



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

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

KCATT MEETING AGENDA

September 23rd, 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 August 26th, 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 2026-2032 Transportation Improvement Program- **Action Item**
7. Idaho Transportation Board Update
8. Current Business
 - a. Fall 2025 Utility Forum + Pavement Cut Policy Workshop- Update
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – October 28th, 2025
12. Adjournment

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KCATT MEETING MINUTES

August 26th, 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
Ben Weymouth	East Side Highway District
Robert Beachler	Idaho Transportation Department
Jerry Wilson	Idaho Transportation Department
Michael Lenz	Post Falls Highway District
Chris Bosley	City of Coeur d'Alene
David Callahan	Kootenai County

Absent:

Alan Soderling	City of Hayden
Kevin Jump	City of Rathdrum

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Alternates and Guests:

Terry Werner	Citizen
Greta Gissel	HMH
Jeff Peters	KPFF
Tyler Kuber	HMH
Jeff Zaugg	Ruen Yeager

3. Approval of July 22nd, 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 July 2025 KCATT meeting minutes as amended. Mr. Ben Weymouth 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 the Washington International Union of Operating Engineers Local 302 labor strike is significantly impacting all ITD construction projects, including the I-90/SH-41 Interchange project, 4th of July pavement restoration project, I-90 - SH-41 to US 95 Widening

Project, Coeur d'Alene River bridges project, and the SH-53/Pleasant View Rd. Interchange (railroad grade separation) project. He reported that some Idaho based subcontractors are continuing to work during the strike.

- I-90/SH-41 Interchange project has Thorco working on electrical. Signing and striping is continuing, as well.
- I-90 (Wolf Lodge to Cedars maintenance site) has four miles of open project items. Mr. Beachler reported ITD will be making the call at the end of this week, if the strike isn't resolved, they will button it up for the season.
- Coeur d'Alene River bridges are ITD's most critical project impacted by the strike because of the temporary bridge. All traffic is on the westbound temporary bridge, which will have nighttime closures for some repairs soon. The bridge will be flagged and will stay open. ITD does have contingency plans going forward if things don't progress before winter.
- I-90- SH-41 to US 95 Widening Project had a few kickoff meetings, but work has stopped, due to the strike.
- The strike has caused significant delays for the SH-53/Pleasant View Rd interchange project. ITD had a 3-day window to work with BNSF to stop all traffic and complete work on swinging the bridge girders. Due to the delays, the work was not completed and the next window to stop BNSF traffic won't be for another six months.
- For SH-54- from SH-41 to Graystone Lane, ITD is using its new (used) paver to do the approaches at the Exxon gas station, Timber Lake High School and 10th Avenue. The plan is to have these completed prior to school starting next week.

Mr. Eric Shanley, Lakes Highway District, reported the Diagonal Road reconstruction and paving project is done, noting that pavement markings will happen September 2nd. The Lancaster/Huetter Rd. roundabout is currently under construction, and it not impacted by the strike. The Pope Road turn lane improvements are planned to begin in a couple weeks. He reported the Atlas Rd./UPRR railroad crossing safety improvements were completed in cooperation with ITD. Chip sealing has wrapped for the summer. Mr. Shanley reported that he attended an ITD open house in support of the Parks Road Interchange and that it had a good turnout of people. He reported the LHD Board approved a contract with JUB to update the district's transportation plan.

Mr. David Callahan, Kootenai County, reported the Board of county commissioners have kept the comprehensive plan update in the 2026 budget. This not only allows updates to county growth policies, but also to incorporate transportation planning ongoing in the cities. He reported he feels this update is important because it will allow for the first ever Parks Master Plan for Kootenai County, which could potentially set the stage for an open space program, leading to lessening some transportation impacts on major corridors.

