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

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

KCATT MEETING AGENDA

July 28th, 2026 - 8:00 AM
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions- Chris Bosley, Chair
3. Approval of June 23, 2026, Meeting Minutes – **Action Item**
4. Public Comments *(limited to 3 minutes per person)*
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
   a. MTP & Model Update
   b. Regionally Significant Developments – Update
   c. 2027 Unified Planning Work Program – **Action Item**
   d. 2025 Transportation System Performance - Update
   e. Draft 2027-2033 Transportation Improvement Program - Update
7. Idaho Transportation Board Update-ITD
8. Current Business
9. Upcoming KMPO Board Items
   a. 2027 Unified Planning Work Program
10. Other Business
    a. Post Falls 2025 Transportation Master Plan Overview – J-U-B Engineers
    b. KCATT Members Update
11. Next Meeting – August 25th, 2026
12. Adjournment

For special accommodation/translation services, call 1.208.930.4164, 48 hours in advance.
KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

KCATT MEETING MINUTES
June 23rd, 2026
Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

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

2. Welcome / Introductions:

Ben Weymouth	East Side Highway District
Kevin Howard	Worley Highway District
Mike Behary	Kootenai County
Jerry Wilson	Idaho Transportation Department
Robert Beachler	Idaho Transportation Department
Robert Palus	City of Post Falls

KMPO Staff:

Glenn Miles	Executive Director
Ali Marienau	Senior Transportation Planner

Alternates and Guests:

Terry Werner	LHTAC
Monty Montgomery	Lakes Highway District
Donna Montgomery	Citizen
Ron Helmick	Ziply
Jeff Peters	KPFF
Tyler Kuber	City of Harrison
Pete Weigman	City of Athol
Chad Ingle	Kootenai County
Jason Stippich	Avista
Gemma Puddy	Horrocks
Matthew Godlewski	Horrocks
Steven Bakker	Idaho Transportation Department

3. Approval of April 28th, 2026 Meeting Minutes – Action Item

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

Mr. Ben Weymouth moved to approve the April 28, 2026 KCATT meeting minutes as presented. Mr. Kevin Howard seconded the motion. The motion carried unanimously.

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

No public comments were made.

5. Member Project, Transit & Utility Updates

Mr. Rob Beachler (ITD) provided updates on current construction projects. He reported that work continued on the I-90/SH-41 Interchange, including paving, removal of temporary ramps, installation of a HAWK crossing, and bridge sealing. Progress also continued on the I-90 Widening Project, with

bridge deck work, paving, retaining walls, and temporary lane and trail closures.
He mentioned that traffic remained reduced to one lane in each direction on the I-90, Wolf Lodge to Cedars project and the Coeur d'Alene River Bridges project while construction continued. Updates were also provided on the SH-53/Pleasant View Interchange, SH-54 reconstruction, and US 95 pavement rehabilitation, noting that the US 95 project had been advanced from FY 2031 to FY 2027.

Mr. Beachler also noted that the draft ITIP had been presented to the ITD Board and was open for public comment throughout the month of July.

Mr. Mike Behary, Kootenai County, reported that the county was in the public engagement phase of its Comprehensive Plan update. He noted that a public meeting had been held in Spirit Lake, with additional meetings planned in Worley and Harrison. He also stated that the county would have a booth at the North Idaho State Fair, and the public survey remained available through the end of June.

Mr. Ben Weymouth, East Side Highway District, reported that construction continued on the Canyon Road Bridge project. Road rehabilitation work was underway on portions of Latour Creek, Wolf Lodge, Meyer Hill, and Grouse Meadow Roads, and the district was preparing for summer chip seal projects. He also mentioned that the Yellowstone Trail FLAP project remained on schedule with construction anticipated in two phases during 2027–2028. Additionally, he noted that the Associated Highway Districts' standards update remained on track for adoption in late summer.

Mr. Robert Palus, City of Post Falls, reported that construction continued on Seltice Way between McGuire Road and Chase Road, with traffic reduced to one lane in each direction for utility relocation. He stated that design work continued on several future projects, including Chase Road and the Poleline Avenue/Greensferry Road intersection improvements, both scheduled for 2027. Water line replacement work was also underway in the Maplewood subdivision, and the city was preparing for its annual chip seal program.
He also reported that the city had begun updating its sanitary sewer study for the northeast quadrant and had adopted the 2025 Transportation Master Plan. He noted that the North Idaho Centennial Trail rehabilitation project had been completed with positive public feedback, city staff would participate in Post Falls Days to gather public input, and construction on the Prairie Trail undercrossing near Prairie Avenue was expected to begin within the next few weeks.

Mr. Kevin Howard, Worley Highway District, reported that the Cougar Creek LILB Bridge replacement remained on schedule for completion in mid- to late summer. He noted that work on the Conkling/US 95 luminaires, Kidd Island Road Phase Two, and the Williams Bridge project continued. The district also continued planning improvements on Sun Up Bay Road, Drechsel Road, Rolling Hills Road, and Bloomsburg Road, including right-of-way coordination, paving, and roadway realignment efforts.

Mr. Ron Helmick, Ziply, reported that utility relocations for the Honeysuckle Avenue/Ramsey Road roundabout were nearing completion. He stated that Ziply was coordinating on the Seltice Way/Chase Road project and did not anticipate any utility conflicts. Mr. Helmick encouraged agencies to report any utility locate issues and noted that a dedicated email address had been created for road project relocation coordination. At Ms. Marienau's request, he agreed to provide the email address to KMPO for distribution to KCATT.

Mr. Chad Ingle, Kootenai County, reported that the Board of County Commissioners had approved the Coordinated Human Service Transportation Plan, a requirement for FTA funding. He also noted that an amendment had been made to the county's paratransit vehicle purchase due to chassis availability, with manufacturing expected to begin in late August. Mr. Ingle added that

Kootenai County Transit would again provide shuttle service during the Post Falls Festival in July.

6. Planning and Programming Update

a. MTP & Model Update

Ms. Ali Marienau, KMPO, provided an update on the Metropolitan Transportation Plan (MTP) and travel demand model. She reported that recalibration of the model had been postponed until 2027, with staff updating the existing calibrated 2020 base model for use in the current MTP. She stated that agency planning departments would be contacted to assist with 2050 land use updates, and the forecast project list would be distributed to KCATT for review. Ms. Marienau noted that the MTP remained on schedule for completion by the end of 2026 and that staff would continue updating the plan narrative and collecting additional traffic count data.

b. Regionally Significant Developments

Ms. Ali Marienau, KMPO**,** provided updates on several new development projects, including the approved Prairie Avenue Annexation in Post Falls, Hayden Canyon 3rd Addition, Selkirk POH PUD, Lancaster 41 West in Rathdrum, and the Heaven View Annexation in Post Falls. She noted that these developments include a mix of residential and commercial uses and highlighted ongoing discussions regarding potential traffic impacts associated with several of the projects.

c. 2027 Unified Planning Work Program – Discussion

Ms. Ali Marienau (KMPO) reported that staff were preparing for the FY 2027 Unified Planning Work Program. Planned activities include the travel demand model update and calibration, continued support for ongoing transportation studies, bicycle and pedestrian planning efforts, and updates to the Regional Non-Motorized Transportation Plan. She asked whether KCATT had any additional work program suggestions; none were provided.

7. Idaho Transportation Board Update

Mr. Jerry Wilson, ITD, provided a summary of the recent ITD Board meeting. He reported that the Board reviewed the FY 2028 budget request, noting that economic uncertainty could affect state revenues and future funding. ITD plans to request increased operations and maintenance funding, while strategic initiative funds are not expected to be restored.

Mr. Wilson also reported that the Board reviewed the draft FY 2027–2033 Idaho Transportation Investment Program (ITIP). He noted that reduced federal and state revenues are expected to impact future projects, although the safety program remains fully funded. Additional revisions to the draft ITIP are anticipated following the public comment period, which remains open through July.
Mr. Wilson added that the ITD Board celebrated its 75th anniversary with a presentation highlighting Idaho's significant growth in vehicle miles traveled, noting that traffic volumes have increased substantially since the Board's creation in 1951.

8. Current Business

a. Section 5310 Small Urban Call for Project Application Review – **Action Item**
Mr. Mike Behary moved to recommend acceptance of Kootenai County's application for available FTA Section 5310 funding for 2027–2032 and approval to allocate the requested funds. Mr. Ben Weymouth seconded the motion. The motion carried unanimously.

9. Upcoming KMPO Board Items

Ms. Marienau reported that the recommendation for the FTA Section 5310 application would be presented to the KMPO Board at its July meeting. She also noted that the Board would receive a presentation on the Level 3 analysis of the Rathdrum Prairie Area Transportation Study, including the next steps in the NEPA process and a summary of public feedback from the July 8 open house.

10. Other Business

a. Vice Chair Vacancy

Ms. Marienau reported that Mr. Eric Shanley, Lakes Highway District, was no longer serving on the KCATT Committee. As a result, Mr. Chris Bosley (City of Coeur d'Alene) would assume the role of Chair, creating a vacancy for Vice Chair. Based on the committee's historical rotation, Worley Highway District was next in line to fill the Vice Chair position.

Mr. Ben Weymouth moved to nominate Mr. Kevin Howard as KCATT Vice Chair. Mr. Jerry Wilson seconded the motion. The motion carried unanimously.

b. Trash Pickup Program

Ms. Marienau reported that a KMPO Board member had inquired about establishing a volunteer trash pickup program on local highway district roads similar to ITD's Adopt-a-Highway program. Mr. Kevin Howard stated that Worley Highway District has an informal volunteer cleanup program, and Mr. Ben Weymouth noted that East Side Highway District also has volunteer groups that conduct roadside cleanups. Staff indicated this information would be shared with the Post Falls Highway District.

c. KCATT Member Items

Mr. Rob Beachler, ITD, announced that Save the Date notices had been distributed for the July ITD Board meeting. He noted that the Board would tour major construction projects on July 15, followed by a public open house, and that the regular Board meeting would be held at District One on July 16. Mr. Beachler also recognized Mr. Miles' final KCATT meeting and invited attendees to stay after the meeting for a cake and coffee reception in his honor.

11. Next Meeting– July 28th, 2026

12. Adjournment

Past Chair Palus called for a motion to adjourn the meeting. Mr. Kevin Howard made a motion to adjourn. The motion passed unanimously. Mr. Palus adjourned the June 23rd, 2026 KCATT meeting at 8:44 a.m.

____

Recording Secretary

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

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

DATE: July 21, 2026

TO: KCATT

FROM: Ali Marienau, Executive Director

SUBJECT: Regionally Significant Development Updates

Upcoming/Ongoing Developments:

Name	Acres	Land Use Type(s)	Location	Impacts	Construction Start
Prairie Avenue Annexation	20	Single Family	n/o Prairie Ave./Cecil, Post Falls	Mixed residential	
The Landings	9	Multi Family	Spokane St. & 3rd Ave., Post Falls	160 Units	2026
Prairie Medical Campus	30	Medical	SE Prairie Ave./SH-41, Post Falls	794k SQFT medical; 1500 employees	2026
Coeur Terre 1	64	Single Family, Multi Family	Hanley Ave./Coeur Terre Blvd., CDA	595 units, Coeur Terre connection	2026
Crown Reserve Subdivision & 1st Addition	45	Single Family, Multi Family, Commercial	Spokane St. s/o Hayden Ave., Post Falls	300+ single family, multi family lot, and commercial lot	2026
Hayden Canyon 3rd Addition	600+ 65	Single Family, Multi family, School, Recreation Single Family, commercial	Lancaster Rd./ Government Way, Hayden	1500+ single family, Hayden Canyon Charter, Equestrian center, Community Center 435 single family	Ongoing
Clagstone Country Estates	400	Single family	Clagstone Rd s/o Bonner Co., Athol	61 single family lots, connection at SH 54	
Selkirk POH PUD	17	Commercial	Lancaster Rd e/o SH 41, Rathdrum	8 commercial lots	
Lancaster 41 West	154	Single Family/ Commercial	Lancaster Rd w/o SH 41, Rathrum	28 acres of C2, 125 acres of R2	
Heaven View Annexation	41	Single Family	Hope & Fennecus Ave., Post Falls	22 acres of R1, 19.5 acres of R2	
Coeur Terre 2	202	Single Family, Multi Family, Park, School	East of Huetter Rd., south of Nez Perce Dr. & north of Woodside Ave.	284 single family, up to 213 multi family (36 lots)	

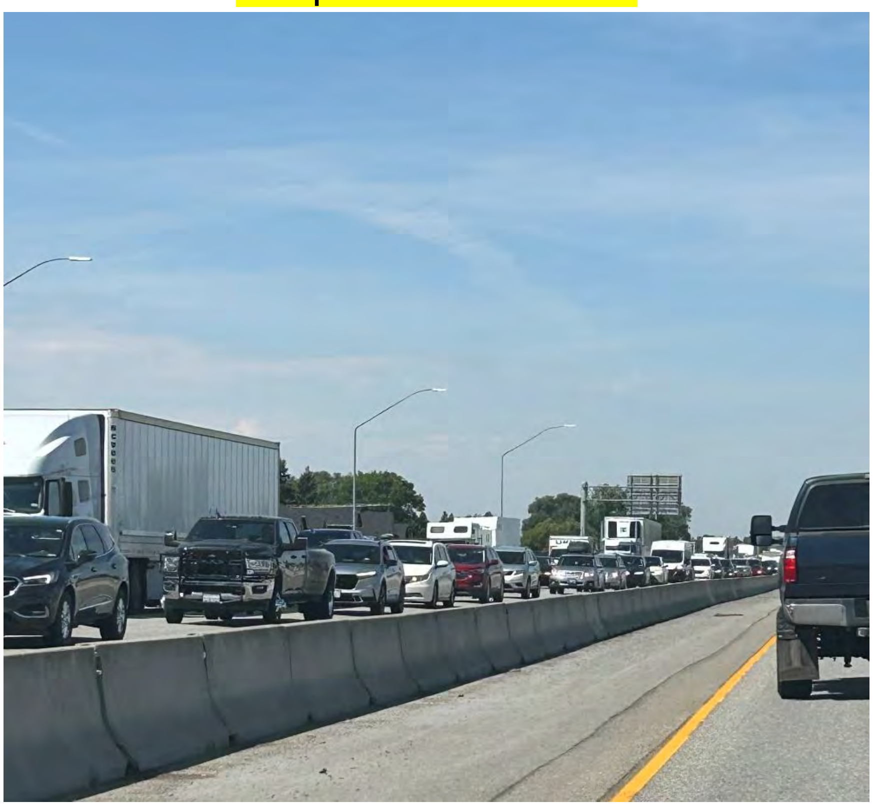
Item #6C

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2027

Adopted XX/XX/2026



I-90 Eastbound, 7-31-2025 11:15 a.m.

