



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

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

**KMPO Board Meeting
October 9th, 2025 1:30 pm**

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

AGENDA

- 1. Call to Order – Graham Christensen, Chair**
- 2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
- 3. Approval Meeting Minutes – Action Items**
 - a. Approval of September 11th, 2025 Meeting Minutes
- 4. Public Comments** (limited to 3 minutes per person)
- 5. KCATT Recap & Recommendations – Robert Palus, KCATT Chair**
 - a. Recap of September 2025 KCATT Meeting
 - b. Draft 2026-2032 Transportation Improvement Program Recommendation
- 6. Administrative Matters**
 - a. September 2025 KMPO Expenditures – **Action Item**
 - b. October 2025 Financial Snapshot - Informational
- 7. Other Business**
 - a. Draft 2026-2032 Transportation Improvement Program- **Action Item**
 - b. Rathdrum Prairie Area Transportation Study Presentation-ITD
 - c. I-90 US-95 Interchange Presentation- ITD
- 8. Public Transportation (Informational Items Provided to KMPO) - Informational**

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

 - a. Kootenai County Transit Report – Kootenai County Public Transportation – Chad Ingle
 - b. Coeur d'Alene Tribe Rural Transit Report
- 9. Director's Report** (written report included in Board packet)
- 10. Board Member Comments**
- 11. Next Meeting – November 20th, 2025**
- 12. Adjournment**

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

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
September 11th, 2025
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Jeff Tyler	Post Falls Highway District
Graham Christensen, Chairman	East Side Highway District
Randy Westlund	City of Post Falls
Tom Shafer	City of Hayden
Steve Adams	Lakes Highway District
John Hodgkins	City of Rathdrum
Bruce Mattare, Vice Chairman	Kootenai County

Board Members Absent:

Damon Allen	ITD, District 1
Phil Cooper	Worley Highway District
Dan Gookin	City of Coeur d'Alene
Jim Kackman	Coeur d'Alene Tribe

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kate Williams	Administrator

Attendees:

Terry Werner	Citizen
Sean Hoisington	JUB
Chad Ingle	Kootenai County

1. Call to Order – Graham Christensen, Chairman

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chairman Graham Christensen at 1:30 p.m.

2. Changes to the Agenda and Declarations of Conflicts of Interest

No conflicts of interest were declared. Mr. Christensen called to approve the agenda as is, which was approved unanimously.

Motion to move forward with the agenda as presented made by Mr. Randy Westlund, City of Post Falls, seconded by Mr. Jeff Tyler, Post Falls Highway District. The motion passed unanimously.

3. Approval Meeting Minutes – Action Items

The meeting minutes from the July 2025 KMPO Regular meeting and the July 23rd Special KMPO board meeting were presented to the board for approval.

a. Approval of July 10th 2025 Meeting Minutes

Mr. Bruce Mattare, Kootenai County, motioned to approve the July 10th KMPO Board Meeting minutes as presented. Mr. Jeff Tyler, Post Falls Highway District, seconded the motion, which passed unanimously.

b. Approval of July 23, 2025 Special KMPO Meeting Minutes

Mr. Bruce Mattare, Kootenai County, motioned to approve the July 23rd, 2025 Special KMPO Board Meeting Minutes as presented. Mr. Jeff Tyler, Post Falls Highway District, seconded the motion, which passed unanimously.

4. Public Comments (limited to 3 minutes)

No public comments were made.

5. KCATT Recap & Recommendations – Robert Palus, Chairman

a. Recap of Activities from June 2025 meeting

Mr. Robert Palus was unable to attend the meeting. Ms. Ali Marienau, KMPO, provided the KCATT meeting recap. Mr. Beachler, ITD, reported that the Washington International Union of Operating Engineers local 302 labor strike is significantly impacting ITD projects throughout the county. The I-90 Wolf Lodge (Cedars to Maintenance site) project that is under reconstruction, is being assessed by ITD to potentially be buttoned up for the season, if the strike doesn't end soon. Another project impacted is the Coeur d'Alene River bridges. This project is at a critical point, due to most of the traffic being on the westbound temporary bridge; ITD was hoping to have that moved over to the permanent bridge by winter. Another project that was significantly impacted is the SH-53/Pleasant View Road interchange. ITD had a three-day window to swing the girders without any BNSF traffic, and due to the strike delays, they were not able to do that work. The next window to do this work won't be for another six months, due to railway rules and regulations.

Mr. Shanley, Lakes Highway District, reported the Lancaster Ave./Huetter Road roundabout is currently under construction and is not being impacted by the strike. Additionally, Mr. Shanley noted that he attended the ITD open house in support of the Parks Road Interchange project and that there was a good turnout of the public. The Lakes Highway District board approved a contract with JUB to update the district's transportation plan. Mr. Callahan, Kootenai County, reported that the Board of County Commissioners have kept the Comprehensive Plan update in the 2026 budget, and they are looking to incorporate the first ever parks master plan for Kootenai County as part of that document. Mr. Bosley, City of Coeur d'Alene, noted that they were working on addressing a sink hole at the 3rd Street boat launch that had appeared out of nowhere. He also noted that the crane at the Thomas George building was in the process of being moved over to the Sherman tower project, but that has been put on hold with the strike. Mr. Lenz, Post Falls Highway District, reported that the Idaho Road/UPRR crossing safety improvement project has been completed. He also noted that the Prairie Trail Underpass project is being finalized, and they are looking to put that project out to bid in late October. Mr. Howard, Worley highway District, reported that they are working on two projects that are requiring road closures- the Greensferry Road guardrail project and the Rockford Bay Road box culvert replacement projects. Mr. Weymouth, East Side Highway District, reported that the Canyon Road and Springston Bridge projects were to open for bids on Thursday of that week. Mr. Palus, City of Post Falls, reported that they are working on a deep-water sewer lift station on Chase Road. The city also had an open house for their transportation master plan at city hall that week, and are moving forward with finalizing that for planning and programming updates.

