



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

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

### **KCATT MEETING AGENDA**

August 26th, 2025 - 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 – Robert Palus, Chair
3. Approval of July 22nd, 2025, 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. Draft 2026 Unified Planning Work Program- **Action Item**
  - b. Draft 2026-2032 Transportation Improvement Program- **Action Item**
  - c. 2024 Transportation System Performance Overview
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
10. Other Business
  - a. KCATT Member Items
11. Next Meeting – September 23rd, 2025
12. Adjournment

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Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

## KCATT MEETING MINUTES

July 22nd, 2025

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

### 1. Call to Order:

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

### 2. Welcome / Introductions:

Robert Palus, Chair	City of Post Falls
Eric Shanley	Lakes Highway District
Kevin Howard	Worley Highway District
Kevin Jump	City of Rathdrum
Robert Beachler	Idaho Transportation Department
Michael Lenz	Post Falls Highway District

### Absent:

Alan Soderling	City of Hayden
Chris Bosley	City of Coeur d'Alene
David Callahan	Kootenai County
Ben Weymouth	East Side Highway District

### KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

### Alternates and Guests:

Terry Werner	Citizen
Chad Ingle	Kootenai County
Patrick Cooksey	DEA
Karie Gullickson	JUB
Destiny Hillyard	HMH
Greta Gissel	HMH
Lois Duncan	KEC

### 3. Approval of June 24th, 2025 Meeting Minutes – Action Item

Chairman Robert Palus asked for a motion to approve the minutes as presented.

**Mr. Kevin Howard motioned to approve the June 2025 KCATT meeting minutes as presented. Mr. Eric Shanley seconded the motion, which passed unanimously.**

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

There were no public comments made.

### 5. Member Project, Transit & Utility Updates

Mr. Robert Beachler, ITD, reported on a list of various ongoing projects for the district:

- I-90/SH-41 Interchange project has progressed; the signal structure is in place.

Concrete paving is continuing, with concrete pouring on the westbound bridges.

- I-90 (Wolf Lodge to Cedars maintenance site) had issues with the asphalt mix, requiring repaving, which is under way. There are 12-foot-wide lane restrictions and 45 mph speed limits in place through the work zone.
- Coeur d'Alene River bridges are completing the demolition of the east bound bridge, and the contractors completed drilling for the center pier shaft.
- I-90, SH-41 to US 95 Widening Project is split into two packages, east and west. The east package under N.A. Degerstrom (Spokane Valley) is planning on starting work in August. There are some utilities that need to relocate. The west package was awarded to Scarcella Brothers.
- SH-53/Pleasant View Rd. Interchange has the temporary signal on Prairie Ave. activated and is being monitored; they are refining the timing plan on the signal and right of way priorities are going to SH 53 main line traffic.
- Work on SH-54 continues work on the first two miles of sub-base and sub-grade material being put in on the southbound lanes. Once that is finished, ITD will shift traffic to those lanes and begin the north side of the project, with a goal to get the first two miles of the corridor reconstructed this year.

Mr. Eric Shanley, Lakes Highway District, reported they are continuing work on chip seals and road maintenance. He gave an update on the Diagonal Road project, noting that paving will happen in a few weeks. The Lakes Highway District board adopted a new capital improvement plan for future projects. He reported LHD and ITD, District 1, would be working in coordination on a mill and inlay project next year on Prairie Ave.

Mr. Kevin Jump, City of Rathdrum, reported the city has wrapped up and adopted phase two of a speed study program, looking at the average/85th percentile speeds on residential streets. He reported city council adopted an CDBG (Community Development Block Grant) project, which will be on Main Street. The city has not entered into agreement yet with the Department of Commerce, but expect the project will be going out to bid either later this month or early next month. The Lancaster Rd./Meyer Rd. roundabout project is in the utility relocation phase, and the city has secured the last piece of right of way that was needed for that project, with plans to go to construction next summer. Mr. Jump reported that the City of Rathdrum has broken ground on the new city hall campus project.

Mr. Michael Lenz, Post Falls Highway District, reported they are finishing up chip seal and road improvement projects that were delayed due to poor weather. The Hayden Ave./Meyer Rd. roundabout and Prairie Ave. Widening projects are still in the process of acquiring right of way. The Prairie Trail Underpass project received the executed State Local Agreement yesterday, and they anticipate going out to bid early fall. He reported PFHD is working with a developer on a major subdivision south of the Spokane River, that would connect from Foothills Drive to Fairmont Loop, requiring about one mile of new public roadway to be constructed.

Mr. Kevin Howard, Worley Highway District, reported the Conkling Park Drive/Ditmore Road intersection project was complete. A section of Rolling Hills Roads will have a pre-engineered lift for three-quarters of a mile. WHD has completed their summer chip seals.

Mr. Rob Palus, City of Post Falls, reported they are continuing to work on their Transportation Master Plan. They will be scheduling a technical advisory group meeting to go over the 2035-2045 proposed projects in the next month or so. The City of Post Falls' engineering staff and a

consultant attended Post Falls Days festival and completed public outreach on the transportation master plan. They had about 350 people who attended their booth and felt it was a good public outreach effort and met their expectations. He reported the city held a coordination meeting with Kootenai Health and their team that's putting together the medical facility for the corner of Prairie Avenue and SH 41. PFHD, ITD, and KMPO representatives all attended. JUB will be doing the scoping and traffic study for the project.

Ms. Lois Duncan, KEC, reported that crews were pulling wire at the Huetter and Lancaster Roundabout location that morning to complete their portion of the project. She reported crews are working on the west side of Ramsey all the way to SH53 this summer doing work in the ditches. She reported the SH 54 project has two crews continuing to cut over utility lines to the new poles that KEC installed earlier this year.

Mr. Chad Ingle, Kootenai County, reported the county is continuing work on their Coordinated Human Services transportation plan. They are distributing a survey to collect stakeholder input. He reported they are ready for their ITD site visit happening tomorrow. Mr. Ingle reported that transit was able to provide 850 rides during the Post Falls Days Festival. He said this is a great partnership for the third year in a row.

## **6. Planning and Programming Updates**

### **a. Draft Unified Planning Work Program**

Director Miles requested to defer this item to the next KCATT meeting. At the last meeting, Mr. Miles requested that KCATT review the draft and prepare any questions and a recommendation for adoption for the KMPO board. KMPO is currently in the process of purchasing their office space. This led to the need for revising the current work program and an amendment to be made to the budget listed in the UPWP. This amendment will need to be adopted by the KMPO board. There is a special meeting of KMPO board scheduled for tomorrow, July 23<sup>rd</sup>, to discuss and adopt the amendment. Once this occurs, Mr. Miles will bring the draft UPWP back to KCATT for review and stated that KMPO would be looking for a recommendation from KCATT next month to present to the KMPO board. Chairman Palus agreed to table this item to the next KCATT meeting.

### **b. Draft Transportation Improvement Program (TIP)**

Director Miles reported that the ITIP is out for public comment until the end of the month. They are still waiting on a few projects to be placed and some additional data for analysis, so Mr. Miles asked to defer discussion on this item to the next KCATT meeting. Chairman Palus agreed to table this item to the next KCATT meeting.

## **7. Idaho Transportation Board Update**

Mr. Beachler delivered the report. He reiterated that the ITIP is open for public comment through the end of July and asked the committee to please log on to ITD's website and submit any comments.

Director Miles made a comment that ITD has been in the process of changing over the software they use to track the ITIP (OTIS); the new software will make things easier to navigate. Local jurisdictions will have limited access to the software to check their own projects and where things are at. The software will have the ability to check where in the process state local agreements are in real time, send a flag notice when it's been approved, and when it's been obligated with their current balances, etc. The expectation is added accountability on getting it through the adoption, programming and obligation process. Mr. Beachler added that he will send out notifications to the local jurisdictions when trainings on the new software are available.

Mr. Beachler reported that the Idaho Transportation Board would have their July meeting in District 1. The IT board tour is tomorrow afternoon, and the business meeting will be here in the EOC on Thursday, July 24th.

**8. Current Business**

No current business was addressed.

**9. Upcoming KMPO Board Items**

No upcoming KMPO Board items to discuss.

**10. Other Business**

a. KCATT Member Items

Mr. Shanley reported that the Ramsey Road/Lancaster Road roundabout was open. The Lancaster Rd./Huetter Rd. roundabout is set to begin construction August 18<sup>th</sup>. This will cause some closures and detours.

Mr. Lenz reported they would be sending a request to KMPO to perform a transportation study of the Hauser area, through SH 53 corridor. As growth in the region continues to accelerate, PFHD recognizes the need for proactive planning to address transportation safety, capacity and infrastructure demand in this critical corridor. Mr. Shanley asked if this study could be extended into LHD, and Mr. Miles explained that this study has been designated for within certain boundaries and that if they wanted to do a study further in LHD, that is a great item for future discussions.

Mr. Miles mentioned that KMPO will be holding a special meeting, tomorrow, July 23<sup>rd</sup>, to approve the budget amendment in UPWP in regards to the purchase of the office space.

**11. Next Meeting– August 26th, 2025**

**12. Adjournment**

**Without objection, Chair Robert Palus adjourned the July 22nd, 2025 KCATT meeting.**

The meeting adjourned at 8:30 a.m.

Kate Williams - Signature on file  
Recording Secretary



# KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program  
Fiscal Year 2026  
Draft August 18, 2025



US-95 Southbound, 6-2-2025 3:30 p.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 within its MPO boundary. KMPO's boundary includes all of Kootenai County. KMPO's work activities involve regional transportation policy development, public involvement, technical studies, as well as 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 2026, which will begin on October 1, 2025 and end on September 30, 2026.

## **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 June 10, 2025. The annual budget is then used to inform development of the UPWP for FY26. Kootenai County Public Transportation planning activities are developed 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 Metropolitan Transportation Plan (MTP). KMPO, in partnership with the Idaho Transportation Department District 1 Office has been conducting the Rathdrum Prairie Transportation Study (Formerly PEL Study), which is looking at series of system wide transportation alternatives to enhance safety, mobility, and economic opportunity across the Rathdrum Prairie. Unfortunately, this study has been significantly delayed during the alternative screening process.

These delays have pushed completion of the MTP Update to FY 2026. The Prairie Transportation study is intended to identify current and future access, safety, and mobility challenges within one of the fastest growing areas within Kootenai County. The proposed solutions being developed to address these challenges, will then be considered for inclusion into the Metropolitan Transportation Plan (MTP).

This MTP update will also be enhanced to incorporate Safe Streets and Roads for All (SSR4A) guidelines, improve freight and goods movement efforts, and take advantage of KMPO's INRIX data to better monitor and address the impact of growth and development, impacts to highways, arterial corridors and intersection performance.

KMPO will also be reviewing transportation performance measures and by either adopting the Idaho Transportation Department's Performance targets established by the IT Board or develop regionally based performance targets.



With several key regional transportation studies still underway in FY 2026, KMPO will be providing ongoing planning and modeling support to provide consistent analysis for these efforts.

UPWP tasks identified for FY 2026 will allow for ongoing improvement of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional travel demand model used as source to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County. Additionally, UPWP tasks are used 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, 2025. 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 trips, 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 2026 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 FY 2026 activities is estimated to total **\$ 661,149** for KMPO, ITD and Kootenai County Public Transportation planning functions.

