needs to identify both the current cost estimate for Design, Right of Way, and Construction as well as the Federally required estimate for Year of Expenditure. This could provide an opportunity to assess the financial risk of price escalation as well as the ability to secure funding on the way to construction, rather than attempting to find funds on the year of construction.
2. **Logical Termini of a Project.** Consider ability to collaborate with other cities and agencies on projects crossing boundaries, so projects can have logical termini, both in its entirety, or if it subsequently needs to be phased.
3. **Recognition of Local Financial Risk.** Recognize before submitting a project application, that if successful, a State and Local Agreement will be required before the project can start. That State and Local Agreement (SLA) currently has language that clearly states all cost over-runs or change orders are the financial responsibility of the local agency. A clear understanding of the associated project risk should be understood and acknowledged.
4. **Limitation of Federal Funds.** KMPO and the Urban Balancing Committee want local projects to be successful. It should be understood that total project cost increases, funded by the Urban Balancing Committee, that are above ITD's annual inflation (2%) will be capped at 115% of the estimated Year of Expenditure estimate, not to exceed \$3,200,000 (That would be equivalent to KMPO's allocation for two years).
5. **Requirement for Timely Performance.** Failure to perform the project in a timely manner as exhibited in the project application, would make the project subject to cancellation if its not past the environmental phase, and at the expense of the sponsor for increased costs associated with the project.
6. **Change Orders Outside the Project Scope.** Change orders brought about by decisions outside or beyond the project scope, would be the responsibility of the local entity requesting the change order and not the project.

These recommendations are for the KMPO Board to consider as part of the KMPO FY 2024 Call for Projects.

Surface Transportation Block Grant Program APPLICATION 2021-2027 URBAN Program Funds

Project Key # and Name:

Federal Functional System Route #:

Jurisdiction:

Federal Funds Requested: (maximum allowable is 93% of total project cost)

STP Urban

Funding is requested for the following (check all that apply):

Engineering Study PE RW CN

Project Category (see descriptions on last page):

New Construction Reconstruction Preservation Planning

Project Type:

Reconstruction/Rehabilitation Safety Improvements Bridge Railroad

Crossing Planning Other Describe

Has your project been selected for prior STP/STBG federal funding?

Yes No **If Yes, year?** _____

Applicant

Contact Person:

Title

Address:

Telephone:

Fax:

Email:

Project Location:

Attachments:

Provide Vicinity Map, detailed scope of work and ITD Forms 1150 and 2435

Cost Summary:

		<i>Matching Funds Summary</i>	Is right-of-way needed? <input type="checkbox"/> Yes <input type="checkbox"/> No
Federal:	\$	(maximum allowable is 93% of total project cost)	
State:	\$		Is property purchase needed? <input type="checkbox"/> Yes <input type="checkbox"/> No
Local:	\$		
Private:	\$		Estimated # of parcels/relocations: (local match required at obligation of each phase)
Total Project Cost:			

Structural Condition (15 points maximum):

Is this a new facility? Yes No **5 points**

If not, please describe the current structural condition of the existing facility. Please indicate Overall Condition Index (OCI) or other rating and list year of last inspection:

- OCI: 0 – 4 (Other 0-3) **10 Points**
- OCI: 41 – 60 (Other 4-7) **7 Points**
- OCI: 61 – 80 (Other 8-10) **2 Points**

Other rating =

Notes: Gravel to Paved Road = Other (0) Zero
Scale (i.e., 0 to 10 with 0=worst 10=best):

How will the project address any existing facility design deficiencies or improve overall system performance measures, e.g. safety, pavement condition, travel time reliability, state of good repair.

If so, please describe: **0 – 5 Points**

Capacity Issues (20 points maximum):

Provide the most current volume-to-capacity (V/C) ratio. List the source for the projected V/C ratio (KMPO model, actual counts). If available, please provide a quantitative discussion of future forecast volumes and potential capacity issues that need to be addressed with the 20 year design life of the project:

Is this on a designated truck route? **Yes** **No** If yes, % trucks: **10 Points**

V/C Ratio	With Improvements		Without Improvements	
	LOS	Points	LOS	Points
<0.60	A	5	A	0
0.61 to 0.70	B	4	B	1
0.71 to 0.80	C	3	C	2
0.81 to 0.90	D	2	D	3
0.91 to 1.00	E	1	E	4
>1.00	F	0	F	5

Current
V/C ratio **2018 Base Model:** <

Projected 2040 No-Build Model (without improvements) **0 – 5 Points**

V/C ratio: >

Projected 2040 Build Model (with improvements) **0 – 5 Points**

V/C ratio: <

Please describe how the proposed improvements address traffic volume capacity issues. If this is a new route, please provide evidence of how this will alleviate capacity issues for other facilities:

0 – 5 Points

Ability to Advance (15 points maximum):

Please describe your agency's ability to advance the project. Give status of PE, design, right-of-way, utilities and environmental permits.

