



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

KCATT MEETING AGENDA

August 27th, 2024 - 8:00 AM

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions – Michael Lenz, Chair
3. Approval of July 23rd, 2024, Meeting Minutes – **Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
 - a. 2023 Transportation System Performance- Update
7. Idaho Transportation Board Update
8. Current Business
 - a. KMPO Draft FY 25 Unified Planning Work Program- **Action Item**
 - b. KMPO Draft FY 2025-3031 Transportation Improvement Program- **Action Item**
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – September 24th, 2024
12. Adjournment

KCATT MEETING MINUTES

For

July 23rd, 2024

Idaho Transportation Department District One
 Headquarters 600 W. Prairie Avenue, Coeur d'Alene,
 Idaho 83815

1. Call to Order:

Chair Michael Lenz called the meeting to order at 8:00 a.m. and welcomed attendees.

2. Welcome / Introductions:

Michael Lenz, Chair	Post Falls Highway District
Rob Palus, Vice Chair	City of Post Falls
Chris Bosley	City of Coeur d'Alene
Kevin Jump	City of Rathdrum
Ben Weymouth	East Side Highway District
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District
Rob Beachler	Idaho Transportation Department
Michael Fuller	Bike/Ped

Absent:

Alan Soderling	City of Hayden
David Callahan	Kootenai County
Marvin Fenn	Idaho Transportation Department

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Alternates and Guests:

Terry Werner	Citizen/LHTAC
Greta Gissel	HMH Engineering
Jason Stippich	Avista
Monty Montgomery	Citizen
Donna Montgomery	Citizen
Lois Duncan	Kootenai Electric
Casey Walton	Kootenai Electric
Scott Wood	LHTAC

3. Approval of June 25th, 2024 Meeting Minutes – Action Item

Kevin Howard had an amendment to the June minutes; the participation project is for Loff's Bay Road, not Rockford Bay.

Mr. Rob Palus motioned to approve the June 2024 KCATT meeting minutes, as corrected. Mr. Eric Shanley seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes per person)

There were no public comments provided.

5. Member Project, Transit & Utility Updates

Rob Beachler, Idaho Transportation Department, reported on current ITD projects.

I-90/SH41 interchange project: utility work continuing at Mullan Ave.; ITD is working with the city of Post Falls to cut over a new water main and other various stormwater system upgrades will be done, as well. The westbound median deck was poured last weekend. The second bridge will be complete the last week of July, and the third bridge in August. Paving on the westbound part of the project is to begin in August (working east to west); the district hopes to move traffic over to eastbound lanes by October.

SH53 in Rathdrum (Latah St. to mile post 9.3): They are completing work in the westbound lane on the stormwater system and subgrade and initial lifts.

Coeur d'Alene River Bridge: both east and westbound lanes have a concrete barrier in place; I90 is down to one lane in each direction with a 14-foot restriction.

SH53/Pleasant View Interchange: the project was awarded to Scarsella Brothers, with work planned to begin after Labor Day.

I-90, Wolf Lodge to Cedars Maintenance site: the project was awarded to Central Washington Asphalt for 13 miles of work.

Avista is bringing commercial power to 4th of July Pass; this will add lights to ramps, truck parking areas and recreational access areas.

On US 95, SH 53, and I-90, ITD is completing various tree removal/brush work. In August, the district will begin some asphalt repairs, and striping/paint on US 95 will occur the last week in July thru Kootenai County/Coeur d'Alene. Kevin Howard commented on the pavement parking correction down at County Line Road that was accomplished, there's now no passing there.

Kevin Jump, City of Rathdrum, reported that their street rehab project contract was awarded to Interstate Concrete and Asphalt, with work to begin late summer. They are also looking to build a refuge island at Lancaster Road and Railway Ave. to help facilitate pedestrian crossings. The city is working on annual paving and striping.

Eric Shanley, Lakes Highway District, reported on several major subdivision projects that are building new roads off of Chilco Road and Ramsey Road. A few other neighborhoods in the area are doing improvements, as well. A chip seal is being completed on Ramsey Road, at SH 53 (north of Chilco Road), including the new work that ITD did at that intersection. Pavement markings are ongoing, and will finish up after chip sealing is completed; they will then be moving into patching work on various roads throughout the district. The Garwood operations center is ongoing; Mr. Shanley had no update on the timeline, stating it is on track to be ready in September. They have design projects underway for Old Hwy 95/UPRR bridge. Right of way acquisition is completed for the Huetter Road/Lancaster Road roundabout.

Chris Bosley, City of Coeur d'Alene, reported Sherman Ave. is finished being paved; striping is about to begin. Northwest Blvd. in the Riverstone area is finished being chip sealed; striping will begin next week. Atlas Road, Ramsey Road and Appleway Ave. are being prepped for mill and inlay. The city is still working on the RRFB project through LHTAC; at the next site, Avista moved the necessary utilities but a communication

company is not cooperating, so the city will move to a new site and will fill in sidewalks while waiting to move forward. The city has two signal projects underway. The Government Way strategic initiatives project has plans and specs done; those will be sent to ITD and then the city will get it out to bid. The Ramsey Road signal project got one proposal; it was awarded to JUB for design.

Rob Palus, City of Post Falls, reported they are done with chip sealing and are continuing striping around the city. The 12th Avenue force main project (half mile west of SH41) has had a change in plans and will now go through the 12th Ave and Cecil Road intersection; this will close that intersection for a couple of days. The city is in coordination with ITD, as this project is ancillary to their SH 41 project. The 4th Ave. and Idaho Road roundabout has opened up for traffic; punch list items are being finished and a clock tower is to be built. It's been operating well, and the city has gotten compliments on the movement through that intersection. The start of the Spokane Street project has been moved into early August to start grind, removal, and repave. The city's Transportation Master Plan update has had a small delay; city staff has been going through the population projections and the job placement to get a better understanding of the numbers, and should be back on track for a spring to early summer of 2025 completion.

Kevin Howard, Worley Highway District, reported that the Cougar Gulch Road improvement project is still moving along nicely. The Rockford Bay Road/ Loff's Bay Road project is now underway, and the Rockford Bay Road/Bellgrove Creek project is substantially completed. The Lake Creek area fish crossing project, in partnership with Coeur d'Alene Tribe, is underway; they are currently ordering materials and structures. The Loff's Bay participation project is substantially completed. The guardrail project on Greensferry Road is still ongoing and scheduled for construction next year. Mr. Howard noted that the WHD was awarded bridge funds for the Mc Avoy Bridge Replacement project (located on Mc Avoy Road in the area of Cougar Bay Nature Preserve). Annual pavement markings are ongoing, and the district's chip seals are done.

Ben Weymouth, East Side Highway District, reported they are in the middle of chip sealing 20 miles of road this year., The Yellowstone Trail FLAP grant project has a meeting this week to get it back on track. Four miles of overlay has been completed; Mr. Weymouth noted that Poe did a great job. He noted that the Canyon Bridge project will go to construction next year, and the Springston bridge project will start this fall after the environmental is completed.

Michael Lenz, Post Falls Highway District, reported that they are finishing up district-wide chip seals, with one additional section on Huetter Road at the Poleline Ave./Hanley Ave. intersection about to be completed. The Spokane Street River bridge will close intermittently during the last week of July to finish work. The Beck Road rehabilitation project was granted to Poe and is set to being in August. Mr. Lenz reported that PFHD is working with ITD on the SH 53/Pleasant View Rd. interchange project, looking to realign Prairie Ave. and Beck Road.

Chad Ingle, Kootenai County, reported that the ITD grants that were received for new buses need to go to FTA before they are finalized. They partnered with the City of Post Falls for Post Falls days; 1185 rides were provided in three days. The Coordinated Public Human Transportation Plan was awarded to the Metts Group. They will be reaching out to different areas for transportation service needs and holding meetings.

Scott Wood, LHTAC, reported that local bridge project funds were recently approved for 30 bridges; if there is money left, they will review more applications for smaller bridges and/or repairs. They are bidding once per month and trying to work through the list. LHTAC applications for Federal aid will open in September/October for rural; there will be no urban this year. LHTAC is planning a funding workshop for some time in October, and new classes will be offered this fall. He noted that the new LHTAC T2 director is Chainey Rhoades.

6. Planning and Programming Updates

2024 Federal Functional Classification Map Update– **Action Item**

Ali Marienau, KMPO, presented on the 2024 federal functional classification map update. Copies of the urban and rural maps were included in the meeting packet and were referenced during the discussion. This item was first presented at the June KCATT meeting and tabled for a decision this month in order for ITD to have more time to review. She asked KCATT for a recommendation to the board to adopt the updated map.

Mr. Chris Bosley, motioned to recommend the 2024 Federal Functional Classification Map Update to the KMPO board for adoption, Kevin Howard seconded the motion, which passed unanimously.

7. Idaho Transportation Board Update

Mr. Beachler reported that the ITD board was in town and that they are having their workshop later that day at the Best Western in Coeur d’Alene from 1:30 to 4pm; he invited all to attend. He also reported that the board’s business meeting would be held at ITD District 1 on July 24th in the EOC room at 8 am.

8. Current Business

No current business was addressed during the meeting.

9. Upcoming KMPO Board Items

Ms. Marienau will present KCATT’s recommendation to adopt the 2024 Federal Functional Classification Map to the board.

Mr. Miles mentioned that the draft Unified Planning Work Program will be presented to the board at the beginning of August and sent to members of KCATT prior to their August meeting to review. He also mentioned he would be presenting the board with the 2025-2031 Transportation Improvement Program draft.

10. Other Business

No other business was addressed during the meeting.

11. Next Meeting – August 27th, 2024

12. Adjournment

Without objection, Chair Michael Lenz adjourned the July 23th, 2024 KCATT meeting.

The meeting adjourned at 8:25 a.m.

Kate Williams *Signature on File*

Recording Secretary



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
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 Worley Highway District

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

DATE: August 20, 2024
 TO: KCATT
 FROM: Ali Marienau, Transportation Planner
 SUBJECT: 2023 Transportation System Performance – Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability

Background:

MPO's and the states are required, by law, to set targets for each of FHWA's transportation performance measures. In July 2019, the KMPO Board approved the decision to support ITD's adopted targets for pavement condition, bridge condition, travel time reliability, and freight reliability rather than adopt separate targets for Kootenai County. KMPO will continue to monitor Kootenai County's progress annually to ensure the County continues to meet the state's targets.

Overview:

ITD provided KMPO with the 2023 performance data for Kootenai County. ITD's performance targets for pavement condition and bridge condition are the same as those established in 2022; FHWA has also established national targets for these measures. The state's targets for travel time reliability and freight reliability have not changed from those set in 2017.

Pavement Condition:

Pavement condition receives a 'Good' rating if it receives a 'Good' rating for the following categories: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more of the factors. 'Fair' ratings encompass the remaining combinations. Categories are rated by the following criteria:

Rating	IRI	Cracking	Either	
			Rutting (asphalt)	Faulting (jointed concrete)
Good	< 95	< 5%	< 0.20 in.	< 0.10 in.
Fair	95-170	5 - 20% asphalt; OR 5 – 15% jointed concrete; OR 5 – 10% CRCP	0.20 – 0.40 in.	0.10 – 0.15 in.
Poor	>170	> 20% asphalt; OR > 15% jointed concrete; OR > 10% CRCP	> 0.40 in.	> 0.15 in.

Interstate and Non-Interstate NHS pavements in Kootenai County in ‘Poor’ condition met both of ITD’s performance targets in 2023, with ‘poor’ condition pavements markedly decreasing over the year. Kootenai County pavements in ‘Good’ condition increased over the year, but still do not meet ITD’s targets. The percentage of Interstate pavements in the County in ‘Good’ condition do not meet the national targets, but the percentage of ‘Poor’ condition pavements do.

	2023 ITD Targets	National Target	Kootenai County 2023	Kootenai County 2022	% Change
Interstate NHS Percent Good	≥ 35%	61.8%	23.7%	20.7%	+ 3.0%
Interstate NHS Percent Poor	≤ 4%	0.8%	0%	2.2%	- 2.2%
Non-Interstate NHS Percent Good	≥ 20%	-	12.1%	6.4%	+ 5.7%
Non-Interstate NHS Percent Poor	≤ 8%	-	0.2%	1.4%	- 1.2%

Bridge Condition:

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

The percentage of Kootenai County NHS bridges rated as ‘Good’ and ‘Poor’ condition meet both of ITD’s targets for those performance measures. The number of bridges in ‘Poor’ condition also meet the national target. Bridges with a ‘Poor’ rating include: I90 WB bridge at MP 10.9 (Prairie Trail Overpass).

	2023 ITD Targets	National Target	Kootenai County 2023	Kootenai County 2022	% Change
NHS Bridge Percent Good	≥19%	41.2%	30.9%	29.9%	+1.0%
NHS Bridge Percent Poor	≤ 3.5%	4.2%	1.5%	3.2%	-1.7%

Travel Time Reliability:

ITD used the NPMRDS (National Performance Management Research Data Set) available from FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.

Travel Time Reliability is defined by Federal highways as “the consistency or dependability of travel times from day to day or across different times of the day.” The Level of Travel Time Reliability (LOTTR) is a comparison of the 80th percentile travel time to the “normal”

(50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

Kootenai County’s current travel time reliability meets ITD’s targets. Non-Interstate reliability has increased slightly since 2022. Construction projects reduced reliability on SH-41 and SH-53.

	2023 ITD Targets	Kootenai County 2023	Kootenai County 2022	% Change
Percent of the Person-Miles Traveled that are Reliable – Interstate	≥ 90.0%	100%	100%	0%
Percent of the Person-Miles Traveled that are Reliable - Non-Interstate	≥ 70.0%	97.4%	97%	+0.4%

Freight Reliability:

Similar to the measures above, ITD, used NPMRDS dataset, as well, to calculate the Truck Travel Time Reliability (TTTR) Index. TTTR represents the 95th percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

Kootenai County’s TTTR Index decreased over 2022 and still meets ITD’s target. The reconstruction of the SH-41 has reduced the TTTR within the Post Falls area.