Major sources include:

### Summary of UPWP Anticipated Revenue FY 2026

Revenue Budget (FY 2026)	
	2026 Funding Forecast
<b>Revenues:</b>	
CPG FY 2025 <b>KN23052 Carry-over</b>	\$137,435
2026 Consolidated Planning <b>KN 23052</b>	\$280,351
FTA Section 5307 Planning Grant	\$75,200
<b>Federal Fund Subtotal</b>	<b>\$ 492,986</b>
ITD INRIX Data Sharing Payment	\$18,970
KMPO Local Contributions 2025/2026	\$54,721
KMPO Local Carry over after Local Match	\$75,672
<b>Kootenai County Public Transportation</b>	<b>\$ 18,800</b>
<b>Subtotal Local Funds</b>	<b>\$ 168,163</b>
<b>Grand Total</b>	<b>\$ 661,149</b>

Based on KMPO FY 2026 Approved Budget and 2025-2031 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 FY 2026 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 2026**

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 2026 is to complete the Metropolitan Transportation Plan Update to meet the current requirements of the Infrastructure Investment and Jobs Act (IIJA). This will incorporate work and recommendations completed as part of the Rathdrum Prairie Transportation Study conducted 2024-2026.
- 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 from SH-41; the Alternate U.S. 95 Huetter Corridor; and widening I-90, which is about to begin construction over the next three construction seasons between U.S. 95 and SH-41. Engineering and design, with the additional segments are anticipated once funding has been identified.
- 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 to a region, rather than State-wide competitive programs that are relegated to LHTAC for 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 efforts 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 completed 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 FY 2026. 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 current transportation reauthorization bill.

## 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 implementation of selected travel corridor improvements identified in the final 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 2026

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, 2026. We have identified the following nine major work program categories:

1. MPO Administration
2. KMPO Committees and Public Involvement
3. Transportation Improvement Program Development & Amendment
4. KMPO Regional Public Transportation Planning
5. Kootenai County Public Transportation Planning
6. Metropolitan Transportation Plan 2026 - 2050 Update
7. Data Collection, Performance Measures and Evaluation
8. Travel Demand Modeling – Maintenance and Improvement
9. Regionally Sponsored Transportation Studies

Objectives, inter-agency roles, tasks, expected work products and costs for the 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, office space and preparation and posting of materials needed to fulfill federal funding requirements.
- To determine planning work needed between October 1, 2026 and September 30, 2027 and to identify budget and sources of revenue for the next year's planning activities (UPWP).

## Inter-Agency Roles and Responsibilities

### 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. **Title VI (Civil Rights) Plan.** KMPO will monitor and report on the plan in 2026 to ensure compliance with Title VI of the Civil Rights Act of 1964, as amended.
3. Prepare FY 2026 Unified Planning Work Program.
4. Prepare FY 2024 Annual Report on KMPO activities during FY2025, including work with the FY 2024 financial audit and reporting.

### Products

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

**Timeline for Performance:** October 1, 2025 through October 31, 2026 to provide for end of Fiscal Year billings and close out.

### Budget and Revenue Source

<b>1.0 MPO Administration</b>				
Budget	Funding Source			
	CPG	5307		Local
KMPO Financial Audit & Legal Services \$ 15,000	\$ 13,899			\$ 1,101
KMPO \$142,092	\$ 123,928			\$ 18,164
<b>Total \$157,092</b>	<b>\$ 137,827</b>			<b>\$ 19,265</b>

## **2.0 KMPO Committees and Public Involvement**

Objective:

Provide inter-local and interagency coordination and meeting support between KMPO and stakeholder groups at the local, State, and Federal level. This task will be performed and/or administered by KMPO staff with possible use of outside expertise

### Scope:

1. **Public Involvement Activities.** Throughout FY2026, 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 also considering retail platforms for broader outreach.
2. **Website.** Update and maintain the KMPO website to keep information current and ensure it remains an effective public outreach tool.
3. **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.

4. *Outside Public Involvement Support.* KMPO will consider the use of outside services during development and outreach for the Metropolitan Transportation Plan Update.

### Inter-Agency Roles and Responsibilities

#### Scope

*General Support.* This task includes, but is not limited to, staff support for, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.

*Contract support.* KMPO may retain public involvement firm to conduct public outreach, preference surveys and open houses to ensure broad opportunities for review and comment.

#### Products

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

Timeline for Performance: October 1, 2025 through September 30, 2026

#### Budget and Revenue Source

<b>2.0 KMPO Committees and Public Involvement</b>				
Budget	Funding Source			
	CPG	5307		Local
Contract \$ 35,000	\$ 20,963			\$ 1,539
KMPO \$ 20,000				\$ 32,498
<b>Total \$ 55,000</b>	<b>\$ 20,963</b>			<b>\$ 34,037</b>

## **3.0 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 2027-2032 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 2025 and 2026 TIP amendments and preparation of the 2027-2032 TIP. Preparation of the 2027-2032 TIP begins in March 2026 and culminates in September 2026.

### Budget / Revenue Source

<b>3.0 Transportation Improvement Program (TIP)</b>				
Budget		Funding Source		
		CPG	FTA CPG	Local
<b>KMPO</b>	\$ 28,986			
<b>Total</b>	<b>\$ 28,986</b>	<b>\$ 26,858</b>		<b>\$2,128</b>

## **4. 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.

### 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:

<b>4.0 KMPO Regional Public Transportation Planning</b>				
Budget	Funding Source			
	CPG	FTA CPG	STBG	Local
KMPO \$ 25,000	\$ 23,165			\$ 1,835
<b>Total \$ 25,000</b>	<b>\$ 23,165</b>			<b>\$ 1,835</b>

## **5.0 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. 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.

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:

<b>5.0 Kootenai County Transit Planning</b>				
Budget	Funding Source			
	CPG	5307		Local
Kootenai County		\$ 75,200		\$ 18,800
<b>Total \$ 94,000</b>		<b>\$ 75,200</b>		<b>\$ 18,800</b>

## 6. 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 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 public involvement consultant to assist with additional public outreach outside of the PEL Study area.

### Budget / Revenue Source:

<b>6.0 Metropolitan Transportation Plan Update</b>				
Budget	Funding Source			
	FHWA CPG	FTA CPG		Local
KMPO				
<b>Total \$ 54,800</b>	<b>\$ 50,778</b>			<b>\$ 4,022</b>

## **7.0 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

<b>7.0 Data Collection, Performance Measures and GIS Evaluation</b>				
Budget	Funding Source			
	CPG	FTA CPG	ITD District 1	Local
Contract \$ 37,000				\$ 37,000
KMPO \$ 57,221	\$ 47,305			\$ 9,916
<b>Total \$94,221</b>	<b>\$ 47,305</b>			<b>\$ 46,916</b>

## **8.0 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 7.
  - e. Continue to fulfill travel demand modeling requests and corridor 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

<b>8.0 Regional Travel Demand Modeling</b>				
Budget	Funding Source			
	CPG			Local/State
Contracts \$ 19,050	\$ 19,050			\$ 1,398
KMPO \$ 75,000	\$ 38,097			\$ 35,505
<b>Total \$ 94,050</b>	<b>\$ 57,147</b>			<b>\$ 36,903</b>

## **9.0 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

This data review effort will also look at freight and goods movement analysis in support of supplementing the freight and goods element of 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 the fall of 2025 and in 2026.

Budget / Revenue Source

<b>9.0 Regional Transportation Studies</b>				
Budget		Funding Source		
		CPG		Local/State
KMPO	\$ 58,000	\$ 53,743		\$ 4,257
<b>Total</b>	<b>\$ 58,000</b>	<b>\$ 53,743</b>		<b>\$ 4,257</b>

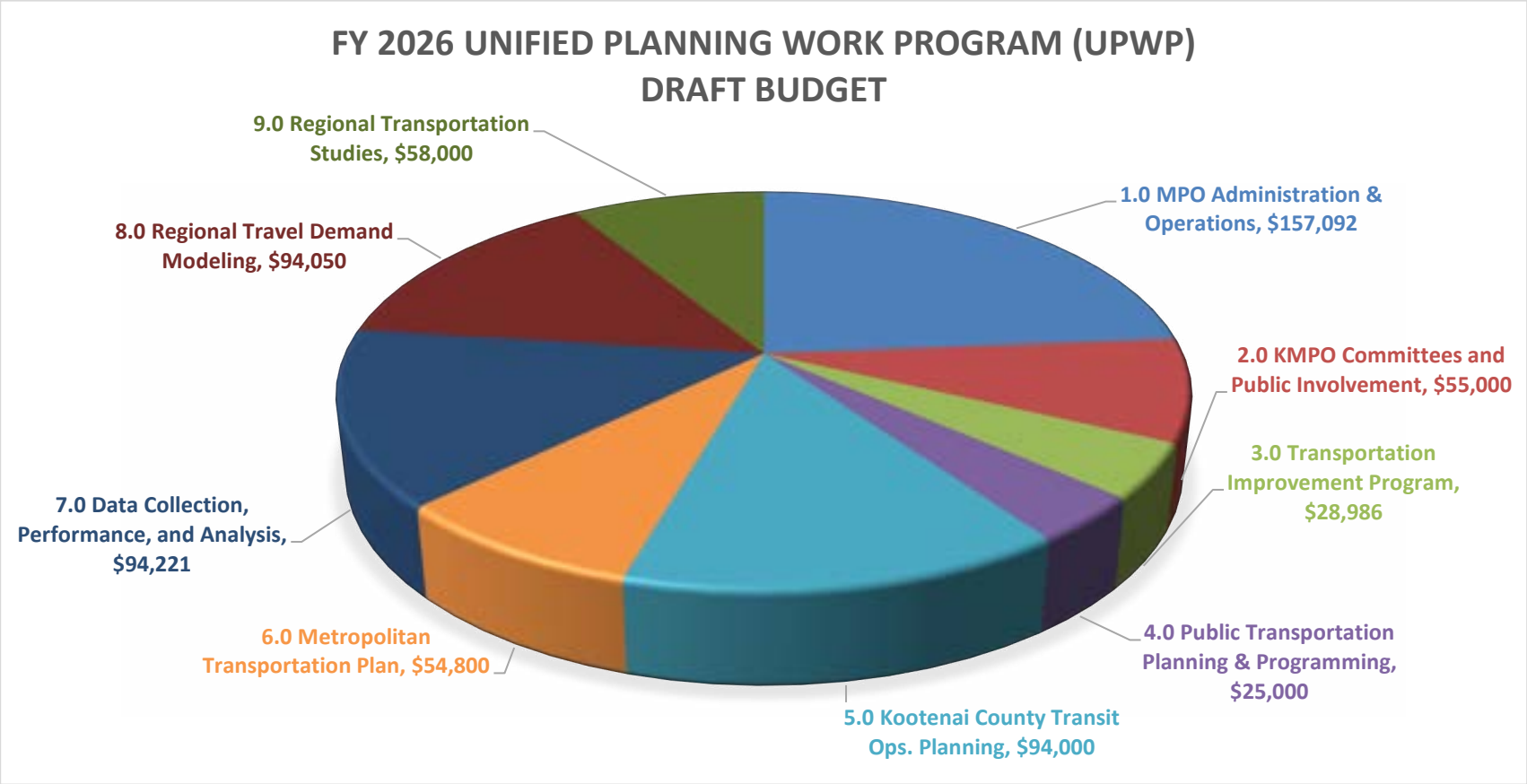
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**Overall**  
**FY 2026 UPWP**  
**Draft Budget**

Task	Budget	Personnel & Operating Expenses	Contracts		CPG	FTA 5307	KMPO Matching Funds	Kootenai County Matching Funds	Total Cost Centers	Total Program Funds
1.0 MPO Administration & Operations	\$157,092	\$157,092			\$137,827		\$19,265		\$157,092	\$157,092
2.0 KMPO Committees and Public Involvement	\$55,000	\$20,000	\$35,000		\$20,963		\$34,037		\$55,000	\$55,000
3.0 Transportation Improvement Program	\$28,986	\$28,986			\$26,858		\$2,128		\$28,986	\$28,986
4.0 Public Transportation Planning & Programmi	\$25,000	\$25,000			\$23,165		\$1,835		\$25,000	\$25,000
5.0 Kootenai County Transit Ops. Planning	\$94,000	\$94,000				\$75,200		\$18,800	\$94,000	\$94,000
6.0 Metropolitan Transportation Plan	\$54,800	\$54,800			\$50,778		\$4,022		\$54,800	\$54,800
7.0 Data Collection, Performance, and Analysis	\$94,221	\$57,221	\$37,000		\$47,305		\$46,916		\$94,221	\$94,221
8.0 Regional Travel Demand Modeling	\$94,050	\$75,000	\$19,050		\$57,147		\$36,903		\$94,050	\$94,050
9.0 Regional Transportation Studies	\$58,000	\$58,000			\$53,743		\$4,257		\$58,000	\$58,000
Grand Total	<b>\$661,149</b>	<b>\$570,099</b>	<b>\$91,050</b>	<b>\$0</b>	<b>\$417,786</b>	<b>\$75,200</b>	<b>\$149,363</b>	<b>\$18,800</b>	\$661,149	\$661,149
Less Kootenai County Program	<b>(\$94,000)</b>									
KMPO Total	<b>\$567,149</b>									

**Work Responsibility Allocations:**

KMPO	\$ 567,149
Kootenai County	\$ 94,000
<b>Total</b>	<b>\$ 661,149</b>



# Transportation Improvement Program 2026-2032



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*Serving the Citizens of Kootenai County*

**Draft August 18, 2025**

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.