- Is environmental 100% complete? **Yes** **No** **5 Points**
Is right-of-way 100% complete? **Yes** **No** **5 Points**
Is PE 100% complete? **Yes** **No** **5 Points**
Are utility agreements in place? **Yes** **No** **3 Points**
-

The project shall either demonstrate how it fits into an approved system/route plan, or how it matches facilities adjacent and connected to the proposed project (system continuity).

Does this project complete a missing or significantly deficient segment on the regionally transportation system plan? **Yes** **No** **10 Points**

If Yes, please explain:

Is this proposal a multi-jurisdictional project? **Yes** **No** **5 Points**

If Yes, please explain how and to what extent each is involved:

Does this project have public support and the support of the sponsoring jurisdiction's Council/Commission? **Yes** **No** **15 Points**

Provide the documentation or website address where the documentation can be accessed

Is the proposal identified in the MTP, local transportation plan or jurisdictions comprehensive plans?

Yes **No**

If Yes, cite the document and attach the relevant pages or website: **5 Points**

Alternative Modes/Mobility – (10 points maximum):

Projects may include connections, expansion, enhancement or construction of facilities which create modal interfaces. Indicate how this project facilitates alternative transportation modes and or improves the efficient movement of freight and goods.

Pedestrian Facilities:

0 - 2 Points

Does this project add or enhance pedestrian facilities (beyond ADA)?
If Yes, please explain:

Yes No

Bicycle Facilities:

0 - 2 Points

Does this project add or enhance bike facilities?

Yes No

Is this project on a current or proposed bike route?

Yes No

If Yes, please explain:

Does this project enhance connections to key destinations (i.e., schools, parks, retail, employment, transit)?

Yes No

If Yes, please explain:

Transit:

0 - 2 Points

Is this project on a bus route?

Yes No

If Yes, has this project has been coordinated with Citylink?
If yes, provide documentation supporting coordination

Yes No

Freight and Goods Movement:

0 – 5 Points

Does this project improve the safe and efficient movement of Freight and Goods?

Yes No

If Yes, please explain how this will be accomplished within the project.

Safety (20 points maximum):

Accidents per million vehicles

Example:

Roadway Intersection	Year	Annual Average Daily Traffic (AADT)	No. of PDOs	No. of Injuries	No. of Fatalities	Total Collisions
Example: Mullan/Cecil	2011	14,425	25	0	0	25
	2012	14,752	3	3	0	5
	2013	14,914	1	1	0	2
	Totals	14,697	29	4	0	32

Formula:

Avg. collisions / year: _____ (Total collisions: (Year 1 + Year 2 + Year 3) / 3)

Avg. collisions / million vehicles: (Avg. collisions per year / (365*AADT/1,000,000))

Primary cause(s) of collisions from police report(s): _

Specific design elements to be incorporated to address safety: _____

Rate of Collisions per million Vehicles:

Avg. collisions / year: _____ (Total collisions: (Year 1 + Year 2 + Year 3) / 3)

Avg. collisions / million vehicles: _____ (Avg. collisions per year / (365*AADT/1,000,000))

Rate of Collisions per million Vehicles = _____**Additional Requirements:**

- 1) Applying jurisdiction must provide collision history from the most recent, concurrent 3-years for each intersection within the project area that the applicant is seeking to get credit for.
- 2) The AADT only needs to be provided for 1 of the 3 years, within the 3-year period of collision history.
- 3) The applicant should provide additional sheets as necessary for each intersection that they are applying credit for those within the project area.

Existing Conditions (0-5 points):**0 – 5 Points**

Based on average rate of collisions per million vehicles

Rate / million vehicles	points
<0.5	0 pts
0.5 -0.9	1 pts
1.0 - 1.9	2 pts
2.0 – 2.9	3 pts
3.0 – 3.9	4 pts
> 3.9	5 pts

Safety Improvements (0-15 points) Maximum of 15 points:**0 – 15 Points**

Based on addressing identified safety needs:

2 points	Each “primary collision cause ” addressed by the project.
5 points	Design element improvement that addresses primary cause of collisions, with an avg. of 5 or more CPY.
5 points	Design element improvement that addresses primary cause of collisions, with an avg. annual injury occurrence of 2 or more IPY.
7 points	Design element improvement that addresses primary cause of collisions, with an avg. injury occurrence of 5 or more IPY.
10 points	Design element improvement that address primary cause of collisions, with an avg. collision occurrence of 15 or more CPY.
14 points	Design element improvement that address primary cause of collisions, with an avg. injury occurrence of 10 or more IPY.
15 points	Design element improvement that address primary cause of collisions, with an avg. annual fatality rate greater than 0.5 FPY.