	2023 ITD Targets	Kootenai County 2023	Kootenai County 2022	
Interstate Truck Time Reliability	≤ 1.30	1.28	1.29	- 0.01

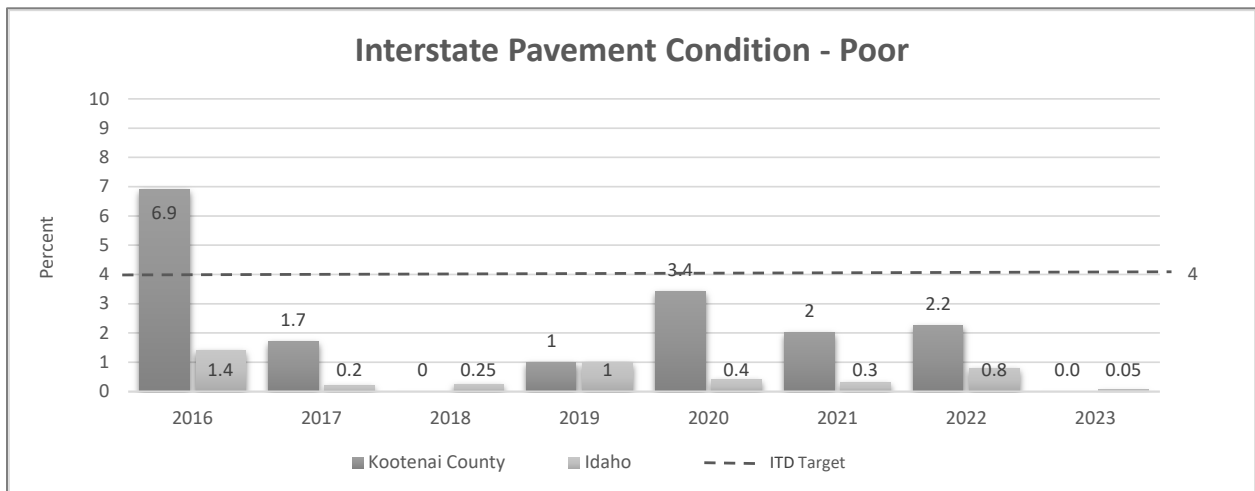
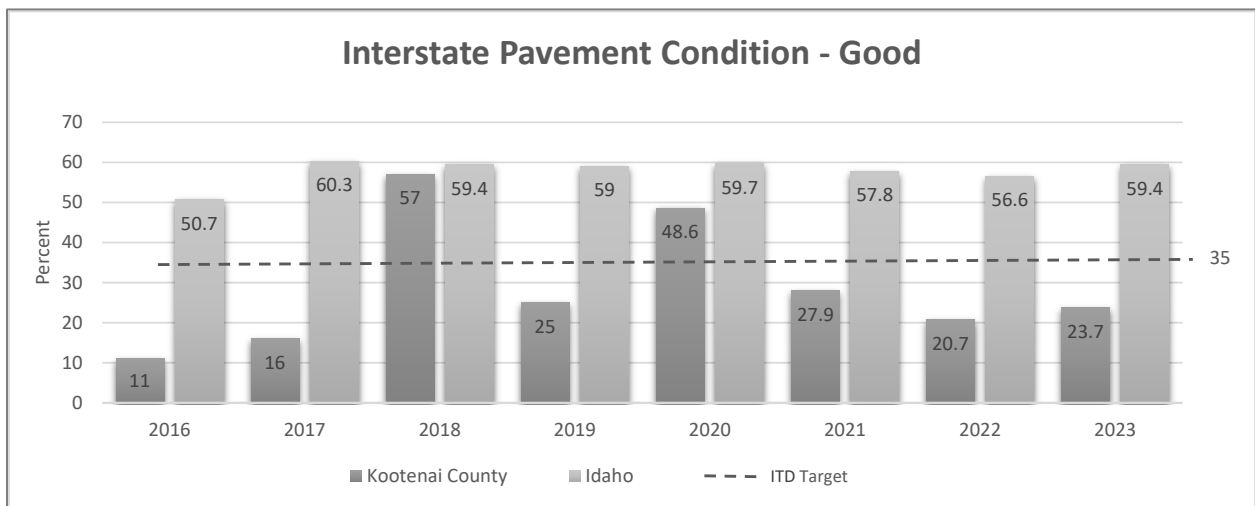
Attachments:

- A- Kootenai County 2023 Transportation Performance Data - Bridge & Pavement Condition and Travel Time & Freight Reliability 2016-2023
- B- 2023 Pavement Condition Map
- C- 2023 Bridge Condition Map
- D- 2023 Level of Travel Time Reliability Map
- E- 2023 Truck Travel Time Reliability Map

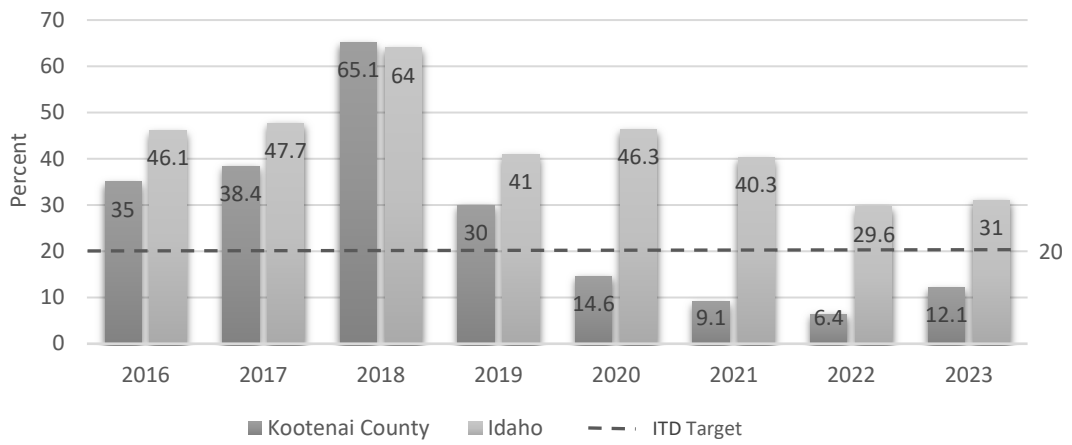
2023 Transportation Performance Data

Pavement Condition

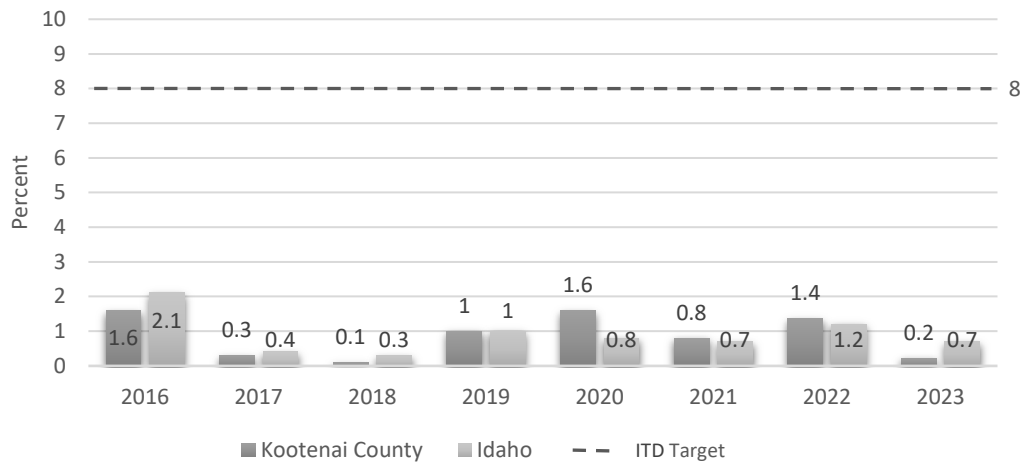
	2023 ITD Performance Targets	Kootenai County Statistics					
		2023	2022	% Change**	2021	2020	2019
Interstate NHS Percent Good	≥ 35%	23.7%	20.7%	+ 3.0%	27.9%	48.6%	25%
Interstate NHS Percent Poor	≤ 4%	0%	2.2%	- 2.2%	2.0%	3.4%	1.0%
Non-Interstate NHS Percent Good	≥ 20%	12.1%	6.4%	+ 5.7%	9.1%	14.6%	30%
Non-Interstate NHS Percent Poor	≤ 8%	0.2%	1.4%	- 1.2%	0.8%	1.6%	1.0%



Non-Interstate Pavement Condition - Good

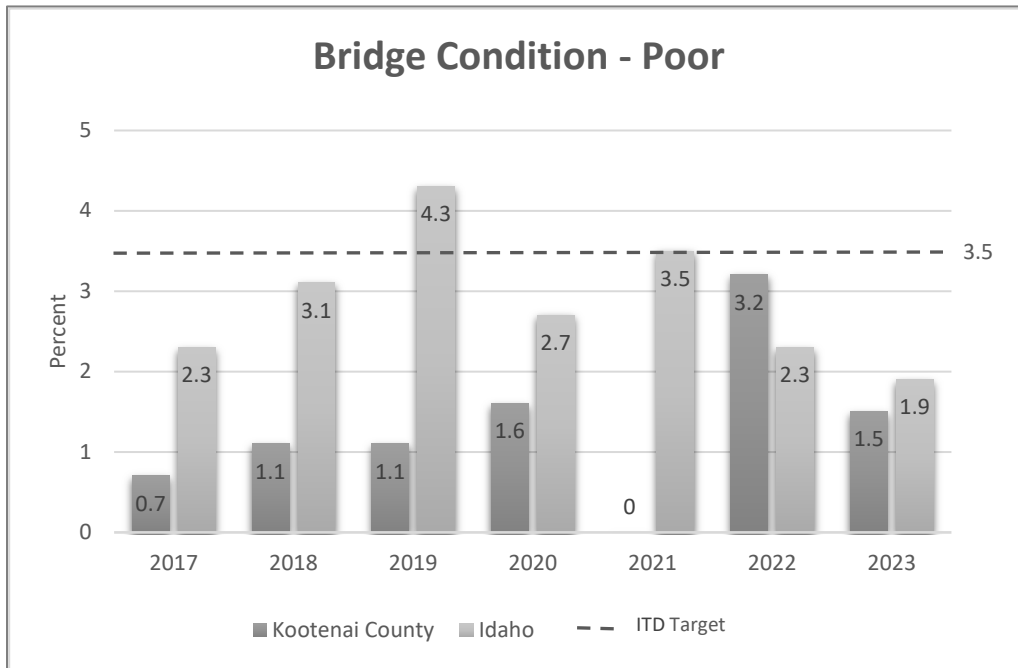
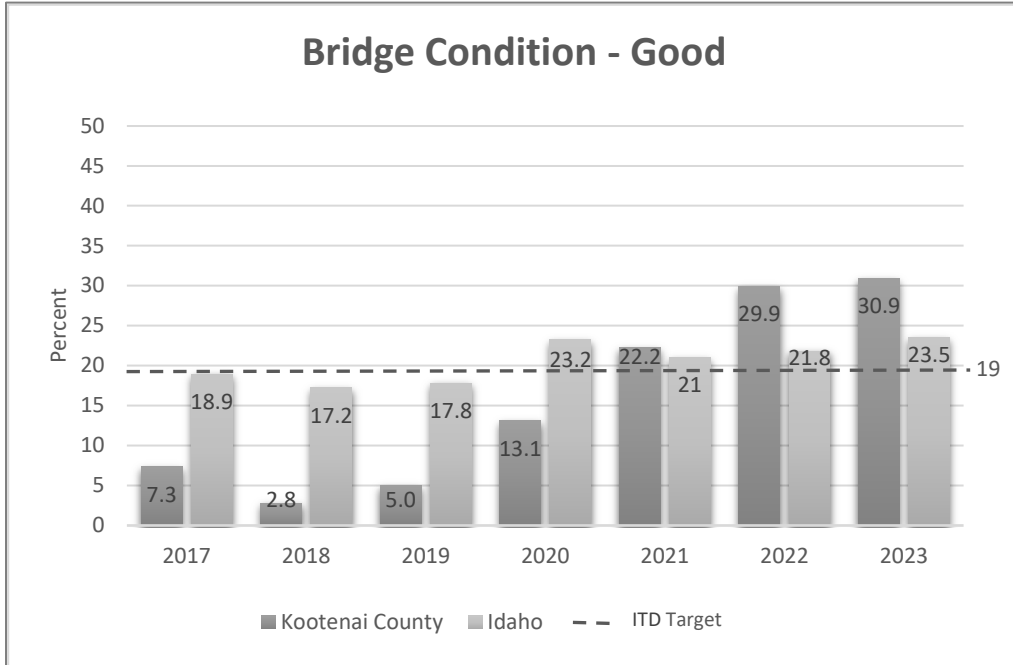


Non-Interstate Pavement Condition - Poor



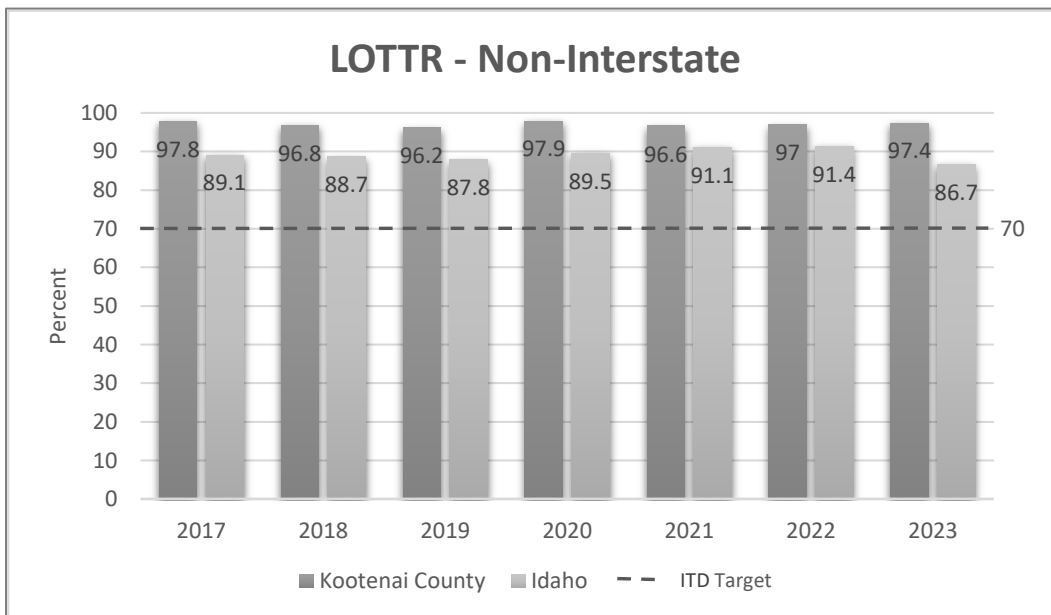
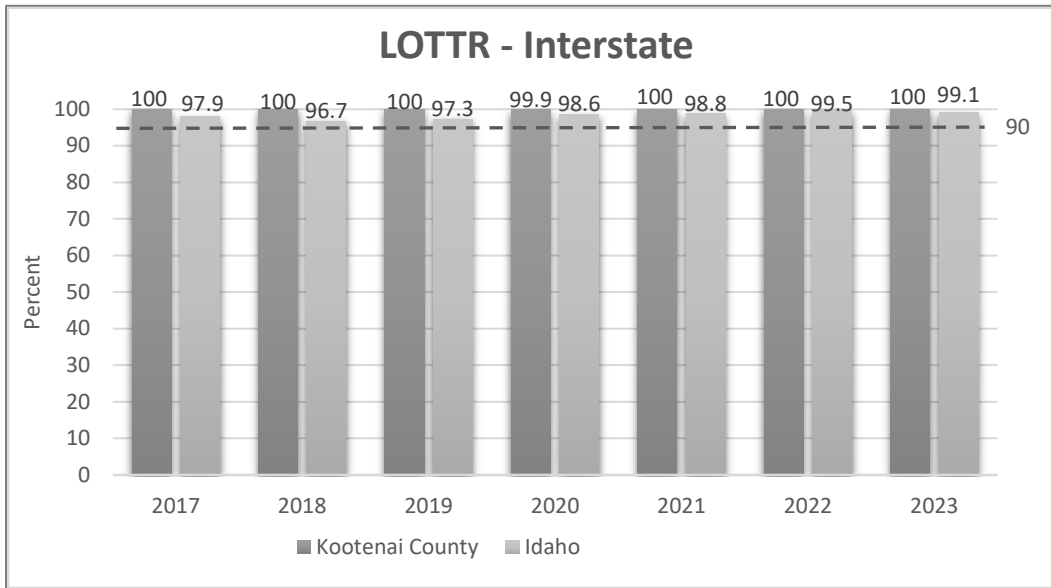
Bridge Condition