The Kootenai Metropolitan Planning Organization is an Equal Opportunity/Affirmative Action employer. Hiring and service to program recipients are done without regard to race, color, religion, national origin, sex, age, or disability.

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FISCAL YEARS 2026-2032 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 2026-2032 Transportation Improvement Program as presented to us in the September 12, 2024, KMPO Board meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this \_\_\_\_ day of September, 2025

SIGNED:

\_\_\_\_\_  
Graham Christensen  
KMPO Board Chair

ATTEST:

\_\_\_\_\_  
Glenn F. Miles  
Executive Director

## Introduction

The Kootenai Metropolitan Planning Organization (KMPO) is an agency designated through a Joint Powers Agreement, by local jurisdictions in Kootenai County and the Governor of Idaho, to conduct metropolitan transportation planning that is 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 several 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.
- **STBG Safety (SAFETY):** A mandatory ten percent (10%) of all STBG 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 (State and Local):** 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:**

- **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.

**b. 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.

**c. 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.

**d. 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 obligated projects from the first year of the prior year's TIP (2023) will be published by the KMPO Board in January 2026. 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

Choices) PE - Preliminary Engineering

PL – Land Purchase

RW - Right-of-Way

RRX - Railroad Crossing

STP - Surface Transportation Program

TAP – Transportation Alternatives Program (Formerly Community

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

# Table 1.0

## KMPO

### Regional Transportation Improvement Program Program of Federal Highway Administration Projects

2026-2032



Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)												
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match	
SH 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO				1	CN		670			-	-	-	-	670	-	670
20668	MP 81.500 - 86.900	Preventive Maintenance, Seal Coat			PE					-	-	-	-	40	-	40
STATE OF IDAHO (ITD)		PAVE	State Funds		RW					-	-	-	-	-	-	-
This project consists of seal coating SH 97 from MP 81.5 MP 86.9.																
OFFSYS, YELLOWSTONE TRAIL RD, KOOTENAI CO				1	CN	-	2,156			-	-	-	-	2,156	1,998	158
20775	MP 101.900 - 102.100	ENV PRESV, Safety Improvement			PE	-				-	-	-	-	679	632	47
EASTSIDE HD Number 3		FLAP (L)	Federal Lands Access Program		RW	-				-	-	-	-	-	-	-
Repair slide area. This project is between mile points 101.9 and 102.1.																
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM				1	CN					2,338		-	-	2,338	2,166	172
21937	MP 8.300 - 8.800	MAJOR WIDENING, Turn Bays			PE			350				-	-	560	519	41
STATE OF IDAHO (ITD)		SAFETY	Highway Safety Program		RW							-	-	-	-	-
This project will widen the existing roadway and install turn bays with illumination. 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		11,400		-	-	12,900	11,953	947
21939	MP 0.000 - 1.800	MAJOR WIDEN'ING, Turn Bay			PE							-	-	1,430	1,325	105
STATE OF IDAHO (ITD)		SAFETY	Highway Safety Program		RW		1,540					-	-	1,540	1,427	113
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.																
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD				1	CN		2,256			-	-	-	-	b2,256	2,091	165
22435	MP 0.920 - 1.080	RECONST/REALIGN, Pavement Rehabili			PE					-	-	-	-	483	448	35
POST FALLS HIGHWAY DIST		STBG-RURAL (L)	STBG-RURAL		RW					-	-	-	-	190	176	14
This project will upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.																
SH 54, SH 41 TO GREYSTONE LANE, KOOTENAI CO				1	CN	9,199				-	-	-	-	9,199	8,524	675
22770	MP 0.000 - 6.700	PM, Pavement Rehabilitation & Resurface			PE					-	-	-	-	1,020	-	1,020
STATE OF IDAHO (ITD)		PAVE	STBG		RW					-	-	-	-	-	-	-
This project will extend the life of the roadway by applying a seal coat.																
STATE, FY30 D1 PAVEMENT PRESERVATION				1	CN					1,703		-	-	1,703	1,578	125
22775	MP 0.000 - 0.000	PM, Seal Coat			PE	20						-	-	80	19	61
STATE OF IDAHO (ITD)		PAVE	STBG		RW							-	-	-	-	-
The District Wide Pavement Preservation project will preserve the roadway by placing a surface treatment that may include a traditional chip seal, micro seal, and slurry seal. In select locations a pre-grind may also be performed prior to treatment.																
STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP				1	CN					1,563		-	-	1,563	1,448	115
22799	MP 0.000 - 0.000	TRAFFIC OPERATION, Intersection Improve			PE							-	-	145	134	11



<b>23429</b>	MP 446.520 - 448.520	RECONST/REALIGN, Frontage Roads	PE	-	-	-	-	-	-	-	-	2,750	-	2,750	
STATE OF IDAHO (ITD)	CAPACITY	National Highway System	RW	-	-	2,000	-	-	-	-	-	2,000	1,853	147	

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	2026	2027	2028	2029	2030	2031	2032	PREL					
I 90, PASSAGE MULTI PLATE CULVERT, KOOTENAI CO	1			CN	-	1,868	-	-	-	-	-	-	1,868	1,724	1441		
<b>23618</b>	MP 20.601 - 20.601	BR/APPRS, Bridge Rehabilitation		PE	-	-	-	-	-	-	-	-	300	277	23		
STATE OF IDAHO (ITD)	Bridge-Restoration	BR-State Program		RW	-	-	-	-	-	-	-	-	-	-	-	-	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	-	-	-	-	-	4,652	-	-	4,652	4,311	341	1	
<b>23649</b>	MP 0.000 - 5.650	RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	1,060	982	78		
STATE OF IDAHO (ITD)	RESTORE	STBG		RW	-	-	-	735	-	-	-	-	735	681	54		
This project will extend the life of the roadway by performing a thin mill and inlay, sidewalk pedestrian ramp upgrades, and signal upgrades.																	
LOCAL, FY27 KMPO PLANNING	1			CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>23687</b>	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	100	-	-	-	-	-	-	100	93	7		
KOOTENAI METROPOLITAN	STP-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
<b>23766</b>	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.																	
LOCAL, FY28 KMPO METRO PLANNING	1			CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>23767</b>	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.																	
LOCAL, FY29 KMPO METRO PLANNING	1			CN	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>23768</b>	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.																	
I 90, FY26 D1 STRIPING	1			CN	730	-	-	-	-	-	-	-	730	-	730	1	
<b>23793</b>	MP 0.000 - 73.885	SAFTY/TRAFF OPER, Pavement Markings		PE	-	-	-	-	-	-	-	-	-	-	-	-	
STATE OF IDAHO (ITD)	OTHER ASSETS	STLI		RW	-	-	-	-	-	-	-	-	-	-	-	-	W

This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.

Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)													
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match	Notes		
I 90, FY27 D1 STRIPING				1	CN		730			-		-	-	730	-	730	1	
23794	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings		PE	5				-		-	-	5	-	5			
STATE OF IDAHO (ITD)					RW				-		-	-	-	-		W		
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, FY28 D1 STRIPING				1	CN		730			-		-	-	730	-	730	1	
23795	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings		PE		5			-		-	-	5	-	5			
STATE OF IDAHO (ITD)					RW				-		-	-	-	-		W		
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 REPAIR, POST FALLS				1	CN	1,880	-			-		-	-	1,880	1,735	145	1	
23874	MP 6.100 - 6.100	BR/APPRS, Bridge Deck Repair		PE		-	-		-		-	-	350	323	27			
STATE OF IDAHO (ITD)					RW		-		-		-	-	-	-		W		
This project will provide bridge railing repairs to the bridges and bridge approaches.																		
SH 41, BNRR, BRIDGE REPAIR, KOOTENAI CO				1	CN	1,972	-			-		-	-	1,972	1,827	145	1	
23875	MP 0.137 - 0.137	BR/APPRS, Bridge Deck Repair		PE		-	-		-		-	-	350	324	26	B		
STATE OF IDAHO (ITD)					RW		-		-		-	-	-	-				
This project will provide repair of the bridge railing and bridge approaches.																		
SH 3, SH 97 JCT TO SWAN CR, KOOTENAI CO				1	CN		-	4,762	1,238			-	-	6,000	5,560	440	1	
23937	MP 96.000 - 103.200	RESRF/RESTO&REHAB, Pavement Reh		PE	92	-			-		-	-	322	298	24			
STATE OF IDAHO (ITD)					RW		-		-		-	-	-	-				
This project on SH 3 from the SH-97/SH-3 JCT to milepost 103.2 will preserve the road way by placing a SALSA and thick overlay.																		
SH 53, N BRUSS TO MP 8.3, KOOTENAI CO				1	CN		-	3,500	14,905			-	-	18,405	17,054	1,351	1	
24162	MP 4.450 - 8.300	MAJRWIDN, Turn Bay		PE		1,000			-		-	-	1,115	1,033	82	P		
STATE OF IDAHO (ITD) SAFETY					RW		-	5,035			-	-	5,035	4,665	370	R		
This project will reconstruct the existing SH-53 road way between mile post 4.45 to 8.3 and adding a continuous center turn lane and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																		
I 90, SELECTIVE TREE REMOVAL, KOOTENAI CO				1	CN	255	-					-	-	255	-	255	1	
24174	MP 0.000 - 73.885	SAFTY/TRAF OPER, Safety Improvement		PE		-	-		-		-	-	-	-				
STATE OF IDAHO (ITD)					RW		-	-			-	-	-	-		W		
This project will selectively remove trees for safety along I-90 from the Washington state line to the Montana state line.																		
SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO				1	CN		1,139					-	-	1,139	1,055	84	1	
24276	MP 13.500 - 14.999	SAFTY/TRAF OPER, Safety Improvement		PE		-			-		-	-	216	200	16			
COEUR D'ALENE					RW		-				-	-	-	-				
For the work to install and upgrade traffic signal operations with new equipment, pushbuttons and upgrade vehicle detection at four intersections along the Ramsey Road corridor to improve safety for all roadway users.																		