Avg = Average
 CPY = Collisions per year
 IPY = Injuries per year
 FPY = Fatalities per year

Total for all sections = _____

Project Category Descriptions:

New Construction projects will include elements such as constructing a new roadway or widening the roadway to place additional lanes or turn lane, placing new sidewalks, new bike facilities or replacing existing facilities, addressing any deteriorated curbs or sidewalks, placing concrete intersections, new signals or upgrades to existing signals. Full reconstruction of the roadway is eligible as well as the addition to the roadway width while preserving the existing roadway section.

Reconstruction projects are intended to rebuild the full depth roadway section. Project includes replacing deteriorated curb and sidewalks, ADA improvements, installing or updating bike facilities, replacing asphalt intersections with concrete, updating ITS at the intersections, communication conduit, existing signal system improvements, sight distance improvements.

Preservation projects are intended to improve/preserve structural integrity of the existing roadway with no significant geometric improvements. These would include projects such as grind and overlays. It is reasonable that alternative mode improvements/preservation can occur but should be minor and less than five percent of the total cost.

Planning projects encompass transportation studies relating to infrastructure improvements including alleviating safety problems, addressing capacity issues or other enhancements.



DATE: May 1, 2024
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
SUBJECT: Director's Report

Here is a recap of KMPO's activities through May 1, 2024

WE WILL MEET AT THE CITY OF POST FALLS CITY COUNCIL CHAMBERS

Planning Activities:

2024-2030 Transportation Improvement Program (TIP): As of May 1, 2024 there have been nine amendments to the TIP. Those amendments are provided in your packet. Work has begun with ITD and the other MPO's around the State to begin development of the 2025-2031 Program.

KMPO and Idaho Transportation Department Memorandum of Understanding (MOU).

An updated working copy of the draft MOU that was withdrawn by ITD in late January has been provided to COMPASS, which covers both Ada and Canyon Counties. COMPASS has been provided for a legal review of the document on behalf of themselves and the other MPO's due to the complexity with the Federal legislation and regulations that have changes with the last transportation authorization bill. ITD requested and received an extension from the Federal Highway Administration (FHWA) on updating the MOUs with local metropolitan planning organizations. The current deadline for completing the MOU with KMPO is July 30, 2024, while COMPASS approval has a deadline of June 30th. The MOU is intended to be a uniformly applied throughout the State to streamline roles, responsibilities and expectations.

KMPO Support to Members: KMPO staff has continued to work with the City of Hayden, City of Post Falls, Post Falls Highway District and ITD to provide assistance in advancing projects. This year the City of Hayden has the Ramsey Road Extension for Wyoming to Lancaster scheduled for construction, so getting the Federal funds obligated before June will be essential. A shout out to the City of Hayden City Council for approving the additional funds to fully build the project.

KMPO is also working to ensure funds for the Prairie Trail Underpass approved last fall are obligated in the near term in order to meet the construction schedule for 2025. Post Falls Highway District has executed the State and Local Agreement with ITD/LHTAC to begin the design, with construction in 2025. KMPO is providing ongoing travel demand modeling and TIP amendments to support the Rathdrum Prairie Study and various activities associated with the I-90 widening projects.

KMPO Update of the Metropolitan Transportation Plan: This year's work program will begin the two-year process of updating the Federally required Metropolitan Transportation Plan. KMPO staff has completed the existing conditions update in coordination with ITD, local jurisdictions, highway districts and Kootenai County. Last year, the KMPO Board adopted the 2045 forecasts for employment and population. KMPO is now receiving INRIX data with weekly reports, providing actual transportation performance data. As of April 1st,

KMPO Board Packet Agenda Item

Item 9

their data stream for our areas is close to its previous levels, and is expected to be performing above previous level by April 1, 2024. KMPO received two data sets during the later part of April comparing the travel paths for April 15th of 2022 and 2024. The trip information is currently being processed for mapping.

KMPO Video of Board Meetings:

A reminder that KMPO's Board meeting will be videotaped at the May 9th meeting. Consistent with adopted Board policy, the video will be posted on the KMPO website for viewing until approval of the official board meeting minutes.

KMPO Presentations:

KMPO received several requests for presentations from local business and community groups to talk about transportation in general, or sometimes very community specific topics. In April, KMPO provided the Hayden Chamber of Commerce a presentation on upcoming projects in and around the Hayden area, as well as to Leadership Coeur d' Alene. In May, KMPO has been approached by the Post Falls Leadership Academy provide presentations to their groups as well. This is part of KMPO's outreach to the community on the role of KMPO as well as informing the public on a wide variety of transportation topics. If there are groups that you believe would be interested in having a conversation about our regional transportation system and what's going on, feel free to have them contact the KMPO Office. We would be more than happy to have either Ali or myself meet with them.

Administrative Activities:

1. The KMPO Month End Expense Reports for March and April is included in the Board packet.
2. A financial Snapshot as of May 1, 2024 is also contained in the Board packet, which includes current expenses year to date and compared to previous years.
3. The next KMPO Board meeting is scheduled for June 13, 2024