Transportation Improvement Program 2027-2033

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Serving the Citizens of Kootenai County

Draft July 23, 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.

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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. <u>Funding</u>

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:

<u>FHWA:</u>

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	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2027	2028	2029	2030	2031	2032	2033	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
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.														
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														
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.														
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.														
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.														
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.														
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				-	-	-		-	-	-		

Kootenai MPO

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

	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

Kootenai MPO

Route, Location			District		Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)								Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail														
Sponsor	Program	Fund		Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
TRANSIT, COEUR D'ALENE UZA METRO PLANNING			1	CN	80	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	3,434	3,602	3,796	4,000	4,213	-	-	-	19,045	10,678	8,367	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	2,776	2,915	3,061	3,214	3,374	-	-	-	15,340	7,670	7,670	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	225	237	248	260	274	-	-	-	1,244	994	250	1
19196	MP 0.000 - 0.000	Preventive Maintenance		PE	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	-	-	-	-	-	-	-		
This program provides preventive maintenance funds to extend the life of the fixed route and demand response vehicle fleet. It will also provide funds for indirect costs.																
TRANSIT, COEUR D"ALENE UZA PREVENTATIVE MAINTENANCE			1	CN	32	33	35	36	38	-	-	-	174	87	87	1
19333	MP 0.000 - 0.000	Preventative Maintenance		PE	-	-	-	--	-	-	-		-	-		
KOOTENAI COUNTY	TRNS-OPS	5307 SUrb		RW	-	-	-	--	-	-	-		-	-		
These funds will provide for route and facility security services as well as indirect costs.																
TRANSIT, COEUR D'ALENE UZA BUSES			1	CN	1,795	0	497	1,126	934	-	-	-	4,352	3,699	653	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 Kootenai County Public Transportation.																
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING			1	CN	130	136	143	150	158	-	-	-	717	573	144	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	11	12	12	13	14	-	-	-	62	49	13	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	63	50	50	50	50	-	-	-	263	210	53	1
23411	MP 0.000 - 0.000	Capital Asset		PE	-	-	-	-	-	-	-	-	-	-		

KOOTENAI COUNTY	TRNS-CAP	5307 SUrb	RW	-	-	-	-	-	-	-	-	-	-	-	

To provide current and future capital funding for Kootenai County Public Transportation.

Notes			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs		
Key No.	Mileposts	Work, Detail		Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match
Sponsor	Program	Fund													
				Construction	8,546	7,065	7,922	8,929	9,135	-	-	-			
				Development	-	-	-	-	-	-	-	-			
				Right-of-Way	-	-	-	-	-	-	-	-			
				Total	8,546	7,065	7,922	8,929	9,135	-	-	-			

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	8,546	7,065	7,922	8,929	9,135				**41,597**
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	**21,902**
Total	**44,282**	**24,962**	**10,592**	**17,391**	**15,222**	**1,529**	**13,786**	**212,467**	**340,231**

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	6,467	6,787	7,140	7,510	27,904
Rolling Stock/Capital	1,858	50	547	1,176	3,631
Planning/Training	141	148	155	163	607
Total	**8,466**	**6,985**	**7,842**	**8,849**	**32,142**

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	15^{th} 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%	50.3%	23.9%
Interstate NHS Percent Poor	0.8%	≤ 4%	0.4%	0.2%
Non-Interstate NHS Percent Good	-	≥ 20%	40.6%	19.7%
Non-Interstate NHS Percent Poor	-	≤ 8%	0.7%	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	Unreliable/At Risk/ Reliable	$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	Reliable	$11,800,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen/Continuous Turn Lane	Reliable	$18,605,000
23649	PREL	I90B – Post Falls Business Loop	Signal Upgrades	*No Data*	$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.