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)													
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal Match			
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO				1	CN	8,900			-	-	.	.	-	13,100	8,247	4,853	
24305 MP 7.128 - 9.714 RECONST/REALIGN, Bridge Replacement					PE				-	-	.	.	-	-			
STATE OF IDAHO (ITD)      TECM CAP      NH					RW				-	-	.	.	-	-			
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO				1	CN	4,200			-	-	.	.	-				
MP 7.128 - 9.714 RECONST/REALIGN, Bridge Replacement					PE				-	-	.	.	-				
STATE OF IDAHO (ITD)      LEAD-ID      STLI					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 - EAST, KOOTENAI CO				1	CN	7,800			-	-	.	.	-	11,100	7,227	3,873	
24306 MP 9.714 - 12.046 RECONST/REALIGN, Bridge Replacement					PE				-	-	.	.	-	-			
STATE OF IDAHO (ITD)      TECM CAP      NH					RW				-	-	.	.	-	-			
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO				1	CN	3,300			-	-	.	.	-				
MP 9.714 - 12.046 RECONST/REALIGN, Bridge Replacement					PE				-	-	.	.	-	-			
STATE OF IDAHO (ITD)      LEAD-ID      STLI					RW				-	-	.	.	-	-			
This project will widen I-90 to four lanes in both directions, replace the Atlas Rd and Prairie Trail Bridges and provide ramp improvements at NW Blvd and US-95.																	
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO				1	CN			2,972		-	-	.	.	-	2,972	2,754	218
24353 MP 101.496 - 102.740 RESRF/RESTO&REHAB, Base/Subbase					PE				-	-	.	.	-	275	255	20	
WORLEY HD      STP-RURAL (L)    STBG-RURAL					RW				-	-	.	.	-	-	-		
For the work to rehabilitate and resurface the roadway to include widening the travel lanes and shoulders, storm drainage improvements, and vertical and horizontal alignment changes to improve drivability and increase safety. This is a continuation of the Kidd Island, PH 1 project.																	
I 90, US 95 IC, EMMA AVE TO NEIDER AVE, KOOTENAI CO				1	CN			85,350		-	-	.	.	Unfunded	85,350	-	85,350
24395 MP 11.700 - 12.300 RECONST/REALIGN, Interchanges					PE				-	-	.	.	Unfunded	11,250	-	11,250	
STATE OF IDAHO (ITD)      EARLY      TECM BOND					RW	10,000			-	-	.	.	Unfunded	10,000	-	10,000	
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 Neider Ave with associated intersection improvements.																	
SH 97, SAFETY IMPROVEMENTS, HARRISON				1	CN			505		-	-	.	.	-	505	-	505
24552 MP 60.700 - 96.000 SAFTY/TRAFF OPER, Safety Improvement					PE	5			-	-	.	.	-	5	-	5	
STATE OF IDAHO (ITD)      OTHER ASSETS    ST2					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				-	-		9,252	-	9,252	8,537	715	
24586 MP 36.200 - 43.300 RESRF/RESTO&REHAB, Pavement Rehabilitation					PE	480	600		-	-			-	1,080	997	83	
STATE OF IDAHO (ITD)      RESTORE Interstate Maintenance					RW				-	-			-	-	-		

This project will extend the service life of the roadway on I-90 between South River Road mile post 36.2 and the Kingston Interchange milepost 43.3. The project will consist of a deep milling and asphalt pavement inlay, safety improvements, and guardrail replacement.

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)											
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match
SMA-7145, ATLAS RD, SELTICE WAY TO HANLEY AVE, C'DA	1	CN			-	-	-	-	-	-	-	4,793	4,793	4,441	352
<b>24647</b>	MP 10.000 - 12.060	RESRF/RESTO&REHAB, Reconstruction	PE		-	-	-470	-	-	-	-	-	470	436	34
COEUR D'ALENE		STP-LARGE (L) STBG- Large Urban	RW		-	-	-	-	-	-	-	-	-	-	-
This project will reconstruct Atlas Road and widen to three lanes with sidewalks and a bike path.															
LOCAL, BIKE PATH CONNECTIONS, HARRISON	1	CN			-	-	469	-	-	-	-	-	469	435	34
<b>24677</b>	MP 0.000 - 0.000	SAFTY/TRAFF OPER, Bicycle/Pedestrian/	PE		-	76	-	-	-	-	-	-	76	70	6
HARRISON		TAP TAP-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.															
LOCAL, FY30 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-	-	-	-
<b>ORN24882</b>	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.															
LOCAL, FY31 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-	-	-	-
<b>ORN24883</b>	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.															
LOCAL, FY32 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-	-	-	-
<b>ORN24884</b>	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.															
US 95, LACROSSE AVE TO WYOMING AVE, COEUR D'ALENE	1	CN			-	-	-	-	9,200	-	-	-	9,200	8,525	675
<b>ORN25010</b>	MP 430.000 - 435.800	RESRF/RESTO&REHAB, Pavement Reh	PE		434	-	-	-	-	-	-	-	434	402	32
STATE OF IDAHO (ITD)		PAVE National Highway	RW		-	-	-	-	-	-	-	-	-	-	-
This project will extend the life of US95 between Lacrosse Ave and Wyoming Ave. Work includes a pavement mill and inlay and upgrade of deficient sidewalk pedestrian ramps.															
I 90, MP 4 TO SPOKANE ST IC, POST FALLS	1	CN			-	-	1,120	-	-	-	-	-	1,120	1,038	82
<b>ORN25017</b>	MP 4.000 - 4.700	RESRF/RESTO&REHAB, Base/Sub-base	PE		120	-	-	-	-	-	-	-	120	111	9
STATE OF IDAHO (ITD)		RESTORE Interstate Maintenance	RW		-	-	-	-	-	-	-	-	-	-	-



Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)												
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match		
I 90, POE RELOCATION AND TRUCK PARKING STUDY				1	CN		-	-	-	-	-	-	-	-	-	-	
ORN25018	MP 0.000 - 0.600	PLAN/STUDY, Miscellaneous Improvement STATE OF IDAHO (ITD)		PE	500		-	-	-	-	-	-	500	463	37		
		PLAN	Interstate Maintenance	RW			-	-	-	-	-	-	-	-	-		
This project will study freight operations and truck parking along I90.																	
15TH ST, HARRISON AVE TO BEST AVE, COEUR D'ALENE				1	CN	-	-	-	-	-	-	5,000	5,000	4,633	367		
ORN25037	MP 10.920 - 11.894	RECONST/REALIGN, Minor Widening & COEUR D'ALENE		PE	-	-	-	-	-	-	-	-	-	-	-		
		STP-LARGE (L)	STBG- Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-		
This project will reconstruct 15th Street from Harrison Avenue to Best Avenue. The roadway will be expanded to a three-lane section with bike lanes, with sidewalk on the west side and an off-street shared use path on the east side. An RRFB will be installed at Cherry Hill Park.																	
LOCAL, GUARDRAIL IMPRV SYSTEMIC, LAKES HD				1	CN	-	-	1,392	-	-	-	-	1,392	1,290	102		
ORN25040	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail LAKES		PE	-	280				-	-	-	280	259	21		
		HD SAFETY (L)	Highway Safety Improvement-Large Urban	RW	-	-				-	-	-	-	-	-		
For the work improve safety for all roadway users with the installation of guardrail and shoulder widening at multiple locations within the Lakes Highway District jurisdiction.																	
Notes: Phases: CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces RW - Right-Of-Way acquisition				Construction	49,792	105,861	15,331	8,750	32,409	19,802	14,252	9,793					
				Development	1,479	2,244	1,253	773	303	303	303	-					
				Right-of-Way	10,000	1,540	5,035	2,735	-	-	-	-					
				Total	61,271	109,645	21,619	12,258	32,712	20,105	14,555	9,793					

## Table 2.0

KMPO

Regional Transportation Improvement Program  
Program of Federal Transit Administration Projects

2026-2032

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)											
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match
TRANSIT, COEUR D'ALENE UZA METRO PLANNING	1			CN	60	60	60	60	60	-	-	-	300	240	60
13238	MP 0.000 - 0.000	Metropolitan Planning		PE					-	-	-	-	-	-	-
KOOTENAI METROPOLITAN		TRNS-OPS	5303	RW					-	-	-	-	-	-	-
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.															
TRANSIT, COEUR D'ALENE UZA OPERATIONS	1			CN	1,941	2,053	2,172	2,296	2,427	-	-	-	10,889	6,232	4,657
14191	MP 0.000 - 0.000	Paratransit Operations		PE				--		-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW				--		-	-	-	-	-	-
These funds will provide operating assistance to support paratransit services.															
TRANSIT, COEUR D'ALENE UZA OPERATIONS	1			CN	1,724	1,810	1,901	1,995	2,095	-	-	-	9,525	4,762	4,763
14193	MP 0.000 - 0.000	Transit Operations		PE				--		-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW				--		-	-	-	-	-	-
These funds will provide operating assistance to support fixed route services.															
TRANSIT, COEUR D'ALENE UZA PT FLEET PREVENTATIVE MA	1			CN	105	110	116	122	128	-	-	-	581	464	117
19196	MP 0.000 - 0.000	Preventive Maintenance		PE				--		-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW				--		-	-	-	-	-	-
These preventive maintenance funds will extend the life of Public Transportation fleet vehicles.															
TRANSIT, COEUR D'ALENE UZA BUSES	1			CN	1,500	750	0	750	1,500	-	-	-	4,500	3,825	575
19424	MP 0.000 - 0.000	Capital Asset		PE				--		-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-CAP	5307 Small Urban	RW				--		-	-	-	-	-	-
These funds will be used to acquire rolling stock for those that have reached the end of their useful lives.															
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING	1			CN	63	50	55	58	58	-	-	-	275	223	56
20761	MP 0.000 - 0.000	Transit Planning		PE				--		-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW				--		-	-	-	-	-	-
To provide short term planning for Kootenai County Public Transportation.															

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)											
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T 1				CN	7	7	8	8	8	-	-	-	38	30	8
20762	MP 0.000 - 0.000	Transit Planning – Staff Training		PE	-	-	-	-	-	-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-
To provide Federal training for transit staff.															
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT				1	CN	63	50	50	50	50	-	-	263	210	53
23411	MP 0.000 - 0.000	Capital Asset		PE	-	-	-	-	-	-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-CAP	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-
To provide Transportation support vehicles, Riverstone Transit Center equipment, Bus Support Equipment (Intelligent Transportation Systems (ITS), Radios, etc.)															
TRANSIT, 5339 BUS AND BUS FACILITY				1	CN	967	-	-	-	-	-	-	967	774	193
19430	MP 0.000 - 0.000	Bus Purchase		PE	-	-	-	-	-	-	-	-	-	-	-
COEUR D'ALENE		TRNS-CAP	5339 Rural	RW	-	-	-	-	-	-	-	-	-	-	-
TRANSIT, 5339 BUS AND BUS FACILITY				1	CN	306	-	-	-	-	-	-	-	-	-
MP 0.000 - 0.000	Bus Purchase		PE	-	-	-	-	-	-	-	-	-	-	-	-
COEUR D'ALENE		TRNS-CAP	5339 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-
Program provides capital funding to replace, rehabilitate and purchase buses and related equipment or to construct bus-related facilities in rural and small urban areas															
Such as Coeur d' Alene Urbanized Area															
TRANSIT, ELDERLY & DISABLED				1	CN	220	-	-	-	-	-	-	220	176	44
20013	MP 0.000 - 0.000	Demand Response Operations		PE	-	-	-	-	-	-	-	-	-	-	-
Purchase of Service		TRNS-CAPITAL	5310 Rural	RW	-	-	-	-	-	-	-	-	-	-	-
TRANSIT, D1 ELDERLY & DISABLED				1	CN	598	-	-	-	-	-	-	598	478	120
MP 0.000 - 0.000	Demand Response Operations		PE	-	-	-	-	-	-	-	-	-	-	-	-
Purchase of Service		TRNS-CAP 5310	Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-
Program serves the special needs of transit-dependent senior citizens and persons with disabilities by providing funds for service which go beyond traditional transit services (demand response) including those required under the Americans with Disabilities Act (ADA).															