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

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Purpose

Kootenai Metropolitan Planning Organization (KMPO) is responsible for conducting continuous, coordinated, and comprehensive transportation planning within its MPO boundary. KMPO's boundary includes all of Kootenai County. KMPO's work activities involve regional transportation policy development, public involvement, technical studies, as well as project planning, programming and development.

This Unified Planning Work Program (UPWP) outlines KMPO's and Kootenai County Public Transportation's planning priorities and proposed work for fiscal year 2027, which will begin on October 1, 2026 and end on September 30, 2027.

Development Process

Development of the UPWP is intended to be a coordinated and collaborative process, which involves the KMPO staff, Kootenai County Public Transportation staff, the eleven member agencies of KMPO, and representatives from KMPO's technical advisory committee, known as KCATT. KMPO's potential planning studies, priorities and available resources are discussed throughout the year with these groups, as part of developing the annual budget, which was approved June 11, 2026. The annual budget is then used to inform development of the UPWP for FY27. Kootenai County Public Transportation planning activities are developed by staff and their coordination with the Kootenai County Board of County Commissioners.

KMPO Key Work Projects and Anticipated Activities

KMPO's key work product this coming year will be to complete the Metropolitan Transportation Plan (MTP). Idaho Transportation Department District 1 Office, in partnership with KMPO has been conducting the Rathdrum Prairie Area Transportation Study (formerly called Rathdrum Prairie PEL Study), which is looking at series of system wide transportation alternatives to enhance safety, mobility, and economic opportunity across the Rathdrum Prairie. Unfortunately, this study has been significantly delayed during the alternative(s) screening process.

These delays have pushed completion of the MTP Update completion to FY 2027.The Prairie Transportation study is intended to identify current and future access, safety, and mobility challenges within one of the fastest growing areas within Kootenai County. The proposed solutions are being developed to address these challenges and will then be considered for inclusion into the MTP Update.

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

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

With several key regional transportation studies still underway in FY 2027, KMPO will be providing ongoing planning and modeling support to provide consistent analysis for these efforts.

UPWP tasks identified for FY 2027 will allow for ongoing improvement of the regional travel demand model, to facilitate revisions to local and regional transportation plans. The regional travel demand model used as source to assess significant land use modifications, major development proposals and various transportation planning efforts in Kootenai County.

Additionally, UPWP tasks are used to respond to emerging regional transportation issues as they occur throughout the course of the fiscal year.

Kootenai County Public Transportation Activities *(Provided by Kootenai County)*

<u>Strategic Service Plan Implementation</u>
Kootenai County Public Transportation completed its Strategic Service Plan to establish a long-term vision for enhancing public transportation throughout Kootenai County and the Coeur d'Alene Urbanized Area. The planning process included extensive stakeholder engagement, public outreach, technical analysis, and evaluation of current and future mobility needs. The plan also includes a Bus Stop Improvement Plan that identifies priorities for improving passenger amenities, accessibility, safety, and system visibility.

Beginning in 2027, Kootenai County Public Transportation will use the Strategic Service Plan as the framework for future planning and decision-making. The County will pursue implementation of the plan's recommendations as funding opportunities become available and as projects advance through the appropriate planning, public involvement, environmental review (as applicable), and local, regional, and federal approval processes.

Implementation efforts may include evaluating and prioritizing service enhancements, optimizing routes and schedules, improving bus stop infrastructure and passenger amenities, enhancing operational performance through data-driven decision-making, identifying capital and operating funding opportunities, and incorporating the Strategic Service Plan's recommendations into future transportation plans, capital improvement programs, and grant applications.

Implementation priorities will be evaluated on an ongoing basis in coordination with KMPO, local jurisdictions, transit partners, stakeholders, and the public to ensure that investments reflect community needs, available resources, regional transportation goals, and the financial capacity of the public transportation system.

<u>Public Transportation Website and Customer Information Platform:</u>
Kootenai County Public Transportation will seek to develop a comprehensive public transportation website to improve communication, customer experience, and access to transit information. The website will serve as a centralized, user-friendly platform providing current and future riders with timely, accurate, and accessible service information.

Planned website features include:

- Real-time transit information and vehicle tracking.
- Service alerts and rider notifications.
- Interactive route maps and schedules.
- Online applications for designated transportation services.
- Customer surveys, public comment forms, and feedback tools.
- Performance dashboards and analytics to support service planning and public involvement.
- Information on available services, policies, and mobility resources.

The website will become a key component of Kootenai County Public Transportation's ongoing planning, customer engagement, and communication strategy while supporting implementation of the Strategic Service Plan and improving access to public transportation services throughout the region.

Funding Sources

Funds used for KMPO and Kootenai County Public Transportation activities in FY 2027 will be derived from local agencies actively participating in the KMPO transportation planning process, as well as from federal agencies within USDOT. Combined funding for FY 2027 activities is estimated to total **$ 661,149** for KMPO, ITD and Kootenai County Public Transportation planning functions**.** Major sources include:

Summary of UPWP Anticipated Revenue FY 2027

Revenue Budget FY 2027	
	2027 Funding Forecast
Revenues:	
CPG FY 2026 **KN23403 Carry-over**	$22,340
2027 Consolidated Planning **KN XXX**	$382,457
2027 CPG Safe and Accessible	$15,000
2027 STBG_LU Planning funds	$100,000
ITD INRIX Data Sharing Payment	$22,500
KMPO Local Contributions 2026/2027	$54,721
KMPO Dedicated Local Match	$37,052
KMPO Local Carry over	$47,830
Subtotal Local Funds	$162,103
Grand Total	**$ 681,900**

Based on KMPO FY 2027 Approved Budget and 2026-2032 TIP

Coordination

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

Participants

The primary public agency participants in KMPO's regional transportation planning process for FY 2027 will include at various levels:

KMPO Member Agencies

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

Significant Issues Facing the Region in FY 2027

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

- The highest priority task for FY 2027 is to complete the Metropolitan Transportation Plan Update to meet the current requirements of the Infrastructure Investment and Jobs Act (IIJA). This will consider work conducted and recommendations developed as part of the Rathdrum Prairie Transportation Study conducted 2022-2026. During FY 2026, existing conditions and 2050 population and employment forecasts were completed; and policies contained in the plan were reviewed and accepted for inclusion to the draft MTP. The MTP is expected to be completed during first quarter.

- Ongoing need to prepare for investments on various widening, reconstruction, and new construction projects such as: U.S. 95 south of I-90; completion of Prairie Avenue westward from SH-41; the Alternate U.S. 95 Huetter Corridor; and continued widening of I-90 over the next three construction seasons between U.S. 95 and SH-41. Engineering and design, with the additional segments of I-90 are anticipated once funding has been identified.

- Funding for transportation to support local arterial improvements continues to fall well behind in its ability to address capacity and rehabilitation needs. Discussions need to restart on local option funding sources and/or additional State sources that are base line funding to a jurisdiction or to a region, rather than State-wide competitive programs that are relegated to LHTAC for selection, programming and project management.

- Improved protection of future transportation corridors through land use and right-of-way preservation activities is essential to mitigate the future public cost of infrastructure improvements and the unnecessary displacement of homes and businesses. These strategies become increasingly important as growth and development in the county consumes open space and escalates the price of property that will be needed for system expansion in the future. ITD and KMPO signed an updated Memorandum of Understanding in July of 2024, which included a provision for the IT Board to receive and consider future corridor studies conducted within the MPO area for acceptance. However, it is apparent that IDAPA rules addressing access to State Highways need updated to reflect the differences between access limitations in Federally designated urbanized areas and rural areas. The ability to create excessive access points on State highways in urbanized areas increases safety and congestion issues that are costly and disruptive to the regional transportation system.

- Continued development of a unified regional philosophy for transportation investments that crosses all modes of transportation. This needs to include funding strategies to address rising costs, rapid growth, and system capacity shortfalls.

- KMPO and ITD have not yet included provisions related to public transportation within the current MOU signed in 2024, which becomes problematic.

Defining Roles and Responsibilities

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

This collaborative process has had challenges and improvements will continue to be developed during FY 2027. Inter- agency roles and responsibilities will continue to be clarified to address the performance measures, accountability, and decision-making, as well as the project selection process and funding aspects contained in the upcoming transportation reauthorization bill.

Unfunded Needs in Transportation Planning

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

- Significant development pressure has returned to the Rathdrum Prairie, putting in jeopardy future travel corridors previously identified for preservation. Additional funding is necessary to support implementation of selected travel corridor improvements identified in the upcoming NEPA analysis efforts.

- Additional resources to address ongoing needs to facilitate public involvement and make it more accessible. KMPO continues looking at new public involvement platforms to encourage meaningful public engagement, and ability to screen for potential manipulation that uses artificial intelligence to influence and introduce bias to study public involvement outcomes.

UPWP Activities for FY 2027

The remainder of this document describes planning activities that KMPO and Kootenai County Public Transportation will undertake, from the adoption date of this UPWP through September 30, 2027. KMPO has identified the following eleven (11) major program components based on feedback from FHWA:

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

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit

Objectives

- To provide for all of KMPO's routine maintenance and operation's needs, including but not limited to office supplies, utilities, office space, as well as the annual financial audit and legal counsel.
- Too ensure KMPO has the necessary resources to effectively operate and provide necessary legal and financial support

Interagency Roles and Responsibilities

Not Applicable

Scope

1. *General Maintenance Operations Supplies and Services.* This task includes, but is not limited to, office supplies, meeting space rental, phone, email, internet, utilities, office software subscriptions, equipment and office maintenance, etc.
2. General legal support to assist KMPO as necessary for document reviews. (Contracted)
3. General financial accounting support including preparation of the annual audit (Contracted)

Products

Efficient general operations and maintenance of the KMPO Office.

Timeline for Performance: October 1, 2026 through October 1, 2027.

Budget and Revenue Source

0.0 MPO Maintenance and Operations, Legal Counsel and Annual Audit					
		Funding Source			
Budget		CPG	STBG-LU		Local
KMPO Financial Audit & Legal Services (Contracted)	$ 20,000	$ 18,532			$ 1,468
KMPO	$ 45,000	$ 41,697			$ 3,303
Total	**$ 65,000**	**$ 60,229**			**$ 4,771**

1.0 MPO Administration

Objectives

- To provide for all of KMPO's administrative needs, including but not limited to progress reporting, personnel, budgeting, financial documentation, office management, meeting preparation and posting of materials needed to fulfill timelines and posting requirements.

- To manage the agencies planning work between October 1, 2026 and September 30, 2027 and to identify possible work activities, budget and sources of revenue for the next year's planning activities (UPWP).

Inter-Agency Roles and Responsibilities

Not Applicable

Scope

1. *General Administration.* This task includes, but is not limited to, staff support for fiscal and clerical needs, staff meetings and training, policy board meetings, advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.
2. *Title VI (Civil Rights) Plan.* KMPO will monitor and report on the plan in 2027 to ensure compliance with Title VI of the Civil Rights Act of 1964, as amended.
3. Prepare FY 2028 Unified Planning Work Program.
4. Prepare FY 2026 Annual Report on KMPO activities during FY2026, including work with the FY 2026 financial audit and reporting to the Idaho State Controller's Office, FHWA, and FTA.

Products

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

Timeline for Performance: October 1, 2026 through October 31, 2027 to provide for end of Fiscal Year billings and close out.

Budget and Revenue Source

1.0 MPO Administration					
Budget		Funding Source			
		CPG			Local
KMPO	$65,000	$ 60,229			$ 4,771
Total	**$ 65,000**	**$ 60,229**			**$ 4,771**

2.0 KMPO Committees and Public Involvement

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

Scope:
1. *Public Involvement Activities.* Throughout FY2027, KMPO staff will work with the Federal Highway Administration guidelines and ITD to address any additional changes needed to KMPO's transportation planning efforts, using resources such as online tools and other options. KMPO will continue to evaluate retail platforms for broader outreach.
2. *Website.* Update and maintain the KMPO website to keep information current and ensure it remains an effective public outreach tool.
3. *Inter-local Coordination.* This task provides for coordination work that is not covered under other specific work tasks. KMPO expects meetings, workshops, educational efforts, and other outreach activities may be needed throughout the year to involve citizens, technical staff, elected officials, and stakeholders. The intent of this task is to ensure adequate agency coordination, public education, and stakeholder participation in the overall planning process.
4. *Outside Public Involvement Support*. KMPO will contract for additional public outreach services as part of community engagement for the Metropolitan Transportation Plan Update.

Inter-Agency Roles and Responsibilities
Not Applicable

Scope
1. *General Support.* This task includes, but is not limited to, staff support for advisory committee meetings, staff reporting, and other miscellaneous administrative tasks.
2. *Contract support*. KMPO may retain public involvement firm to conduct public outreach, preference surveys and open houses to ensure broad opportunities for review and comment.

