

Transportation Improvement Program 2025-2031



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
Adopted September 12, 2024

This document was prepared by the Kootenai Metropolitan Planning Organization (in cooperation with the cities of Coeur d' Alene, Hayden, Hayden Lake, Post Falls, Rathdrum, Kootenai County, Coeur d' Alene Tribe, Idaho Transportation Department and the East Side, Lakes, Post Falls and Worley Highway Districts). It was financed, in part, by funds from the U.S. Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the U.S. Department of Transportation.

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

Table of Contents

Resolution	1
Introduction	2
A. Funding	3
Federal Sources	3
State Sources	4
Local Sources	5
Private Sources	5
B. Programming Process	5
Identification, Evaluation and Selection of Projects	5
Review and Approval	5
Fund Authorization and Obligation	6
C. Annual Listing	7
D. KMPO Transportation Improvement Program	7
Funding Programs and Projects	7
KMPO Selected Project List 2025-2031	8
KMPO Street and Highways Project Lists	Table 1 of 9
KMPO Public Transportation Projects List	PT-1
E. Financial Plan	8
Fiscal Constraint	8
Systems Operations & Maintenance	10
Performance Measures	11
F. Certifications	18
G. Appendix	A - 1
KMPO Public Comment Period Documentation	A - 2

FISCAL YEARS 2025-2031
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the Bipartisan Infrastructure Law (BIL) 2022, as defined in 23 CFR 450 and 500; and 49 CFR 613, calls for each metropolitan planning organization to have a financially constrained Transportation Improvement Program (TIP) that is derived from the Metropolitan Transportation Plan and developed as part of the transportation planning process; and

WHEREAS, the KMPO Policy Board maintains the TIP that is fiscally constrained by year and by each governmental entity; and

WHEREAS, all projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the anticipated funding levels available within the current program year; and

WHEREAS, the total Federal share of projects included in the second, third, fourth and/or subsequent years of the TIP do not exceed levels of funding committed, or reasonably anticipated to be available, to the area; and

WHEREAS, it is agreed that after KMPO Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303(j) and § 450.324 and shall be consistent with FHWA and FTA joint approval; and

WHEREAS, the TIP has considered during the identification and project selection process, the ITD Transportation Performance measure presently approved by the ITD Board and KMPO Board,

THUS, BE IT KNOWN that the KMPO Policy Board hereby endorses and approves the Fiscal Year 2025-2031 Transportation Improvement Program as presented to us in the September 12, 2024, KMPO Board meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this 12th day of September, 2024

SIGNED:



Graham Christensen
KMPO Board Chair

ATTEST:



Glenn F. Miles
Executive Director

Introduction

The Kootenai Metropolitan Planning Organization (KMPO) is an agency designated through a Joint Powers Agreement, by local jurisdictions in Kootenai County and the Governor of Idaho, to conduct metropolitan transportation planning that is a continuing, comprehensive, and cooperative transportation process for Kootenai County. Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), KMPO has the responsibility, in collaboration with the Idaho Transportation Department, local jurisdictions and public transportation service providers, to develop a Transportation Improvement Program (TIP) for the area.

The KMPO's TIP is a short-range, seven-year program of highway, transit, and non-motorized transportation projects for the Kootenai Metropolitan Area, which is defined as all of Kootenai County. It is a compilation of projects selected from various Federal, State and Local funding programs and sources. The TIP is generally approved annually; however, amendments to the program are often conducted throughout the year by Board action or Administrative Amendment.