Capital & Operations	7,423	4,773	4,239	5,213	6,200	-	-	-
Planning & Development	130	117	123	126	126	-	-	-
<b>Total</b>	<b>7,553</b>	<b>4,890</b>	<b>4,362</b>	<b>5,339</b>	<b>6,326</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Available</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Balance	(45,628)	(35,058)	(17,363)	(12,398)	(8,141)	-	-	-

Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs		
					Year-Of-Expenditure Dollars (Not Current Prices)												
Key No.	Mileposts	Work, Detail			Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match	
Sponsor		Program	Fund														
Route, Location																	

RESERVED FOR AMENDMENTS

## 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**  
**FY2026-2032 Program by Activity all Modes <sup>1</sup>**  
**(dollars in thousands)**

Activity	2026	2027	2028	2029	2030	2031	2032	Preliminary Development	Total
Public Transportation	7,553	4,890	4,362	5,339	6,326				<b>28,470</b>
Road Construction	47,972	105,861	15,331	8,750	32,409	19,802	14,252	7,793	<b>252,170</b>
Roadway Development	1,479	2,244	1,253	773	303	303	303		<b>6,658</b>
Road Right-of-Way	10,000	1,540	5,035	2,735					<b>19,310</b>
<b>Total</b>	<b>67,004</b>	<b>114,535</b>	<b>25,981</b>	<b>17,597</b>	<b>39,038</b>	<b>20,105</b>	<b>14,555</b>	<b>7,793</b>	<b>306,608</b>

The ITIP Program managed by ITD incorporates annual increases in project funding levels based on historical trends. Revenue tied to annual appropriations, based on language contained in an Authorization Bill, have been held constant with the current short term authorization bill (BIL Act) and the uncertainty that exists with future programs. Project costs during are expected to increase with material supply and labor shortages being major factors.

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc., as well as the operation, maintenance, and capital needs of the region's public transportation system. Most of the available federal funds are dispersed on a statewide basis, based on value and need, as determined by the ITD Board. However, some of the STBG-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities. The adopted IT Board policy does not allocate all STBG- Large Urban funds to areas with populations between 50,000 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 Area<sup>1</sup>**

STBG Large Urban Funds	FY2026	FY2027	FY2028	FY 2029	FY2030	FY 2031	FY 2032	Preliminary Development	Total
Allocated STBG-Large	\$1,626,234	\$1,626,234	\$1,626,234	1,626,234	1,626,234	1,626,234	1,626,234	\$5,000,000	\$16,383,638
Match Requirement	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$398,000	\$1,299,747
Total Available Funds	\$ 1,755,055	\$(3,830,890)	\$(2,075,835)	\$(320,780)	\$ 518,275	\$(2,200,670)	\$(445,615)	\$ 5,398,000	
Programmed Funds	\$(7,341,000)	\$(100,000)	\$ -	\$(916,000)	\$(4,474,000)	\$ 0	\$0	\$ -	\$(12,831,000)
Balance of Funds	\$(5,585,945)	\$(3,930,890)	\$(2,075,055)	\$(1,236,780)	\$(3,955,725)	\$(2,200,670)	\$(445,615)	\$ 5,398,000	\$ 4,952,385

<sup>1</sup>Note: Programmed STP funds include costs for preliminary engineering, right-of-way and construction. Revenue tied to annual appropriations based on language contained in an Authorization Bill, have been held constant due to the uncertainty that exists with future program levels.

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

**Table 5.0** identifies the estimated FTA 5307 federal apportionments to the KMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments are subject to annual appropriation. The TIP/STIP will be adjusted accordingly as actual amounts are made available.

**TABLE 5.0**  
**FTA 5307 Anticipated Fund Balances for the KMPO Urbanized Area<sup>1</sup>**

Scheduled Costs (Dollars in Thousands with Match)

Ph	Year-Of-Expenditure Dollars (Not Current Prices)							PREL
	2026	2027	2028	2029	2030	2031	2032	
Capital & Ops	7,553	4,773	4,239	5,213	6,200	-	-	-
Planning & Development	130	117	123	126	126			
<b>Total</b>	7,553	4,890	4,362	5,339	6,326	-	-	-

Currently, Kootenai County obligates 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 2026	Percent
Capital	\$2,750,000	36
Operations/ Maintenance/ Administration	\$4,803,000	64
<b>Total</b>	<b>\$7,553,000</b>	<b>100</b>

Source: ITD ITIP Draft, June 2025

Kootenai County will expend approximately 64 percent of its anticipated revenue to operate and maintain the current system. The ability to add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable long term funding sources to support public transportation.

### ***Performance Measures***

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

- **Safety**

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

The 2024 data shows that fatal and serious crash rates in Kootenai County remain below ITD’s safety targets and that the County continued to see 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 decreased slightly compared the previous 5-year period.

	2024 Statewide Target	2024 Conditions	
		Statewide	Kootenai County
<b>5-Year Avg. Number of Fatalities</b>	238	218	14
<b>5-Year Avg. Fatality Rate per 100 million VMT</b>	1.33	1.19	0.97
<b>5-Year Avg. Number of Serious Injuries</b>	1,224	1,259	84
<b>5-Year Serious Injury Rate per 100 million VMT</b>	6.82	6.28	5.8
<b>5-Year Avg. Number of Non-motorized Fatalities &amp; Serious Injuries</b>	116	116	8.6

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

Key Number	Program Year	Project	Safety Improvements	Total Cost
21937	2030	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	\$2,900,000
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$15,870,000
22435	2028	Hayden Ave. & Meyer Rd. Roundabout	Upgrade a two-way stop control to a roundabout with illumination and pedestrian facilities.	\$2,930,000
22799	2030	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	\$1,700,000
23028	2026	Prairie Ave – Meyer Rd to SH 41	Widen Prairie Ave. to 5 lanes; construct Prairie Trail underpass (KN 24398)	\$6,450,000
23429	2031	US 95/Parks Rd IC	Remove existing at-grade intersection; construct frontage roads on east and west sides of US 95.	\$16,200,000
23793	2026	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
23794	2027	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$735,000
23795	2028	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$735,000
24162	2030	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with continuous turn lane, wider shoulders, turn bays and illumination.	\$24,555,000
24174	2026	I90 Tree Removal	Selectively remove trees to improve safety along I90 from WA to MT state lines.	\$255,000
24276	2027	Ramsey Rd Signal Upgrades	Install/upgrade traffic signal operations at four (4) signals along Ramsey Rd.	\$1,355,000
24552	2027	SH 97 Safety Improvements	Provide spot safety improvements including delineation, signage, sight distance and intersection improvements.	\$510,000
24586	2032	I90 – South RV Rd to Kingston IC	Deep mill and asphalt inlay with safety improvements and guardrail replacement.	\$10,330,000
24677	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	\$545,000
ORN25040	2029	Systemic Guardrail Improvements	Installation of guardrail and should widening at multiple locations within Lakes Highway District	\$1,670,000

- 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 2024. 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	2024 Statewide Target	2024 Conditions	
			Statewide	Kootenai County
<b>Interstate NHS Percent Good</b>	61.8%	≤ 35%	46.5%	23.4%
<b>Interstate NHS Percent Poor</b>	0.8%	≤ 4%	0.4%	0.2%
<b>Non-Interstate NHS Percent Good</b>	-	≤ 20%	36.1%	19.7%
<b>Non-Interstate NHS Percent Poor</b>	-	≤ 8%	0.8%	0.8%

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	2024 Condition	Total Cost
23243	2027	I90 – Wolf Lodge to Cedars Maintenance Site	Fair	\$22,900,000
24305	2026	I90 – SH 41 to US 95 West	Fair	\$13,100,000
24306	2026	I90 – SH 41 to US 95 East	Fair	\$11,100,000
24586	2032	I90 – South RV Rd to Kingston IC	Fair	\$10,330,000
ORN25017	2029	I90 – MP 4 to Spokane St IC	Fair	\$1,240,000
Non-Interstate				
Key Number	Project Year	Project	2024 Condition	Total Cost
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Good/Fair	\$15,870,000
22775	2030	D1 Pavement Preservation	<i>Multi-location</i>	\$1,780,000
23028	2026	Prairie Ave – Meyer Rd to SH 41	Fair	\$6,450,000
24162	2030	SH 53 – N Bruss to MP 8.3	Good	\$24,555,00
24395	2027	US 95 – Emma Ave to Cherry Ln	Fair	\$106,600,000
23649	2031	I90B, Post Falls Business Loop	Good/Fair/Poor	\$6,447,000
ORN25010	2031	US 95 – Lacrosse Ave to Wyoming Ave	Fair	\$9,630,000

An additional 33,477,000 is programmed to improve pavement conditions on over 23 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	2024 Statewide Target	2024 Conditions	
			Statewide	Kootenai County
<b>NHS Bridge Percent Good</b>	40.4%	≥ 19%	31.1%	33.8%
<b>NHS Bridge Percent Poor</b>	4.0%	≤ 3.5%	1.8%	1.4%

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

Key Number	Project Year	Project	2024 Condition	Total Cost
23618	2027	I90 – Passage Multi-Plate Culvert	Data Needed	\$2,170,00
23875	2026	SH 41 – BNSF bridge repairs	Fair	\$2,300,000
24305	2025	I90 – SH 41 to US 95 West <i>(includes multiple bridge replacements)</i>	Fair	\$13,100,000
24306	2025	I90 – SH 41 to US 95 East <i>(includes multiple bridge replacements)</i>	Fair/Poor	\$11,100,000

- **Travel Time Reliability**

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

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

	2024 Statewide Target	2024 Conditions	
		Statewide	Kootenai County
<b>Percent of the Person-Miles Traveled that are Reliable - Interstate</b>	≥ 90%	92.7%	100%
<b>Percent of the Person-Miles Traveled that are Reliable – Non-Interstate</b>	≥ 70%	93.7%	98.1%

Kootenai County’s current travel time reliability meets ITD’s targets. Non- Interstate reliability increased slightly since 2023. The SH-41 interchange project likely contributed to reduced reliability; reliability issues continue at US-95/I90 and at SH-41/SH-53 in Rathdrum.

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	2024 Reliability	Total Cost
24305	2026	I90 – SH 41 to US 95 West	Widen	Reliable	\$13,100,000
24306	2026	I90 – SH 41 to US 95 East	Widen	Reliable	\$11,100,000
24395	2026	I90 – US 95 IC, Emma Ave to Neider Ave	Reconstruct Interchange, widen	At Risk/Unreliable	\$106,600,000

Non-Interstate					
Key Number	Project Year	Project	Treatment	2024 Reliability	Total Cost
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Widen/Turn bays	Reliable	\$15,870,000
23028	2026	Prairie Ave – Meyer Rd to SH 41	Widen/Continuous Turn Lane	Reliable	\$6,450,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen/Continuous Turn Lane	Reliable	\$24,555,000

- **Freight Reliability**

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

Kootenai County’s TTTR Index decreased over 2023 and still meets ITD’s target. The programmed projects listed under the previous section will also assist in improving freight reliability in the region

	2024 Statewide Target	2024 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index	≤ 1.30	1.23	1.26

- **Transit Asset Management**

Any agency that owns, operates, or manages capital assets used to provide public transportation, must develop a Transit Asset Management (TAM) Plan. 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.

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 BU-Bus but is not meeting their targets for CU-Cutaway Bus or 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	\$2,899,000
23411	Equipment Acquisition/Replacement	Equipment	\$485,000

- **Public Transportation Safety**

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

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

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

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
2025	14%	53%
2025 Target	8%	24%
2026 Target	43%	47%
2027 Target	8%	24%
2028 Target	8%	24%

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
2025	100%	100%
2025 Target	50%	0%
2026 Target	50%	0%
2027 Target	50%	0%
2028 Target	75%	0%

- **System Reliability** – Mean distance between failures by mode

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 and Demand Response Fatality and Serious Injury targets, as well as Demand Response System Reliability. They did not meet Fixed Route or Demand Response Targets for Safety Events or Fixed Route System Reliability.