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

Timeline for Performance: October 1, 2026 through September 30, 2027

Budget and Revenue Source

2.0 KMPO Committees and Public Involvement				
	Funding Source			
Budget	CPG	STBG-LU		Local
Outreach Contract $ 30,900	$ 5,900	$ 25,000		$ 2,268
KMPO $ 15,000	$ 11,631			$ 1,101
Total $ 45,900	$ 17,531	$ 25,000		$ 3,369

3.0 Regional Transportation Improvement Program (TIP)

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

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

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

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

Scope
1. Review projects and project selection processes to ensure they meet emerging needs and requirements brought about through new legislation or regulation.
2. Amend the current Transportation Improvement Program to reflect changes in project and program status.
3. Provide for reporting of the annual Transportation Performance Measures (TPM) within the TIP in coordination with the ITD Office of Safety and other offices
4. Prepare the 2028-2033 Transportation Improvement Program for Kootenai County, along with associated documentation to support its approval.
5. Conduct public outreach activities to allow for comment on the draft TIP/STIP prior to adoption by the KMPO Board.

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

Timeline for Performance: This activity includes 2026 and 2027 TIP amendments and preparation of the 2028-2033 TIP. Preparation of the 2028-2033 TIP begins in March 2027 and culminates in September 2027.

Budget / Revenue Source

3.0 Transportation Improvement Program (TIP)					
		Funding Source			
Budget		CPG			Local
KMPO	$ 20,000				
Total	**$ 20,000**	**$ 18,532**			**$ 1,468**

4.0 KMPO Regional Public Transportation Planning

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

Inter-Agency Roles and Responsibilities
KMPO and Kootenai County Public Transportation roles include leading larger regional public transportation planning initiatives, studies for a regional transit expansion to other areas of Kootenai County, evaluation of strategic plans for governance and long-term sustainable funding. KMPO will also continue to be responsible for the periodic update of the Regional Public Transportation Plan and monitor the potential for implementing a Regional Public Transportation Authority to oversee public transportation operations throughout Kootenai County.

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

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

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

Budget / Revenue Source:

4.0 KMPO Regional Public Transportation Planning						
		Funding Source				
Budget		CPG	FTA CPG	STBG	Local	
KMPO	$ 25,000	$ 23,165			$ 1,835	
Total	**$ 25,000**	**$ 23,165**			**$ 1,835**	

5.0 Kootenai County Public Transportation Planning

Objective:
Transit planning supports studies and activities that improve the efficiency, accessibility, and effectiveness of public transportation services throughout Kootenai County and the Coeur d'Alene Urbanized Area. Planning activities include evaluations of existing and proposed transit services and facilities, corridor-level transit analyses, service planning and optimization, improvements to transit access, bicycle and pedestrian connectivity, coordination with human service transportation providers, and evaluation of the relationship between land use, growth, and transit needs.

Inter-Agency Roles and Responsibilities:
Kootenai County is the Designated Recipient and lead agency for the administration of Federal Transit Administration (FTA) Section 5307 funds for fixed-route and complementary ADA paratransit services within the Coeur d'Alene Urbanized Area. Kootenai County is also an Idaho Transportation Department (ITD) subrecipient of FTA Section 5310 funds supporting transportation services for seniors and individuals with disabilities.

Kootenai County is responsible for the administration of federal transit funding, including but not limited to grant management, financial oversight, budgeting and forecasting, transit network planning, service coordination among public transportation providers, development of the transit portion of the Transportation Improvement Program (TIP), and public involvement associated with FTA's Program of Projects.

In collaboration with KMPO, the ITD Public Transportation Office administers Section 5310 and Section 5339 grant programs for projects selected through the KMPO and Statewide Urban Balancing Committee processes.

As a member agency of KMPO, Kootenai County participates in regional transportation planning activities and provides transit performance, ridership, and operational data to support planning, performance monitoring, and reporting requirements for the Federal Transit Administration, Idaho Transportation Department, KMPO, and local funding partners.

Kootenai County Public Transportation Activities:
1. Participate in implementation of the Regional Public Transportation Plan.
2. Participate in local, regional, and statewide meetings related to public transportation planning and coordination.
3. Provide ongoing transit planning activities, including:
    - Outreach and engagement with riders, stakeholders, community organizations, local jurisdictions, and the general public to support informed transit decision-making.
    - Transit system evaluation, service planning, and network optimization.
    - Development of targeted service improvement plans based on performance data, community needs, and available resources.
    - Maintenance and enhancement of transit data resources, including General Transit Feed Specification (GTFS) data and coordination with statewide transit data initiatives.
    - Update and maintain the Coordinated Public Transit–Human Services Transportation Plan.

- Identification and evaluation of mobility improvements that enhance access, connectivity, and coordination among public transportation, human service transportation, and other transportation providers.

The ITD Public Transportation Section administers FTA Sections 5310, 5311, and 5339 funding programs.

KMPO's role is to develop and maintain the Regional Public Transportation Plan in partnership with Kootenai County, local jurisdictions, transportation providers, stakeholders, and the public. Kootenai County Public Transportation actively participates in the planning studies and analyses required under 49 U.S.C. § 5303. The Regional Public Transportation Plan remains an integral component of the Metropolitan Transportation Plan.

Planning activities include:

1. Maintain and update the Coordinated Public Transit–Human Services Transportation Plan in accordance with current federal requirements and in coordination with stakeholders, public and private transportation providers, human service agencies, the general public, and the ITD Public Transportation Office.

2. Coordinate planning efforts with local jurisdictions, transportation providers, community organizations, and regional partners to improve mobility, strengthen service coordination, and identify sustainable funding opportunities.

3. Evaluate and implement strategies that improve local and regional mobility by expanding transportation choices, enhancing transit accessibility, improving coordination among transportation providers, supporting first- and last-mile connections, and increasing public awareness of available transportation services.

Products
Maintain a current understanding of public transportation needs within the Coeur d'Alene Urbanized Area and throughout Kootenai County. Develop and implement planning strategies that improve transit service, enhance regional mobility and coordination, support federal and state planning requirements, and identify opportunities for sustainable long-term funding that supports safe, efficient, and accessible public transportation services.

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

Budget / Revenue Source:

5.0 Kootenai County Transit Planning				
Budget	Funding Source			
		5307		Local
Kootenai County $129,375		$103,500		$25,875
Total $129,375		**$103,500**		**$25,875**

6.0 Metropolitan Transportation Plan Update

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

Inter-Agency Roles and Responsibilities
This task will be directed by the KMPO Board. KMPO staff and KCATT in association with local jurisdictions, are responsible for development of the long-range plan, reviewing and commenting on plan revisions and performance measures, and recommending final approval to the KMPO Board.

Scope
KMPO has updated elements of the Metropolitan Transportation Plan that were completed during fiscal year 2026. This includes updates related to regional goals and policies, existing conditions, forecasts of population, employment and land use plans. Future year 2050 travel demands, needed projects, and performance measures will be collaboratively developed with local jurisdictions, highway districts, and ITD District 1 and Headquarters. Updates to the financial chapter will utilize data reported annually by local agencies and highway districts, as well as data derived through ITD's OTIS project tracking system. Future financial needs will take into consideration currently available revenue and financing opportunities to address emerging transportation needs. The public involvement program will have contract support assistance consistent with the KMPO adopted public involvement plan.

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

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

Timeline for Performance: The work MTP Update will be completed by December 31, 2026.

Budget / Revenue Source:

6.0 Metropolitan Transportation Plan Update					
Budget		Funding Source			
		FHWA CPG	STBG-LU		Local
KMPO	$ 95,000	$ 83,623			$ 6,973
Contract Services	$ 60,000	$ 22,340	$ 37,660		$ 4,404
Total	$ 155,000	$ 105,963	$ 37,660		$ 11,377

6.0 Data Collection, Performance Measures and GIS Evaluation

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

Inter-Agency Coordination:
This task will be led by KMPO staff with support from various local agencies, consultants, and ITD.

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

Scope
1. Coordinate collection of annual traffic counts.
2. Maintain the VISUM travel demand model data sets, such as updating population, employment, land use, and transportation facility data provided to KMPO by local jurisdictions and State agencies.
3. Collect annual building permit, platting and development information to maintain the model. Explore data collection opportunities with local jurisdictions and vendors in support of updating the travel pattern information through the use of travel surveys. KMPO and ITD District 1will partner to continue utilizing INRIX IA Signal Analytics to evaluate model output and current system performance.
4. Continue to review options for developing multi-jurisdiction sub-area models within the urbanized area.

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

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

Budget / Revenue Source

7.0 Data Collection, Performance Measures and GIS Evaluation				
	Funding Source			
Budget	CPG	STBG-LU		Local
Contract $ 35,000		$ 30,000		
KMPO $ 37,500	$ 37,179			
Total $72,500	**$ 37,179**	**$ 30,000**		**$5,321**

7.0 Regional Travel Demand Modeling

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

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

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

Scope:
1. Coordinate the scoping of modeling efforts for corridor studies, plans, or projects.
   a. Provide transportation modeling to support development reviews.
   b. Provide for contracted technical consultant support for calibration update, as needed.
   c. Provide an opportunity for public comment on information used in the modeling processes.
   d. Continue efforts to update the model using data derived from Task 7.
   e. Continue to fulfill travel demand modeling requests and corridor alternatives.
2. Continue to provide scenario analysis modeling in support of the MTP. Provide travel modeling analysis for transportation projects and land use proposals submitted by ITD, local jurisdictions and highway districts as a part of KMPO regular program.

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

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

Budget / Revenue Source

8.0 Regional Travel Demand Modeling				
	Funding Source			
Budget	CPG			Local/State
Contracts $ 35,000	$ 32,431			$ 2,569
KMPO $ 35,000	$ 32,431			$ 2,569
Total $ 70,000	**$ 64,862**			**$ 5,138**

9.0 Regional Transportation Studies

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

Inter-Agency Coordination:
This data review effort will also look at freight and goods movement analysis in support of supplementing the freight and goods element of the MTP, an emphasis area of the USDOT to increase efficiency and performance in the national freight network, as well as a means to support economic development opportunities in the region. KMPO has utilized INRIX data to provide insight into existing travel patterns throughout the region. This will look at other approaches to achieve a multimodal view of the regional transportation system's performance.

Scope:
1. Coordinate the scoping of regional transportation systems, corridor, and traffic management studies, such as the SH-53 access control study with Post Falls Highway District.
2. Provide support for regional studies in support of transportation-related economic development opportunities that come forward during the fiscal year.
3. Provide for technical support to local jurisdictions and area projects, as needed.
4. Ensure ongoing public involvement participation in study processes.
5. Provide support for the establishment of protocols consistent with 23 USC 108 and ITD Board Policy for preservation of identified corridors.
6. Provide technical support to local jurisdictions for the identification and definition of land preservation opportunities.

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

Timeline for Performance: Many of these activities are performed on an as needed basis. Corridor modeling and evaluation will be ongoing with major land use updates anticipated in the fall of 2026 and in 2027 along the SH-53 corridor.

Budget / Revenue Source:

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

10.0 Paid Time-off and Holidays

Objective:
Establish a mechanism to account for employee payroll and payroll related expenses not directly associated with specific work tasks contained within the UPWP to accurately represent and account for billed hours.

Inter-Agency Coordination:
Not Applicable

Scope:
KMPO provides its employees with fringe benefits as a part of the employment package. This includes paid time-off, designated holidays, and bereavement leave. This provides for tracking paid leave as part of the UPWP associated billings to grant funds by Key Number as part of the monthly invoice. The hours are recorded and accounted for directly in the payroll system.

1. Develop and maintain payroll records associated with PTO, Holidays, and bereavement leave that can be tracked in the UPWP and reported on monthly invoices.
2. Provide reports that accurately represent the expenditure of planning funds and activities.

Products:
Monthly and annual reports accurately accounting for payroll expenses tied directly to employee related time-off.

Budget / Revenue Source:

10.0 Paid Time-off and Holidays				
	Funding Source			
Budget	CPG			Local/State
KMPO $ 39,122	$ 36,250			$ 2,872
Total $ 39,122	**$ 53,743**			**$ 2,872**

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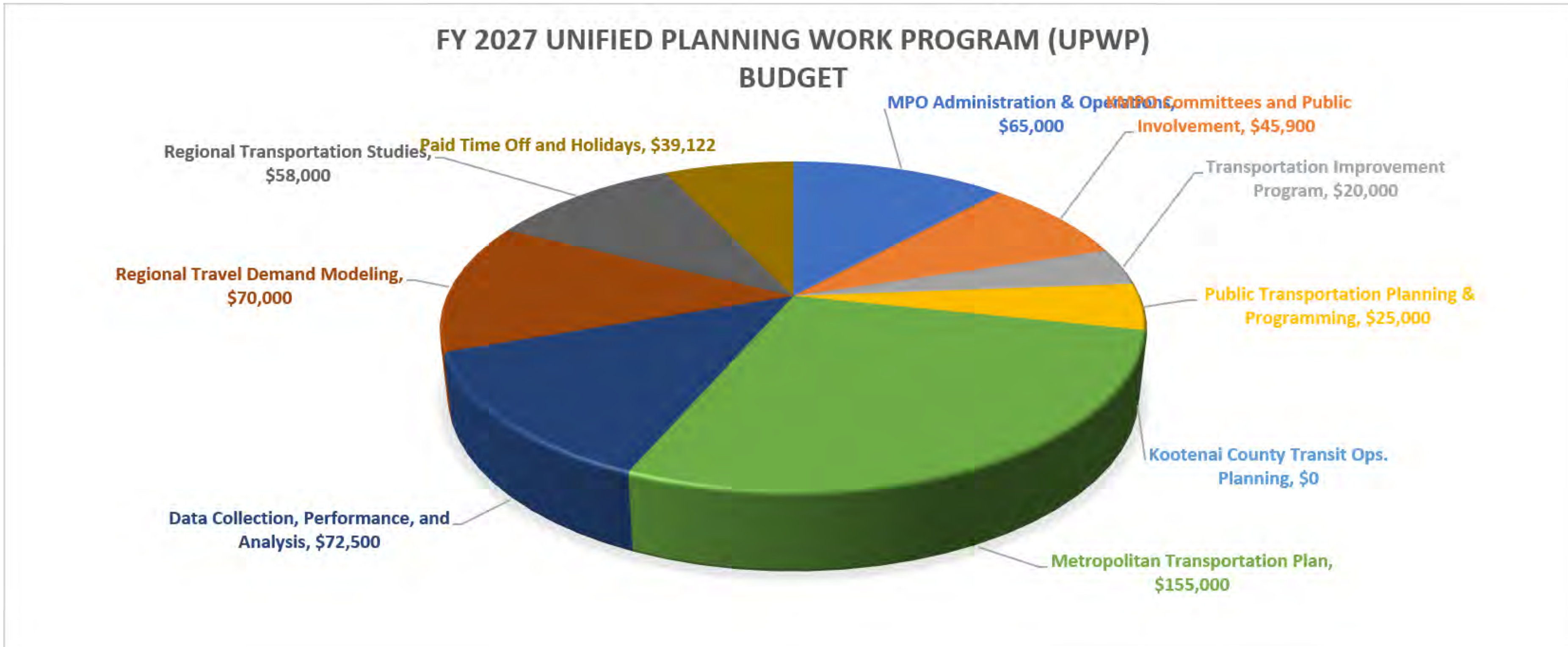
Overall
FY 2027 UPWP