	2023 ITD Performance Targets	Kootenai County Statistics					
		2023	2022	% Change	2021	2020	2019
NHS Bridge Percent Good	≥ 19%	30.9%	29.9%	+1.0%	22.2%	13.1%	5.0%
NHS Bridge Percent Poor	≤ 3.5%	1.5%	3.2%	-1.7%	0%	1.6%	1.1%



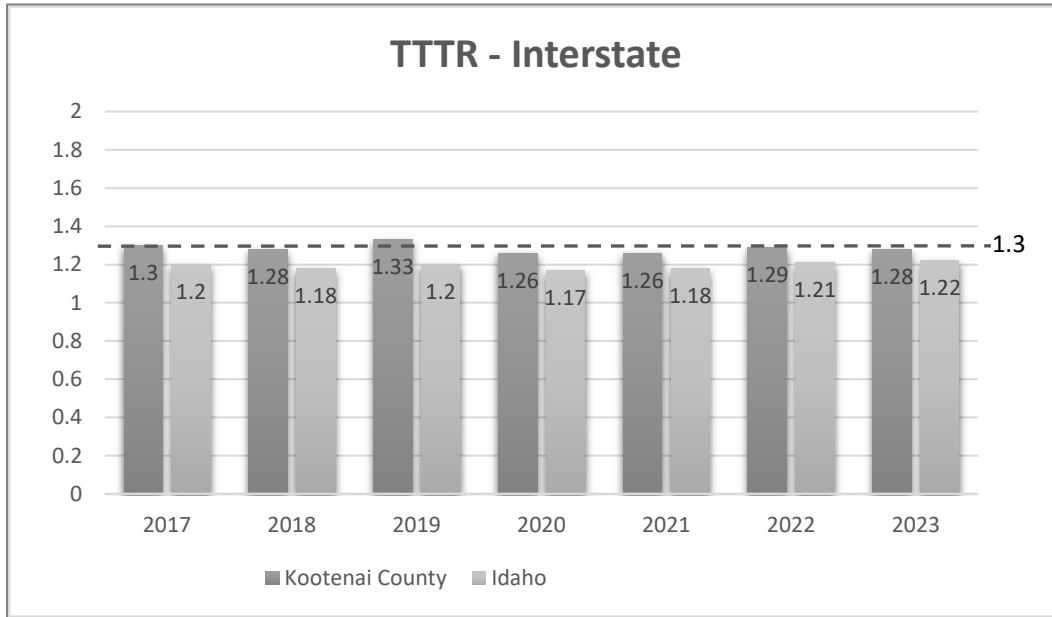
Travel Time Reliability

	2023 ITD Performance Targets	Kootenai County Statistics					
		2023	2022	% Change	2021	2020	2019
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	100%	100%	0%	100%	99.9%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	97.4%	97%	+0.4%	96.6%	97.9%	96.2%

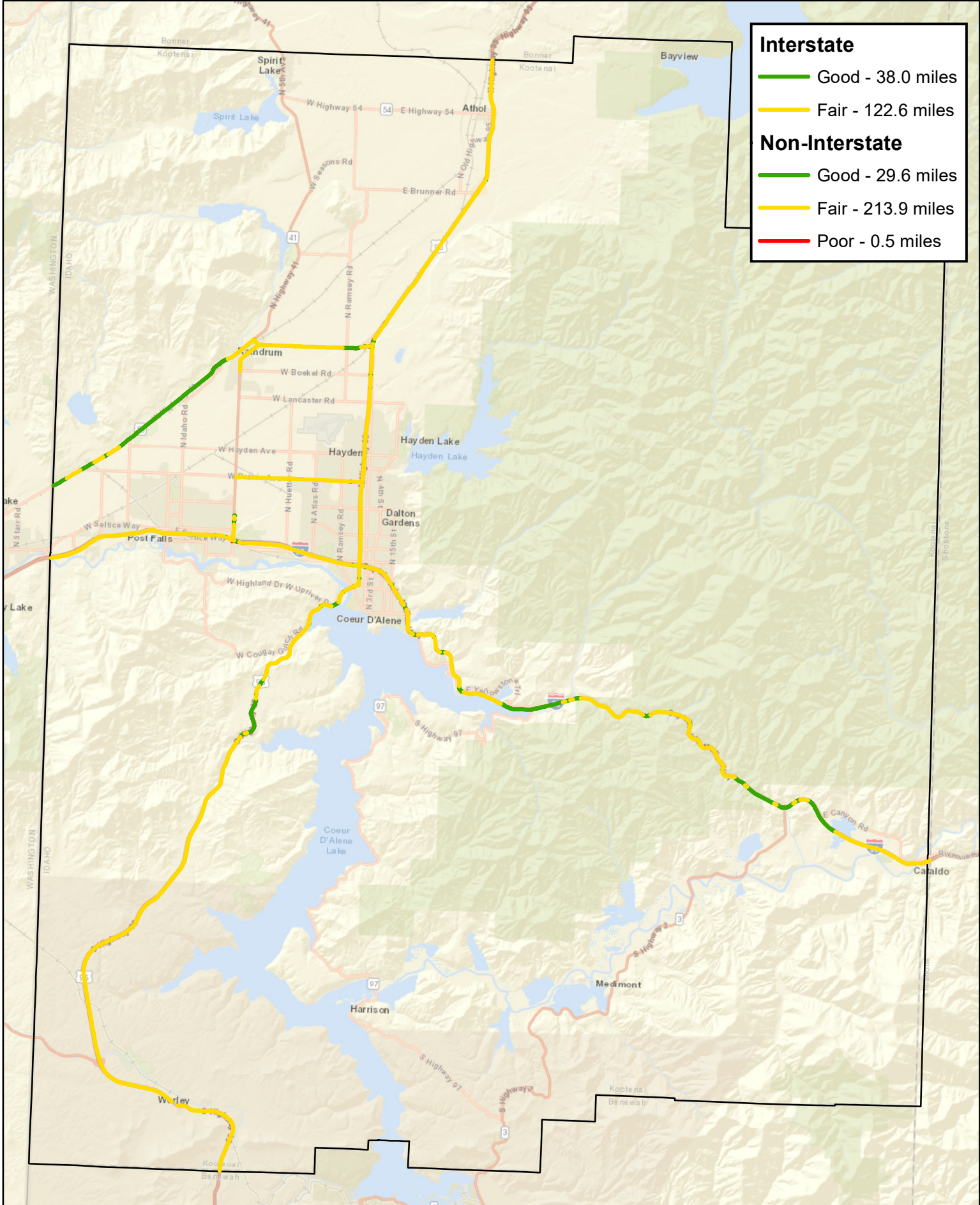


Freight Reliability

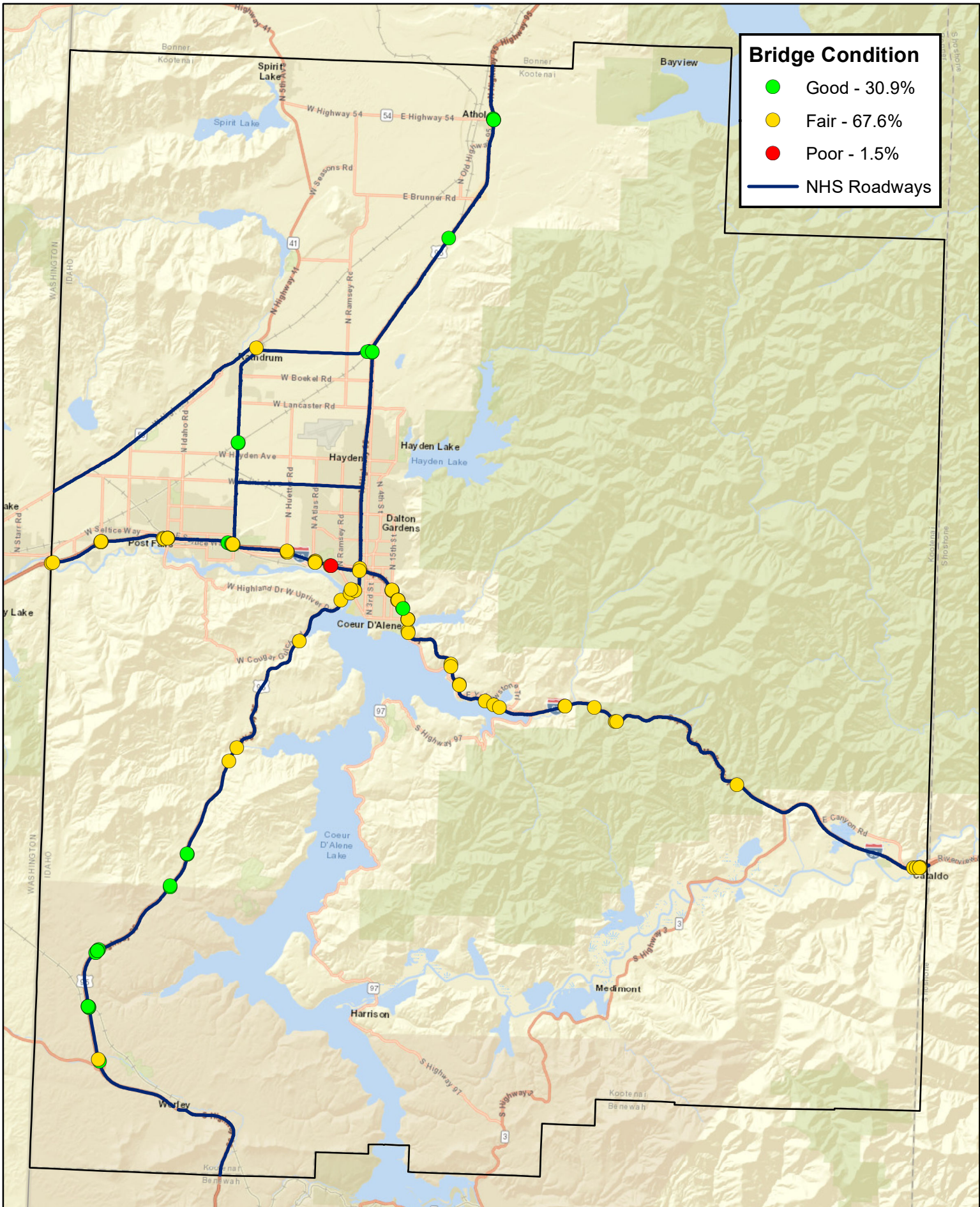
	2023 ITD Performance Targets	Kootenai County Statistics					
		2023	2022	Change	2021	2020	2019
Interstate Truck Time Reliability Index	≤ 1.30	1.28	1.29	+0.03	1.26	1.26	1.33