Mr. Miles, KMPO, provided an overview of the Transportation Improvement Program. It is currently out for a 30-day public review, and that will come back to KCATT at the end of September and to the KMPO board in October for adoption. Ms. Marienau provided an update of the transportation system performance for 2024 and will give that update to the KMPO board, as well. The Idaho Transportation Board report was presented by Mr. Jerry Wilson from ITD, and noted was that the Governor has an executive order reducing all state departments budgets by 3%. ITD is currently generally funded through the gas tax and registration fees, but does receive a small portion of funding from the general fund; ITD is not sure at this point how that will impact operations going forward, or what will be potentially cut through that. He also noted that the public comment period has ended for the ITIP. He and Mr. Beachler are reviewing the comments thus far, most of those are pertain to issues up in Boundary County. The IT board meeting for September will be on the 18th in district two. Mr. Miles shared with KCATT that KMPO received a notice from the Secretary of Transportation, along with ITD and all the MPOs of Idaho, of a safe

road's emphasis for projects, and are looking for a list of projects that will benefit this initiative in 2026. A project in our MPO area that meets the goals of this initiative is the Prairie Trail Underpass.

b. Draft 2026 Unified Planning Work Program Recommendation

Ms. Marienau reported that Mr. Miles provided an overview of the 2026 Unified Planning Work Program for this upcoming fiscal year to KCATT.

KCATT's recommendation is for the KMPO Board to adopt the 2026 Unified Planning Work Program as presented.

6. Administrative Matters

a. July and August 2025 KMPO Expenditures – Action Item

Mr. Miles reported that KMPO had routine expenses for the months of July and August. He made note that in August, KMPO closed on the purchase of their office space and a check to the title company, as the downpayment, was reflected on the expenditures.

Mr. Jeff Tyler motioned to approve expenses for July and August 2025, as presented. Mr. Randy Westlund seconded the motion, which passed unanimously.

b. September 2025 Financial Snapshot

Mr. Miles reported that KMPO is in good financial standing headed into the end of the fiscal year, with no major financial changes from August to September.

7. Other Business

a. 2024 Transportation System Performance- Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability

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 of how the projects that are in the TIP will contribute to each of these performance measures. 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, meaning '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. Idaho did not meet its statewide pavement condition standard for federal highways, and they were required to spend substantially more money on pavement management this year than they would have otherwise spent. Bridges in "good" and "poor" condition meet both of ITD's 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. Mr. Tom Shafer, City of Hayden, asked what rating metrics are used for a bridge to be rated as "poor". Ms. Marienau explained that it's a standardized rating system that is used based on the deck sub-structure and the bridge sub-structure and a scale of poor, fair and good. If a bridge scores less than four (out of 9), it is considered structurally deficient. The rating systems is used as an alert to let jurisdictions know that repairs are needed and that funds should start to be programmed for projects to improve the condition. Ms. Marienau went on to report that 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 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. Mr. John Hodgkins, city of Rathdrum, asked if these performance measures are looked at in terms of future planning. Mr. Miles explained that ITD does have a performance management model they use in terms of aligning projects with areas of needed improvement. These performance measures only take into consideration interstate and national highways system (NHS) roadways.

b. 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. The Unified Planning Work Program runs from October 1, 2025 to September 30, 2026. 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 Area Transportation Study (formerly PEL Study), as well as the transportation plans have been developed over the last year by 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 traffic study 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. Mr. Shaffer commented on the Huetter corridor being noted in the UPWP, as an area of significant issue. Mr. Miles explained this particular corridor is called out as an area, due to it being adopted into the metropolitan transportation plan (MTP). It is a designated future NHS route and on the federal aid map for eligibility. He stated that he marked Huetter as a significant issue because all of the modeling for the SH-41 widening and interchange, the I-90 widening, the US-95 improvements, the Northwest Boulevard improvements, and future improvements on SH -53 are all predicated on the Huetter Corridor being built within a 20-year horizon.

Mr. Jeff Tyler, Post Falls Highway District, motioned to adopt the Draft 2026 Unified Planning Work Program as presented. Mr. Randy Westlund, city of Post Falls, seconded the motion, which passed unanimously.

c. Draft 2026-2032 Transportation Improvement Program

Mr. Miles presented the Draft 2026-2032 Transportation Improvement Program (TIP). He explained that in reality this is a four-year work program, since it only reflects real money obligated to projects for 2026 to 2029. After those years, the TIP is more of a forecast for what could be down the road. Projects for 2026-2029, collectively, are worth about \$430 million and have hard funds associated with them. This large volume of money for Kootenai County has to do with the Idaho State Legislature and ITD programming the improvements to I-90 and the associated interchanges, which is about \$250 million of the program. The I-90 widening project is anticipated to be a three-construction season project. US-95 Interchange is planned to be under construction by 2027 and will take two and half to three years to complete the single point urban interchange. The public comment period for the draft TIP will close on September 26th. Any comments will be addressed and the Draft 2026-2032 Transportation Improvement Program will come before the KMPO board in October for adoption.

8. Public Transportation (Informational Items Provided to KMPO)

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

Mr. Chad Ingle, Kootenai County, reported that Citylink North had a 12% increase in fixed route ridership for this month over last year. This month's paratransit ridership had a 7% decrease. He reported that transit had its site visit with ITD, and it was successful. Through the evaluation of Citylink's documentation, ITD came back with no findings, and they are in full compliance with its requirements. Mr. Ingle reported the Board of County

Commissioners, along with Federal Transit Administration, has approved their section 5307 grant awards. These funds are allocated annually to support the public transportation system and will be used for operations and for planning activities.

b. Coeur d'Alene Tribe Rural Transit Report

Mr. Ingle reported on behalf of the Tribe that there were no updates provided at this time.

9. Director's Report

Mr. Miles delivered his directors report to the board, and did not have a written copy for the packet this month, due to illness. He expressed appreciation to the board for the heavy lift that occurred in September with the additional assessment going towards the local match to close on the office space purchase, which took place on August 15th. After it closed, KMPO sent the reimbursement request to ITD and Federal Highways. Last week KMPO received a reimbursement for \$302,000 towards the purchase, and the short-term loan that KMPO took with Washington Trust Bank was paid off last Friday. This brings KMPO's office space expenses from \$1,700/month to \$300/month.

Mr. Miles reported that the next surface transportation bill is about to go public in discussion with the House and Senate. Their approach this time, reflects the letter KMPO received from the US Department of Transportation about getting back to basics. The amount of money that was spent on non-basic transportation topics in the last bill captured 35-40% of the budget. The goal with the new bill is to focus on the basics of the transportation system- meeting the mobility and access needs of the public, in a reliable and forward-facing manner. The ask is to work with our congressional delegation as to what should be put in for Idaho. ITD has their own decision-making process, but the requests are not for only ITD requested projects. Projects from rural areas and metropolitan areas can be supported by the community and the region. Congress asks that these projects be submitted to them by next week. Mr. Miles encouraged the board to think about, within the metropolitan transportation plan (which makes a project eligible), what would KMPO like to see happen? There was some discussion of various projects around Kootenai county.