The TIP is presented in six sections:

- A. Funding
 - a. Federal Sources
 - b. State Sources
 - c. Local Sources
 - d. Private Sources
- B. Programming
 - a. Prioritization and Selection of Projects
 - b. Approval
 - c. Funding
- C. Annual Listing
 - a. Funding programs and projects
 - b. Financial Review
- D. KMPO Transportation Improvement Program
- E. Financial Plan
- F. Certifications

A. Funding

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

a. Federal Sources

The FHWA and the FTA provide the major source of funds from the Federal government for transportation improvements. However, some funds can be acquired from other Federal agencies. Available funding sources include:

FHWA

- **Federal Freight Funding:** Originally introduced in the FAST Act, these funds are split between a formula distribution to the States and a nationwide competitive program, now referred to as RAISE.
- **Interstate Maintenance Program:** Funds are used for resurfacing, restoration, rehabilitation of the Interstate System (I-90).
- **Highway System Program (NHS):** Limited to designated NHS roads throughout Idaho State, these funds are used for transportation facility improvements ranging from existing to new facilities.
- **Surface Transportation Block Grant (STBG):** Funds are used for construction, reconstruction, and resurfacing of roadways designated on the Federal-aid system. This can include sidewalks and pathways when adjacent to, or within, an existing right of way; such projects are eligible, as well, for transfer to the Federal Transit Administration to support projects for public transportation purposes.
- **STBG – Congressional:** Projects that may be awarded through Congressional earmark.
- **STBG – Rural:** STBG funds designated for facilities located outside of Federally Designated Urbanized areas. These funds carry the same eligibility and are managed by the Local Highway Technical Assistance Council (LHTAC) through their project selection processes.
- **STBG – Small & Large Urban:** STBG funds are designated for facilities located within federally designated urbanized areas. These funds are allocated generally on a population basis; however, the overall program of projects is managed under a cooperative arrangement among MPOs and LHTAC in cooperation with ITD.
- **Surface Transportation Program (STP) Safety:** A mandatory ten percent (10%) of all STP 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:** Funds are used for replacement of substandard bridges. These funds can be used for bridges on all streets both on and off the Federal-aid system. Bridges must have a 20-foot span, be inspected, rated, and determined to be deficient to qualify for Bridge funds. Bridge replacement projects will be selected on a statewide basis from bridges with sufficiency ratings below fifty (50).
- **Congestion Mitigation/Air Quality/CARBON:** These funds are currently not programmed by ITD in the State of Idaho.
- **High Priority Projects/BUILD/INFRA/RAISE:** Discretionary competitive funds allocated by the United States Congress to USDOT for projects demonstrating solutions to transportation problems that can improve the local, state, and national economy.

In order to clarify the type of projects being constructed, similar projects funded with Interstate Maintenance (IM), National Highway System (NHS), STBG-State, Bridge-State or State funds have been grouped into corresponding funding categories. These categories include: Bridge Improvement, Bridge Preservation, Connecting Idaho, Horizon Planning, Mobility, Pavement Preservation, Rest Area, Restoration, Safety, Systems Planning and Systems Support.

FTA Sources:

- **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

a. Identification, Evaluation and Selection of Projects

Projects selected for further development within the urbanized portions of Kootenai County are identified through the regional transportation planning process by the appropriate local and state staff members and elected officials. These projects were evaluated by KMPO staff and committees for reduction in overall traffic congestion; improved safety; effect on environmental impacts; ability to move goods, services and people; intermodal connectivity; conformance with local and regional transportation plans; economic benefit to the metropolitan area; and fiscal constraint. Kootenai County, as the “Designated Recipient” for FTA Section 5307 funding, utilizes their own process for creating the FTA required Program of Projects (POP) used by FTA in the grant approval process. Inclusion of the Program of Projects into the TIP affords the community the opportunity to identify how FTA funding is proposed to be utilized, as well as an opportunity to comment on projects prior to the KMPO Board’s approval of their inclusion in the TIP. Once included, ITD, Kootenai County, local jurisdictions and the Coeur d’Alene Tribe can proceed with the grant application process to secure the designated funding.