KMPO Pavement Condition

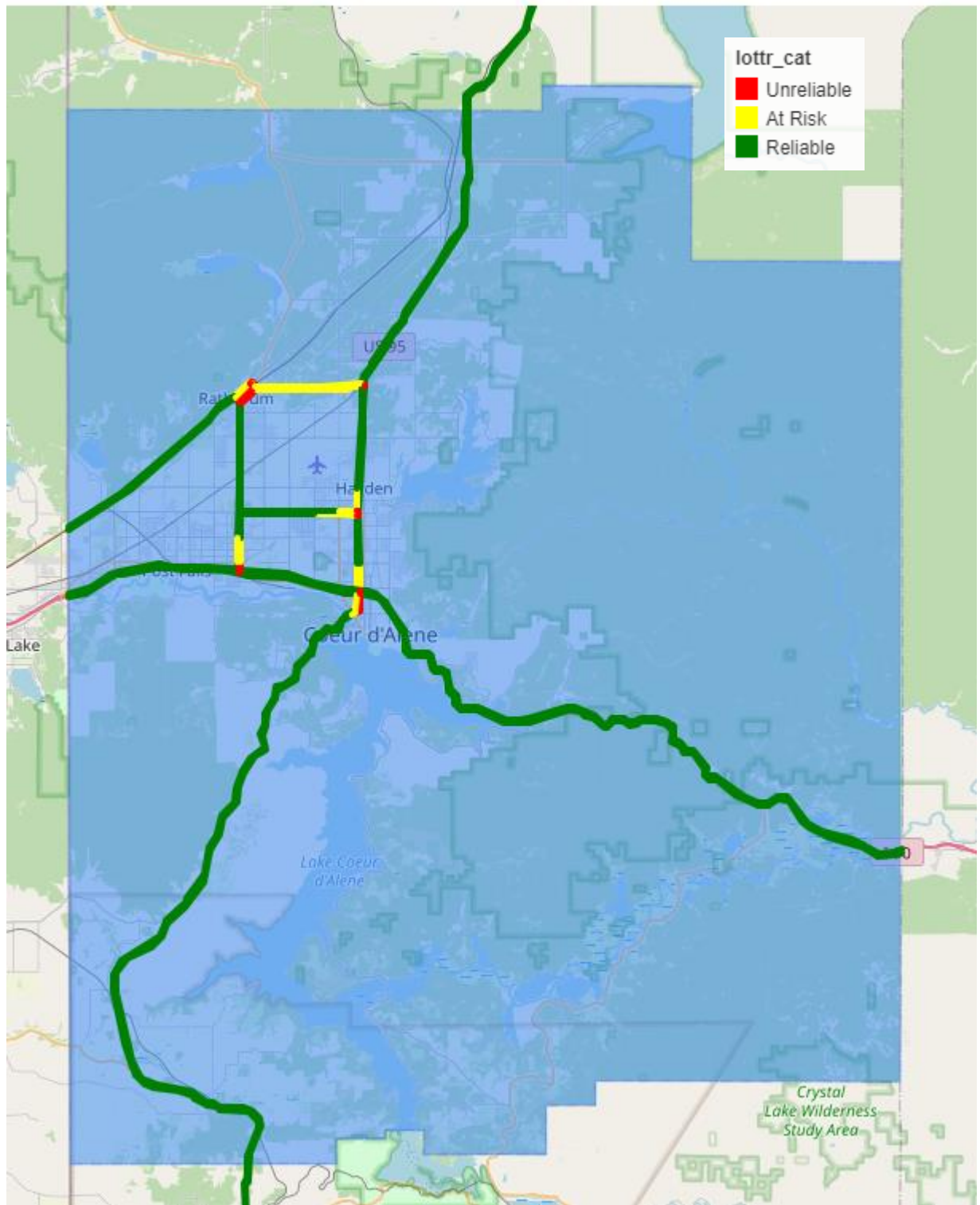


KMPO NHS Bridge Conditions



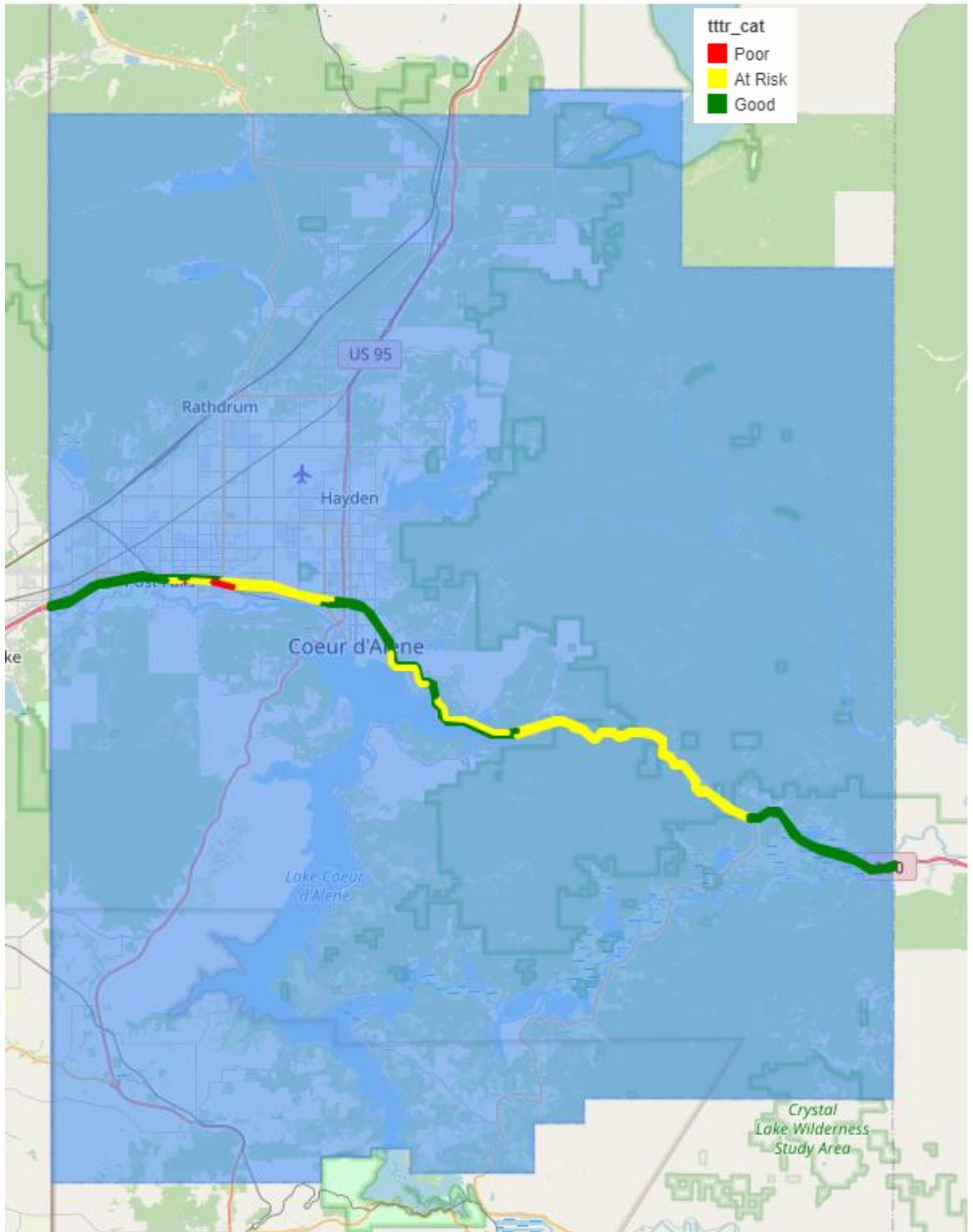
Attachment D

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
LOTTR Interstate: 100.0% LOTTR Non-Interstate: 97.4%



Attachment E

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
TTTR Weighted Average Interstate: 1.28





KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program
Fiscal Year 2025
Draft August 20, 2024



I-90 Eastbound, Post Falls, ID July 3, 2024 9:00 a.m.

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

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Purpose

Kootenai Metropolitan Planning Organization (KMPO) is responsible for conducting continuous, coordinated, and comprehensive transportation planning in Kootenai County that is consistent with Federal and State laws. KMPO's work involves regional transportation policy development, public involvement, technical studies, and project planning, programming and development.

This Unified Planning Work Program (UPWP) outlines KMPO's and Kootenai County Public Transportation's planning priorities and proposed work for fiscal year 2025, which will begin on October 1, 2024 and end on September 30, 2025.

Development Process

Development of the UPWP is intended to be a coordinated and collaborative process, which involves the KMPO staff, Kootenai County Public Transportation staff, the eleven member agencies of KMPO, and representatives from KMPO's technical advisory committee, known as KCATT. KMPO's potential planning studies, priorities and available resources are discussed throughout the year with these groups, as part of developing the annual budget, which was approved July 11, 2024 and while preparing the UPWP for FY25. Kootenai County Public Transportation planning activities are based on their development by staff and their coordination with the Kootenai County Board of County Commissioners.

KMPO Key Work Projects and Anticipated Activities

KMPO's key work product this coming year will be to complete the update of the Metropolitan Transportation Plan (MTP). KMPO, this past year, has been in partnership with the Idaho Transportation Department District 1 Office in the development of the Rathdrum Prairie Planning and Environmental Linkages (PEL) Study. This study is being used identify current and future access, safety, and mobility challenges within one of the fastest growing areas within Kootenai County. The proposed solutions developed to address these challenges, will be considered for inclusion into the Metropolitan Transportation Plan (MTP) to address the needs of the regional transportation system. This update will also enhance the MTP to address additional efforts to incorporate Safe Streets and Roads for All (SSR4A) guidelines, improve freight and goods movement efforts, and take advantage of our INRIX data to better monitor and address the impact of growth and development impacts to highway and arterial corridors and intersection performance.

KMPO will also be updating transportation performance measures by either adopting the Idaho Transportation Performance targets established by the ITD Board or locally developed performance targets.

With several key regional transportation studies still underway in FY 2025, KMPO will be providing planning and modeling support to provide consistent analysis for these efforts.

UPWP tasks identified for 2025 will allow for the continuous updating of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional

travel demand model and plans are used to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County. Additionally, UPWP tasks are established to respond to emerging regional transportation issues as they occur throughout the course of the fiscal year.

Kootenai County Public Transportation Activities (Provided by Kootenai County)

Strategic Service Plan:

Kootenai County Public Transportation embarked on an effort to develop a strategic service plan in February 2021. The process included a strong stakeholder outreach component to ensure that plan development incorporates community input. Elements of the Strategic Service Plan is anticipated to be completed in September 30, 2024. The plan effort also includes the development of a bus stop improvement plan. The goal of Kootenai County Public Transportation's Strategic Service Plan is to integrate multimodal mobility options, enabling individuals to plan and execute complete trips throughout the region. The framework for developing the plan includes public transportation partners, data, performance metrics, implementation strategies and continuous education.

Phase II of the Strategic Service Plan will include a strategic approach to network and route design, stop layout, frequency determination, vehicle scheduling, transportation planning utilizing data science, and financial planning.

Integrated Mobility Innovation (IMI) Regional Platform:

Kootenai County's integrated Mobility Platform application is designed to remove transportation barriers and expand mobility options within the North Idaho region. Seniors, individuals with disabilities, and those who live outside of the urban public transportation service areas will particularly benefit from the Mobility Platform. The goal is to make the Mobility Platform app intuitive and easy enough to use that even those who shy away from technology can determine transportation options, arrange multimodal trips if needed, and pay for trips with "one touch." Throughout our region, members of the public have sought transportation options to and from urban areas; Kootenai County's integrated Mobility Platform will provide shared multimodal mobility options to those individuals with improved safety, convenient payment, and improved access to transportation service for all.

Funding Sources

Funds used for KMPO and Kootenai County Public Transportation activities in FY 2025 will be derived from local agencies actively participating in the KMPO transportation planning process, as well as from federal agencies within USDOT. Combined funding for FY25 activities is estimated to total **\$1,029,481** for KMPO, ITD and Kootenai County Public Transportation planning functions.

Major sources include:

Summary of UPWP Anticipated Revenue FY 2025

UPWP Revenue Budget (2025)	
	2025 Funding Forecast
Revenues:	
KMPO:	
CPG FY 2024 KN22439 Carry-over	\$ 380,436
2025 Consolidated Planning KN 23052	\$ 386,381
STBG-LU 2025 KN23315	\$ 100,000
Federal Grant Fund Subtotal	<u>\$ 866,817</u>
KMPO Local Match Contribution 2025	\$ 68,664
Subtotal	<u>\$ 935,481</u>
Kootenai County:	
KCPT Program Funding and Match Task 4	<u>\$ 94,000</u>
Grand Total	\$ 1,029,481

Based on KMPO FY 2025 Approved Budget and 2024-2030 TIP

Coordination

A key part of KMPO and its transportation planning partners’ mission is to ensure the transportation planning and development activities of participating jurisdictions, agencies, and interest groups are well-coordinated. Tasks within this UPWP emphasize sharing of information and resources between member agencies.

Participants

The primary public agency participants in KMPO’s regional transportation planning process for FY25 will include at various levels:

KMPO Member Agencies

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

Significant Issues Facing the Region in FY 2025

In the period covered by this UPWP, Kootenai County will continue to face many significant transportation issues as a result of continued growth and development. Examples of our most pressing issues are described below:

- The highest priority task for FY 2025 is to complete the Metropolitan Transportation Plan Update to meet the current requirements of the Infrastructure Investment and Jobs Act (IIJA). This will be embodying work completed as part of the Rathdrum Prairie Planning & Environmental Linkage (PEL) Study conducted in 2024 and 2025.
- There is also an ongoing need to prepare for investments on various widening, reconstruction, and new construction projects such as: U.S. 95 south of I-90; completion of Prairie Avenue westward toward SH-41; the Alternate U.S. 95 Huetter Corridor; and widening I-90, which is currently in engineering and design, with the first segment anticipated to begin construction in the spring of 2025.
- Funding for transportation to support local arterial improvements continues to fall well behind in its ability to address capacity and rehabilitation needs. Discussions need to begin on local option funding sources and/or additional State sources that are base line funding to a jurisdiction or region, rather than State-wide competitive programs that are relegated to LHTAC selection, programming and project management.
- Protecting future transportation corridors through land use and right-of-way preservation activities is necessary to mitigate the future public cost of infrastructure improvements and the unnecessary displacement of homes and businesses. These strategies become increasingly important as growth and development in the county consumes open space and escalates the price of property that will be needed for system expansion in the future. ITD and KMPO signed an updated Memorandum of Understanding in July of 2024, which included a provision for the ITD Board to receive and consider future corridor studies conducted within the MPO area for acceptance.
- Continued development of a unified regional philosophy for transportation investments that crosses all modes of transportation. This will include funding strategies to address rising costs, rapid growth, and system capacity shortfalls.
- KMPO and ITD engaged with the other MPO's during FY 2024 through a collaborative process to update the MOU between ITD and KMPO, as well as data collection to support the performance measures. Not included, was the provisions related to public transportation, which becomes problematic.

These are both short and long-term major issues. Therefore, KMPO will endeavor each year to maintain a work program that best positions the MPO to build upon work conducted in previous year(s) and to lay the groundwork for advancing these initiatives.

Defining Roles and Responsibilities

Consistent with federal planning regulations 23 CFR Part 450 and 49 CFR Part 613, ITD shall coordinate data collection analyses with MPO's and public transportation operators to support statewide transportation planning and programming priorities and decisions. KMPO, working with ITD, will coordinate roles and responsibilities with local agencies and public transportation providers. Inter-agency roles and responsibilities are defined for each UPWP task herein, as well as through the Memorandum of Understanding (MOU) between KMPO and ITD.

This collaborative process continues to develop and will continue during FY25. Inter-agency roles and responsibilities will continue to be clarified to address the performance measures, accountability, as well as the project selection process and funding aspects contained in the latest surface transportation reauthorization from the new Infrastructure Investment and Jobs Act.

Unfunded Needs in Transportation Planning

As KMPO continues the process of coordinated regional transportation planning, we recognize that planning needs often exceed available funding. The following items describe significant needs that are not covered by anticipated funding:

- Significant development pressure has returned to the Rathdrum Prairie, putting in jeopardy future travel corridors previously identified for preservation. Additional funding is necessary to support continued implementation of alternatives analysis efforts.
- Additional resources to address ongoing needs to facilitate public involvement and make it more accessible. KMPO continues looking at new public involvement platforms to encourage meaningful public engagement, and screen for potential manipulation that uses artificial intelligence to influence and introduce bias to study outcomes.

UPWP Activities for FY 2025

The remainder of this document describes planning activities that KMPO and Kootenai County Public Transportation will undertake, from the adoption date of this UPWP through September 30, 2025. We have identified the following ten major work program categories:

1. MPO Administration
2. Transportation Improvement Program
3. KMPO Regional Public Transportation Planning
4. Kootenai County Public Transportation Planning
5. Metropolitan Transportation Plan 2025 - 2050 Update
6. Data Collection, Performance Measures and Evaluation
7. Travel Demand Modeling – Maintenance and Improvement
8. Regionally Sponsored Transportation Studies
9. Access and Mobility Study for the Rathdrum Prairie

Objectives, inter-agency roles, tasks, expected work products and costs for the ten program categories are defined below.

1.0 MPO Administration

Objectives

- To provide for all of KMPO's administrative needs, including but not limited to progress reporting, budgeting, financial documentation, and preparation of materials needed to fulfill federal funding requirements.
- To determine planning work needed between October 1, 2025 and September 30, 2026, and to identify budget and sources of revenue for next year's planning activities (UPWP).
- Provide inter-local and interagency coordination and meeting support between KMPO

and stakeholder groups at the local, State, and Federal level.

Inter-Agency Roles and Responsibilities

This task will be performed and/or administered by KMPO staff.