Draft Budget

Task	Task Name	KMPO UPWP Budget	Expenditures: Personnel	Expenditures: Contracts	Expenditures: Maintenance & Operations	Revenues: CPG	Revenues: STBG-LU	Revenues: Federal Fund	Revenues: KMPO Matching Funds	Revenues: KMPO Overmatch	Control Totals: Total Cost Centers
Activity 0	Maintenance, Operations,Legal, Audit	$65,000		$20,000	$45,000	$60,229		$60,229	$4,771	$0	$65,000
Activity 1	MPO Administration & Operations	$65,000	$65,000			$60,229		$60,229	$4,771	$0	$65,000
Activity 2	KMPO Committees and Public Involvement	$45,900	$15,000	$30,900		$17,531	$25,000	$42,531	$3,369	$0	$45,900
Activity 3	Transportation Improvement Program	$20,000	$20,000			$18,532	$0	$18,532	$1,468		$20,000
Activity 4	Public Transportation Planning & Programming	$25,000	$25,000			$23,165	$0	$23,165	$1,835	$0	$25,000
Activity 5	Kootenai County Transit Ops. Planning	$0				$0		$0	$0	$0	$0
Activity 6	Metropolitan Transportation Plan	$155,000	$95,000	$60,000		$105,963	$37,660	$143,623	$11,377	$0	$155,000
Activity 7	Data Collection, Performance, and Analysis	$72,500	$37,500	$35,000		$37,179	$30,000	$67,179	$5,321		$72,500
Activity 8	Regional Travel Demand Modeling	$70,000	$35,000	$35,000		$64,862		$64,862	$5,138	$0	$70,000
Activity 9	Regional Transportation Studies	$58,000	$58,000			$53,743		$53,743	$4,257	$0	$58,000
Activity 10	Paid Time Off and Holidays	$39,122	$39,122			$36,250		$36,250	$2,872	$0	$39,122
	Grand Total	**$615,522**	**$389,622**	**$180,900**	**$45,000**	**$477,683**	**$ 92,660**	**$570,343**	$45,179	**$0**	**$615,522**
	Less Kootenai County Program										
	KMPO Board Approved Budget Total	$615,522									

Work Responsibility Allocations:

KMPO	$ 615,522
Kootenai County	$ 129,375
Total	**$ 744,897**


FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET
MPO Administration & Operations, $65,000
KMPO Committees and Public Involvement, $45,900
Transportation Improvement Program, $20,000
Public Transportation Planning & Programming, $25,000
Kootenai County Transit Ops. Planning, $0
Metropolitan Transportation Plan, $155,000
Data Collection, Performance, and Analysis, $72,500
Regional Travel Demand Modeling, $70,000
Regional Transportation Studies, $58,000
Paid Time Off and Holidays, $39,122

Item # 6D

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

DATE: July 21, 2026

TO: KCATT

FROM: Ali Marienau, Executive Director

SUBJECT: 2025 Transportation System Performance – Pavement & Bridge Condition, Travel Time Reliability, and Freight Reliability

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

Overview:
ITD provided KMPO with the 2025 performance data for Kootenai County. ITD's performance targets for pavement condition and bridge condition are the same as those established in 2022; FHWA has also established national targets for these measures. The state's targets for travel time reliability and freight reliability have not changed from those set in 2017.

Pavement Condition:

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

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

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
250 Northwest Boulevard, Suite 209, Coeur d'Alene, ID 83814
208-930-4164 ● www.kmpo.net

Interstate and Non-Interstate NHS pavements in Kootenai County in 'Poor' condition met both of ITD's performance targets in 2025. Kootenai County Interstate pavements in 'Good' condition increased over the year but did not meet ITD's target; Non-Interstate pavements in the County also did not meet ITD's target.

	2025 ITD Targets	National Target	Kootenai County 2025	Kootenai County 2024	% Change
Interstate NHS Percent Good	≥ 35%	61.8%	27.2%	23.9%	+ 3.3%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.8%	0.2%	+ 0.6%
Non-Interstate NHS Percent Good	≥ 20%	-	14.8%	19.7%	- 4.9%
Non-Interstate NHS Percent Poor	≤ 8%	-	0.97%	0.8%	+ 0.17 %

Bridge Condition:

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

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

	2025 ITD Targets	National Target	Kootenai County 2025	Kootenai County 2024	% Change
NHS Bridge Percent Good	≥19%	40.4%	28.7%	33.8%	- 5.1%
NHS Bridge Percent Poor	≤ 3.5%	4.0%	0.6%	1.4%	-0.8%

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

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

Kootenai County’s 2025 travel time reliability met ITD’s targets. Non-Interstate reliability decreased slightly from 2024. Construction projects reduced reliability on SH-41 and SH-53, with continued deterioration within the city of Rathdrum. Travel Time Reliability did improve on US 95 north of I90.

	2025 ITD Targets	Kootenai County 2025	Kootenai County 2024	% Change
Percent of the Person-Miles Traveled that are Reliable – Interstate	≥ 90.0%	100%	100%	0%
Percent of the Person-Miles Traveled that are Reliable - Non-Interstate	≥ 70.0%	96.7%	98.1%	- 1.4%

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

Kootenai County’s TTTR Index increased over 2024 but still met ITD’s target. The section of I90 between Post Falls and Coeur d’Alene, as well as Fourth of July Pass, continue to see reduced TTTR.

	2025 ITD Targets	Kootenai County 2025	Kootenai County 2024	
Interstate Truck Time Reliability	≤ 1.30	1.27	1.26	+ 0.01

<u>Attachments:</u>

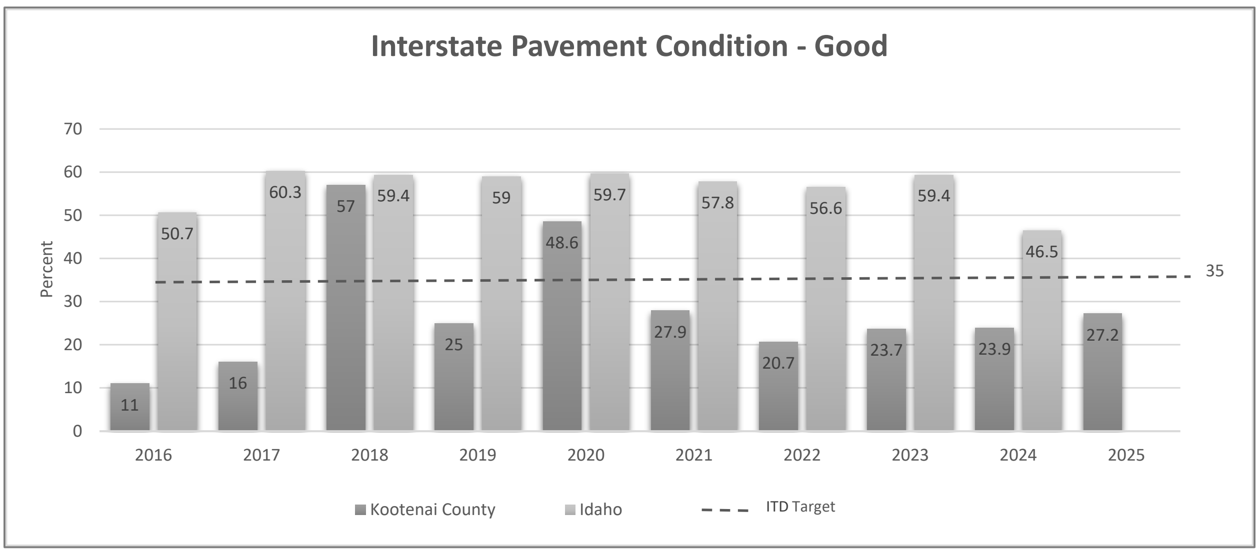
A- Kootenai County 2025 Transportation Performance Data - Bridge & Pavement Condition and Travel Time & Freight Reliability 2016-2025
B- 2025 Pavement Condition Map
C- 2025 Bridge Condition Map
D- 2025 Level of Travel Time Reliability Map
E- 2025 Truck Travel Time Reliability Map

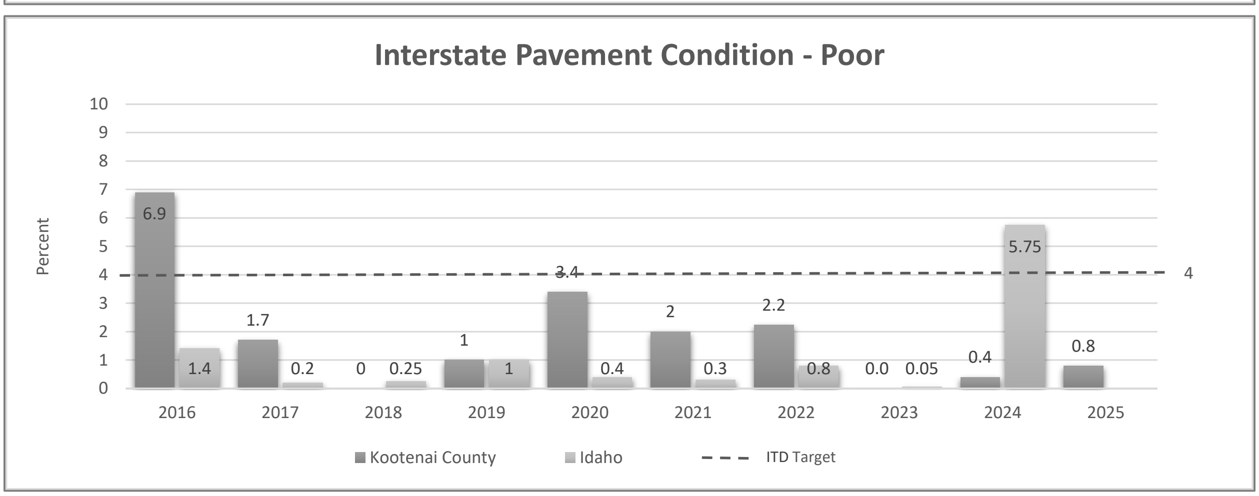
Attachment A

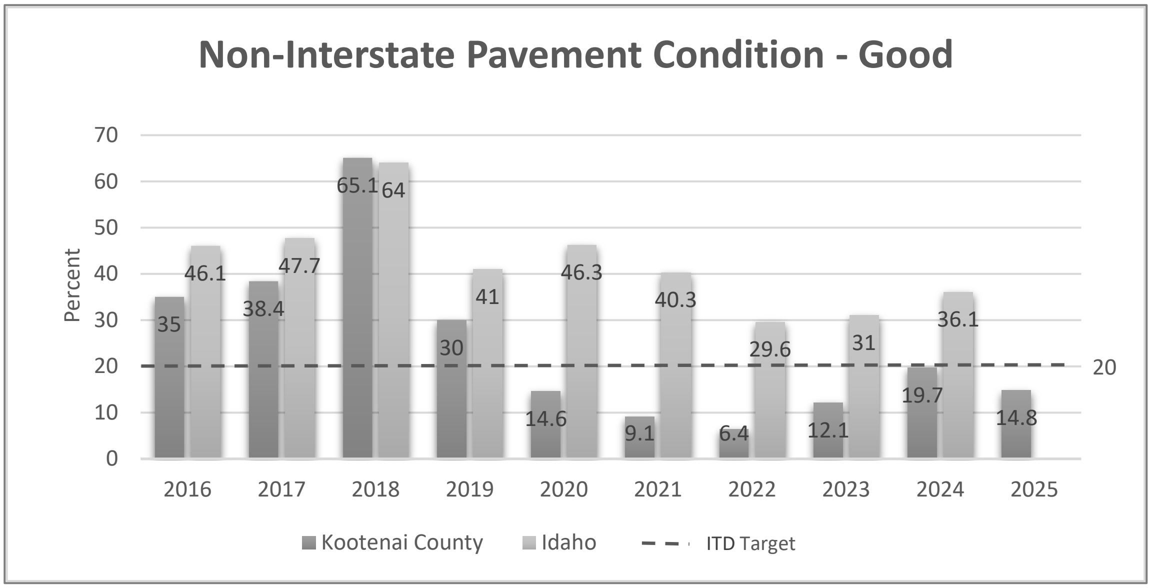
2025 Transportation Performance Data

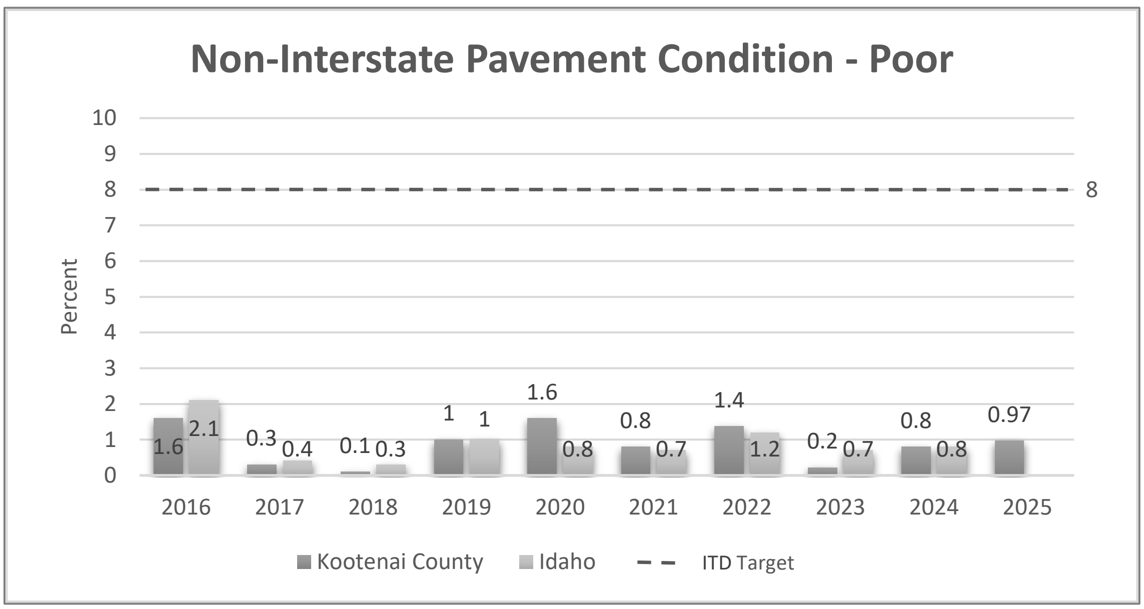
Pavement Condition

	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change**	2023	2022	2021
Interstate NHS Percent Good	≥ 35%	27.2%	23.9%	+ 3.3%	23.7%	20.7%	27.9%
Interstate NHS Percent Poor	≤ 4%	0.8%	0.2%	+ 0.6%	0%	2.2%	2.0%
Non-Interstate NHS Percent Good	≥ 20%	14.8%	19.7%	- 4.9%	12.1%	6.4%	9.1%
Non-Interstate NHS Percent Poor	≤ 8%	0.97%	0.8%	+ 0.17 %	0.2%	1.4%	0.8%