Mr. Chris Bosley, City of Coeur d' Alene, reported they are about finished with striping in town for the summer. This week the city had to address a sink hole that had formed at the 3rd Street boat launch. He reported that the crane at the Thomas George building was in the process of moving across Sherman Ave. to the resort's Sherman Tower, but then the strike halted the move.

Mr. Michael Lenz, Post Falls Highway District, reported the Idaho Road crossing safety improvement project (replaced the pads and put crossing arms up) has been completed. The Prairie Trail Underpass project is finalizing the relocation agreement with a water association,

and they are planning to get the project to bid late October.

Mr. Kevin Howard, Worley Highway District, reported there will be work on the Greensferry Road guardrails just north of Ridgeline Lane. Rockford Bay Road will have closures on 9/2 for a box culvert to be replaced with a metal plate. Kidd Island Rd. Phase II is working towards PS&E, under JUB. Rolling Hills Road will have an in-house project on a portion of it that was built last year, getting a chip seal type BST paving on it. The joint project with the Coeur d'Alene Tribe for a fish passage on Idaho Road, off of Elder Road, began last week and is moving along. WHD has an updated CIP coming before their board for approval tomorrow.

Mr. Ben Weymouth, East Side Highway District, reported the Canyon Road and Springston Bridge projects will open for bids Thursday of this week. He reported ESHD finished chip sealing 26 miles of road this summer.

Mr. Rob Palus, City of Post Falls, reported they have a few projects occurring on Chase Road at Fisher Ave. The Post Falls Water Reclamation department is going to be doing a deep sewer next year from the Guy Road lift station, which is a quarter mile east of Chase Road, down Fisher Road to Howell Road. This project is in final design review now. He reported the City of Post Falls is having an open house for the transportation master plan this week, Thursday, from 4 to 7 PM at city hall.

6. Planning and Programming Update

a. Draft 2026 Unified Planning Work Program- Action Item

Director Miles discussed the second draft of the 2026 Unified Planning Work Program, which was presented to KCATT for recommendation for adoption to the KMPO Board. He reported this draft has been reviewed by ITD and the Federal Highway Administration. One of the main items for next year is the update of the Metropolitan Transportation Plan (MTP) to take into account the work that's been done with the Rathdrum Prairie Transportation Study (formerly PEL Study), as well as the transportation plans have been developed over the last year within the local jurisdictions. Another item addressed in the UPWP is funding for INRIX data, which is a shared cost with ITD. KMPO will also work to incorporate the Hauser Lake project into the work program, as a part of KMPO's Regional Transportation Studies. Funding that is shown in the work program is already programmed and the funds are available.

Chairman Robert Palus called for a motion to recommend the adoption of the Draft 2026 Unified Planning Work Program to the KMPO Board. Mr. Chris Bosley motioned to recommend adoption of the Draft 2026 Unified Planning Work Program. Mr. Eric Shanley seconded the motion, which passed unanimously.

b. Draft 2026-2032 Transportation Improvement Program

Director Miles reported that the Draft 2026-2032 Transportation Improvement Program (TIP) is a public information document and is required by statute to undergo a 30-day public review. The projects in the program are virtually the same as what was in the ITD's ITIP. KMPO's TIP also incorporates projects that they may have changed between the time the ITIP was published and when KMPO got the version from ITD HQ. The TIP is currently out for public comment and will be brought back to KCATT in September for a recommendation for approval at the October KMPO board meeting.