10. Board Member Comments

Mr. Tyler made a comment that the Huetter Bypass would be a very important project for the area to prioritize, as it would add some traffic relief to both Post Falls and Coeur d'Alene. He also pondered if a road going East-West, perhaps Hayden Ave. being a four-lane trucking route would help the traffic on the prairie. He also commented that there have been conversations that there should be some signage at Lancaster Ave. directing drivers to Greensferry Rd. to catch SH-41 there, instead of going through Rathdrum.

Mr. Hodgkins made a comment that the city sees traffic back ups on SH 53 and SH 41, and his pick for a four lane East-West Road expansion would be Lancaster Ave.

11. Next Meeting – October 9th, 2025

12. Adjournment

Mr. Christensen motioned to adjourn the regular meeting of the Kootenai Metropolitan Planning Organization Policy Board on September 11th, 2025, and with no objections, the meeting was adjourned at 2:10 p.m.

Kate Williams *signature on file*
Recording Secretary



KOOTENAI METROPOLITAN PLANNING ORGANIZATION

EXPENSES

September, 2025

As of this date **October 9, 2025** the Kootenai Metropolitan Planning Organization Board approves reimbursements and payments made for expenses in **September, 2025** included in the following list, in the amount of **\$301,947.92**

Chair: _____

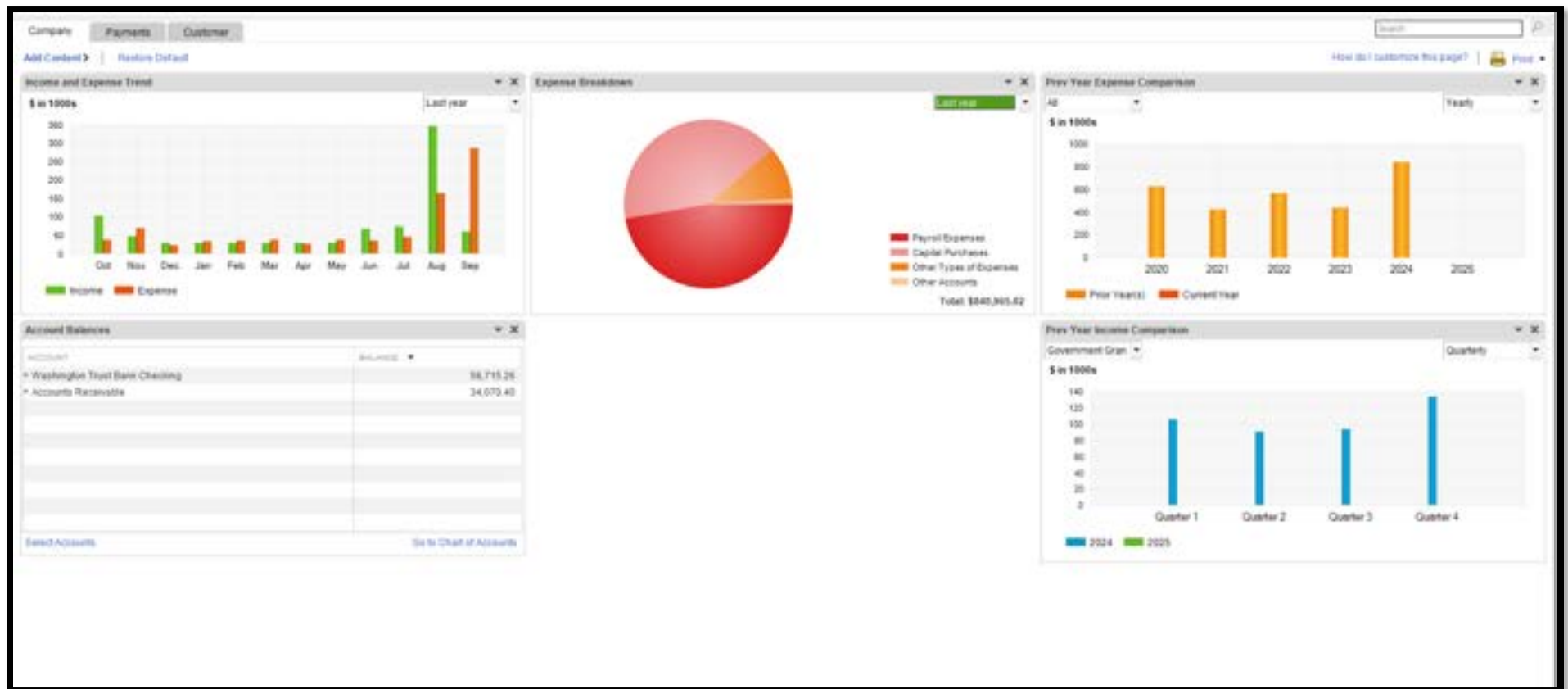
Kootenai Metropolitan Planning Organization						5:15 PM
Monthly Expense Report						10/01/2025
September 2025						
Type	Num	Date	Name	Memo	Paid Amount	
Check	ACH	09/01/2025	Unum	Unum September Premium L,STD,LTD	226.18	
Check	Debit Card	09/04/2025	Rackspace Inc	Rackspace September 2025 Email and Archive Hosti	61.86	
Check	3795	09/05/2025	Washington Trust Bank	WTB Office Loan Payoff	263,571.87	
Bill Pmt -Check	3796	09/05/2025	CdA North Homeow ners Assoc	Unit #209 HOA Fee	309.94	
Check	3797	09/05/2025	ICRMP	ICRMP Policy Renew al	5,444.00	
Liability Check	ACH	09/05/2025	Delta Dental	Delta Dental September 2025 Premium	327.09	
Liability Check	ACH	09/05/2025	Regence Blue Shield of Idaho	Regence September 2025 Premium	5,198.48	
Check	Debit Card	09/06/2025	Adobe Store North America	Adobe Acrobat Pro 3 licenses September 2025	71.97	
Check	3798	09/08/2025	Coeur d' Alene Press	Acct: 9456 Public Notice	91.16	
Check	3799	09/08/2025	CdA North Homeow ners Assoc	Unit #209 Remote Access Fob	25.00	
Liability Check	ACH	09/08/2025	PERSI Choice Plan	PERSI Choice 401 K (Empow er Inc)	1,550.00	
Liability Check	E-pay	09/08/2025	United States Treasury	27-0061680 QB Tracking # 285150530	2,730.30	
Check	3803	09/10/2025	AVISTA	AVISTA September 2025 Utilities	85.71	
Check	ACH	09/11/2025	TDS Telecom	TDS Inc September 2025 Phone & ISP	135.36	
Check	3804	09/12/2025	Idaho State Insurance Fund	ISF Statement #30297686 Policy 633752	870.00	
Liability Check	ACH	09/12/2025	PERSI	PERSI Contribution ending 9-5-25	2,142.08	
Liability Check	ACH	09/15/2025	Idaho State Tax Commission	Idaho St Payroll Withholding	522.00	
Check	Debit Card	09/15/2025	Intuit	Intuit 2025 Tax Forms	232.11	
Check	Debit Card	09/15/2025	Staples Inc.	Staples Office Supplies (Paper, Printer ink , etc)	409.54	
Check	3805	09/17/2025	Coeur d' Alene Press	2026 TIP Public Notice	163.52	
Check	ACH	09/18/2025	Vision Service Plan	VSP October 2025 Premium	34.73	
Check	Debit Card	09/18/2025	Zoom Video Communications	Zoom Inc. September 2025 Meeting Hosting	15.99	
Check	Debit Card	09/18/2025	Intuit	Intuit Monthly Payroll Usage Charge September 2025	21.00	
Check	Debit Card	09/19/2025	Staples Inc.	Staples - Office Supplies (staples)	16.94	
Liability Check	ACH	09/22/2025	PERSI Choice Plan	PERSI Choice Plan 401K Contributions 9-05-2025 to 9	1,550.00	
Liability Check	E-pay	09/22/2025	United States Treasury	27-0061680 QB Tracking # 814131530	2,724.02	
Check	3809	09/23/2025	Idaho Department of Labor	Invoice NIA 1101 Disclosure Agreement	84.07	
Liability Check	ACH	09/25/2025	PERSI	PERSI Contributions ending 9-19-25	2,137.92	
				Subtotal September Operating Expenses	\$290,752.84	
				Subtotal September Salaries and Wages	\$11,195.08	
					\$301,947.92	