Typically, all major projects programmed in the TIP are derived specifically or by policy from KMPO’s Metropolitan Transportation Plan (MTP). The MTP identifies needs through 2045 and the latest update was approved in May 2020. The Plan consists of highway, transit, and non-motorized improvements to meet the estimated needs of the area over a minimum of the next 20-years. KMPO has accepted the performance measures and targets approved to date by the Idaho Transportation Board and have been considered in the selection and approval of projects for their contribution in achieving and/or exceeding the statewide targets. Elements of the MTP are updated on a regular basis.

b. Review and Approval

The Kootenai County Area Transportation Team (KCATT) committee is composed of professional engineers and planners working for the entities within the region, as well as non-voting members representing various modes of transportation. It is their responsibility to advise the KMPO Board regarding technical matters related to the development and inclusion of projects within the TIP. Kootenai County works with area public transportation

providers to establish a program of projects for consideration during the review and comment on public transportation plans and projects being considered in the TIP. The KCATT and Kootenai County Section 5307 Program of Projects (POP) recommendations also go to the KMPO as part of the Board's deliberations and decisions on projects being included in the TIP for Federal aid funding. Kootenai County and KMPO have agreed the public review process used in development of the TIP/STIP will be the avenue to public review and comment of projects being considered in the TIP/STIP.

The KMPO Board is composed of elected officials and transportation representatives within the area. This Board provides the policy and decision-making function of KMPO and serves as a public forum for discussion of TIP-related transportation issues and policies prior to the TIP's approval.

The Idaho Transportation Board, as the designated representative for the Governor of Idaho, includes KMPO's Metropolitan TIP into the Statewide TIP (ITIP) as part of the statewide approval process before the overall program is submitted to FHWA and FTA. All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts, in coordination with the ITD.

c. Fund Authorization and Obligation

All projects must follow Federal regulations and guidelines during all phases of a project's development, in order to be eligible for Federal aid funding. The various phases of a project can include preliminary engineering, environmental studies, review and approval of the design, purchase of necessary right-of-way, and approval of final plans, specifications, and estimates. Each phase is generally eligible to receive Federal funds, although project sponsors are encouraged, at times, to use their own funds, especially in the early phases to expedite development. These phases of a project are identified in the program. Early participation in a project's development ensures ample opportunity to provide input on the design, concept and scope of the project. By the time a project is ready for construction, the construction plans are nearing completion and right of way (ROW) has been secured. This leads to fewer opportunities to make modifications to the project.

When a highway project reaches the construction/implementation phase, the sponsor will request ITD obligate funds from FHWA or FTA and advertise for bids. The priorities set in developing the TIP/STIP help to determine which projects will be able to receive funding during any given year. These priorities can be amended at any time by policy action of the KMPO Board; however, projects may be advanced between program years without further action.

An FTA designated grant recipient applies directly to FTA for Section 5307 grant funding approval for public transit related projects. These projects, too, must be contained in the approved TIP and STIP prior to funding obligation by FTA. FTA grants managed by ITD (5310, 5311, and 5339) follow a similar process as highway projects, where ITD is the grant recipient and project sponsors are subrecipients. Project funding levels and scope can be amended by KMPO through an amendment of a project already contained in the TIP/STIP; however, once a project is obligated through a grant or subrecipient agreement, the process for modifications must be resolved between KMPO, the project sponsor and granting agency. A TIP/STIP amendment may or may not be required.

C. Annual Listing

A listing of completed or obligateded projects from the first year of the prior year's TIP (2023) will be published by the KMPO Board in January 2024. The listing will provide available information about each project obligated including location, costs, and other project elements.

D. Kootenai Metropolitan Area Transportation Improvement Program

a. Funding programs and projects

The TIP is a program of Federal-aid projects for the region that are anticipated to be implemented over a seven-year period from 2025 to 2031. **Table 1.0** identifies FHWA Federal-aid funded projects by funding and funding source. **Table 2.0** identifies FTA funded public transportation project by funding and fund source. **Table 3.0** also identifies Federal-aid transit operating, capital assistance and planning projects.

Projects funded by a discretionary program including RAISE, CRISI, and FTA 5339 projects are not generally identified unless a project has been specifically approved by USDOT or Congress.