c. 2024 Transportation System Performance Overview

Ms. Ali Marienau reported on the 2024 transportation system performance for pavement and bridge condition, travel time reliability and freight reliability. These performance measures are also included in the TIP document, and Ms. Marienau said she includes a breakdown how the projects that are in the TIP will affect each of these performance measures or contribute to them. NHS pavements, in “good condition” increased for both interstate and non-interstate pavements over last year. The non-interstate pavement results did include some new data, so ‘good condition’ pavements increased by 12.8% over the year, which is positive. Pavements in “poor” condition also meet ITD’s targets. There are national targets for pavement and bridge condition that have been set, and Kootenai County pavements in “good” condition for the interstate do not meet the national target, but “poor” condition pavements do. Bridges in “good” and “poor” condition meet both of it these targets. Kootenai County only has one bridge currently classified as “poor”, which is the Prairie Trail Overpass on I-90 and is planned to be replaced with the I-90 widening project. Kootenai County 2024 travel time reliability has not changed much from last year’s reports and still meet targets for interstate and non-interstate. Non-interstate did increase slightly for reliability. SH-41 and SH-53 performance measures are currently being impacted by construction projects. US-95, south of the I-90 interchange, has also shown reliability issues in the last year. For Freight reliability, the TTTR index decreased, meaning it has improved since 2023, and Kootenai County still meets ITD’s target. Ms. Marienau called out the one metric that negatively increased for 2024 over 2023, which was percent payments in “poor” condition.

7. Idaho Transportation Board Update

Mr. Jerry Wilson, ITD, delivered the report. The August IT Board meeting was held in district six. They discussed the IIJA (Investment Infrastructure and Jobs Act), which is the federal transportation five-year bill expiring next September. Work is being done on a new bill, with hopes that it will be approved prior to the current bill expiring. Another item that was discussed during the board meeting was the Governor’s Executive Order reducing all state departments that are funded from the general fund by 3%. Each department was requested to come up with a plan of where their 3% would come from. ITD is funded generally through the gas tax and registration funds but does receive 4.5% of funding from the general fund. During the board meeting, there was no decision made, nor an understanding of how that reduction to general fund departments might affect that 4.5% percent coming to ITD. He reported that the FY ‘27 state draft budget was submitted to the Department of Financial Management and will go through the process and be negotiated as part of the legislative session starting in January 2026. Mr. Wilson informed KCATT that after the meeting today, there will be a community working group in the EOC (same room as KCATT) to discuss the Rathdrum Prairie Area Transportation Study in preparation for the next round of public meetings that will be September 17 and 18th. The meetings will review and evaluate the level two alternatives and gather public comment on the results, with the intent of finalizing and reducing the number of alternatives going into level three. Mr. Wilson reported the ITD ITIP public comment period has ended, and he and Mr. Beachler are reviewing the comments. The main comments being seen so far pertain to wanting transportation expansion between the Sandpoint and Bonners Ferry area on US-95, due to some serious injuries and fatalities in that area over the last couple years. Another popular comment has been around congestion mitigation solutions. The September IT Board meeting will be September 18th in district two.

8. Current Business

No current business was addressed.

9. Upcoming KMPO Board Items

The KCATT recommendation for the adoption of the Draft 2026 Unified Planning Work Program

will be presented.

10. Other Business

a. KCATT Member Items:

Mr. Beachler reported ITD will be doing some seal coating on the Post Falls Business loop, as well as US-95 and Appleway Ave. the first week of September; there will also be some culvert clearing happening in the Coeur d'Alene metro area.

Mr. Miles discussed a handout that had been presented to KCATT. The two items were from the Secretary of Transportation, sent out in July, called the "Safe Roads" emphasis. KMPO (as well as all other Idaho MPO's) will be in coordination with ITD responding to Secretary Duffy about this item. Notification of projects that are in the current program, especially for 2026, that will make our roads safer will be included. Mr. Miles mentioned that a good example to improve pedestrian safety that is already planned for 2026 is the Prairie Trail Underpass. KMPO also completed a call for projects using FTA section 5310 funds for sidewalks. Mr. Miles noted that Secretary Duffy's letter seems to point to more emphasis on "getting back to basics" and spending money on things that improve safety and access for pedestrians, and for local jurisdictions to take this into account when developing new CIPs.

11. Next Meeting– September 23rd, 2025

12. Adjournment

Without objection, Chair Robert Palus adjourned the August 26th, 2025 KCATT meeting.

The meeting adjourned at 8:37 a.m.