Performance Measure	Fixed Route*		Demand Response**	
	2024 Target	2024 Actual	2024 Target	2024 Actual
<b>Fatalities (Total)</b>	0	0	0	0
<b>Fatalities (per 100k VRM)</b>	0	0	0	0
<b>Serious Injuries (Total)</b>	0	0	0	0
<b>Injuries (per 100k VRM)</b>	0	0	0	0
<b>Safety Events (Total)</b>	5	6	1	2
<b>Safety Events (per 100k VRM)</b>	3.300	3.831	0.475	0.993
<b>System Reliability (VRM/Failures)</b>	151,511	156,615	210,698	201,316

*\*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: \_\_\_\_\_

KMPO Executive Director

Date: \_\_\_\_\_

## SELF-CERTIFICATION

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

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

*KOOTENAI METROPOLITAN PLANNING*

*Signature:*

*IDAHO TRANSPORTION DEPARTMENT*

*Signature:*

Title: Executive Director

Title: HQs Planning and Development Manager

Date: \_\_\_\_\_

Date: \_\_\_\_\_



# Appendix

# KMPO

2026-2032

Transportation Improvement Program Public  
Comment Period

August 26, 2025 to September 25, 2025

## Published

*Coeur d'Alene Press*

*August TBD , 2025 and September TBD , 2025*

Kootenai Metropolitan Planning Organization  
2026-2032

**Transportation Improvement Program  
Open House**



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

Wednesday, September 3, 2025

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



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

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

DATE: August 19, 2025  
TO: KCATT  
FROM: Ali Marienau, Transportation Planner  
SUBJECT: 2024 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 2024 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; <b>OR</b> 5 – 15% jointed concrete; <b>OR</b> 5 – 10% CRCP	0.20 – 0.40 in.	0.10 – 0.15 in.
Poor	>170	> 20% asphalt; <b>OR</b> > 15% jointed concrete; <b>OR</b> > 10% CRCP	> 0.40 in.	> 0.15 in.

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**KOOTENAI METROPOLITAN PLANNING ORGANIZATION**

250 Northwest Boulevard, Suite 209 Coeur d'Alene, ID 83814  
1-208-930-4164 www.kmpo.net

Interstate and Non-Interstate NHS pavements in Kootenai County in ‘Poor’ condition met both of ITD’s performance targets in 2024. 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.

	2024 ITD Targets	National Target	Kootenai County 2024	Kootenai County 2023	% Change
Interstate NHS Percent Good	≥ 35%	61.8%	23.9%	23.7%	+ 0.2%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.2%	0%	+ 0.2%
Non-Interstate NHS Percent Good	≥ 20%	-	19.7%	12.1%	+ 7.6%
Non-Interstate NHS Percent Poor	≤ 8%	-	0.8%	0.2%	+ 0.6%

### 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).

	2024 ITD Targets	National Target	Kootenai County 2024	Kootenai County 2023	% Change
NHS Bridge Percent Good	≥19%	40.4%	33.8%	30.9%	+2.9%
NHS Bridge Percent Poor	≤ 3.5%	4.0%	1.4%	1.5%	-0.1%

### 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 80<sup>th</sup> percentile travel time to the “normal” (50<sup>th</sup> percentile) travel time. This is done for each segment of the roadway for each time

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

**Kootenai County’s current travel time reliability meets ITD’s targets. Non-Interstate reliability has increased slightly since 2023. Construction projects reduced reliability on SH-41 and SH-53.**

	2024 ITD Targets	Kootenai County 2024	Kootenai County 2023	% 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%	98.1%	97.4%	+0.7%

#### **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 95<sup>th</sup> percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

**Kootenai County’s TTTR Index decreased over 2023 and still meets ITD’s target. The reconstruction of the SH-41 interchange has reduced the TTTR within the Post Falls area.**

	2024 ITD Targets	Kootenai County 2024	Kootenai County 2023	
Interstate Truck Time Reliability	≤ 1.30	1.26	1.28	- 0.02

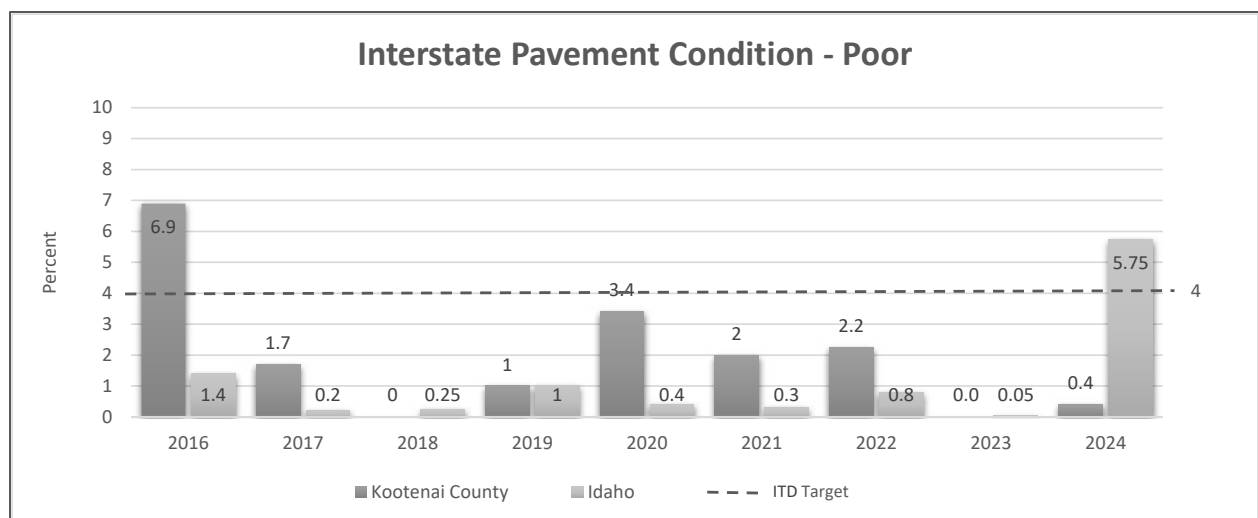
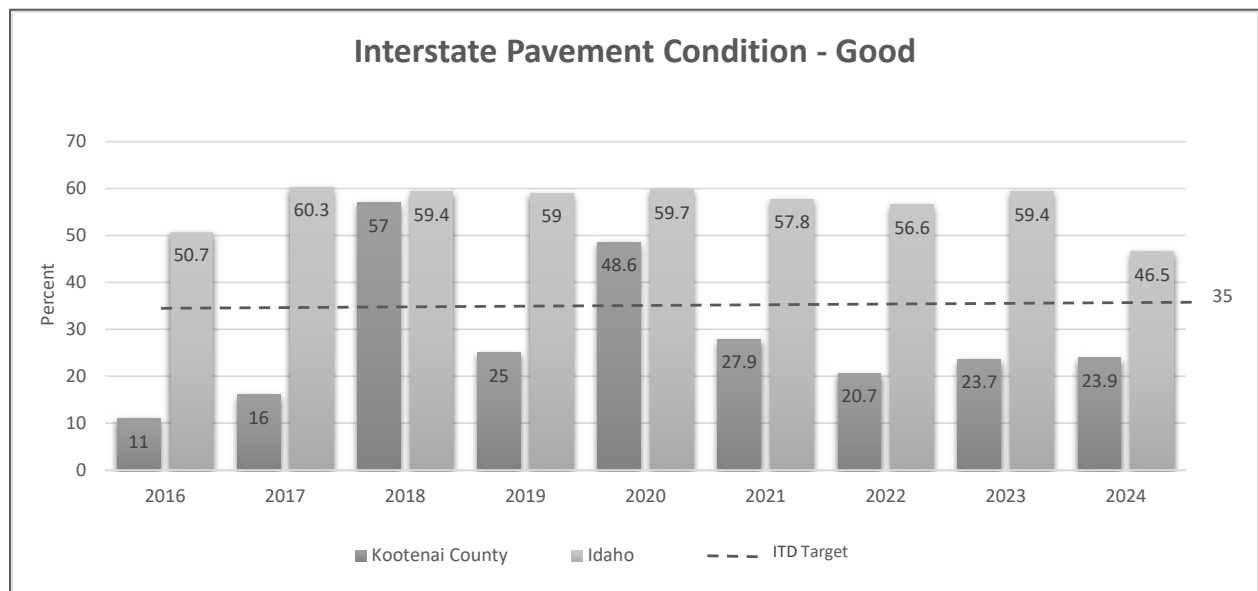
#### **Attachments:**

- A- Kootenai County 2024 Transportation Performance Data - Bridge & Pavement Condition and Travel Time & Freight Reliability 2016-2024
- B- 2024 Pavement Condition Map
- C- 2024 Bridge Condition Map
- D- 2024 Level of Travel Time Reliability Map
- E- 2024 Truck Travel Time Reliability Map

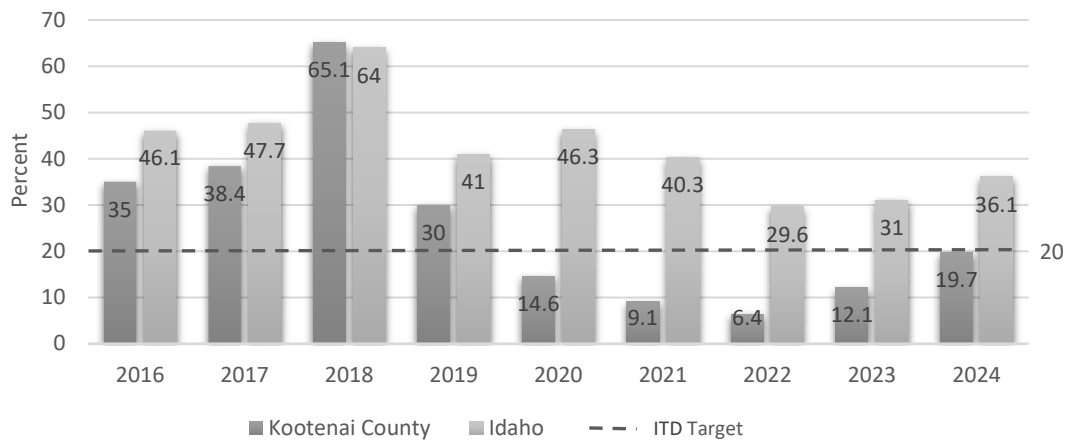
## 2024 Transportation Performance Data

### Pavement Condition

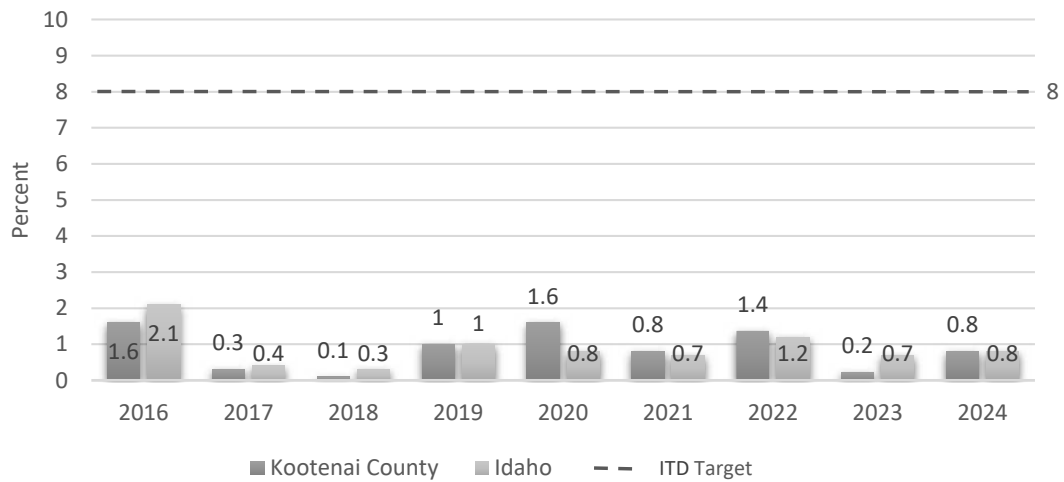
	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change**	2022	2021	2020
Interstate NHS Percent Good	≥ 35%	23.9%	23.7%	+ 0.2%	20.7%	27.9%	48.6%
Interstate NHS Percent Poor	≤ 4%	0.2%	0%	+ 0.2%	2.2%	2.0%	3.4%
Non-Interstate NHS Percent Good	≥ 20%	19.7%	12.1%	+ 7.6%	6.4%	9.1%	14.6%
Non-Interstate NHS Percent Poor	≤ 8%	0.8%	0.2%	+ 0.6%	1.4%	0.8%	1.6%