The TIP identifies the project elements of each project by year. Each project is identified by its location, type of work activity, funding category, estimated construction cost, and sponsor. Project locations are identified in Appendix A. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first three years of the program are eligible to receive funding during the program's first year. Projects beyond three years are for informational purposes only and an amendment to the TIP is required to have phase(s) moved to within the first three years of the program.

TIP Project Acronyms:

CN – Construction

IM - Interstate Maintenance

NHS - National Highway System

PD - Preliminary Development

PE - Preliminary Engineering

PL – Land Purchase

RW - Right-of-Way

RRX - Railroad Crossing

STP - Surface Transportation Program

TAP – Transportation Alternatives Program (Formerly Community Choices)

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

KMPO Selected Project List 2025-2031

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	Notes
Sponsor		Program	Fund	Ph	2025	2026	2027	2028	2029	2030	2031	PREL					
SH 53, PLEASANT VIEW IC, KOOTENAI CO			1	CN	1,043	-	-	-	-	-	-	-	7,643	6,116	1,527	1 2	
10005	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improvement		PE		-	-	-	-	-	-	-	2,992	2,772	220	R	
POST FALLS HD		OPS	ST	RW		-	-	-	-	-	-	-	4,365	4,056	309	M	
SH 53, PLEASANT VIEW IC, KOOTENAI CO			1	CN	6,600	-	-	-	-	-	-	-	7,643	6,116	1,527	1 2	
10005	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improvement		PE		-	-	-	-	-	-	-	2,992	2,772	220	R	
POST FALLS HD		CPCTY	National Highways	RW		-	-	-	-	-	-	-	4,365	4,056	309	M	
This project, located at the intersection of SH-53 and Pleasant View approximately milepost 2.2, will construct two underpasses; one as an interchange for Pleasant View Road over SH-53 and the second over the railroad interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility by providing on and off-ramps for Pleasant View Road, structure over the rail road. This project will also close two other railroad crossings and add illumination.																	
SMA-7515, CHASE RD BNSF RRX 095918N, CITY OF POST FALL 1				CN	1,204	-	-	-	-	-	-	-	1,204	1,116	88	1	
19955	MP 0.063 - 0.313	SAFTY/TRAF OPER, Railroad Signals		PE		-	-	-	-	-	-	-	182	169	13		
POST FALLS		STBG	STBG-Large Urban	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.																	
STC-7219, N HUETTER RD, UPRR RRX 662627N, POST FALLS			1	CN	400	-	-	-	-	-	-	-	410	409	1	1	
20378	MP 105.916 - 105.916	SAFTY/TRAF OPER, Railroad Gates		PE		-	-	-	-	-	-	-	10	9	1		
POST FALLS		RAIL	FED Rail Crossing	RW		-	-	-	-	-	-	-	-	-	-		
This project will add gates and signals.																	
I 90, SH 41 INTERCHANGE, KOOTENAI CO			1	CN	8,748	-	-	-	-	-	-	-	75,818	9,234	66,584	1 2	
20442	MP 6.500 - 7.800	SAFTY/TRAF OPER, Interchange Modification		PE		-	-	-	-	-	-	-	8,281	7,641	640	P B R	
STATE OF IDAHO (ITD)		TECM CAP	Interstate Maintenance	RW		-	-	-	-	-	-	-	2,800	2,584	216	W	
This project includes the construction of a new I 90/SH 41, (Exit #7) interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility.																	
SH 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO			1	CN	-	-	-	-	-	648	-	-	648	-	648	1	
20668	MP 81.500 - 86.900	Preventive Maintenance , Seal Coat		PE		-	-	-	-	-	-	-	25	-	25		
STATE OF IDAHO (ITD)		PAVE	State	RW		-	-	-	-	-	-	-	-	-	-		
This project consists of seal coating SH 97 from MP 81.5 MP 86.9.																	
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO			1	CN	6,153	-	-	-	-	-	-	-	6,153	5,677	476	1 2	
21935	MP 39.700 - 40.100	Bridge/APPRS, Bridge Replacement		PE		-	-	-	-	-	-	-	2,604	2,385	219	B	
STATE OF IDAHO (ITD)		BR-Restoration	Interstate Maintenance	RW		-	-	-	-	-	-	-	-	-	-	W	