Kootenai Metropolitan Planning Organization

October 1, 2025

Monthly Financial Snapshot



Transportation Improvement Program 2026-2032



Kootenai Metropolitan Planning Organization
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Serving the Citizens of Kootenai County
Draft October 2, 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:

- Funding
 - Federal Sources
 - State Sources
 - Local Sources
 - Private Sources
- Programming
 - Prioritization and Selection of Projects
- Approval
 - Funding
 - Annual Listing
 - Funding programs and projects
 - Financial Review
- KMPO Transportation Improvement Program
 - Financial Plan
 - Certifications

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.

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.

State Sources:

State Funded Program (ST): Funds used for lower cost State highway construction projects that can be developed at a lesser expense than required when using Federal funding. Funds may typically be used for pavement improvements, bridge repair, and other unanticipated projects.

Restricted State Funds: Funds are primarily used for capital improvements including pavement, bridge, and railroad crossings. Fifty percent (50%) of the funds are retained by ITD and thirty-five percent (35%) are allocated to the cities and counties from the Highway Distribution Account. Highway Distribution Account funds may also be used to match Federal funds.

Local Sources:

Local funding sources may be used as a local cash match for transportation projects not supported by Federal funds. Local sources presently available for funding in the metropolitan area include general revenues, special improvement districts, bonds, tax increment financing, and property tax levies.

Private Sources:

Private funding sources may include dedications of right-of-way and new roads, development fees, impact fees, or actual cash contributions provided by developers.

Programming Process

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.

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.

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.

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.

Kootenai Metropolitan Area Transportation Improvement Program

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 2026-2032



Revised after Public

Comments:

Grahan Christenson, KMPO Chair

FY 2026 - FY 2032 KMPO Area TIP

KMPO Program of Projects List

Group: Local Street and State Highway
Projects (System)

Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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			
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALLS 1				CN						-1,204		-	1,204	1,116	88	1			
19955	MP 0.063 - 0.313	SAFTY/TRAF OPER, Railroad Signals		PE						-		-	492	456	36				
POST FALLS		STP-LARGE (L)	STP-LU	RW						-		-	-	-	-				
This project will reconstruct the approaches to the crossing at Chase Rd. and the Burlington Northern and Santa Fe Railway (BNSF) branch line serving Post Falls.																			
SH 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO 1				CN		-670				-		-	670		670	1			
20668	MP 81.500 - 86.900	PM, Seal Coat		PE						-		-	40		40				
STATE OF IDAHO (ITD)		PAVE	ST	RW						-		-	-		-				
This project consists of seal coating SH 97 from MP 81.5 MP 86.9.																			
OFFSYS, YELLOWSTONE TRAIL RD, KOOTENAI CO 1				CN		-2,156				-		-	2,156	1,998	158	1			
20775	MP 101.900 - 102.100	ENV PRESV, Safety Improvement		PE						-		-	679	632	47				
EASTSIDE HD Number 3		FLAP (L)	FLAP	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	1			
21937	MP 8.300 - 8.800	MAJRWDN, Turn Bay		PE			350					-	560	519	41				
STATE OF IDAHO (ITD)		SAFETY	HSIP	RW								-	-		-				
This project will widen the existing roadway and install turn bays with illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																			
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO 1				CN			1,500		11,400			-	12,900	11,953	947	1			
21939	MP 0.000 - 1.800	MAJRWDN, Turn Bay		PE								-	1,430	1,325	105	P			
STATE OF IDAHO (ITD)		SAFETY	HSIP	RW		1,540						-	1,540	1,427	113	R			
This project will reconstruct the existing road and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.																			
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD 1				CN			2,256					-	2,256	2,091	165	1			
22435	MP 0.920 - 1.080	RECONST/REALIGN, Pavement Rehabili		PE								-	483	448	35				
POST FALLS HD		STP-RURAL (L)	STP-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.																			
STATE, FY30 D1 PAVEMENT PRESERVATION 1				CN					1,703			-	1,703	1,578	125	1			
22775	MP 0.000 - 0.000	PM, Seal Coat		PE	20							-	80	19	61	P			
STATE OF IDAHO (ITD)		PAVE	STP	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	1			
22799	MP 0.000 - 0.000	SAFTY/TRAF OPER, Intersection Improv		PE								-	145	134	11	P			
STATE OF IDAHO (ITD)		SAFETY	HSIP	RW								-	-		-	R			