## Non-Interstate Pavement Condition - Good



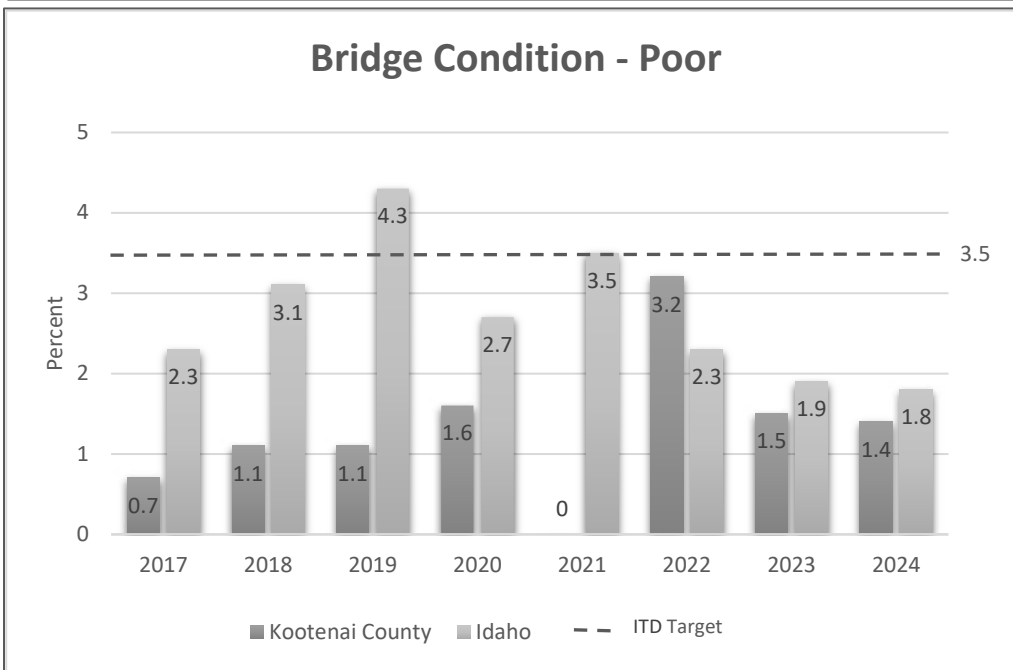
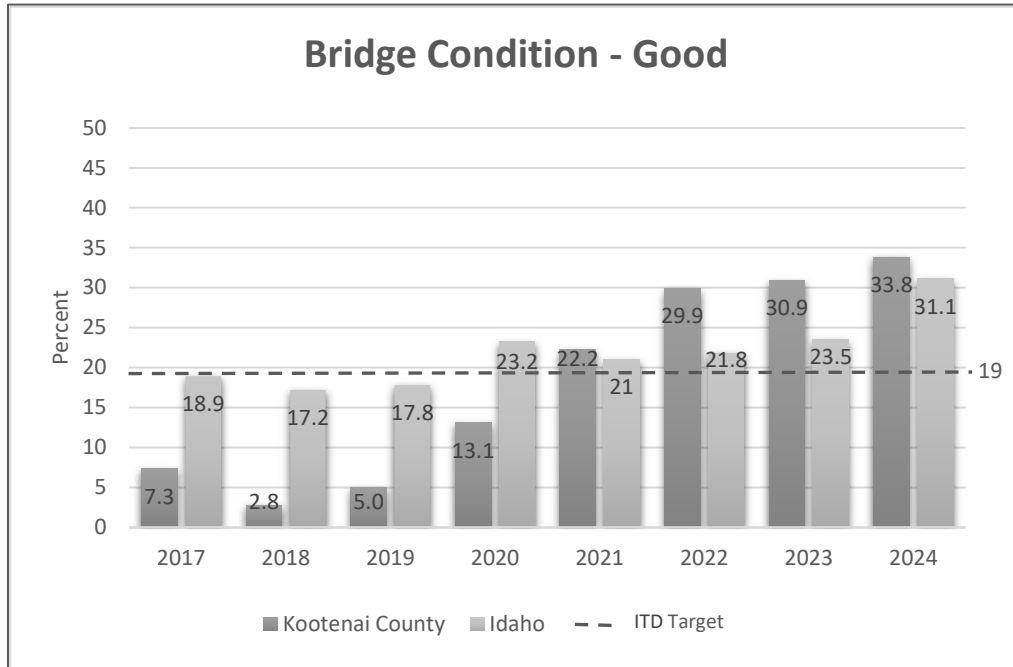
## Non-Interstate Pavement Condition - Poor





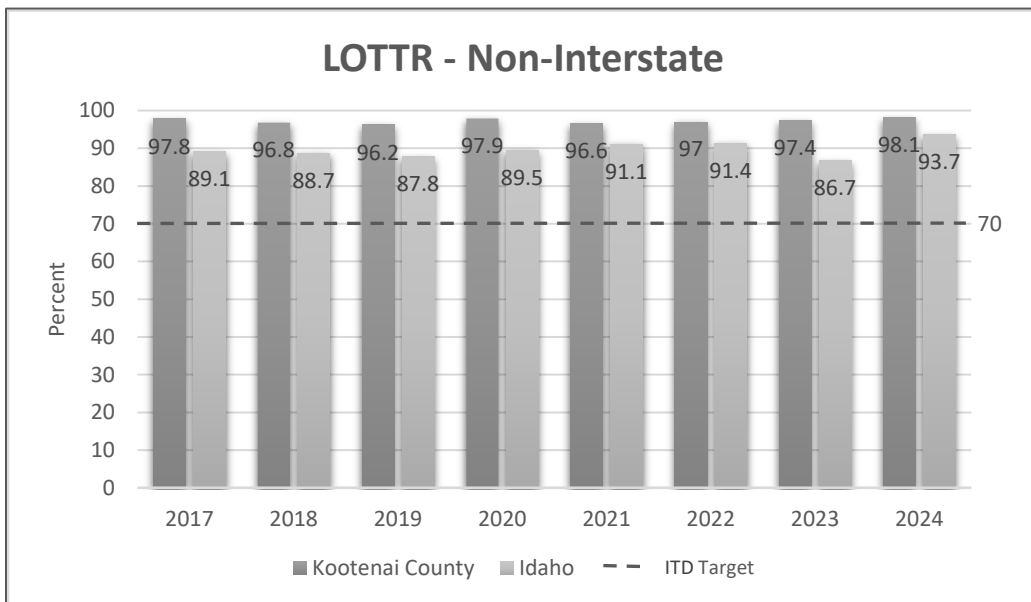
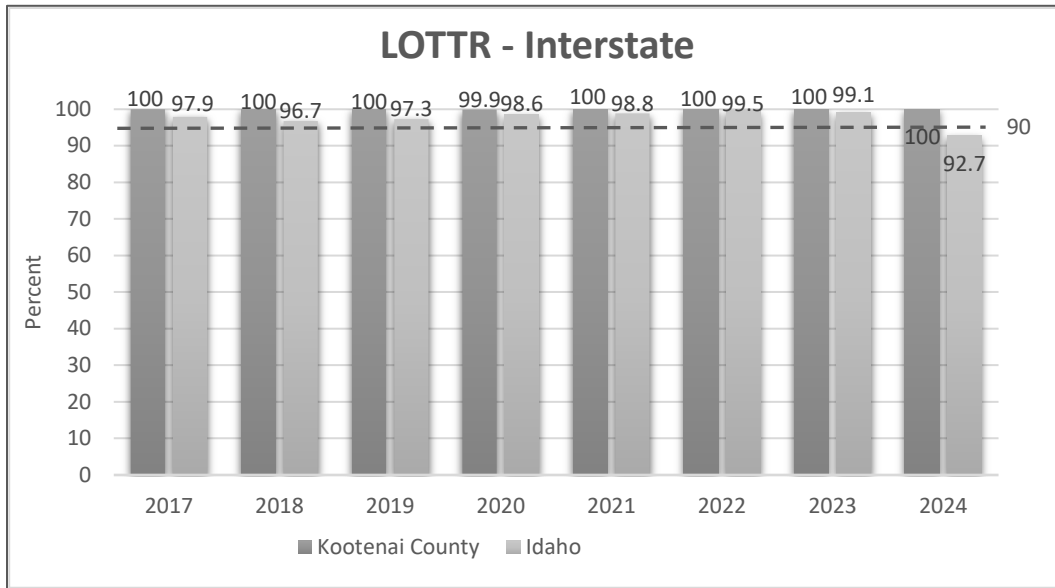
## Bridge Condition

	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change	2022	2021	2020
NHS Bridge Percent Good	≥ 19%	33.8%	30.9%	+ 2.9%	29.9%	22.2%	13.1%
NHS Bridge Percent Poor	≤ 3.5%	1.4%	1.5%	- 0.1%	3.2%	0%	1.6%



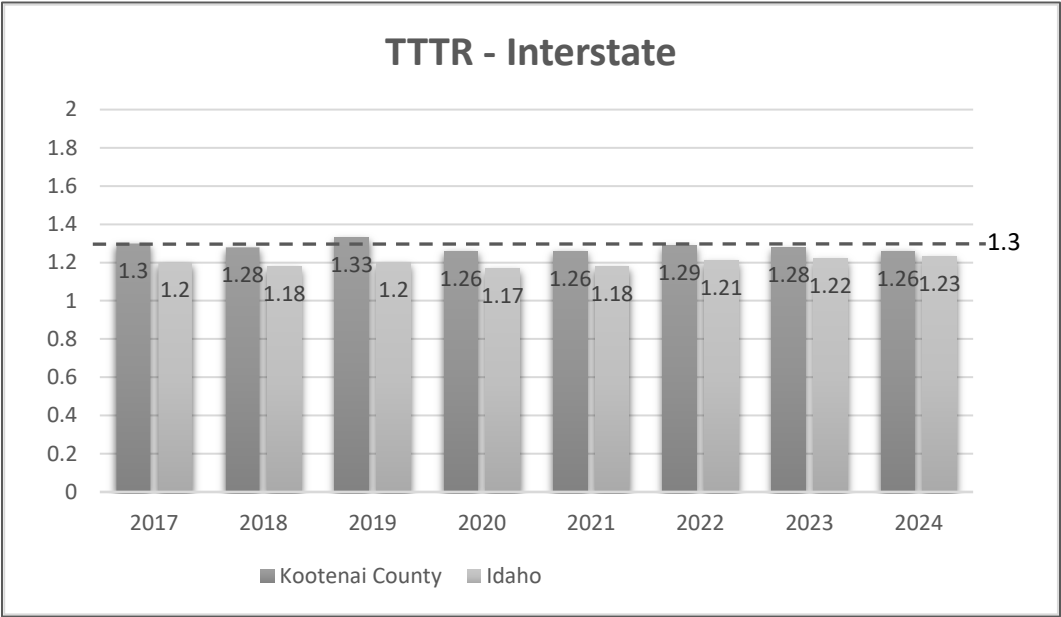
## Travel Time Reliability

	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	% Change	2022	2021	2020
<b>Percent of the Person-Miles Traveled that are Reliable - Interstate</b>	≥ 90%	100%	100%	0%	100%	100%	99.9%
<b>Percent of the Person-Miles Traveled that are Reliable – Non-Interstate</b>	≥ 70%	98.1%	97.4%	+ 0.7%	97%	96.6%	97.9%