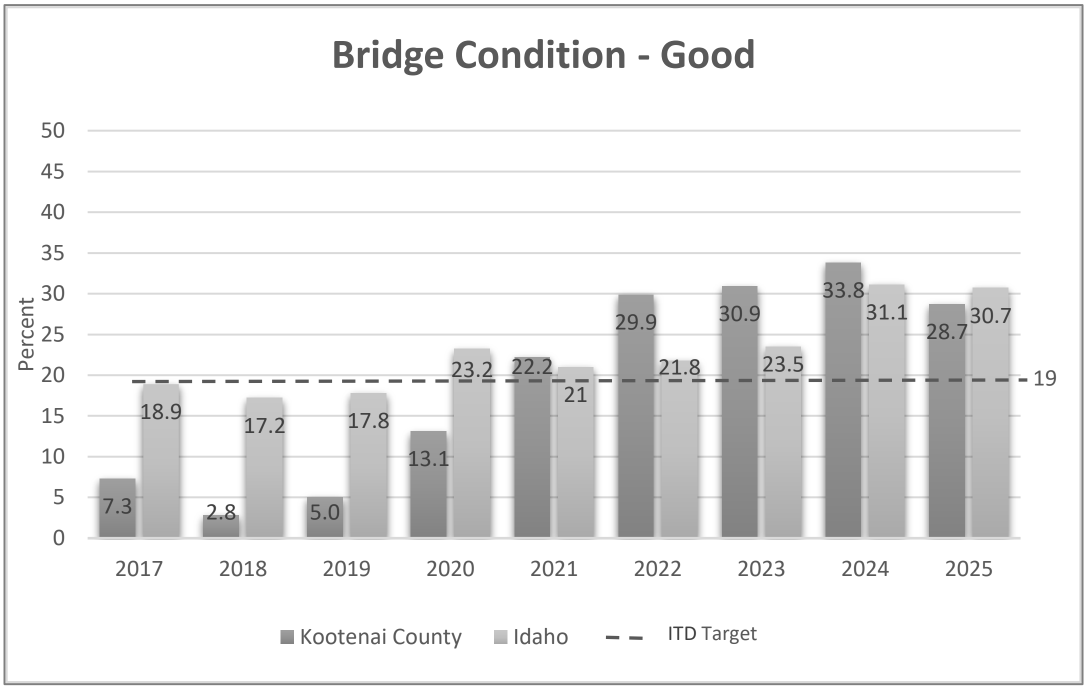


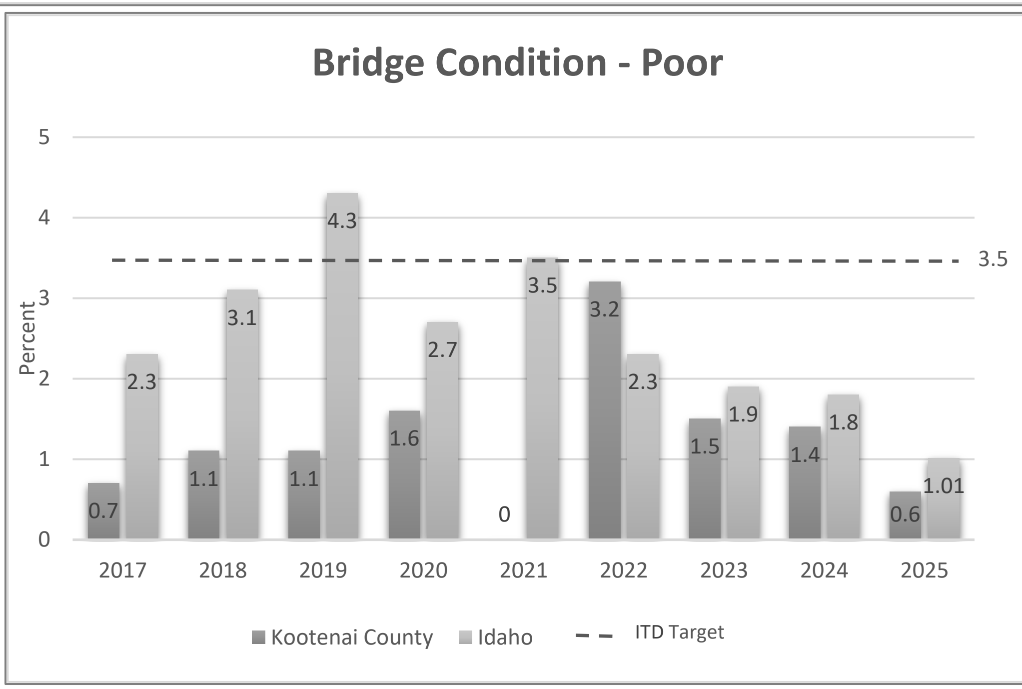

Non-Interstate Pavement Condition - Good
Percent
70
60
50
40
30
20
10
0
35
46.1
38.4
47.7
65.1
64
30
41
14.6
46.3
9.1
40.3
6.4
29.6
12.1
31
19.7
36.1
14.8
20
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Kootenai County
Idaho
ITD Target


Non-Interstate Pavement Condition - Poor
Percent
10
9
8
7
6
5
4
3
2
1
0
8
1.6
2.1
0.3
0.4
0.1
0.3
1
1
1.6
0.8
0.8
0.7
1.4
1.2
0.2
0.7
0.8
0.8
0.97
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Kootenai County
Idaho
ITD Target

Bridge Condition

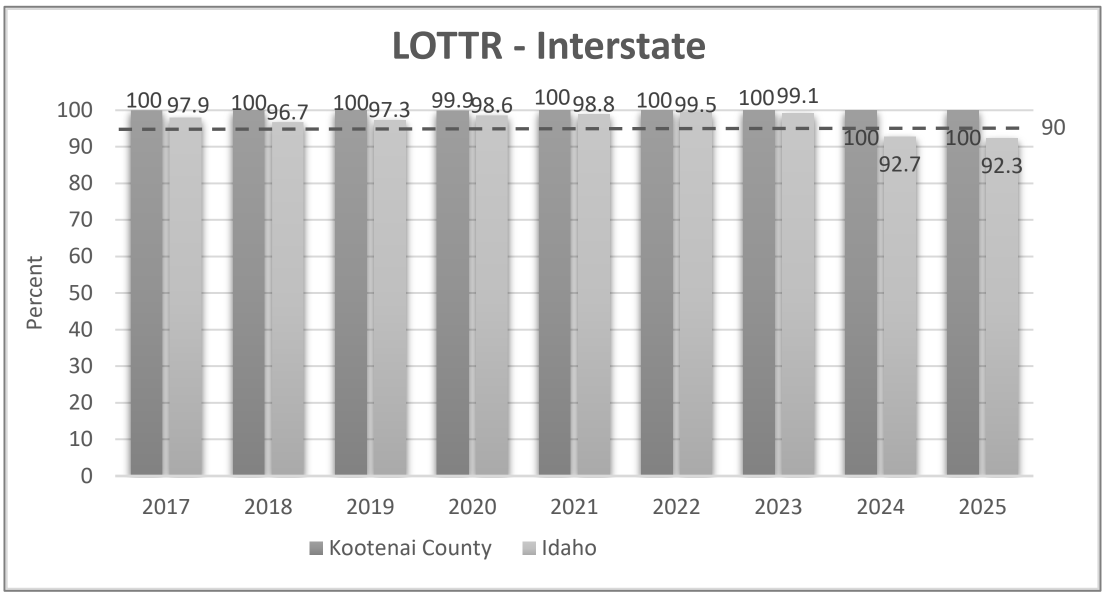
	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change	2023	2022	2021
NHS Bridge Percent Good	≥ 19%	28.7%	33.8%	-5.1%	30.9%	29.9%	22.2%
NHS Bridge Percent Poor	≤ 3.5%	0.6%	1.4%	-0.8%	1.5%	3.2%	0%

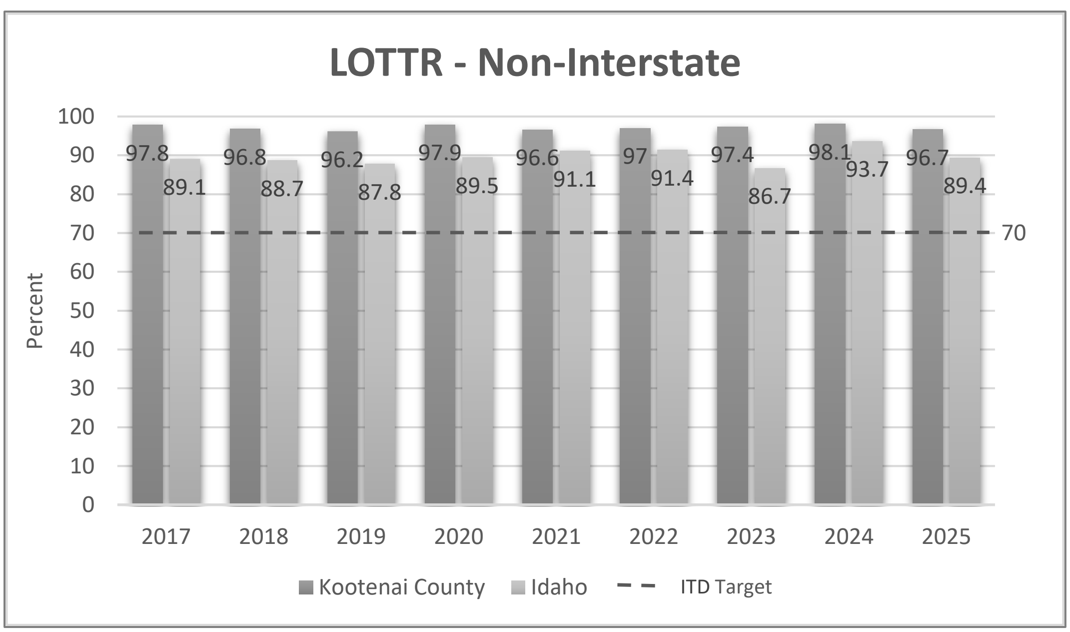




Travel Time Reliability

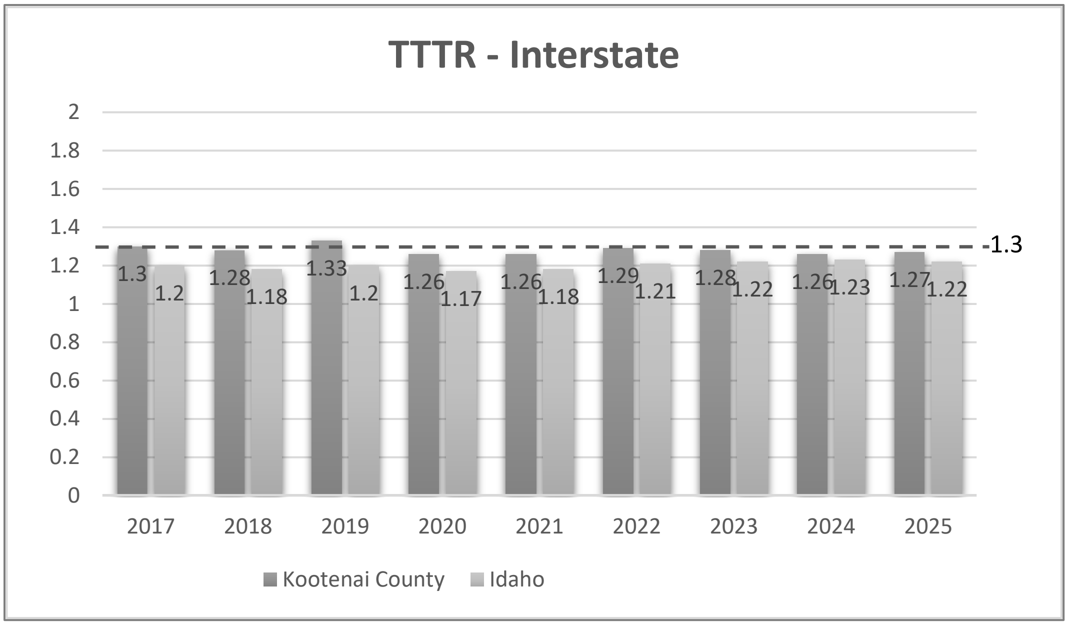
	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	% Change	2023	2022	2021
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	100%	100%	0%	100%	100%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	96.7%	98.1%	-1.4%	97.4%	97%	96.6%