Revised after Public

Comments:

Grahan Christenson, KMPO Chair

KMPO Program of Projects List

FY 2026 - FY 2032 KMPO Area TIP

Group: Local Street and State Highway
Projects (System)

Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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					
This is a safety and capacity driven project and will address serious and fatal crashes as well as focus on the through movement of traffic by installing turn bays and illumination on SH 41 at Spirit Bend Rd, Intersection illumination on US 95 at W. Conkling Bay Rd and a flashing redlight beacon on Atlas Rd at SH 53 in Kootenai County.																	
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN	-	-3,142	-	-	-	-	-	-	-	-	4,142	2,911	1,231	1	
22892 MP 100.182 - 100.182 BR/APPRS, Bridge Replacement		PE	-	-	-	-	-	-	-	-	-	-	2,050	1,477	573		
LAKES HD BR-LOCAL BR-LOC		RW	-	-	-	-	-	-	-	-	-	-	-	-	-	M	
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN	-	-1,000	-	-	-	-	-	-	-	-	4,142	2,911	1,231	1	
MP 100.182 - 100.182 BR/APPRS, Bridge Replacement		PE	-	-	-	-	-	-	-	-	-	-	2,050	1,477	573		
LAKES HD LP-ST LPT		RW	-	-	-	-	-	-	-	-	-	-	-	-	-	M	
To take the alternatives developed in the Lakes Highway District planning study and carry them into the NEPA for final evaluation of alternatives, selection, design, and construction of improvements near Athol, Idaho in Kootenai County. This includes a replacement and relocation of a structurally deficient bridge across the UPRR and realigns Old Highway 95 to provide an improved connection to a future interchange at Parks Road and US 95.																	
NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS H	1	CN	4,111	-	-	-	-	-	-	-	-	-	4,649	4,308	341	1	
23028 MP 5.762 - 6.762 RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	-	-	1,100	1,019	81	P	
POST FALLS HD STP-LARGE (L) STP-LU		RW	-	-	-	-	-	-	-	-	-	-	700	649	51	M	
NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS H	1	CN	538	-	-	-	-	-	-	-	-	-	4,649	4,308	341	1	
MP 5.762 - 6.762 RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	-	-	1,100	1,019	81	P	
POST FALLS HD FREIGHT FREIGHT		RW	-	-	-	-	-	-	-	-	-	-	700	649	51	M	
This project will complete the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41 in conjunction with a pedestrian/bike underpass as part of Prairie Trail crossing (KN 24398).																	
LOCAL, FY26 KMPO METRO PLANNING	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
23403 MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE	303	-	-	-	-	-	-	-	-	-	303	280	23		
KOOTENAI METROPOLITAN MET MET		RW	-	-	-	-	-	-	-	-	-	-	-	-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTE	1	CN	-	-	-	-	500	5,950	5,000	-	-	-	11,450	10,610	840	1	2
23429 MP 446.520 - 448.520 RECONST/REALIGN, Frontage Roads		PE	-	-	-	-	-	-	-	-	-	-	2,750	-	2,750		R
STATE OF IDAHO (ITD) CPCTY NH		RW	-	-	-	-2,000	-	-	-	-	-	-	2,000	1,853	147		
This project will remove the existing at grade intersection at US-95 and Parks Rd. The project will also construct new frontage roads to connect Pope Rd to Park Rd, add a connection from Parks Rd to SH-54, and construct a frontage on the west side to remove direct accesses on the US-95.																	
I 90, 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) BR-RESTORE BR-STATE		RW	-	-	-	-	-	-	-	-	-	-	-	-	-	W	
This project will extend the life of the multi plate culvert by inserting a sleeve or similar product at the passage culvert.																	



Revised after Public

Comments:

Grahan Christenson, KMPO Chair

KMPO Program of Projects List

FY 2026 - FY 2032 KMPO Area TIP

Group: Local Street and State Highway
Projects (System)

Sort: STIP

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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 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	STP	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)	STP-LU	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	MET	RW	-	-	-	-	-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																		
LOCAL, 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	MET	RW			-		-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																		
LOCAL, FY29 KMPO METRO PLANNING				1	CN				-	-	-	-	-	-	-	1		
23768	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE			303		-	-	-	-	303	280	23			
KOOTENAI METROPOLITAN		MET	MET	RW			-		-	-	-	-	-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																		
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.																		
I 90, FY27 D1 STRIPING				1	CN		730	-	-	-	-	-	730	-	730	1		
23794	MP 0.000 - 73.885	SAFTY/TRAFF OPER, Pavement Markings		PE	5		-		-	-	-	-	5	-	5			
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.																		
I 90, FY28 D1 STRIPING				1	CN			730	-	-	-	-	730	-	730	1		
23795	MP 0.000 - 73.885	SAFTY/TRAFF OPER, Pavement Markings		PE		5			-	-	-	-	5	-	5			
STATE OF IDAHO (ITD)		OTHER ASSETS STLI		RW			-		-	-	-	-	-	-	-	W		



**Revised after Public
Comment:**
Graham Christenson, KMPO Board Chair

FY 2026 - FY 2032 KMPO Area TIP

Group: Local Streets and State
Highway Projects (System)

Sort: STIP

KMPO Program of Projects List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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	
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)		BR-PRESERVE IM	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)		BR-PRESERVE STP	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)		RESTORE STP	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	MAJRWDN, Turn Bay	PE			1,000					-	-	1,115	1,033	82	P	
STATE OF IDAHO (ITD)		SAFETY HSIP	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/TRAFF OPER, Safety Improvemen	PE	-					-	-	-	-	-	-			
STATE OF IDAHO (ITD)		OTHER ASSETS STLI	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/TRAFF OPER, Safety Improvemen	PE	-					-	-	-	-	216	200	16		
COEUR D'ALENE		SAFETY (L) HSIP (L)	RW	-					-	-	-	-	-	-			
For the work to install and upgrade traffic signal operations with new equipment, pushbuttons and upgrade vehicle detection at four intersections along the Ramsey Road corridor to improve safety for all roadway users.																	
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO	1	CN	8,900						-	-	-	-	9,900	8,247	1,653	1 2	
24305	MP 7.128 - 9.714	RECONST/REALIGN, Bridge Replaceme	PE	-					-	-	-	-	-	-		R	
STATE OF IDAHO (ITD)		TECM CAP NH	RW	-					-	-	-	-	-	-		M W	
I 90, SH 41 TO US 95 - WEST, KOOTENAI CO	1	CN	1,000						-	-	-	-	9,900	8,247	1,653	1 2	
MP 7.128 - 9.714		RECONST/REALIGN, Bridge Replaceme	PE	-					-	-	-	-	-	-		R	
STATE OF IDAHO (ITD)		LEAD-ID STLI	RW	-					-	-	-	-	-	-		M W	
This project will widen I-90 to four lanes in both directions, replace the Huetter Rd Bridge and provide ramp improvements at SH-41.																	