Scope

1. *General Administration.* This task includes, but is not limited to, staff support for fiscal and clerical needs, staff meetings and training, policy board meetings, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks. Legal support to assist KMPO is also included in this task.
2. *Public Involvement Activities.* Throughout FY25, KMPO staff will work with the Federal Highway Administration guidelines and ITD to address any additional changes needed to KMPO's transportation planning efforts, using resources such as online tools and other options. KMPO is considering ESRI platforms for broader outreach.
3. *Title VI (Civil Rights) Plan.* KMPO will monitor and report on the plan in 2025 to ensure compliance with Title VI of the Civil Rights Act of 1964, as amended.
4. Prepare FY 2026 Unified Planning Work Program.
5. Prepare FY 2024 Annual Report on KMPO activities during FY2024, including work with the FY 2024 financial audit and reporting.
6. Update and maintain the KMPO website to keep information current and ensure it remains an effective public outreach tool.
7. *Inter-local Coordination.* This task provides for coordination work that is not covered under other specific work tasks. KMPO expects meetings, workshops, educational efforts, and other outreach activities may be needed throughout the year to involve citizens, technical staff, elected officials, and stakeholders. The intent of this task is to ensure adequate agency coordination, public education, and stakeholder participation in the overall planning process.

Products

Completion and adoption of all necessary reports and documents, with public participation and stakeholder involvement, as described above.

Timeline for Performance: October 1, 2023 through October 31, 2024 to provide for end of Fiscal Year billings and close out.

Budget and Revenue Source

1.0 MPO Administration				
Budget	Funding Source			
	CPG	5307	STBG	Local
KMPO Financial Audit & Legal Services \$ 9,000	\$8340			\$ 660
KMPO \$142,355	\$ 131,906			\$ 10,449
Total \$151,355	\$ 140,246			\$11,109

2.0 Regional Transportation Improvement Program (TIP)

Objective

To update and maintain the Transportation Improvement Program for Kootenai County.

Inter-Agency Roles and Responsibilities

This task will be led and coordinated by KMPO staff, in collaboration with local jurisdictions, highway districts, Kootenai County, and the Idaho Transportation Department. Kootenai County will be responsible for preparing the public transportation portion of the TIP, including public involvement activities necessary to develop the FTA Program of Projects (POP) and satisfy federal funding requirements. KMPO will then review the POP for financial constraints and consistency with current programmed projects. Selected projects will then be included as part of the public involvement process prior to the TIP adoption.

If a call for new projects is needed, KCATT will be responsible for reviewing and recommending projects based on the adopted project selection criteria approved by the KMPO Board.

All KMPO member agencies are responsible to provide project information to KMPO staff as needed, to review and comment on the draft TIP, and to make the draft TIP available at their agencies for public comment.

Scope

1. Review projects and project selection processes to ensure they meet emerging needs and requirements brought about through new legislation or regulation.
2. Amend the current Transportation Improvement Program to reflect changes in project and program status.
3. Provide for reporting of the annual Transportation Performance Measures (TPM) within the TIP in coordination with the ITD Office of Safety and other offices

4. Prepare the 2025-2031 Transportation Improvement Program for Kootenai County, along with associated documentation to support its approval.
5. Conduct public outreach activities to allow for comment on the draft TIP/STIP prior to adoption by the KMPO Board.

Products

TIP adoption, amendments and associated public documentation for submittal to ITD, and subsequently FHWA and FTA for approval.

Timeline for Performance: This activity includes 2023 and 2024 TIP amendments and preparation of the 2025-2031 TIP. Preparation of the 2025-2031 TIP begins in March 2024 and culminates in September 2024.

Budget / Revenue Source

2.0 Transportation Improvement Program (TIP)				
Total Budget	Funding Source			
	CPG	5307	STBG	Local
KMPO \$ 28,986	\$ 26,858			
Total \$ 28,986				\$2,128

3.0 KMPO Regional Public Transportation Planning

Objective

To plan for the sustainable development of public transportation in Kootenai County, through addressing deficiencies and identifying potential financial resources.

Inter-Agency Roles and Responsibilities

KMPO and Kootenai County Public Transportation roles include leading larger regional public transportation planning initiatives, studies for a regional transit expansion to other areas of Kootenai County, evaluation of strategic plans for governance and long-term sustainable funding.

KMPO will also continue to be responsible for the periodic update of the Regional Public Transportation Plan and monitor the potential for implementing a Regional Public Transportation Authority to oversee public transportation operations throughout Kootenai County.

Kootenai County is the Designated Recipient and lead agency for the administration of 5307 funds for fixed-route and complementary paratransit service, as an Idaho Transportation Department (ITD) subrecipient of FTA Section 5310 funds for seniors and individuals with disabilities within the Coeur d’Alene Urbanized Area. In this role, Kootenai County is responsible for the oversight and management of public transportation services operated by Kootenai County, on behalf of local jurisdictions within the Federal Urbanized

Area. This includes service/network design, operations, security, and capital assets of the transit system within the Urbanized Area. Additional responsibilities include projects for the enhanced mobility for individuals with disabilities and seniors, in participation with seniors, individuals with disabilities, and representatives of the public, private, nonprofit transportation and human services providers within, or that provide service to, the Urbanized Area.

As a recipient of 5307 funds, Kootenai County is financially responsible for planning, design and evaluation of transit capital projects and other technical transportation-related studies; capital investments in bus and bus-related activities; intelligent transportation system (ITS); and certain public transportation mobility management programs.

In this role, Kootenai County is responsible for day-to-day planning, management, operations, and enhanced mobility options of transit within the Coeur d'Alene Urbanized Area of Kootenai County.

Kootenai County develops the FTA Section 5307 public transportation portion of KMPO's TIP, including any required public involvement associated with the development of the FTA required Program of Projects (POP).

In collaboration with KMPO, ITD's Public Transportation Office is responsible for the administration of Section 5310 and Section 5339 grant contracts for projects selected through the KMPO and Statewide Urban Balancing Committee processes.

As a member of KMPO, Kootenai County is responsible for participating in all planning activities. They are responsible for collecting/tracking and reporting transit ridership and performance data, as well as operational information used to inform the Federal Transit Administration, Idaho Transportation Department and Kootenai County's funding partners.

Kootenai County Public Transportation Activities

1. Participate in the implementation of the Regional Public Transportation Plan.
2. Participate in meetings related to public transportation activities in Kootenai County.
3. Provide transit planning including:
 - a. Outreach to users, stakeholders, general public to ensure public involvement in transit decision-making,
 - b. Transit system design/redesign,
 - c. Targeted service plans,
 - d. Integrated Mobility Innovation regional transportation platform,
 - e. Statewide GTFS standard,
 - f. Human Services Transportation Plan.

Inter-Agency Scope

KMPO will collaborate with ITD, KCATT, Kootenai County Public Transportation and stakeholders regarding performance metrics.

Products

The updated Regional Public Transportation Plan is to include a review of existing/planned programs and projects to keep current with public transportation needs of the Kootenai Metropolitan Area, as well as strategies to implement plan recommendations and seeking long-term sustainable funding. The area will be relying on Kootenai County’s Strategic Service Plan to provide short and long-term direction for transit services inside the Urbanized Area.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

3.0 KMPO Regional Public Transportation Planning				
Budget		Funding Source		
		CPG	5307	STBG
KMPO	\$ 35,000	\$ 32,431		\$ 2,569
Total	\$ 35,000	\$ 32,431		\$ 2,569

4.0 Kootenai County Public Transportation Planning

Objective

Transit planning supports transit planning studies and related activities, which includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites, corridors, and various community developments.

Inter-Agency Roles and Responsibilities

Kootenai County is the Designated Recipient and lead agency for the administration of 5307 funds for fixed-route and paratransit complementary service and an Idaho Transportation Department (ITD) subrecipient of FTA 5310 funds for seniors and individuals with disabilities within the Coeur d’Alene Urbanized Area. In this role, Kootenai County is responsible for the administration of the grant funds that includes, but is not limited to: management, finance, financial forecasting, network design and coordinating service between public transportation providers, developing Section 5307 public transportation portion of the Transportation Improvement Plan (TIP), which includes public involvement associated with the development of FTA’s Program of Projects.

ITD’s Public Transportation Section is responsible for the administration of 5310, 5311 and 5339 funds.

KMPO’s role is to develop and maintain the Regional Public Transportation Plan in partnership with Kootenai County, local jurisdictions, stakeholders and the general public. Kootenai County Public Transportation is an active participant in the studies and analyses

conducted by KMPO, as required by U.S.C Title 49 Section 5303. The Regional Public Transportation Plan is an integral part of the Metropolitan Transportation Plan.

1. Update and maintain the FTA required Coordinated Public Transportation Human Services Transportation Plan, pursuant to revised federal funding and performance requirements established in the FAST Act and coordination with stakeholders, private and public providers, the general public and ITD Public Transportation Office in Boise.
2. Provide planning and coordination activities with local jurisdictions, other providers, stakeholders, agencies and the general public to secure more sustainable funding for the program.
3. Evaluate and incorporate the improvement of local and regional mobility options to expand rider choices through increased transit, special transportation options, special transportation availability, enhanced communication and public education, and service between current public and private transportation providers.

Products

Keeping current on the public transportation needs, specifically within the Coeur d’Alene Urbanized Area, as well as develop strategies to implement plans, recommendations, and strategies for improving service and seeking long-term sustainable funding to support public transportation services.

Timeline for Performance: This task includes activities that occur throughout the fiscal year.

Budget / Revenue Source:

4.0 Kootenai County Transit Planning				
Budget	Funding Source			
	CPG	5307	STBG	Local ¹
Kootenai County		\$ 75,200		\$ 18,800
Total \$ 94,000		\$ 75,200		\$ 18,800

5. Metropolitan Transportation Plan Update

Objective

To plan for the future development of a regional transportation system in Kootenai County, including, but not limited to: identifying existing and future transportation needs; assessing the impact of planned growth; developing financial strategies to implement the MTP over the next 25-30 years; as well as, evaluating the overall performance of the plan and recommendations with benchmarks that are approved, or are currently under development by, USDOT, ITD and Metropolitan Planning Organizations around the State.

Inter-Agency Roles and Responsibilities

This task will be directed by the KMPO Board. KMPO staff and KCATT are responsible for participating in the development of the long-range plan, reviewing and commenting on plan revisions and performance measures, and recommending final updates to the KMPO Board.

Scope

KMPO will be incorporating previously approved elements of the Metropolitan Transportation Plan that have been completed during previous fiscal years using chapter updates and regional corridor plans and studies. This includes updates related to regional goals and policies, existing conditions, forecasts of population, employment and land use plans, travel demands, needed projects, and performance measures that have been collaboratively developed with local jurisdictions, highway districts, and ITD District 1 and Headquarters. Updates to the financial Chapter will utilize data reported annually by local agencies and highway districts, as well as data derived through ITD's OTIS project tracking system. Future financial needs will take into consideration currently available revenue and financing opportunities to address emerging transportation needs. The public involvement program will be consistent with the KMPO adopted public involvement plan.

1. Continue to integrate newly updated land use plans and land use decisions of local jurisdictions into the regional transportation planning process, in order to ensure that current land use planning assumptions are incorporated into the MPO planning process.
2. Determine short (6-year), mid-range (15-year) and long-range (20+ year) transportation system capacity constraints for evaluation through scenario analysis, including an assessment in the effectiveness of investments against established performance measures and targets.
3. Develop a scope and conceptual design for proposed improvements contained in the Plan, as needed, to accurately model and assess their impact on the regional transportation system.
4. Update the financial plan identifying those resources that may be reasonably available during the 20-year planning horizon and meet the financial constraint provisions.
5. Update performance measures, previously approved by the KMPO Board, and provide a discussion in the report on the MTP's impact on future transportation performance.
6. Update, as necessary, the Non-Motorized Pedestrian and Bicycle Plan narrative on the plan's ability to influence and support ITD's approved targets. This will include meeting requirements for certifying a Safe Streets and Roads for All (SS4A) plan to ensure funding is accessible and available for local improvements
7. Include additional freight and goods data from work conducted as part of the recently completed update of the Idaho State Freight Plan and FHWA Freight data sets.

Products

A Metropolitan Transportation Plan that will remain current and identifies the existing and future transportation needs, its anticipated performance and a recommended direction for KMPO’s planning area. The MTP revisions will provide a basis for projects and programs being recommended for inclusion in the Transportation Improvement Program.

Timeline for Performance: The work will be ongoing and largely determined based on delivery of the Rathdrum Prairie PEL Study and retention of a consultant to assist with additional public outreach outside of the PEL Study area.

Budget / Revenue Source:

5.0 Metropolitan Transportation Plan Update				
	Funding Source			
	CPG	5307	STBG	Local
KMPO	\$302,813			\$ 23,987
Total \$ 326,800				

6.0 Data Collection, Performance Measures and GIS Evaluation

Objective

Collect and compile data for state and local roadways, transportation facilities, land use, and systems performance in Kootenai County. Data collected will be used to update and maintain the regional travel-demand model, and to assist KMPO’s member agencies with their transportation planning activities.

Inter-Agency Coordination

This task will be led by KMPO staff with support from various local agencies, consultants, and ITD.

Local jurisdictions, highway districts, ITD and public transportation providers are responsible for sharing available data as requested by KMPO for planning purposes. This may include traffic counts, information on land use actions and building permits, traffic impact study reports, roadway inventory data, transit routes and schedules, etc. KMPO may use contracted services in order to acquire data necessary to meet the transportation planning activities in the UPWP. KCATT is responsible for reviewing input data and providing feedback on travel demand model outputs, upon request.

Scope

1. Coordinate collection of annual traffic counts.
2. Maintain the VISUM travel demand model data sets, such as updating population, employment, land use, and transportation facility data provided to KMPO by local jurisdictions and State agencies.

3. Collect annual building permit, platting and development information to maintain the model.

Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys. KMPO will continue to utilize INRIX IA Signal Analytics to evaluate model output and current system performance.

4. Continue to review options for developing multi-jurisdiction sub-area models within the urbanized area.

Products

Collection and analysis of well documented data that can and will be used to assess the regional transportation system and evaluate its performance to established benchmarks approved by KMPO, in collaboration with ITD.

Timeline for Performance: Monthly and ongoing collection and incorporation of data into the KMPO GIS to maintain and enhance planning efforts.

Budget / Revenue Source

6.0 Data Collection, Performance Measures and GIS Evaluation				
Budget		Funding Source		
		CPG	5307	STBG
KMPO	\$ 85,204	\$ 78,950		\$ 6,254
Total	\$85,204	\$ 78,950		\$ 6,254

7.0 Regional Travel Demand Modeling

Objective

Continue to develop, operate and maintain a well-documented regional travel demand model that meets the regional transportation planning needs in Kootenai County. Evaluate both short and long-term strategies for specific corridors and/or transportation system enhancements. These analyses will form the basis for future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans.