Kate Williams *Signature on file*
Recording Secretary

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.

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Table of Contents

Resolution	1
Introduction	2
A. Funding	3
Federal Sources	3
State Sources	4
Local Sources	5
Private Sources	5
B. Programming Process	5
Identification, Evaluation and Selection of Projects	5
Review and Approval	5
Fund Authorization and Obligation	6
C. Annual Listing	7
D. KMPO Transportation Improvement Program	7
Funding Programs and Projects	7
KMPO Selected Project List 2026-2032	8
KMPO Street and Highways Project Lists – Table 1.0	8
KMPO Public Transportation Projects List – Table 2.0	9
E. Financial Plan	10
Fiscal Constraint	10
Systems Operations & Maintenance	12
Performance Measures	13
F. Certifications	19
G. Appendix	A - 1
KMPO Public Comment Period Documentation	A - 2

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 October, 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			-	-	-	-	2,256	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

23429	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	144	1	
23618	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	
23649	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
23687	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
23766	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	303	-	-	-	-	-	-	303	280	23		
KOOTENAI METROPOLITAN	MET	Metropolitan Planning		RW	-	-	-	-	-	-	-	-	-	-	-	-	

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.

LOCAL, FY28 KMPO METRO PLANNING	1			CN	-	-	-	-	-	-	-	-	-	-	-	-	1
23767	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
23768	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	
23793	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		
24647	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		
24677	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	-	-	-	-	-	-	-	-	-	-		
ORN24882	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	-	-	-	-	-	-	-	-	-	-		
ORN24883	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	-	-	-	-	-	-	-	-	-	-		
ORN24884	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		
ORN25010	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		
ORN25017	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 HD		PE	-	280	-	-	-	-	-	-	280	259	21			
		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	-	-	-			
Total					7,553	4,890	4,362	5,339	6,326	-	-	-			
Available					-	-	-	-	-	-	-	-			
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 ¹
(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				28,470
Road Construction	47,972	105,861	15,331	8,750	32,409	19,802	14,252	7,793	252,170
Roadway Development	1,479	2,244	1,253	773	303	303	303		6,658
Road Right-of-Way	10,000	1,540	5,035	2,735					19,310
Total	67,004	114,535	25,981	17,597	39,038	20,105	14,555	7,793	306,608

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 Area¹

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

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

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

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

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

Scheduled Costs (Dollars in Thousands with Match)

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			
Total	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
Total	\$7,553,000	100

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
5-Year Avg. Number of Fatalities	238	218	14
5-Year Avg. Fatality Rate per 100 million VMT	1.33	1.19	0.97
5-Year Avg. Number of Serious Injuries	1,224	1,259	84
5-Year Serious Injury Rate per 100 million VMT	6.82	6.28	5.8
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	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
Interstate NHS Percent Good	61.8%	≤ 35%	46.5%	23.9%
Interstate NHS Percent Poor	0.8%	≤ 4%	0.4%	0.2%
Non-Interstate NHS Percent Good	-	≤ 20%	36.1%	24.9%
Non-Interstate NHS Percent Poor	-	≤ 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
NHS Bridge Percent Good	40.4%	≥ 19%	31.1%	33.8%
NHS Bridge Percent Poor	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 80th percentile travel time to the “normal” (50th percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ratio over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

	2024 Statewide Target	2024 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	92.7%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 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 95th percentile of truck travel time compared to the “normal” (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

Kootenai County’s TTTR Index decreased over 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
Fatalities (Total)	0	0	0	0
Fatalities (per 100k VRM)	0	0	0	0
Serious Injuries (Total)	0	0	0	0
Injuries (per 100k VRM)	0	0	0	0
Safety Events (Total)	5	6	1	2
Safety Events (per 100k VRM)	3.300	3.831	0.475	0.993
System Reliability (VRM/Failures)	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 26th, 2025 and September 2, 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.