**Revised after Public
Comment:**
Graham Christenson, KMPO Board Chair

FY 2026 - FY 2032 KMPO Area TIP

Group: Local Streets and State
Highway Projects (System)

Sort: STIP

KMPO Program of Projects List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)													
Sponsor		Program	Fund	Ph	2026	2027	2028	2029	2030	2031	2032	PREL	Total	Federal	Match			
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO				1	CN	7,800			-	-	-	-	-	11,100	7,227	3,873	1 2	
24306	MP 9.714 - 12.046	RECONST/REALIGN, Bridge Replaceme			PE				-	-	-	-	-	-	-		R	
STATE OF IDAHO (ITD)		TECM CAP	NH		RW				-	-	-	-	-	-	-		M W	
I 90, SH 41 TO US 95 - EAST, KOOTENAI CO				1	CN	3,300			-	-	-	-	-	11,100	7,227	3,873	1 2	
MP 9.714 - 12.046		RECONST/REALIGN, Bridge Replaceme			PE				-	-	-	-	-	-	-		R	
STATE OF IDAHO (ITD)		LEAD-ID	STLI		RW				-	-	-	-	-	-	-		M W	
This project will widen I-90 to four lanes in both directions, replace the Atlas Rd and Prairie Trail Bridges and provide ramp improvements at NW Blvd and US-95.																		
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO				1	CN		2,972		-	-	-	-	-	2,972	2,754	218	1	
24353	MP 101.496 - 102.740	RESRF/RESTO&REHAB, Base/Sub-bas			PE				-	-	-	-	-	275	255	20		
WORLEY HD		STP-RURAL (L)	STP-RURAL		RW				-	-	-	-	-	-	-			
For the work to rehabilitate and resurface the roadway to include widening the travel lanes and shoulders, storm drainage improvements, and vertical and horizontal alignment changes to improve drivability and increase safety. This is a continuation of the Kidd Island, PH 1 project.																		
I 90, US 95 IC, EMMA AVE TO NEIDER AVE, KOOTENAI CO				1	CN		85,350		-	-	-	-	Unfunded	85,350	-	85,350	1	
24395	MP 11.700 - 12.300	RECONST/REALIGN, Interchanges			PE				-	-	-	-	Unfunded	11,250	-	11,250	R	
STATE OF IDAHO (ITD)		EARLY	TECM BOND		RW	10,000			-	-	-	-	Unfunded	10,000	-	10,000	W	
This project will replace the I 90/US 95 (Exit #12) interchange and ramps to accommodate traffic flows. US 95 will be widened from Emma Ave to Neider Ave with associated intersection improvements.																		
SH 97, SAFETY IMPROVEMENTS , HARRISON				1	CN		505		-	-	-	-	-	505	-	505	1	
24552	MP 60.700 - 96.000	SAFTY/TRAFF OPER, Safety Improvemen			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/KOOTENAI				1	CN				-	-	-	9,252	-	9,252	8,537	715	1 2	
24586	MP 36.200 - 43.300	RESRF/RESTO&REHAB, Pavement Reh			PE		480	600	-	-	-	-	-	1,080	997	83	P	
STATE OF IDAHO (ITD)		RESTORE	IM		RW				-	-	-	-	-	-	-		W	
This project will extend the service life of the roadway on I-90 between South River Road mp 36.2 and the Kingston I.C. mp 43.3. The project will consist of a deep mill and asphalt pavement inlay, safety improvement's, and guardrail replacement.																		
SMA-7145, ATLAS RD, SELTICE WAY TO HANLEY AVE, C'DA				1	CN				-	-	-	-	4,793	4,793	4,441	352	1	
24647	MP 10.000 - 12.060	RESRF/RESTO&REHAB, Pavement Reh			PE			470		-	-	-	-	470	436	34		
COEUR D'ALENE		STP-LARGE (L)	STP-LU		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	1	
24677	MP 0.000 - 0.000	SAFTY/TRAFF OPER, Bicycle/Pedestrian/			PE		76		-	-	-	-	-	76	70	6		
HARRISON		TAP	TAP-RURAL		RW				-	-	-	-	-	-	-			



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FY 2026 - FY 2032 KMPO Area TIP

Group: Local Streets Transit and State
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Sort: STIP

KMPO Program of Projects List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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					
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.																	
US 95, CONKLING RD INTERSECTION ILLUMINATION, KOOTE	1	CN			250	-	-	-	-	-	-	-		250	-	250	1
25110	MP 400.000 - 400.500	SAFTY/TRAFF OPER, Illumination	PE		-	-	-	-	-	-	-	-		-	-		
STATE OF IDAHO (ITD)		UNALLOC	STB	RW	-	-	-	-	-	-	-	-		-	-		
This project consists of adding lighting to this intersection in the form of luminaries. This is a safety-data driven project to address a high accident area with the majority of the crashes occurring during the evening hours due to poor sight for the users of this intersection.																	
LOCAL, FY30 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-		-	-		1
ORN24882	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	-	303	-	-	-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW	-	-	-	-	-	-	-	-		-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY31 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-		-	-		1
ORN24883	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	-	303	-	-	-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW	-	-	-	-	-	-	-	-		-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
LOCAL, FY32 KMPO METRO PLANNING	1	CN			-	-	-	-	-	-	-	-		-	-		1
ORN24884	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		-	-	-	-	-	303	-	-		303	280	23	
KOOTENAI METROPOLITAN		MET	MET	RW	-	-	-	-	-	-	-	-		-	-		
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
US 95, LACROSSE AVE TO WYOMING AVE, COEUR D'ALENE	1	CN			-	-	-	-	9,200	-	-	-		9,200	8,525	675	1
ORN25010	MP 430.000 - 435.800	RESRF/RESTO&REHAB, Pavement Reh	PE	434	-	-	-	-	-	-	-	-		434	402	32	P
STATE OF IDAHO (ITD)		PAVE	NH	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	1
ORN25017	MP 4.000 - 4.700	RESRF/RESTO&REHAB, Base/Sub-bas	PE	120	-	-	-	-	-	-	-	-		120	111	9	P
STATE OF IDAHO (ITD)		RESTORE	IM	RW	-	-	-	-	-	-	-	-		-	-		W
This project will restore the smoothness and ride quality of freeway by reconstructing the base and resurfacing various lane sections.																	