Inter-Agency Coordination

KMPO will be responsible for the continued development, operation and maintenance of the regional travel demand model for Kootenai County and will provide modeling support to local jurisdictions, highway districts, and ITD for studies or specific projects being conducted in the area.

ITD and local jurisdictions and highway districts will provide review and support to the development and maintenance effort on the model, by assisting in the evaluation of the performance and accuracy of the model compared to their knowledge and understanding

of the regional transportation system.

Scope:

1. Coordinate the scoping of modeling efforts for corridor studies, plans, or projects.
 - a. Provide transportation modeling to support development reviews.
 - b. Provide for technical consultant support, as needed.
 - c. Provide an opportunity for public comment on information used in the modeling processes.
 - d. Continue efforts to update the model using data derived from Task 5.
 - e. Continue modeling I-90 and other corridor scenarios for alternatives.
2. Continue to provide scenario analysis modeling in support of the MTP. Provide travel modeling analysis for transportation projects and land use proposals submitted by ITD, local jurisdictions and highway districts as a part of KMPO regular program.

Products

A well supported and documented regional travel demand model that is used by KMPO and member agencies to update regional transportation plans, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Modeling efforts are ongoing and support KMPO, as well as local and state transportation planning and development efforts.

Budget / Revenue Source

7.0 Regional Travel Demand Modeling				
Budget	Funding Source			
	CPG	5307		Local/State
KMPO \$ 111,937	\$ 103,721			\$ 8,216
Total \$ 111,937	\$ 103,721			\$ 8,216

8.0 Regional Transportation Studies

Objective

Develop and evaluate long-term strategies for specific corridors and/or transportation system enhancements. These studies form the basis for consideration as future amendments to the MTP and can also be used by member agencies to update their comprehensive land use or local transportation plans. KMPO will also continue to address regional traffic management solutions for the Coeur d' Alene Urbanized area.

Inter-Agency Coordination

KMPO will continue to consider alternative ways to update and maintain origin and destination data used to update and calibrate the KMPO regional travel demand model. This data review effort will also look at freight and goods movement analysis in support of developing a freight and goods element to the MTP, an emphasis area of the USDOT to increase efficiency and performance in the national freight network, as well as a means to support economic development opportunities in the region. KMPO has utilized INRIX data to provide insight into existing travel patterns throughout the region. This will look at other approaches to achieve a multimodal view of the regional transportation system's performance.

General Scope

1. Coordinate the scoping of regional transportation systems, corridor, and traffic management studies.
2. Provide support for regional studies in support of transportation-related economic development opportunities that come forward during the fiscal year.
3. Provide for technical support to local jurisdictions and area projects, as needed.
4. Ensure ongoing public involvement participation in study processes.
5. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for preservation of identified corridors.
6. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.

Products

Regional transportation studies and route development plan updates that can be used by ITD, KMPO, and member agencies to update the regional transportation plan, provide review assistance for local comprehensive land use plans, and provide a basis from which to develop specific projects and actions for implementation that make the overall transportation system in Kootenai County as efficient and effective as possible.

Timeline for Performance: Many of these activities are performed on an as needed basis. Corridor modeling and evaluation will be ongoing with major land use updates anticipated in 2024 and 2025.

Budget / Revenue Source

8.0 Regional Transportation Studies				
Budget	Funding Source			
	CPG	5307	STBG	Local/State
KMPO \$ 131,199	\$71,569		\$ 50,000	\$9,630
Total \$ 131,199	\$71,569		\$ 50,000	\$ 9,630

9.0 Rathdrum Prairie PEL Study

General Scope

In collaboration with ITD District 1 and local agencies, KMPO will participate in a study to evaluate east-west to north-south connectivity on the Rathdrum Prairie between Stateline and U.S. 95. This effort will look at considering potential corridor re-alignments for SH-53 in the area of Rathdrum and the effects of current growth patterns on travel demands to and from various locations in the federally-designated urbanized area.

KMPO will provide the regional transportation modeling of the existing and future baseline conditions, as well as provide travel demand modeling and VISTRO support for alternatives during the course of the study.

As the Metropolitan Planning Organization (MPO) for the Coeur d'Alene Urbanized Area, KMPO is participating as a partner, stakeholder and reviewing agency during the study's development. The study is expected to be completed during the fourth quarter FY 2025.

Products

KMPO will provide the consultant study team travel demand modeling support for the near 50 scenarios being considered as part of the PEL study, as well as combinations and variations during the screening process. This will be conducted by KMPO to ensure the access and mobility for the overall transportation system in Kootenai County is as efficient and effective as possible.

Timeline for Performance: Many of these activities anticipated to continue through the third quarter of FY 2025; however, some final reviews are expected during the fourth quarter

Budget / Revenue Source

9.0 Rathdrum Prairie PEL Study				
Budget	Funding Source			
	CPG	5307	STBG	Local/State
KMPO \$ 65,000	\$ 10,229		\$ 50,000	\$ 4,771
Total \$ 65,000	\$ 10,229		\$ 50,000	\$ 4,771

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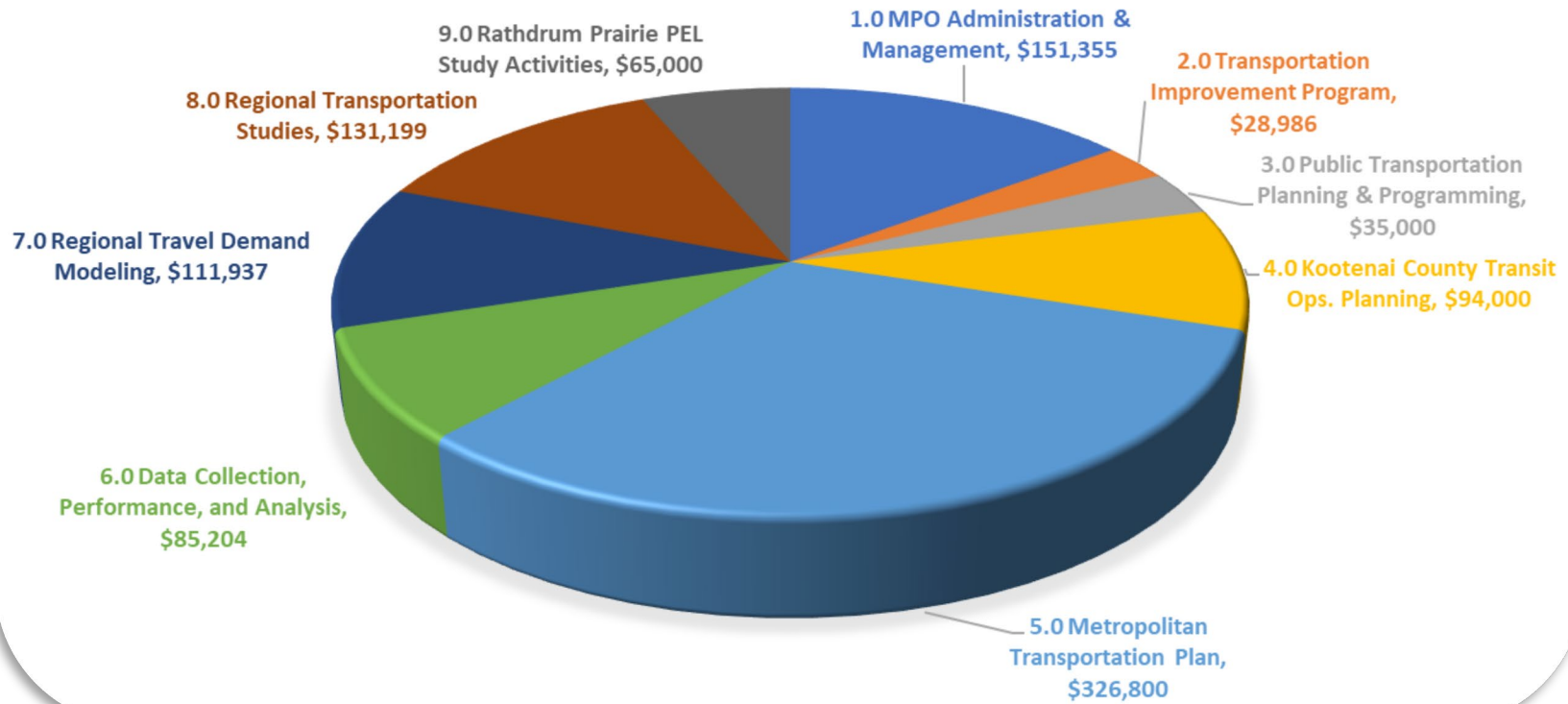
**Overall
Draft FY 2025 UPWP
Budget**

Task	UPWP Expenses			Funding Sources			
	Budget	Personnel & Operating Expenses	Contracts	Consolidated Planning Grant	FTA Section 5307	KMPO Matching Funds	Kootenai County Funds
1.0 MPO Administration & Management	\$151,355	\$142,355	\$ 9,000	\$ 140,246		\$ 11,109	
2.0 Transportation Improvement Program	\$ 28,986	\$ 28,986		\$ 26,858		\$ 2,128	
3.0 Public Transportation Planning & Programming	\$ 35,000	\$ 35,000		\$ 32,431		\$ 2,569	
4.0 Kootenai County Transit Ops. Planning	\$ 94,000	\$ 94,000			\$ 75,200		\$ 18,800
5.0 Metropolitan Transportation Plan	\$326,800	\$103,800	\$ 223,000	\$ 302,813		\$ 23,987	
6.0 Data Collection, Performance, and Analysis	\$ 85,204	\$ 48,204	\$ 37,000	\$ 78,950		\$ 6,254	
7.0 Regional Travel Demand Modeling	\$111,937	\$ 92,887	\$ 19,050	\$ 103,721		\$ 8,216	
8.0 Regional Transportation Studies	\$131,199	\$131,199		\$ 121,569		\$ 9,630	
9.0 Rathdrum Prairie PEL Study Activities	\$ 65,000	\$ 65,000		\$ 60,229		\$ 4,771	
Grand Total	\$1,029,481	\$741,431	\$ 288,050	\$ 866,817	\$ 75,200	\$ 68,664	\$18,800

Work Responsibility Allocations:

KMPO	\$ 935,481
Kootenai County	\$ <u>94,000</u>
Total	\$1,029,481

FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET



Transportation Improvement Program 2025-2031



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Serving the Citizens of Kootenai County

Adopted October , 2024

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 2025-2031
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 2025-2031 Transportation Improvement Program as presented to us in the October , 2024, KMPO Board_meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this ___day of October, 2024

SIGNED:

ATTEST:

Graham Christensen
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:** Projects that may be awarded through Congressional earmark.
- **STBG – Rural:** 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 – Small & Large Urban:** 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.
- **Surface Transportation Program (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 2025 to 2031. **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 RAISE, CRISI, 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 Selected Project List 2025-2031

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	2025	2026	2027	2028	2029	2030	2031	PREL					
SH 53, PLEASANT VIEW IC, KOOTENAI CO			1	CN	1,043	-	-	-	-	-	-	-	7,643	6,116	1,527	1 2	
10005	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improvement		PE		-	-	-	-	-	-	-	2,992	2,772	220	R	
POST FALLS HD		OPS	ST	RW		-	-	-	-	-	-	-	4,365	4,056	309	M	
SH 53, PLEASANT VIEW IC, KOOTENAI CO			1	CN	6,600	-	-	-	-	-	-	-	7,643	6,116	1,527	1 2	
10005	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improvement		PE		-	-	-	-	-	-	-	2,992	2,772	220	R	
POST FALLS HD		CPCTY	National Highways	RW		-	-	-	-	-	-	-	4,365	4,056	309	M	
This project, located at the intersection of SH-53 and Pleasant View approximately milepost 2.2, will construct two underpasses; one as an interchange for Pleasant View Road over SH-53 and the second over the railroad interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility by providing on and off-ramps for Pleasant View Road, structure over the rail road. This project will also close two other railroad crossings and add illumination.																	
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALL 1				CN	1,204	-	-	-	-	-	-	-	1,204	1,116	88	1	
19955	MP 0.063 - 0.313	SAFTY/TRAF OPER, Railroad Signals		PE		-	-	-	-	-	-	-	182	169	13		
POST FALLS		STBG	STBG-Large Urban	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	400	-	-	-	-	-	-	-	410	409	1	1	
20378	MP 105.916 - 105.916	SAFTY/TRAF OPER, Railroad Gates		PE		-	-	-	-	-	-	-	10	9	1		
POST FALLS		RAIL	FED Rail Crossing	RW		-	-	-	-	-	-	-	-	-	-		
This project will add gates and signals.																	
I 90, SH 41 INTERCHANGE, KOOTENAI CO			1	CN	8,748	-	-	-	-	-	-	-	75,818	9,234	66,584	1 2	
20442	MP 6.500 - 7.800	SAFTY/TRAF OPER, Interchange Modification		PE		-	-	-	-	-	-	-	8,281	7,641	640	P B R	
STATE OF IDAHO (ITD)		TECM CAP	Interstate Maintenance	RW		-	-	-	-	-	-	-	2,800	2,584	216	W	
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, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO			1	CN	-	-	-	-	-	648	-	-	648	-	648	1	
20668	MP 81.500 - 86.900	Preventive Maintenance , Seal Coat		PE		-	-	-	-	-	-	-	25	-	25		
STATE OF IDAHO (ITD)		PAVE	State	RW		-	-	-	-	-	-	-	-	-	-		
This project consists of seal coating SH 97 from MP 81.5 MP 86.9.																	
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO			1	CN	6,153	-	-	-	-	-	-	-	6,153	5,677	476	1 2	
21935	MP 39.700 - 40.100	Bridge/APPRS, Bridge Replacement		PE		-	-	-	-	-	-	-	2,604	2,385	219	B	
STATE OF IDAHO (ITD)		BR-Restoration	Interstate Maintenance	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.																	