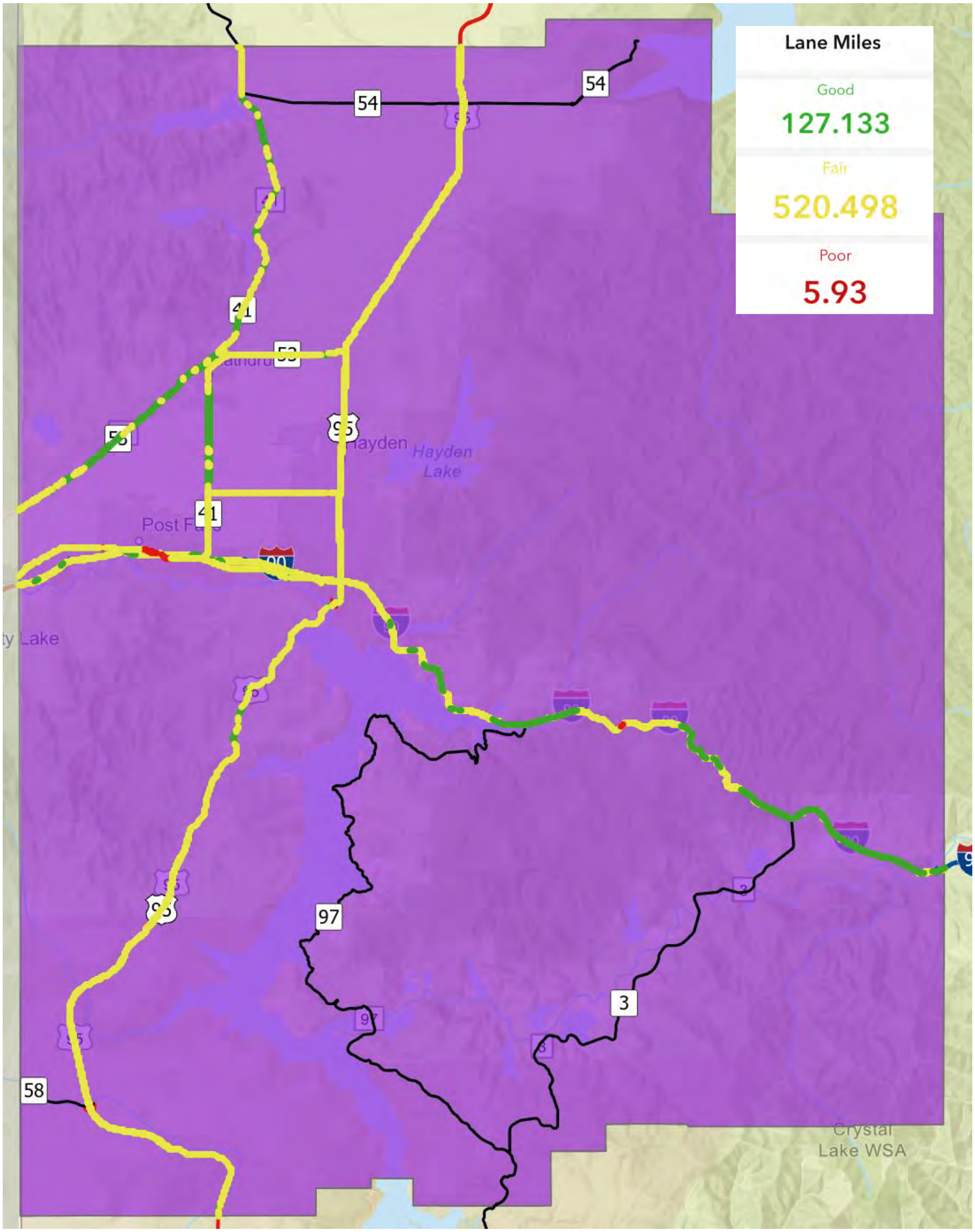
Freight Reliability

	2025 ITD Performance Targets	Kootenai County Statistics					
		2025	2024	Change	2023	2022	2021
Interstate Truck Time Reliability Index	≤ 1.30	1.27	1.26	+0.01	1.28	1.29	1.26