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KMPO Program of Projects List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

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, POE RELOCATION AND TRUCK PARKING STUDY				1	CN		-			-	-		-	446	413	33	1	
ORN25018	MP 0.000 - 0.600	PLAN/STUDY, Miscellaneous Improve			PE	54	-			-	-		-	54	50	4		
STATE OF IDAHO (ITD)		PLAN	IM		RW		-			-	-		-	-	-		M W	
I 90, POE RELOCATION AND TRUCK PARKING STUDY				1	CN	446	-			-	-		-	446	413	33	1	
MP 0.000 - 0.600		PLAN/STUDY, Miscellaneous Improve			PE		-			-	-		-	54	50	4		
STATE OF IDAHO (ITD)		CARBON	CARBON-LU		RW		-			-	-		-	-	-		M W	
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	1	
ORN25037	MP 10.920 - 11.894	RECONST/REALIGN, Minor Widening &			PE		-			-	-		-	-	-			
COEUR D'ALENE		STP-LARGE (L)	STP-LU		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	1	
ORN25040	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail			PE		280			-	-	-	-	280	255	21		
LAKES HD		SAFETY (L)	HSIP (L)		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:

1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds
G: Project is grouped in STIP
M: Project included in multiple programs
B: Project addresses Federal Bridge Condition PM R: Project addresses Federal Pavement Condition PM A: Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method.
W: Work zone safety priority
Phases:
CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces RW - Right-Of-Way acquisition

Construction	31,182	90,550	17,199	8,750	32,409	21,006	14,252	9,793	Federal Highway Administration Program
Development	1,033	2,244	1,253	773	303	303	303	-	
Right-of-Way	10,000	1,540	5,035	2,735	-	-	-	-	
Total	42,215	94,334	23,487	12,258	32,712	21,309	14,555	9,793	Grand Total

Table 2.0

KMPO

Regional Transportation Improvement Program
Program of Federal Transit Administration Projects

2026-2032



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KMPO Program of Projects List Public Transportation

FY 2026 - FY 2032 KMPO Area TIP

Group: Local Streets Transit and State
Highway Projects (System)
Sort: STIP

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	
TRANSIT, COEUR D'ALENE UZA METRO PLANNING				1	CN	60	60	60	60	60	-	-	-	300	240	60	1	
13238	MP 0.000 - 0.000	Metropolitan Planning			PE					-	-	-	-	-	-	-		
KOOTENAI METROPOLITAN TRNS-OPS					5303					-	-	-	-	-	-	-		
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	1	
14191	MP 0.000 - 0.000	Paratransit Operations			PE					-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
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	1	
14193	MP 0.000 - 0.000	Transit Operations			PE					-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
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	-	-	-	561	464	117	1	
19196	MP 0.000 - 0.000	Preventive Maintenance			PE					-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
These preventive maintenance funds will extend the life of Public Transportation fleet vehicles.																		
TRANSIT, COEUR D'ALENE UZA SECURITY				1	CN					-	-	-	-				1	
19333	MP 0.000 - 0.000	Security	IN ACTIVE		PE	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
These funds will provide for route and facility security services.																		
TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTATIV				1	CN					-	-	-	-				1	
19361	MP 0.000 - 0.000	Preventive Maintenance	IN ACTIVE		PE	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
These preventive maintenance funds will extend the life of the paratransit vehicle fleet.																		
TRANSIT, COEUR D'ALENE UZA BUSES				1	CN	1,500	750	0	750	1,500	-	-	-	4,500	3,825	575	1	
19424	MP 0.000 - 0.000	Capital Asset			PE					-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-CAP					5307 Small Urban					-	-	-	-	-	-	-		
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	1	
20761	MP 0.000 - 0.000	Transit Planning			PE					-	-	-	-	-	-	-		
KOOTENAI COUNTY TRNS-OPS					5307 Small Urban					-	-	-	-	-	-	-		
To provide short term and long-range planning for Kootenai County Public Transportation Service.																		

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
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T 1					CN	7	7	8	8	8	-	-	-	38	30	8	1
20762	MP 0.000 - 0.000	Transit Planning			PE	-	-	-	-	-	-	-	-	-	-	-	-
KOOTENAI COUNTY		TRNS-OPS	5307 Small Urban		RW	-	-	-	-	-	-	-	-	-	-	-	-
To provide Federal training for transit staff.																	
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT 1					CN	63	50	50	50	50	-	-	-	263	210	53	1
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.)																	
Notes: 1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds G: Project is grouped in STIP M: Project included in multiple programs B: Project addresses Federal Bridge Condition PM P: Project addresses Federal Pavement Condition PM R; Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method. W: Work zone safety priority Phases: CN - Construction, utilities, construction engineering, purchases PE - preliminary engineering by state and/or consultant forces RW - Right-Of-Way acquisition				Construction	5,463	4,890	4,357	5,223	6,326	-	-	-	Public Transportation Five Year Program Grand Total: \$26,259,000				
				Development	-	-	-	-	-	-	-	-					
				Right-of-Way	-	-	-	-	-	-	-	-					
				Total	5,463	4,890	4,357	5,223	6,326	-	-	-					

A. 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)

Year-Of-Expenditure Dollars (Not Current Prices)

	2026	2027	2028	2029	2030			
Capital and Operations	5,463	4,890	4,357	5,223	6,326	-	-	-
Development	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-
Total	5,463	4,890	4,357	5,223	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
19955	2031	Chase Road – BNSF Crossing Improvements	Reconstruct approaches of the railroad crossing.	\$1,700,000
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
25110	2026	US 95/Conkling Rd. Illumination	Adding luminaries at the intersection.	\$250,000
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%	23.4%
Interstate NHS Percent Poor	0.8%	≤ 4%	0.4%	0.2%
Non-Interstate NHS Percent Good	-	≤ 20%	36.1%	19.7%
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	\$9,900,000
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	Multi-location	\$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	\$9,900,000
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.”

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.