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	2025	2026	2027	2028	2029	2030	2031	PREL				
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 41, DIAGONAL RD TURNBAYS, RATHDRUM	1	CN		-				2,131		-	-	2,131	1,975	156	1
21937 MP 8.300 - 8.800 MAJRWDN, Turn Bay		PE				350						560	519	41	
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement	RW									-	-	-	
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.															
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	1	CN						1,500	11,650		-	13,150	12,185	965	1
21939 MP 0.000 - 1.800 MAJRWDN, Turn Bay		PE										320	297	23	P R
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement	RW		1,540							1,540	1,427	113	
This project will upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.															
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD	1	CN				1,849					-	1,849	1,713	136	1
22435 MP 0.920 - 1.080 RECONST/REALIGN, Pavement Rehabilitation		PE										234	217	17	
POST FALLS HD	STP-RURAL (L)	STBG-RURAL	RW									-	-	-	
This project will extend the life of the roadway by applying a seal coat.															
SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO	1	CN		10,645	9,700						-	20,345	18,852	1,493	1 2
22770 MP 0.000 - 6.700 PM, Pavement Rehabilitation & Resurfacing		PE										140	-	140	
STATE OF IDAHO (ITD)	PAVE	STBG - Rural	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, FY30 D1 PAVEMENT PRESERVATION	1	CN						1,703			-	1,703	-	1,703	1
22775 MP 0.000 - 0.000 PM, Seal Coat		PE										-	-	-	P
STATE OF IDAHO (ITD)	PAVE	State Funds	RW									-	-	-	
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.															
STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP	1	CN						1,563			-	1,563	1,448	115	1
22799 MP 0.000 - 0.000 SAFTY/TRAF OPER, Intersection Improv		PE										145	134	11	P R
STATE OF IDAHO (ITD)	HES	Highway Safety Improvement Prog	RW									-	-	-	
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.															
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES H	1	CN			1,814						-	1,814	1,681	133	1
22875 MP 103.630 - 103.820 SAFTY/TRAF OPER, Traffic Roundabout		PE										234	217	17	
LAKES HD	SAFETY (L)	Hazard Removal	RW									-	-	-	
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
22892 MP 100.182 - 100.182 BR/APPRS, Bridge Replacement		PE										844	782	62	
LAKES HD	BR-LOCAL	Bridge Local Program	RW									-	-	-	M

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	2025	2026	2027	2028	2029	2030	2031	PREL				
NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS HD	1		CN				4,563	-	-	-	-	4,563	4,228	335	1
23028 MP 5.762 - 6.762	RESRF/RESTO&REHAB, Pavement Reh		PE									1,080	1,001	79	P
POST FALLS HD	STBG-LARGE (L)	STBG-Large Urban	RW									-	-	-	
This project will complete the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41. This project will also construct a Pedestrian/Bike Underpass as part of Prairie Trail crossing.															
LOCAL, FY25 KMPO METRO PLANNING	1		CN									-	-	-	1
23052 MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	298								298	276	22	
KOOTENAI METROPOLITAN MET	Metropolitan Planning		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, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	1		CN	20,260	12,500	7,850						40,610	37,471	3,139	1 2
23243 MP 24.000 - 32.350	RECONST/REALIGN, Pavement Rehabilitation		PE									-	-	-	P
STATE OF IDAHO (ITD)	RESTORE	Interstate Maintenance	RW									-	-	-	W G
This project will extend the service life of the roadway on I-90 between Wolf lodge milepost 24 and milepost 32.4 at the Cedars maintenance site. The project will consist of a deep mill and asphalt pavement inlay, add illumination at the ramps, and guardrail replacement.															
STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	1		CN	958								958	888	70	1
23285 MP 100.500 - 101.200	SAFTY/TRAF OPER, Metal Guard Rail		PE									182	169	13	
WORLEY HD	SAFETY (L)	Highway Safety Improvements Local Project	RW	22								22	20	2	
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 super elevations at key locations to reduce or eliminate fatality and injury crashes along the corridor.															
LOCAL, FY25 KMPO PLANNING	1		CN									-	-	-	1
23315 MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	99								99	92	7	
KOOTENAI METROPOLITAN	STP-LARGE (L)	STP-LU	RW									-	-	-	
This project will provide funds to augment Kootenai Metropolitan Planning Organization's planning efforts.															
US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTENAI	1		CN									Unfunded	-	-	1
23349 MP 469.700 - 471.700	PLAN/STUDY, Advanced Right-of-Way		PE									Unfunded	3,150	-	3,150
STATE OF IDAHO (ITD)	EARLY	State Funded	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.															

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	2025	2026	2027	2028	2029	2030	2031	PREL						
LOCAL, FY26 KMPO METRO PLANNING	1		CN	-	-	-	-	-	-	-	-	Unfunded	-	-	-	1	
23403	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	-	-	-	-	-	-	Unfunded	3,150	-	3,150		
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	RW	-	-	-	-	-	-	-	-	Unfunded	-	-	-		
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.																	
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTE	1		CN	-	-	-	-	-	-	-	-	-	-	-	-	1	
23429	MP 446.520 - 448.520	RECONSTR/REALIGN, Frontage Roads	PE	-	303	-	-	-	-	-	-	-	303	280	23		
STATE OF IDAHO (ITD)		CAPACITY	RW	-	-	-	-	-	-	-	-	-	-	-	-		
National Highway System																	
This project will remove the existing at grade intersection at US-95 and Parks Rd. The project will also construct new frontage roads to connect Pope Rd to Park Rd, add a connection from Parks Rd to SH-54, and construct a frontage on the west side to remove direct accesses on the US-95.																	
I 90, MP 18 STORM WATER DRAINAGE ALTERATION, KOOTEN	1		CN	-	-	-	-	-	500	11,200	-	-	11,700	10,841	859	1	
23614	MP 18.000 - 18.150	PM, Plant Mix Pavement	PE	-	-	-	-	-	-	-	-	-	2,750	-	2,750	R	
STATE OF IDAHO (ITD)		OTHER ASSETS State Funding	RW	-	-	-	-	2,000	-	-	-	2,000	1,853	147			
Reroute Interstate drainage to a new swale, exit the swale onto an existing easement that routes water under Lakeshore Dr.																	
I 90, PASSAGE MULTI PLATE CULVERT, KOOTENAI CO	1		CN	190	-	-	-	-	-	-	-	-	190	-	190	1	
23618	MP 20.601 - 20.601	BR/APPRS, Bridge Rehabilitation	PE	-	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)		BR-RESTORE Bridge-State System	RW	488	-	-	-	-	-	-	-	-	488	-	488	W	
This project will extend the life of the multi plate culvert by inserting a sleeve or similar product at the passage culvert.																	
I 90B, POST FALLS BUSINESS LOOP, POST FALLS	1		CN	-	-	1,400	-	-	-	-	-	-	1,400	1,292	108	1	
23649	MP 0.000 - 5.500	RESRF/RESTO&REHAB, Pavement Reh	PE	-	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)		PAVE STBG – Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-	W G	
This project will extend the life of the roadway by performing a thin mill and plant mix overlay.																	
LOCAL, FY27 KMPO PLANNING	1		CN	-	-	3,287	-	-	-	-	-	-	3,287	3,046	241	1	
23687	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI METROPOLITAN	STBG-LARGE (L)	STBG -Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
This project will provide funds to augment KMPO's planning efforts.																	
LOCAL, FY27 KMPO METRO PLANNING	1		CN	-	-	-	-	-	-	-	-	-	-	-	-	1	
23766	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	303	-	-	-	-	-	-	303	280	23		
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	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.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes		
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match			
Sponsor	Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL								
LOCAL, FY28 KMPO METRO PLANNING 23767	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		CN	-	-	-	303	-	-	-	-	-				-	-	-
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	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 23768	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	CN	-	-	-	303	-	-	-	-	-	-	-	-	303	280	23	1
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	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, FY25 D1 STRIPING 23792	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings	CN	726	-	-	-	-	-	-	-	-	-	-	726	-	726	1	
STATE OF IDAHO (ITD)	OTHER ASSETS	State System	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W
RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.																			
I 90, FY26 D1 STRIPING 23793	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings	CN	-	726	-	-	-	-	-	-	-	-	-	726	-	726	1	
STATE OF IDAHO (ITD)	OTHER ASSETS	State System	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W
RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.																			
I 90, GREENSFERRY RD GS, I 90 REPAIR 23874	MP 6.100 - 6.100	BR/APPRS, Bridge Deck Repair	CN	-	1,880	-	-	-	-	-	-	-	-	-	1,880	1,735	145	1	
STATE OF IDAHO (ITD)	BR-PRESERVE	Interstate Maintenance	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W
RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will provide bridge railing repairs to the bridges and bridge approaches.																			
SH 41, SH 41, BNRR, BR REPAIR 23875	MP 0.137 - 0.137	BR/APPRS, Bridge Deck Repair	CN	-	2,072	-	-	-	-	-	-	-	-	-	2,072	1,920	152	1	
STATE OF IDAHO (ITD)	BR-PRESERVE	STBG - State	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B
RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will provide repair of the bridge railing and bridge approaches.																			
SH 3, SH 97 JCT TO MILEPOST 102, KOOTENAI CO 23937	MP 96.000 - 102.000	RESRF/RESTO&REHAB, Pavement Reh	CN	-	-	-	3,005	-	-	-	-	-	-	-	3,005	2,784	221	1	
STATE OF IDAHO (ITD)	PAVE	STBG-State	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project on SH 3 from the SH-97/SH-3 JCT to milepost 102 will preserve the road way by placing a thin mill and inlay.																			
SH 53, N BRUSS TO MP 8.3, KOOTENAI CO 24162	MP 4.450 - 8.300	MAJRWDN, Turn Bay	CN	-	-	-	-	-	11,600	-	-	-	-	-	11,600	10,749	851	1	
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement Program	PE	-	-	1,000	-	-	-	-	-	-	-	1,000	927	73	1	R	
RW	-	-	-	-	-	-	-	2,035	-	-	-	-	-	2,035	1,886	149	-	-	-
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	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL						
This project will selectively remove trees for safety along I-90 from the Washington state line to the Montana state line.																	
I 90, SELECTIVE TREE REMOVAL, KOOTENAI CO	1	CN	-	251	-	-	-	-	-	-	-	-	251	-	251	1	
24174	MP 0.000 - 73.885	SAFTY/TRAF OPER, Safety Improvements	PE	-	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)	OTHER ASSETS	State System	RW	-	-	-	-	-	-	-	-	-	-	-	-	W	
This project will 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.																	
SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO	1	CN	-	-	1,117	-	-	-	-	-	-	-	1,117	1,035	82	1	
24276	MP 13.500 - 14.999	SAFTY/TRAF OPER, Safety Improvements	PE	-	-	-	-	-	-	-	-	-	-	-	-		
COEUR D'ALENE SAFETY (L)	Highway Safety Improvement Program Local		RW	-	-	-	-	-	-	-	-	-	-	-	-		
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 - WEST, KOOTENAI CO	1	CN	34,000	34,000	31,500	-	-	-	-	-	-	Unfunded	99,500	-	99,500	1	
24305	MP 7.128 - 9.714	RECONST/REALIGN, Bridge Replaceme	PE	-	-	-	-	-	-	-	-	Unfunded	-	-	-		
STATE OF IDAHO (ITD)	EARLY	State Funding	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.																	
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO	1	CN	23,400	22,400	23,400	-	-	-	-	-	-	Unfunded	69,200	-	69,200	1	
24306	MP 9.714 - 12.046	RECONST/REALIGN, Bridge Replaceme	PE	-	-	-	-	-	-	-	-	Unfunded	-	-	-		
STATE OF IDAHO (ITD)	EARLY	State Funding	RW	-	-	-	-	-	-	-	-	Unfunded	-	-	-	W	
This project will 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.																	
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO	1	CN	-	-	2,188	-	-	-	-	-	-	-	2,188	2,027	161	1	
24353	MP 101.496 - 102.740	RESRF/RESTO&REHAB, Base/Sub-base	PE	-	-	-	-	-	-	-	-	-	-	-	-		
WORLEY HD	STBG-RURAL (L)	STBG-Rural Local	RW	-	-	-	-	-	-	-	-	-	-	-	-		
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.																	
I 90, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	1	CN	-	21,550	31,900	31,900	-	-	-	-	-	Unfunded	85,350	-	85,350	1	
24395	MP 11.700 - 12.300	RECONST/REALIGN, Interchanges	PE	-	-	-	-	-	-	-	-	Unfunded	-	-	-		
STATE OF IDAHO (ITD)	EARLY	State TECM	RW	-	-	-	-	-	-	-	-	Unfunded	7,250	-	7,250	M W	
I 90, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	1	CN	-	-	-	-	-	-	-	-	-	-	85,350	-	85,350	1	
24395	MP 11.700 - 12.300	RECONST/REALIGN, Interchanges	PE	-	-	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD)	LEAD-ID	STLI	RW	7,250	-	-	-	-	-	-	-	-	7,250	-	7,250	M W	
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.																	
NHS-7045, PRAIRIE TRAIL UNDERPASS, POST FALLS HD	1	CN	1,450	-	-	-	-	-	-	-	-	-	1,450	1,344	106	1	
24398	MP 5.900 - 5.900	NEW RTE, Bicycle/Pedestrian/Equestrian	PE	-	-	-	-	-	-	-	-	-	-	-	-		
POST FALLS HD	CARBON	CARBON-Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		

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

Route, Location		District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes		
Key No.	Mileposts	Work, Detail		Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total		Federal	Match
Sponsor	Program	Fund	2025		2026	2027	2028	2029	2030	2031	PREL							
SMA-7145, ATLAS RD, SELTICE WAY TO HANLEY AVE, C'DA	1	CN	-	-	-	-	-	-	-	-	4,700	4,700	4,355	345	1			
24647	MP 10.000 - 12.060	RESRF/RESTO&REHAB, Pavement Reconstruction	PE	-	-	-	470	-	-	-	-	470	436	34				
COEUR D'ALENE	STBG-LARGE (L)	STBG -Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-				

This project will reconstruct Atlas road and widen to three lanes with sidewalks and a bike path.

I 90, SOUTH RV RD TO PINEHURST IC, SHOSHONE CO	1	CN	4,005	-	-	-	-	-	-	-	-	4,005	-	4,005	1
24660	MP 36.650 - 45.000	PM, Pavement Rehabilitation & Resurfacing	PE	-	-	-	-	-	-	-	-	-	-	-	
STATE OF IDAHO (ITD)	OTHER ASSETS	State Funded	RW	-	-	-	-	-	-	-	-	-	-	-	W

Project will perform mill and inlay or overlays in select areas on I-90 between mile posts 36.2 and 43.3 to preserve pavement life.

SH 97, SAFETY IMPROVEMENTS , HARRISON	1	CN	-	-	500	-	-	-	-	-	-	500	-	500	1
ORN24552	MP 60.700 - 96.000	SAFTY/TRAF OPER, Safety Improvements	PE	-	-	15	-	-	-	-	-	15	-	15	
STATE OF IDAHO (ITD)	OTHER ASSETS	State Funded	RW	-	-	-	-	-	-	-	-	-	-	-	

To provide spot traffic safety improvements including delineation, signage, sight distance, and intersection improvements

I 90, SOUTH RV RD TO KINGSTON IC, SHOSHONE CO	1	CN	-	-	-	-	-	-	-	20,200	-	20,200	18,639	1,561	1
ORN24586	MP 36.200 - 43.300	RESRF/RESTO&REHAB, Pavement Reh STATE OF	PE	-	-	1,900	-	-	-	-	-	1,900	1,753	147	P
IDAHO (ITD)	RESTORE	IM	RW	-	-	-	-	-	-	-	-	-	-	-	W

This project will extend the service life of the roadway on I-90 between South River Road mp 36.2 and the Kingston I.C. mp 43.3. The project will consist of a deep mill and asphalt pavement inlay, safety improvement's, and guardrail replacement.