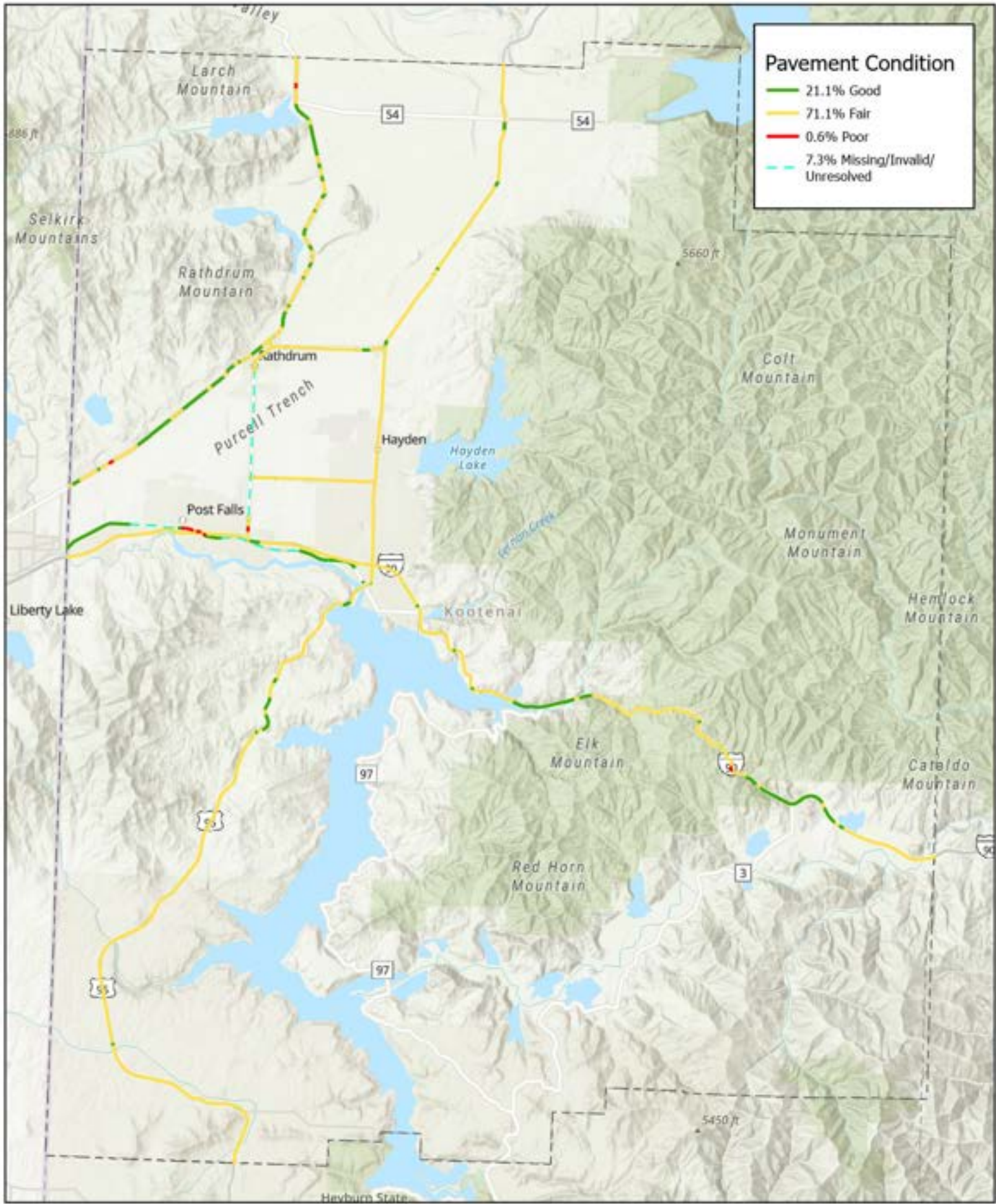


# Freight Reliability

	2024 ITD Performance Targets	Kootenai County Statistics					
		2024	2023	Change	2022	2021	2020
Interstate Truck Time Reliability Index	≤ 1.30	1.26	1.28	- 0.02	1.29	1.26	1.26

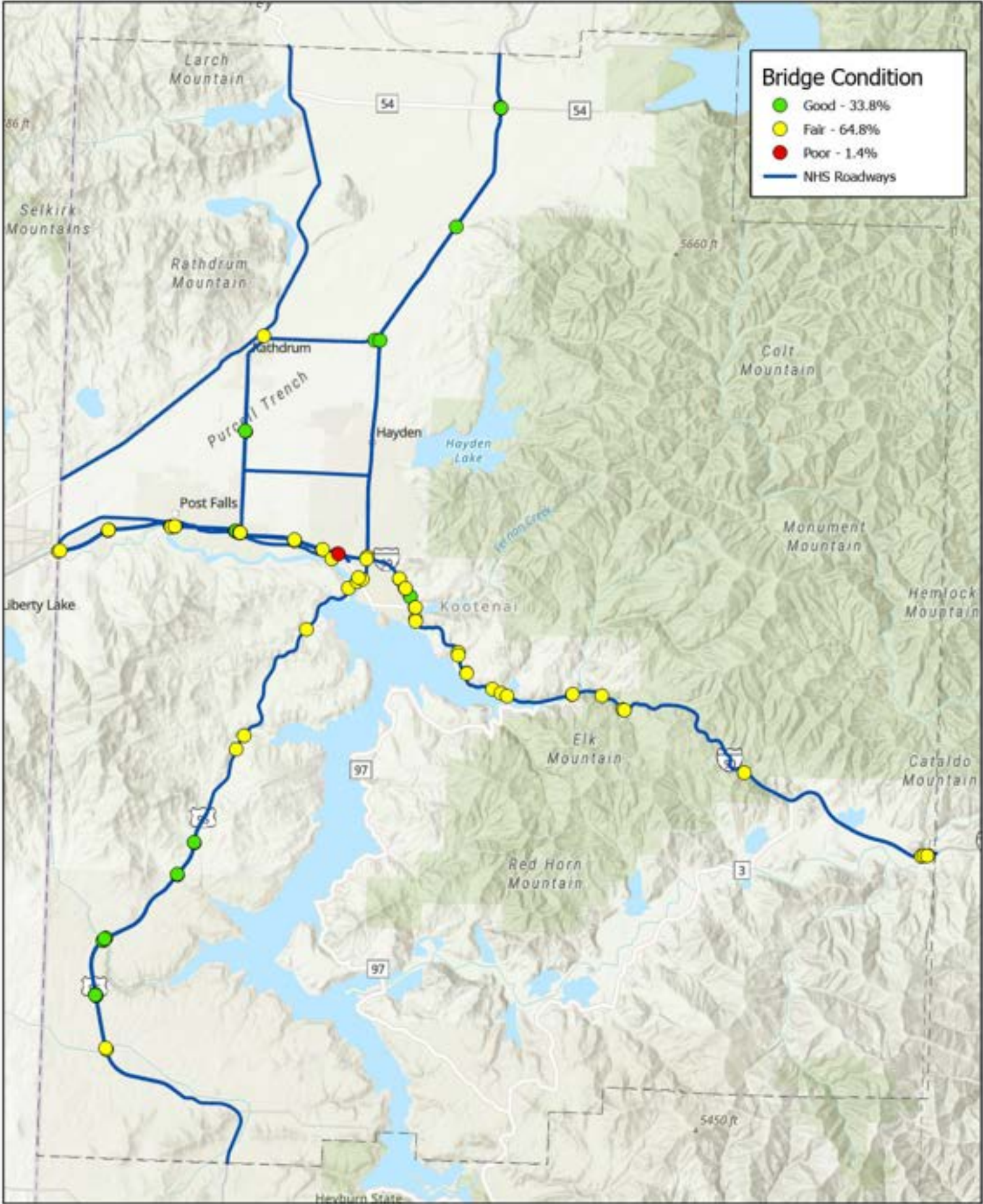


# KMPO 2024 Pavement Condition



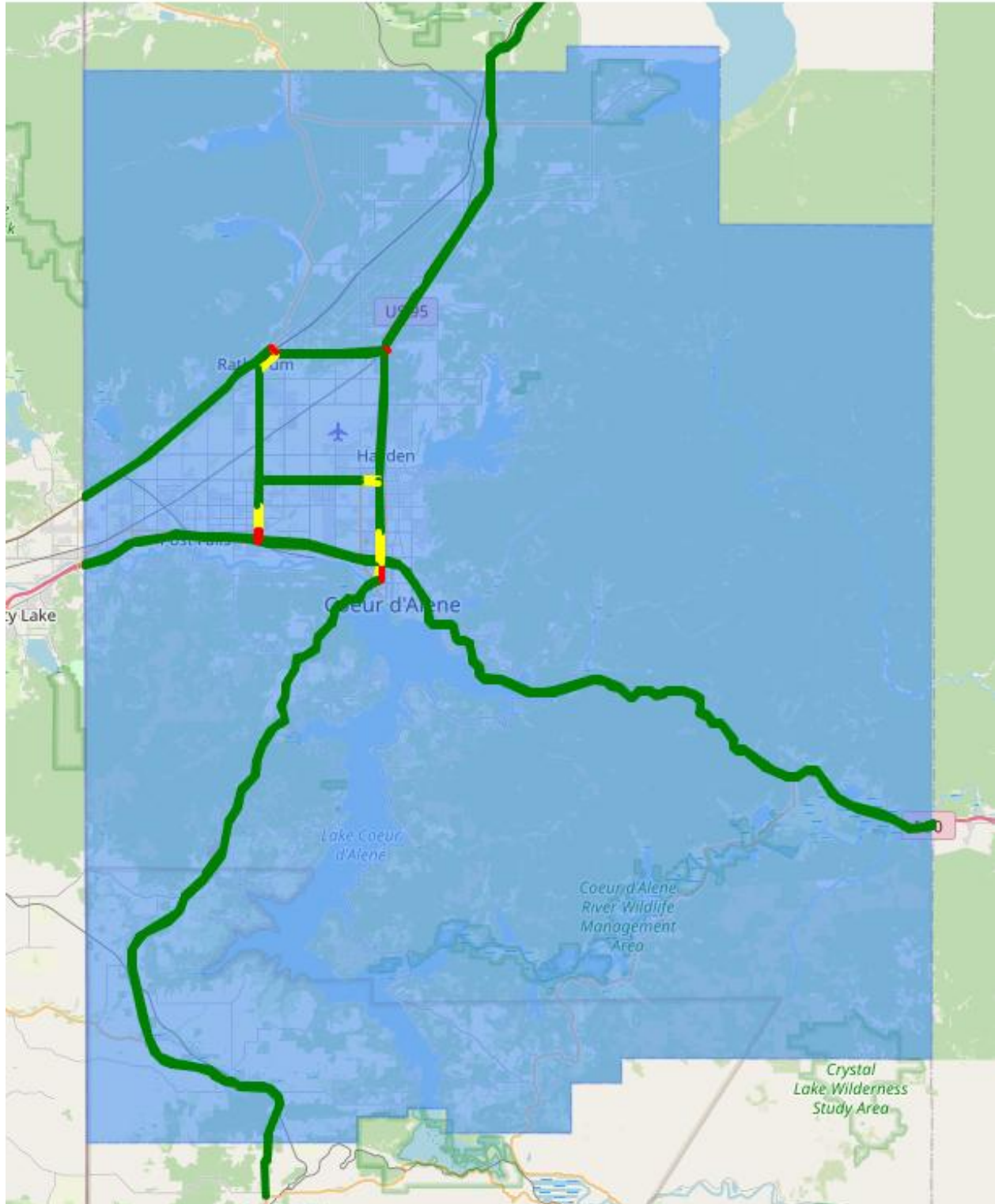


# KMPO 2024 Bridge Condition



## 2024 Travel Time Reliability

KOOTENAI METROPOLITAN PLANNING ORGANIZATION  
LOTTR Interstate: 100.0% LOTTR Non-Interstate: 98.1%





## 2024 Truck Trave Time Reliability

KOOTENAI METROPOLITAN PLANNING ORGANIZATION  
TTTR Weighted Average Interstate: 1.26