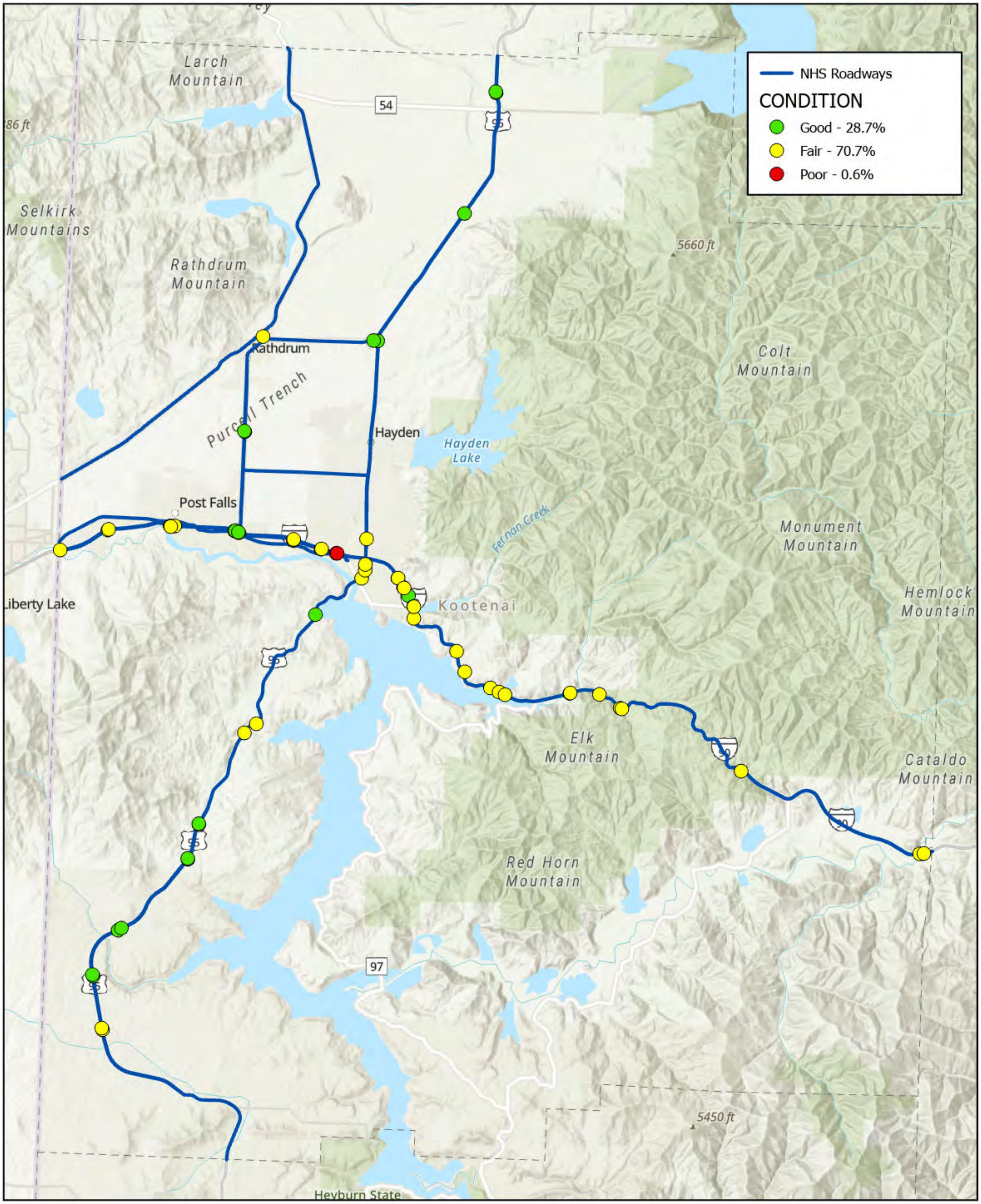
Attachment B

2025 Pavement Condition



Attachment C

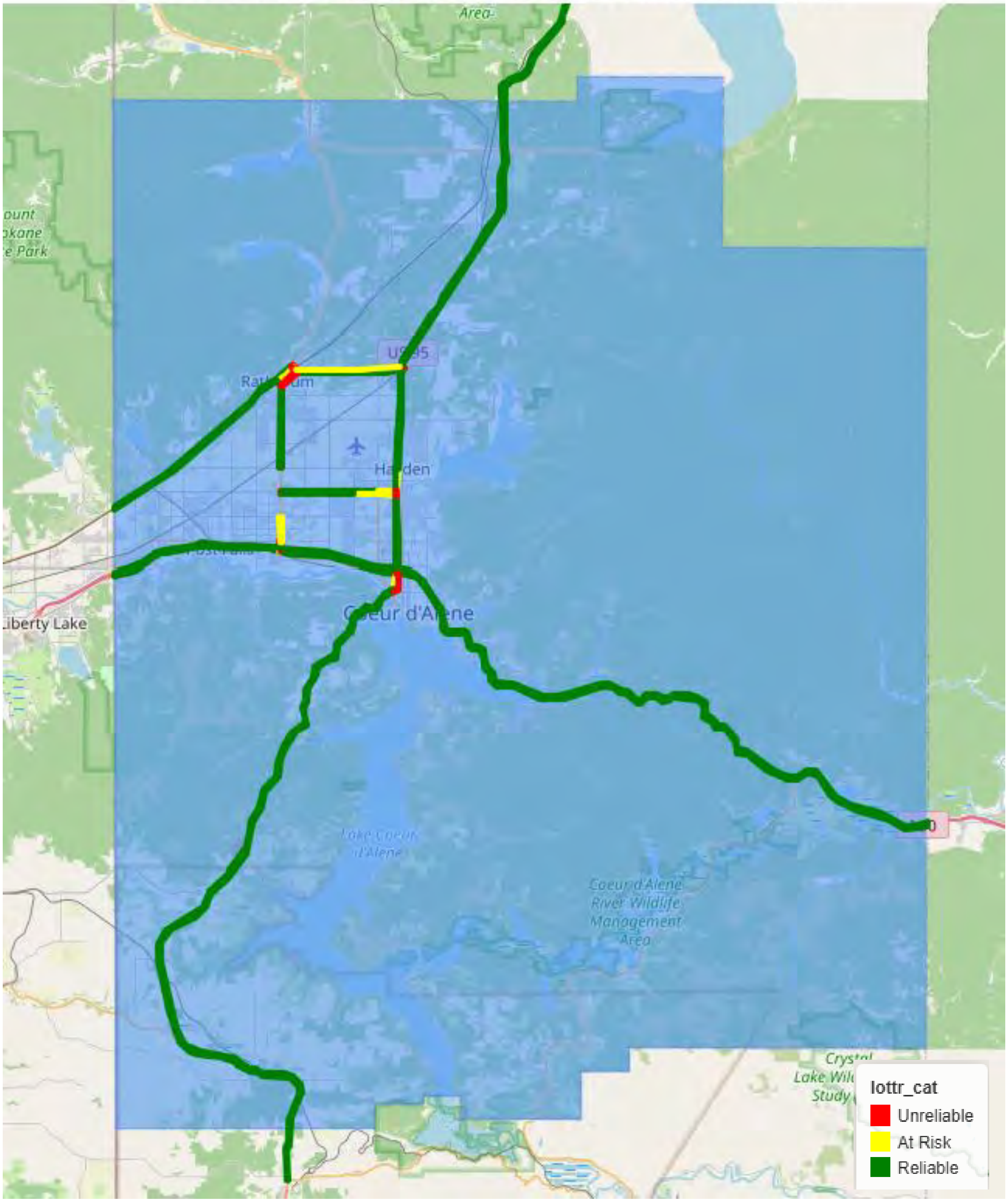
KMPO 2025 Bridge Condition



Attachment D

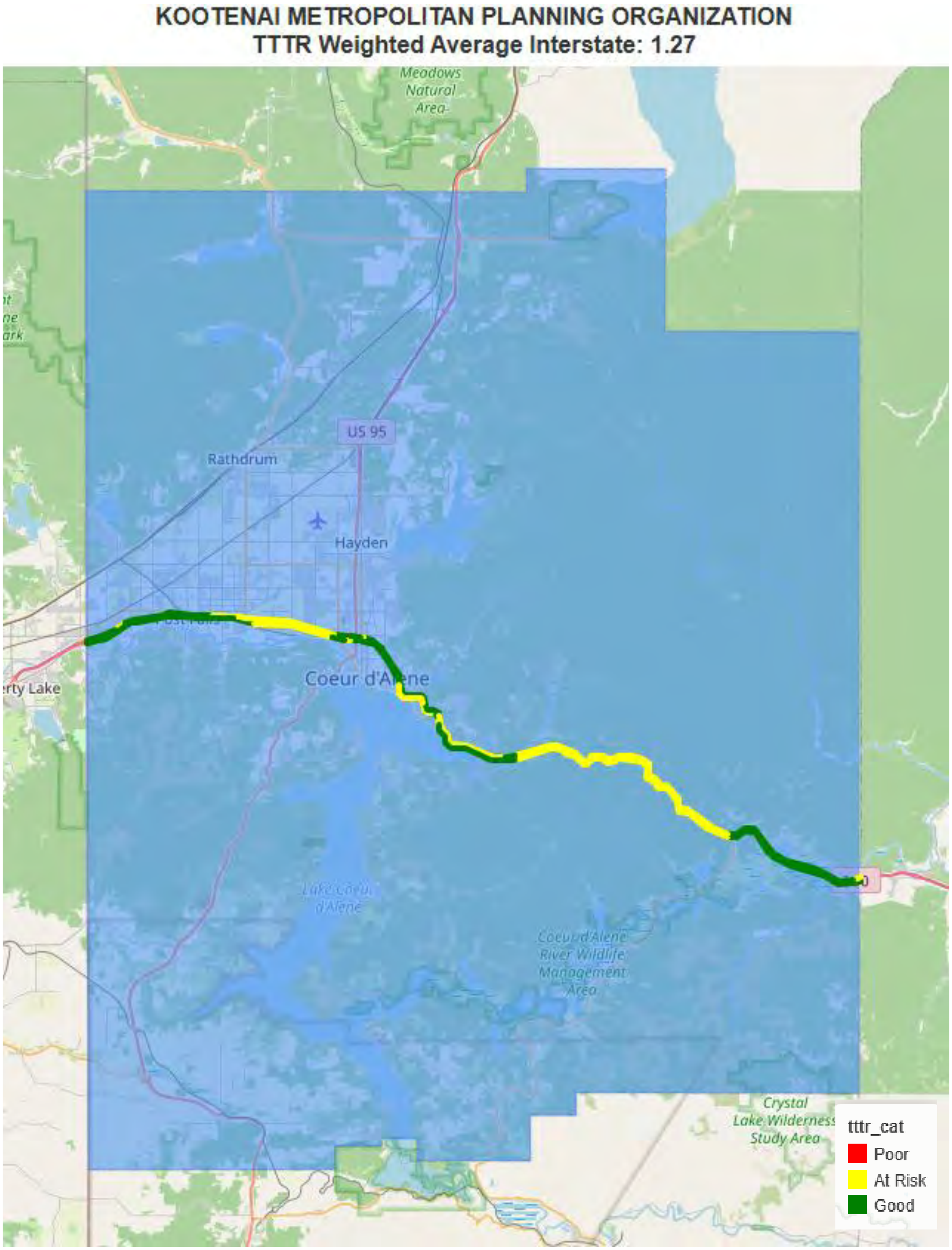
2025 Travel Time Reliability

KOOTENAI METROPOLITAN PLANNING ORGANIZATION
LOTTR Interstate: 100.0%   LOTTR Non-Interstate: 96.7%



Attachment E

2025 Truck Travel Time Reliability



Item #6E

Transportation Improvement Program 2027-2033

Kootenai Metropolitan Planning Organization
250 Northwest Blvd, Suite 209
Coeur d' Alene, ID 83814
(208) 930-4164
www.kmpo.net

Serving the Citizens of Kootenai County

Draft July 20, 2026

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.

Table of Contents

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 in the next transportation reauthorization bill, 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 concurs with and approves the Fiscal Year 2027-2033 KMPO Transportation Improvement Program as presented to us in the September 10, 2026 KMPO Board meeting and is to be incorporated without revision into the Idaho State Transportation Improvement Program (ITIP).

Adopted this_____ day of September 2026

SIGNED:

____

Bruce Mattare
KMPO Board Chair

ATTEST:

____

Alexandria Marienau,
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

A. Funding

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided by Federal, State, and Local governments, as well as private developers. The following is a brief summary of available funding sources that can be used in the Kootenai metropolitan area.

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, and 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 and Small Urban: 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 – 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 in cooperation with ITD.

STBG – Statewide: STBG statewide allocation and STBG- Large Urban funds that have been retained by ITD through IT Board policy.

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/Freight: These funds are retained by ITD in the State of Idaho for use as directed by the Department.

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.

B. 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 December 2021. 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 (STIP) 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.

C. Annual Listing

A listing of completed or obligated projects from the first year of the prior year's TIP (2026) will be published by the KMPO Board in January 2027. The listing will provide available information about each project obligated including location, costs, and other project elements.

D. 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 2027 to 2033. **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

DRAFT
KMPO
Regional Transportation Improvement Program
2027-2033

Table 1.0

Route, Location / Key No., Mileposts, Work, Detail / Sponsor, Program, Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
			Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALL	1	CN		-	-	-	-	1,226	-	-	1,226	1,136	90	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.														
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		-	-	-	-	-	-	Unfunded	2,338	2,166	172	1
21937 MP 8.300 - 8.800 MAJRWIDN, Turn Bay		PE		-	-	-	-	-	-	Unfunded	560	519	41	
STATE OF IDAHO (ITD) EARLY HSIP		RW		-	-	-	-	-	-	Unfunded	-	-		
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		-	-	-	-	-	-	Unfunded	11,800	10,934	866	1
21939 MP 0.000 - 1.800 MAJRWIDN, Turn Bay		PE	700	-	-	-	-	-	-	Unfunded	2,130	1,974	156	P R
STATE OF IDAHO (ITD) EARLY HSIP		RW	1,500	-	-	-	-	-	-	Unfunded	1,500	1,390	110	
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	-	2,302	-	-	-	-	-	-	2,302	2,133	169	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		-	-	2,659	-	-	-	-	2,659	2,464	195	1
22775 MP 0.000 - 0.000 PM, Seal Coat		PE		-	-	-	-	-	-	-	60	-	60	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 RD INT. IMP.	1	CN		-	-	-	-	-	-	Unfunded	1,558	1,444	114	1
22799 MP 0.000 - 0.000 SAFTY/TRAF OPER, Intersection Improv		PE		-	-	-	-	-	-	Unfunded	145	134	11	P R
STATE OF IDAHO (ITD) EARLY HSIP		RW		-	-	-	-	-	-	Unfunded	-	-		
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 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	-	3,204	-	-	-	-	-	-	4,204	2,969	1,235	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

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
			Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN	-	1,000	-	-	-	-	-	-	4,204	2,969	1,235	1
22892 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.														
US 95, RATHDRUM PRAIRIE AREA TRANSPORT STUDY, KOOT	1	CN	-	-	-	-	-	-	-	-	-	-		1
23349 MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE	2,000	-	-	-	-	-	-	-	5,150	1,853	3,297	
STATE OF IDAHO (ITD) PLAN NH		RW	-	-	-	-	-	-	-	-	-	-		
This project is to evaluate the state highway and local roadway system within the Rathdrum Prairie utilizing a Preliminary Environmental Linkage (PEL) process to recommend transportation solutions to be carried forward into a NEPA document that provides improvements to safety and mobility, as well as system reliability and resiliency for the current and future movement of both people and goods. This study is studying the region stretching from Interstate 90 (I 90) North to State Highway 53 (SH 53) and from Washington state line east to US Highway 95 (US 95).														
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTE	1	CN	-	-	-	-	-	-	-	Unfunded	11,454	10,613	841	1
23429 MP 446.520 - 448.520 RECONST/REALIGN, Frontage Roads		PE	-	-	-	-	-	-	-	Unfunded	2,750	-	2,750	R
STATE OF IDAHO (ITD) EARLY NH		RW	-	-	-	-	-	-	-	Unfunded	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	6,782	-	-	-	-	-	-	-	6,782	6,258	524	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.														
I 90B, POST FALLS BUSINESS LOOP, POST FALLS	1	CN	-	-	-	-	-	-	-	5,019	5,019	4,651	368	1
23649 MP 0.000 - 5.650 RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	1,060	982	78	
STATE OF IDAHO (ITD) RESTORE STP		RW	-	367	-	-	-	-	-	-	367	340	27	
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 2
23766 MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE	303	-	-	-	-	-	-	-	303	280	23	
KOOTENAI METROPOLITAN MET MET		RW	-	-	-	-	-	-	-	-	-	-		

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
			Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
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 2
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 2
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, FY27 D1 STRIPING	1	CN	730	-	-	-	-	-	-	-	730	-	730	1
23794 MP 0.000 - 73.885 SAFTY/TRAF OPER, Pavement Markings		PE	-	-	-	-	-	-	-	-	-	-		
STATE OF IDAHO (ITD) OTHER ASSETS ST		RW	-	-	-	-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.														
I 90, FY28 D1 STRIPING	1	CN		730	-	-	-	-	-	-	730	-	730	1
23795 MP 0.000 - 73.885 SAFTY/TRAF OPER, Pavement Markings		PE	5	-	-	-	-	-	-	-	5	-	5	
STATE OF IDAHO (ITD) OTHER ASSETS ST		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.														
SH 3, SH 97 JCT TO SWAN CR, KOOTENAI CO	1	CN		-	-	5,500	-	-	-	-	5,500	5,096	404	1
23937 MP 96.000 - 103.200 RESRF/RESTO&REHAB, Pavement Reh		PE		-	-	-	-	-	-	-	230	213	17	
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		-	-	-	-	-	-	Unfunded	18,605	17,239	1,366	1
24162 MP 4.450 - 8.300 MAJRWIDN, Turn Bay		PE		-	-	-	-	-	-	Unfunded	1,115	1,033	82	P R
STATE OF IDAHO (ITD) EARLY HSIP		RW		-	-	-	-	-	-	Unfunded	5,035	4,665	370	
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.														
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO	1	CN	-	3,030	-	-	-	-	-	-	3,030	2,807	223	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.														

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
			Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
I 90, US 95 IC, EMMA AVE TO NEIDER AVE, KOOTENAI CO	1	CN				-	-	-		Unfunded	128,360	-	128,360	1
24395 MP 11.700 - 12.300 RECONST/REALIGN, Interchanges		PE	6,000			-	-	-		Unfunded	17,250	-	17,250	R
STATE OF IDAHO (ITD) EARLY STECM		RW	10,000			-	-	-		Unfunded	13,000	-	13,000	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.

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
SH 97, SAFETY IMPROVEMENTS , HARRISON	1	CN	505			-	-	-		-	505	-	505	1
24552 MP 60.700 - 96.000 SAFTY/TRAF OPER, Safety Improvemen		PE	-			-	-	-		-	-	-		
STATE OF IDAHO (ITD) OTHER ASSETS ST		RW	-			-	-	-		-	-	-		

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

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
I 90, SOUTH RV RD TO KINGSTON IC, SHOSHONE/KOOTENAI	1	CN				-	-	-	4,383	16,072	20,455	18,874	1,581	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.

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
SMA-7145, ATLAS RD, SELTICE WAY TO HANLEY AVE, C'DA	1	CN				-	4,700	-		-	4,700	4,355	345	1
24647 MP 10.000 - 12.060 RESRF/RESTO&REHAB, Pavement 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.

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
LOCAL, BIKE PATH CONNECTIONS, HARRISON	1	CN			479	-	-	-		-	479	443	36	1
24677 MP 0.000 - 0.000 SAFTY/TRAF OPER, Bicycle/Pedestrian/		PE	76		-	-	-	-		-	76	70	6	
HARRISON TAP TAP-RURAL		RW			-	-	-	-		-	-	-		

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

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
LOCAL, FY30 KMPO METRO PLANNING	1	CN				-	-	-		-	-	-		1 2
24882 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.

Route, Location / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
LOCAL, FY31 KMPO METRO PLANNING	1	CN				-	-	-		-	-	-		1 2
24883 MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St		PE				-	303	-		-	303	280	23	
KOOTENAI METROPOLITAN MET MET		RW				-	-	-		-	-	-		

Route, Location / Key No. / Sponsor	Mileposts / Work, Detail / Program	Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
					Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
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 2
24884	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, BOSANKO AVE TO WYOMING AVE, COEUR D'ALENE			1	CN	4,399	4,841	-	-		-	-	-	9,240	8,562	678	1 2
25010	MP 431.450 - 435.850 RESRF/RESTO&REHAB, Pavement Reh			PE	-	-	-	-		-	-	-	-	-	-	P
STATE OF IDAHO (ITD)	RESTORE	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	1,033	87	1
25017	MP 4.000 - 4.700 RESRF/RESTO&REHAB, Base/Sub-bas			PE	-	-	-	-		-	-	-	-	-	-	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.																
15TH ST, HARRISON AVE TO BEST AVE, COEUR D'ALENE			1	CN		-	-	-		-	-	5,876	5,876	5,445	431	1
25037	MP 10.920 - 11.894 RECONST/REALIGN, Minor Widening &			PE		-	-	-	657	-	-	-	657	609	48	
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		-	1,419	-		-	-	-	1,419	1,315	104	1
25040	MP 0.000 - 0.000 SAFTY/TRAF OPER, Metal Guard Rail			PE		-	-	-		-	-	-	-	-	-	
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.																
LOCAL, FY33 KMPO METRO PLANNING			1	CN		-	-	-		-	-	-	-	-	-	1 2
ORN25158	MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St			PE		-	-	-		-	303	-	303	280	23	
KOOTENAI METROPOLITAN	MET	MET		RW		-	-	-		-	-	-	-	-	-	
LOCAL, FY31 KMPO PLANNING			1	CN		-	-	-	-	-	-	-	-	-	-	1
ORN25328	MP 0.000 - 0.000 PLAN/STUDY, Planning/Transportation St			PE		-	-	-	100	-	-	-	100	93	7	
KOOTENAI METROPOLITAN	STP-LARGE (L)	STP-LU		RW		-	-	-	-	-	-	-	-	-	-	

Route, Location			District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
Key No. / Mileposts / Work, Detail																
Sponsor	Program	Fund														
I 90, WSL TO SH 41 IC, POST FALLS			1	CN	-	-	-	-	-	-	9,100	-	9,100	8,397	703	1
ORN25330 MP 0.000 - 6.537	RESRF/RESTO&REHAB, Pavement Reh			PE	-	400	-	-	327	-	-	-	727	671	56	
STATE OF IDAHO (ITD)	PAVE	IM		RW	-	-	-	-	-	-	-	-	-	-	-	W

Scheduled Costs (Dollars in Thousands with Match) — Year-Of-Expenditure Dollars (Not Current Prices); Lifetime Direct Costs All Programs

	2027	2028	2029	2030	2031	2032	2033	PREL
Construction	14,572	16,227	1,897	8,159	4,700	1,226	13,483	201,082
Development	9,664	1,303	773	303	1,387	303	303	1,350
Right-of-Way	11,500	367	-	-	-	-	-	10,035
Total	**35,736**	**17,897**	**2,670**	**8,462**	**6,087**	**1,529**	**13,786**	**212,467**