LOCAL, BIKE PATH CONNECTIONS, HARRISON	1	CN	-	-	-	460	-	-	-	-	-	460	426	34	1
ORN24677	MP 0.000 - 0.000	SAFTY/TRAF OPER, Bicycle/Pedestrian/	PE	-	-	76	-	-	-	-	-	76	70	6	
HARRISON	TAP	Transportation Alternative -RURAL	RW	-	-	-	-	-	-	-	-	-	-	-	

For the work to construct a 10' wide, 661' long asphalt bike path, at two locations, to connect to the Trail of the Coeur d' Alenes pathway to improve bike/pedestrian traffic from the Trail of the Coeur d' Alenes pathway to the City of Harrison. The two locations include (1) connection to the Trail of the Coeur d' Alenes and lead to Harrison Street and (2) pathway to continue on Lakefront Avenue and reconnect to the Trail of the Coeur d' Alenes near Garfield Street. The pathway will have marked crossings and a pair of yield signs to increase safety and awareness in a heavily trafficked area on Harrison Street.

Summary of Selected Projects Costs by Year and Phase

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	Phase	2025	2026	2027	2028	2029	2030	2031	PREL				
				Construction	121,596	105,079	97,667	48,327	4,505	29,795	31,400	4,700				
				Development	397	303	3,394	653	773	-	-	-				
				Right-of-Way	7,760	-	1,540	-	4,035	-	-	-				
				Total	129,753	105,382	102,601	48,980	9,313	29,795	31,400	4,700				

Notes:

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

Project Phases:

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL						
TRANSIT, COEUR D'ALENE UZA METRO PLANNING 13238 MP 0.000 - 0.000 Metropolitan Planning	1	CN	60	60	60	60	60	-	-	-	-	300	240	60	1		
KOOTENAI METROPOLITAN MPO - Planning	5303 Metro Planning	RW	-	-	-	-	-	-	-	-	-	-	-	-	-		
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14191 MP 0.000 - 0.000 Paratransit Operations	1	CN	1,718	1,941	2,053	2,172	2,296	-	-	-	-	10,179	5,935	4,244	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	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	1,550	1,628	1,709	1,795	1,885	-	-	-	-	8,565	4,282	4,283	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These funds will provide operating assistance to support fixed route services.																	
TRANSIT, COEUR D'ALENE UZA TRANSIT PREVENTATIVE 19196 MP 0.000 - 0.000 Preventive Maintenance	1	CN	100	105	110	116	121	-	-	-	-	552	441	111	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These preventive maintenance funds will extend the life of the fixed route and demand response vehicle fleet.																	
TRANSIT, COEUR D'ALENE UZA SECURITY 19333 MP 0.000 - 0.000 Security	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTATIV 19361 MP 0.000 - 0.000 Preventive Maintenance	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
TRANSIT, COEUR D'ALENE UZA BUSES 19424 MP 0.000 - 0.000 Capital Asset	1	CN	2,353	-	414	1,965	520	-	-	-	-	5,252	4,464	788	1		
KOOTENAI COUNTY	TRNS-CAP	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These funds will be used to acquire rolling stock for Kootenai County Public Transportation.																	
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING 20761 MP 0.000 - 0.000 Transit Planning	1	CN	125	50	50	50	53	-	-	-	-	328	262	66	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide short-term and long-range planning for Kootenai County Public Transportation.																	

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	Notes
Sponsor		Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL					
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF		Training	1	CN	13	7	7	7	7	-	-	-	38	30	8	1	
20762	MP 0.000 - 0.000	Transit Planning		PE	-	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-	
To provide Federal training for transit staff.																	
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT			1	CN	625	50	95	230	110	-	-	-	1,110	888	222	1	
23411	MP 0.000 - 0.000	Capital Asset		PE	-	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY		TRNS-CAP	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-	
To provide current and future capital funding for Kootenai County Public Transportation.																	
				Construction	6,484	3,781	4,438	6,335	4,992	-	-	-					
				Development	-	-	-	-	-	-	-						
				Right-of-Way	-	-	-	-	-	-	-						
				Total	5,039	3,466	4,112	5,988	4,628	-	-						

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
FY2025-2030 Program by Activity all Modes ¹
(dollars in thousands)

Activity	2025	2026	2027	2028	2029	2030	2031	Preliminary Development	Total
Public Transportation	6,484	3,781	4,438	6,335	4,992				26,330
Road Construction	121,596	105,079	97,667	48,327	4,505	29,795	31,400	4,700	443,069
Roadway Development	397	303	3,394	653	773	-	-	-	5,520
Road Right-of-Way	7,760	-	1,540	-	4,035	-	-	-	13,335
Total	136,237	109,103	107,039	55,135	14,305	29,795	31,400	4,700	487,954

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- Large 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 Estimated Fund Balances for the KMPO Planning Area¹

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

¹Note: Programmed STP funds include costs for preliminary engineering, right-of-way and construction. Revenue tied to annual appropriations based on language contained in an Authorization Bill, 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 Area¹

Scheduled Costs (Dollars in Thousands with Match)

Year-Of-Expenditure Dollars (Not Current Prices)

Ph	2025	2026	2027	2028	2029	2030	2031	PREL
Capital & Ops	6,484	3,781	4,438	6,335	4,992	-	-	-
Development	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-
Total	6,484	3,781	4,438	6,335	4,992	-	-	-

Currently, Kootenai County fully utilizes apportioned funds by utilizing cash and in-kind contributions from local jurisdictions, Kootenai County, Kootenai Health, and the Coeur d' Alene Tribe.

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

Work Type	FY 2024	%
Capital	\$3,103,000	47.86
Operations/ Maintenance/ Administration	\$3,384,000	52.14
Total	\$6,484,000	100

Source: Kootenai County June, 2024

Kootenai County will expend approximately fifty-two percent (52.14%) 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 long term 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.

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
5-Year Avg. Number of Fatalities	244	240	15
5-Year Avg. Fatality Rate per 100 million VMT	1.35	1.28	1.03
5-Year Avg. Number of Serious Injuries	1,279	1,237	85
5-Year Serious Injury Rate per 100 million VMT	7.22	6.61	5.9
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	125	127	9

The 2023 data shows that fatal and serious crash rates in Kootenai County remain below ITD’s safety targets and that the County has seen a decrease 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 traveled (VMT), over the period. The average number of non-motorized fatalities and serious injuries increased slightly compared the previous 5-year period.

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

Key Number	Program Year	Project	Safety Improvements	Total Cost
10005	2025	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 railroad crossings and intersections on SH 53.	\$62,000,000
19955	2025	Chase Rd BNSF Crossing	Reconstruct approaches.	\$1,400,000
20378	2025	Huetter Rd UPRR Crossing	Add gates and signals.	\$420,000
20442	2025	I90/SH41 IC	Construct new interchange at I90 and SH 41; realignment of ramps and intersecting roadways.	\$105,000,000
21937	2030	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	\$2,700,000
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$15,010,000
22435	2028	Hayden Ave. & Meyer Rd. Roundabout	Upgrade a two-way stop control to a roundabout with illumination and pedestrian facilities.	\$2,100,000
22799	2030	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	\$1,700,000
22875	2025	Lancaster Rd & Huetter Rd Roundabout	Install roundabout.	\$2,100,000
23285	2025	Greensferry Rd Guardrail	Install guardrail along three stretches of roadway within Worley Highway District	\$1,200,000
23429	2031	US 95/Parks Rd IC	Remove existing at-grade intersection; construct frontage roads on east and west sides of US 95.	\$16,450,00
23792	2025	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
23793	2026	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
24162	2030	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with continuous turn lane, wider shoulders, turn bays and illumination.	\$14,600,000
24174	2026	I90 Tree Removal	Selectively remove trees to improve safety along I90 from WA to MT state lines.	\$250,000
24276	2027	Ramsey Rd Signal Upgrades	Install/upgrade traffic signal operations at four (4) signals along Ramsey Rd.	\$1,117,000

24395	2028	I90/US 95 IC – Emma Ave to Cherry Ln	Reconstruct I90/US 95 interchange. Widen US 95 from Emma Ave. to Cherry Ln. with associated intersection improvements.	\$92,600,000
24398	2025	Prairie Trail Underpass	Construct a pedestrian/bike underpass in conjunction with Prairie Ave. 5-lane widening.	\$1,500,000
ORN24552	2027	SH 97 Safety Improvements	Provide spot safety improvements including delineation, signage, sight distance and intersection improvements.	\$520,000
ORN24677	2028	Bike Path Connections	Construct two bike path sections from the Trail of the Coeur d’Alenes to the city of Harrison, including marking crossings and yield signs	\$540,000

- 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.

Interstate and Non-Interstate NHS pavements in Kootenai County in ‘Poor’ condition met both of ITD’s performance targets in 2023, with ‘poor’ condition pavements markedly decreasing over the year. Kootenai County pavements in ‘Good’ condition increased over the year, but still do not meet ITD’s targets. The percentage of Interstate pavements in the County in ‘Good’ condition do not meet the national targets, but the percentage of ‘Poor’ condition pavements do.

	National Target	2023 Statewide Target	2023 Conditions	
			Statewide	Kootenai County
Interstate NHS Percent Good	61.8%	≥ 35%	59.4%	23.7%
Interstate NHS Percent Poor	0.8%	≤ 4%	0.05%	0%
Non-Interstate NHS Percent Good	-	≥ 20%	31.0%	12.1%
Non-Interstate NHS Percent Poor	-	≤ 8%	0.7%	0.2%

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

Interstate				
Key Number	Project Year	Project	2023 Condition	Total Cost
23243	2027	I90 – Wolf Lodge to Cedars Maintenance Site	Fair	\$40,610,000
24305	2025	I90 – SH 41 to US 95 West	Fair	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East	Fair	\$69,200,000
24660	2025	I90 – South RV Rd to Pinehurst IC	Fair	\$400,000

ORN24586	2031	I90 – South RV Rd to Kingston IC	Fair	\$520,000
Non-Interstate				
Key Number	Project Year	Project	2023 Condition	Total Cost
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Good/Fair	\$15,000,000
22775	2030	D1 Pavement Preservation	<i>Multi-location</i>	\$1,700,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Fair	\$5,600,000
24162	2029	SH 53 – N Bruss to MP 8.3	Good/Fair	\$14,600,00
24395	2028	US 95 – Emma Ave to Cherry Ln	Fair	\$92,600,000

An additional \$34,800,000 is programmed to improve pavement conditions on over 26 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. The number of bridges in ‘Poor’ condition also meet the national target. Bridges with a ‘Poor’ rating include: I90 WB bridge at MP 10.9 (Prairie Trail Overpass).

	National Target	2023 Statewide Target	2023 Conditions	
			Statewide	Kootenai County
NHS Bridge Percent Good	41.2%	≥ 19%	23.5%	30.9%
NHS Bridge Percent Poor	4.2%	≤ 3.5%	1.9%	1.5%

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

Key Number	Project Year	Project	2023 Condition	Total Cost
21935	2025	I90 – Coeur d’Alene River bridge Replacement	Fair	\$8,800,000
23618	2027	I90 – Passage Multi-Plate Culvert	Data Needed	\$1,400,00
23875	2026	SH 41 – BNSF bridge repairs	Fair	\$2,100,000

24305	2025	I90 – SH 41 to US 95 West <i>(includes multiple bridge Replacement's)</i>	Fair	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East <i>(includes multiple bridge Replacement's)</i>	Fair/Poor	\$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 80th percentile travel time to the “normal” (50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

Kootenai County’s current travel time reliability meets ITD’s targets. Non-Interstate reliability has increased slightly since 2022. Construction projects reduced reliability on SH-41 and SH-53.

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	99.1%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	86.7%	97.4%

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

Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
20442	2025	I90/SH 41 IC	Construct Interchange	\$105,000,000
24305	2025	I90 – SH 41 to US 95 West	Widen	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East	Widen	\$69,200,000
24395	2026	I90 – US 95 IC, Emma Ave to Cherry Ln	Reconstruct Interchange, widen	\$92,600,000

Non-Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
10005	2025	SH 53/Pleasant View Rd IC	Construct Interchange	\$62,000,000
21937	2029	SH 41, Diagonal Rd Turn Bays	Widen/Turn bays	\$2,700,000
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Widen	\$15,000,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Widen	\$5,600,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen	\$14,600,000

- Freight Reliability**

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

Kootenai County’s TTTR Index decreased over 2022 and still meets ITD’s target. The reconstruction of the SH-41 has reduced the TTTR within the Post Falls area.

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

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index	≤ 1.30	1.22	1.28

- 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. KMPO recognizes Kootenai County’s TAM targets.

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
2024	14%	28%
2024 Target	14%	38%
2025 Target	8%	24%
2026 Target	43%	47%
2027 Target	0%	0%

Currently, Citylink North’s assets include Revenue Vehicles, which they use for their urban fixed-route, paratransit, and Ring-a-Ride services, and Equipment. Citylink North is currently meeting their targets for Revenue Vehicles, but has not yet met the target for either equipment performance measure.

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

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Revenue Vehicles	\$5,252,000
23411	Equipment Acquisition/Replacement	Equipment	\$1,110,000

- **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, much 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

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
2024	100%	100%
2024 Target	50%	50%
2025 Target	50%	0%
2026 Target	25%	0%
2027 Target	0%	0%

The Kootenai County Board of County Commissioners approved Citylink North’s PTASP on February 2, 2023, which included their targets for Fixed Route and Demand Response services; KMPO recognizes Kootenai County’s targets.

Citylink North met their targets for Fixed Route Safety Events (total) and System Reliability in 2023. 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**	
	2023 Target	2023 Actual	2023 Target	2023 Actual
Fatalities (Total)	0	0	0	0
Fatalities (per 100k VRM)	0	0	0	0
Serious Injuries (Total)	0	0	0	0
Injuries (per 100k VRM)	0	0	0	0
Safety Events (Total)	2	5	2	1
Safety Events (per 100k VRM)	1.314	3.3	0.948	0.475
System Reliability (VRM/Failures)	152,254	151,511	210,873	210,698

**Operated by Citylink*

***Operated by MV Transportation & Kootenai Health*

E. Certifications

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: _____
Glenn F. Miles, Executive Director

Date: August 17, 2024

SELF-CERTIFICATION

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

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

KOOTENAI METROPOLITAN PLANNING

IDAHO TRANSPORTION DEPARTMENT

Signature: _____

Signature: _____

Title: Executive Director

Title: _____

Date: September 19, 2024

Date: _____

Appendix

KMPO

2024-2030

Transportation Improvement Program
Public Comment Period

August __, 2024 to September __, 2024

Published

Coeur d'Alene Press

August __, 2024 and August __, 2024

Kootenai Metropolitan Planning Organization

2025-2031

Transportation Improvement Program

Open House



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

_____, August __, 2024

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