	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%

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	\$4,500,000
23411	Equipment Acquisition/Replacement	Equipment	\$263,000

- **Public Transportation Safety**

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

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

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

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%

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:

Glenn F. Miles, 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 2nd, 2025

Kootenai Metropolitan Planning Organization

2026-2032

Transportation Improvement Program

Open House



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

Wednesday, September 3rd, 2025

4:00 p.m. to 6:00 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

Item 7b

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

DATE: October 2, 2025
TO: KMPO Board
FROM: Ali Marienau, Transportation Planner
SUBJECT: Rathdrum Prairie Area Transportation Study update

Background:

ITD, in partnership with KMPO, initiated the Rathdrum Prairie Area Transportation Study (previously Planning and Environmental Linkages (PEL) study) to evaluate the existing and future transportation network across the Rathdrum Prairie. The study seeks to provide recommendations on future improvements and/or new routes to better address regional congestion, safety, connectivity and resiliency, both on the state and local road systems. The PEL process initiates the environmental review process and allows for recommended projects to move directly into the NEPA process, if desired.

In 2023, HDR was selected as the consultant for the study. During Level 1 of the study, over 50 alternatives were developed, through stakeholder and public input, and screened against the study's Purpose and Need. 13 alternatives were then carried over into Level 2, which is currently under development.

Overview:

In Level 2, cross sections and footprints were developed for each of the 13 alternatives. HDR evaluated the potential impacts that each alternative would have on adjacent properties and environmental resources, as well as reviewed their compatibility with local agencies' planning. Additionally, each alternative was modeled by KMPO to determine what effects each alternative would have on the regional transportation system. The alternatives were then screened against performance, environmental impacts/benefits, and implementation criteria by HDR, ITD and KMPO staff. Based on that evaluation, five alternatives have been recommended to move forward to Level 3.

Public meetings were held on September 17 and 18 to gather public input on the Level 2 recommendations; an online meeting was open for comment through October 1. More information on the process and preliminary results can be found on the public meeting webpage: <https://rathdrumprairiepel.com/PIM-3/>. HDR will be providing a presentation on the Level 2 recommendations at the October 9 Board meeting.

The recommended alternatives will be carried into Level 3, where alternatives will be combined into scenarios and further analyzed for their benefit to the region.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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



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

Item 7c

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

DATE: October 2, 2025
TO: KMPO Board
FROM: Ali Marienau, Transportation Planner
SUBJECT: I90/US95 Interchange update

Overview:

ITD started the I90 Corridor study in 2021, with David Evans & Associates as the study consultant. The first interchange project to come out of the study is US 95. Design started on this project in 2024 with a multi-day value-planning session that included KMPO and other stakeholders. This location is particularly challenging, due to the proximity of the interchange to the Appleway Ave. intersection, which is a high volume and high crash intersection. A variety of ideas were evaluated with four alternatives presented to ITD. DEA provided additional evaluation and design of each, and the preferred concept – a SPUI with a grade separation at Appleway Ave.- was presented to the public in March 2025. ITD presented the alternatives to the KMPO Board at the May meeting.

Due to the feedback received from the public and KMPO, ITD and DEA have done some additional analysis of the traffic projections and alternatives to better address concerns about access at US 95 and Appleway Ave. ITD will be providing a status update on the project at the October 9 Board meeting.

Additional information on the project can be found at <https://www.i90us95project.com/>. Another public meeting is planned for November.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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



DATE: October 1, 2025
TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
SUBJECT: Director's Report

Here is a recap of KMPO's activities through September 30, 2025

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

Planning Activities:

KMPO Unified Planning Work Program:

KMPO presented the FY 2026 Unified Planning Work Program (UPWP) to ITD Headquarters, FHWA and FTA review and approval. KMPO received approval during the 3rd week of September. The UPWP will direct KMPO work activities between October 1, 2025 and September 30, 2026

Fiscal Year 2025 Projects and Program Update:

For Fiscal Year 2025, which began on October 1st, there are several major projects that currently underway or are expected to be under construction. These are some of the major projects.

- Ramsey Road Extension from Wyoming to Lancaster had the ribbon cutting in September,
- SH-41, I-90 Single Point Urban Interchange. This project continues through 2026. Portions of the SPUI have now been opened to traffic.
- Pleasant View Interchange at SH-53 and the BNSF rail crossing in currently back under construction. The interchange main girders will be put in place in the upcoming week.
- I-90 Widening from SH-41 to U.S. 95 westbound and eastbound packages are now in the clearing and grubbing phase. The most notable has been the tree removal activities in the median. This will be a multi-year project through 2029, constructing new bridges at the Centennial Trail, Atlas Road and Huetter Road, as well as widening I-90 to four lanes in each direction. Expect ongoing delays as lanes are shifted to accommodate construction activities.
- Prairie Trail Underpass and Prairie Avenue Widening are both ready for bid this fall, with the underpass being obligated in FY 2025 and Prairie Avenue obligated early FY 2026.

Urban Balancing Meeting November 6th:

The next Urban Balancing Meeting will be held in Boise on November 6th to receive a status on projects that were a part of the FY 2025 End of the Year Program and projects scheduled for 2026. This meeting will establish which projects will be in line for any additional funding provided by Federal Highway Administration.

Other Activities:

The KCATT committee meeting in September has recommended the draft FY 2026-2032 Transportation Improvement Program for approval by the KMPO board. A 30-day public review period was completed on September 26th, with no comments received from the public. This program identifies transportation projects and programs being funded with either Federal Highway Administration or Federal Transit Administration funds. This six-year program has approximately 400 million project funds identified.

KMPO Office acquisition:

KMPO's office space acquisition is complete. The final reimbursement for the acquisition by Federal Highway Administration was received September 17th.

Rathdrum Prairie Transportation Study and U.S. 95 Interchange Design Review Updates:

The KMPO Board will receive presentations by the two teams at this month's Board meeting.

KMPO 2025 Financial Audit:

Magnuson, McHugh and Dougherty has scheduled the FY 2025 Financial Audit to begin on October 20th. It is expected to be completed by mid-December. This year's audit will also include the acquisition of the office space and the associated financials related to asset depreciation, etc.

KCATT meeting with Utilities in November:

KCATT will be having its post construction season meeting with various utility companies in November. The purpose of the meeting is to discuss coordination and communication improvements for the upcoming construction season.

KMPO Office Closures:

KMPO will be closed October 13th and November 11th, which are Federal holiday's