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

Table 2.0

Route, Location / Key No. / Sponsor	Mileposts / Program	Work, Detail / Fund	District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
					Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
TRANSIT, COEUR D'ALENE UZA METRO PLANNING			1	CN	80	80	80	80	-	-	-	-	320	256	64	1
13238	MP 0.000 - 0.000	Metropolitan Planning		PE	-	-			-	-	-	-	-	-	-	
KOOTENAI METROPOLITAN	TRNS-OPS	5303		RW	-	-			-	-	-	-	-	-	-	
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.																
TRANSIT, COEUR D'ALENE UZA OPERATIONS			1	CN	2,053	2,172	2,296	2,427	-	-	-	-	8,948	5,369	3,579	1
14191	MP 0.000 - 0.000	Paratransit Operations		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
These funds will provide operating assistance and indirect costs to support paratransit services.																
TRANSIT, COEUR D'ALENE UZA OPERATIONS			1	CN	1,810	1,901	1,985	2,095	-	-	-	-	7,791	3,896	3,895	1
14193	MP 0.000 - 0.000	Transit Operations		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
These funds will provide operating assistance and indirect costs to support fixed route services.																
TRANSIT, COEUR D'ALENE UZA PREVENTATIVE MAINTENANC			1	CN	110	116	122	128	-	-	-	-	476	381	95	1
19196	MP 0.000 - 0.000	Preventive Maintenance		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
Provide preventative maintenance funds to extend the life of Kootenai County Transportation Public Transportation fleet vehicles and associated indirect costs.																
TRANSIT, COEUR D'ALENE UZA BUSES			1	CN	750	-	750	1,500	-	-	-	-	3,000	2,400	600	1
19424	MP 0.000 - 0.000	Capital Asset		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-CAP	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
These funds will be used to acquire rolling stock for those that have reached the end of their useful lives.																
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING			1	CN	50	55	58	58	-	-	-	-	221	177	44	1
20761	MP 0.000 - 0.000	Transit Planning		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
To provide funding for short term and long range planning for Kootenai County Public Transportation Service and associated indirect costs.																
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T			1	CN	7	8	8	8	-	-	-	-	31	25	6	1
20762	MP 0.000 - 0.000	Transit Planning		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
To provide funding for Federal training for transit staff and associated indirect costs.																
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT			1	CN	50	50	50	50	-	-	-	-	200	160	40	1
23411	MP 0.000 - 0.000	Capital Asset		PE	-	-	-	-	-	-	-	-	-	-	-	
KOOTENAI COUNTY	TRNS-CAP	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-	-	
To provide Transportation support vehicles, Riverstone Transit Center equipment, Bus Support Equipment (Intelligent Transportation Systems (ITS), Radios, etc.)																

Notes			District	Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match
Key No.	Mileposts	Work, Detail													
Sponsor	Program	Fund													
				Construction	4,890	4,362	5,329	6,326	-	-	-	-			
				Development	-	-	-	-	-	-	-	-			
				Right-of-Way	-	-	-	-	-	-	-	-			
				Total	**4,890**	**4,362**	**5,329**	**6,326**	**-**	**-**	**-**	**-**			

Scheduled Costs (Dollars in Thousands with Match) — Year-Of-Expenditure Dollars (Not Current Prices); Lifetime Direct Costs All Programs

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

E. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified, and projects included in the TIP are expected to be funded. Table 3 identifies the estimated project costs programmed in the TIP annually for the next five years. Prior to programming projects, these estimated costs are compared with anticipated revenues, which are documented annually by ITD in the "Update Packet for the Capital Investment Program." If costs do not match anticipated revenues for the fund group, adjustments are required to balance the program. Therefore, revenue and costs are the same.

TABLE 3.0
FY2027-2033 Program by Activity all Modes [1]
(dollars in thousands)

Activity	2027	2028	2029	2030	2031	2032	2033	Preliminary Development	Total
Public Transportation	4,890	4,362	5,329	6,326					**20,907**
Road Construction	14,572	16,227	1,897	8,159	4,700	1,226	13,483	201,082	**261,346**
Roadway Development	9,664	1,303	773	303	1,387	303	303	1,350	**15,386**
Road Right-of-Way	11,500	367	-0-	-0-				10,035	**321,902**
Total	**40,626**	**22,259**	**7,999**	**14,788**	**6,087**	**1,529**	**13,786**	**212,467**	**319,541**

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

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc., as well as the operation, maintenance, and capital needs of the region's public transportation system. Most of the available federal funds are dispersed on a statewide basis, based on value and need, as determined by the ITD Board. However, some of the STBG-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities. The adopted IT Board policy does not allocate all STBG- Large Urban funds to areas with populations between 50,000 and 200,000 at this time, so it is uncertain where or how these unallocated apportionments will be subsequently programmed. It is, therefore, impractical to conduct a fiscal constraint analysis at the MPO level, as program funds and funding levels are managed and maintained by ITD.

TABLE 4.0
STBG-Large Urban Program Estimated Fund Balances for the KMPO Planning Area[1]

STBG Large Urban Funds	FY2027	FY2028	FY2029	FY 2030	FY2031	FY 2032	FY 2033	Preliminary Development	Total
Allocated STBG-Large	$2,170,651	$2,170,651	$2,170,651	$2,170,651	$ 2,170,651	$ 2,170,651	$ 2,170,651		$ 15,194,557
Match Requirement	$171,947	$171,947	$171,947	$171,947	$171,947	$ 171,947	$ 171,947		$ 1,203,629
Total Available Funds	$ 2,342,597	$2,364,598	$4,797,195	$6,579,793	$ 8,922,390	$ 5,907,988	$ 8,250,586	$ 8,250,586	
Programmed Funds	$100,000	$ 0	$470,000	$ 0	$ 5,357,000	$ 0	$ 0	$ 5,876,000	$ 11,803,000
Fund Balance	$22,000	$2,364,598	$4,327,195	$6,579,793	$ 3,565,390	$ 5,907,988	$ 8,250,586	$ 2,374,586	

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

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

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

TABLE 5.0
FTA 5307 Anticipated Fund Balances for the KMPO Urbanized Area[1]

Scheduled Costs (Dollars in Thousands with Match)

Year-Of-Expenditure Dollars (Not Current Prices)

	2027	2028	2029	2030	Total
Capital and Operations	4,033	4,249	4,463	4,213	16,958
Rolling Stock/Capital	800	50	800	1,550	3,200
Planning/Training	57	63	66	66	252
Total	**4,890**	**4,362**	**5,329**	**6,326**	**20,410**

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 2027	Percent
Capital	$ 800,000	**16.4**
Operations/ Maintenance/ Administration	$4,033,000	**82.4**
Planning and Training	$ 57,000	**1.2**
Total	**$ 4,890,000**	**100**

Source: ITD ITIP Draft, June 2026

Kootenai County will expend approximately 82 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 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 to the previous 5-year period.

	2025 Statewide Target	2025 Conditions	
		Statewide	Kootenai County
5-Year Avg. Number of Fatalities	238	251	14
5-Year Avg. Fatality Rate per 100 million VMT	1.32	1.27	0.95
5-Year Avg. Number of Serious Injuries	1,224	1,290	85
5-Year Serious Injury Rate per 100 million VMT	6.82	6.53	5.9
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	116	132	9.6

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

Key Number	Program Year	Project	Safety Improvements	Total Cost
19955	2032	Chase Rd./BNSF Crossing	Reconstruct approaches on the BNSF branch line.	$1,226,000
21937	Unfunded	SH 41 & Diagonal Rd. Turn Bays	Install turn bays with illumination.	$2,338,000
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd.	Reconstruct the roadway and add standard width shoulders, turn bays, and illumination.	$11,800,000
22435	2028	Hayden Ave. & Meyer Rd. Roundabout	Upgrade a two-way stop control to a roundabout with illumination and pedestrian facilities.	$2,302,000
22799	Unfunded	SH 41/Spirit Bend Ave. & SH 53/Atlas Rd. Improvements	Install turn bays and add illumination.	$1,558,000
23429	Unfunded	US 95/Parks Rd IC	Remove existing at-grade intersection; construct frontage roads on east and west sides of US 95.	$11,454,000
23794	2027	District 1 I90 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	$730,000
23795	2028	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	$730,000
24162	Unfunded	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with continuous turn lane, wider shoulders, turn bays and illumination.	$18,605,000
24552	2027	SH 97 Safety Improvements	Provide spot safety improvements including delineation, signage, sight distance and intersection improvements.	$505,000
24677	2029	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	$479,000
25040	2029	Systemic Guardrail Improvements	Installation of guardrail and should widening at multiple locations within Lakes Highway District	$1,419,000
25037	PREL	15th St. – Harrison Ave. to Best Ave.	Reconstruct roadway to 3 lane section, with added sidewalk and shared use path and RRFB installation at Cherry Hill Park.	$5,876,000

- **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	2025 Statewide Target	2025 Conditions	
			Statewide	Kootenai County
Interstate NHS Percent Good	61.8%	≥ 35%		23.9%
Interstate NHS Percent Poor	0.8%	≤ 4%		0.2%
Non-Interstate NHS Percent Good	-	≥ 20%		19.7%
Non-Interstate NHS Percent Poor	-	≤ 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**	**2025 Condition**	**Total Cost**
24586	2033	I90 – South RV Rd to Kingston IC	Good/Fair	$20,455,000
25017	2028	I90 – MP 4 to Spokane St IC	Fair	$1,120,000
ORN25330	2033	I90 – WA state line to SH 41 IC	Fair	$9,100,000
Non-Interstate				
Key Number	**Project Year**	**Project**	**2025 Condition**	**Total Cost**
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd	Good/Fair	$11,800,000
22775	2030	D1 Pavement Preservation	*Multi-location*	$2,659,000
24162	Unfunded	SH 53 – N Bruss to MP 8.3	Good	$18,605,00
24395	Unfunded	US 95 – Emma Ave to Cherry Ln	Fair	$128,360,000
23649	PREL	I90B, Post Falls Business Loop	Fair/Poor	$5,019,000
25010	2027	US 95 – Bosanko Ave to Wyoming Ave	Fair	$9,240,000

An additional $19,130,000 is programmed to improve pavement conditions on over 12 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), which is currently under construction.

	National Target	2025 Statewide Target	2025 Conditions	
			Statewide	Kootenai County
NHS Bridge Percent Good	40.4%	≥19%	30.7%	28.7%
NHS Bridge Percent Poor	4.0%	≤ 3.5%	1.01%	0.6%

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

Key Number	Project Year	Project	2025 Condition	Total Cost
23618	2027	I90 – Passage Multi-Plate Culvert	Data Needed	$6,782,00

- **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 2025 travel time reliability met ITD's targets. Non-Interstate reliability decreased slightly from 2024. Construction projects reduced reliability on SH-41 and SH-53, with continued deterioration within the city of Rathdrum. Travel Time Reliability did improve on US 95 north of I90.

	2025 Statewide Target	2025 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90.0%	92.3%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70.0%	89.4%	96.7%

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**	**2025 Reliability**	**Total Cost**
24395	Unfunded	I90 – US 95 IC, Emma Ave to Neider Ave	Reconstruct Interchange, widen		$128,360,000

Non-Interstate					
Key Number	**Project Year**	**Project**	**Treatment**	**2025 Reliability**	**Total Cost**
21939	Unfunded	SH 53 – WA state line to Hauser Lake Rd	Widen/Turn bays		$11,800,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen/Continuous Turn Lane		$18,605,000
23649	PREL	I90B – Post Falls Business Loop	Signal Upgrades		$5,019,000

- **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 increased over 2024 but still meets ITD’s target. The section of I90 between Post Falls and Coeur d’Alene, as well as Fourth of July Pass, continue to see reduced TTTR. The programmed projects listed under the previous section will also assist in improving freight reliability in the region

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	2025 Statewide Target	**2025 Conditions**	
		Statewide	**Kootenai County**
Interstate Truck Time Reliability Index	≤ 1.30	1.22	1.27

- **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 impacts 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 nor either equipment performance measure.

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

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Revenue Vehicles	$2,899,000
23411	Equipment Acquisition/Replacement	Equipment	$485,000

Performance Measure	**Revenue Vehicles** *Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)*	
Asset Class	**BU - Bus**	**CU – Cutaway Bus**
2026	14%	53%
2026 Target	*43%*	*47%*
2027 Target	14%	29%
2028 Target	53%	57%
2029 Target	14%	29%

Performance Measure	**Equipment** ***Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)***	
Asset Class	**Non-Revenue/Service Automobile**	**Trucks and other Rubber Tire Vehicles**
2026	100%	50%
2026 Target	*50%*	*0%*
2027 Target	100%	50%
2028 Target	100%	50%
2029 Target	100%	50%

- **Public Transportation Safety**

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

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

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

The Kootenai County Board of County Commissioners approved Citylink North's updated PTASP on April 1, 2025, 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 Fixed Route Safety Events and System Reliability. They did not meet Demand Response targets for Safety Events or Demand Response System Reliability.

Performance Measure	Fixed Route*		Demand Response**	
	2025 Target	2025 Actual	2025 Target	2025 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)	6	3	2	3
Safety Events (per 100k VRM)	3.8831	1.916	0.993	1.206
System Reliability (VRM/Failures)	156,615	156,615	201,316	248,729

**Operated by Citylink*
***Operated by MV Transportation & Kootenai Health*

F. 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: ___________________________

Alexandria M. Marienau, 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-l) 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:*______________________________

*Date:*______________________________

IDAHO TRANSPORTION DEPARTMENT

*Signature:*____

*Date:*____

Appendix

KMPO

2027-2033

Transportation Improvement Program Public Comment Period

July 23, 2026 to August 21, 2026

Published

Coeur d'Alene Press

July 23, 2026 and August 7, 2026

Kootenai Metropolitan Planning Organization

2027-2033

Transportation Improvement Program

Open House

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

Tuesday August 18, 2026

4:00 p.m. to 6:00 p.m.