This project will replace the I-90 Coeur d'Alene River structures. The existing structure currently has many deficiencies that include: excessive spalls and cracks, exposed reinforcement throughout structural components; along with a substandard vertical clearance. The new, wider bridge will be constructed on a variable raised profile that meets current standards and the minimum 17.0 feet vertical clearance over I-90. The project is located on I-90 between mile points 39.7 and 40.1.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)								Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)								Total	Federal	Match	
Sponsor	Program	Fund	Ph	2025	2026	2027	2028	2029	2030	2031	PREL				
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 41, DIAGONAL RD TURNBAYS, RATHDRUM	1	CN		-				2,131				2,131	1,975	156	1
21937 MP 8.300 - 8.800 MAJRWDN, Turn Bay		PE				350						560	519	41	
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement	RW									-	-	-	
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO															
1	CN						1,500	11,650				13,150	12,185	965	1
21939 MP 0.000 - 1.800 MAJRWDN, Turn Bay		PE										320	297	23	P R
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement	RW		1,540							1,540	1,427	113	
This project will reconstruct the existing road and add standard width shoulders, turn bays and illumination. The project will reduce serious and fatal type crashes as well as improve mobility.															
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD	1	CN				1,849						1,849	1,713	136	1
22435 MP 0.920 - 1.080 RECONST/REALIGN, Pavement Rehabilitation		PE										234	217	17	
POST FALLS HD	STP-RURAL (L)	STBG-RURAL	RW									-	-	-	
This project will upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.															
SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO	1	CN	10,645	9,700								20,345	18,852	1,493	1 2
22770 MP 0.000 - 6.700 PM, Pavement Rehabilitation & Resurfacing		PE										140	-	140	
STATE OF IDAHO (ITD)	PAVE	STBG - Rural	RW									-	-	-	
This project will extend the life of the roadway by applying a seal coat.															
STATE, FY30 D1 PAVEMENT PRESERVATION	1	CN						1,703				1,703	-	1,703	1
22775 MP 0.000 - 0.000 PM, Seal Coat		PE										-	-	-	P
STATE OF IDAHO (ITD)	PAVE	State Funds	RW									-	-	-	
The District Wide Pavement Preservation project will preserve the roadway by placing a surface treatment that may include a traditional chip seal, micro seal, and slurry seal. In select locations a pre-grind may also be performed prior to treatment.															
STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP	1	CN						1,563				1,563	1,448	115	1
22799 MP 0.000 - 0.000 SAFTY/TRAF OPER, Intersection Improv		PE										145	134	11	P R
STATE OF IDAHO (ITD)	HES	Highway Safety Improvement Prog	RW									-	-	-	
This is a safety and capacity driven project and will address serious and fatal crashes as well as focus on the through movement of traffic by installing turn bays and illumination on SH 41 at Spirit Bend Rd, Intersection illumination on US 95 at W. Conkling Bay Rd and a flashing redlight beacon on Atlas Rd at SH 53 in Kootenai County.															
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES H	1	CN	1,814									1,814	1,681	133	1
22875 MP 103.630 - 103.820 SAFTY/TRAF OPER, Traffic Roundabout		PE										234	217	17	
LAKES HD	SAFETY (L)	Hazard Removal	RW									-	-	-	
This project will install a roundabout at the intersection of Lancaster Ave and Huetter Rd to reduce/eliminate fatal and serious injury crashes for all roadway users.															
STC-5751, OLD HWY 95; UPRR BR REPLACEMENT, LAKES HD	1	CN				3,080						4,080	2,854	1,226	1
22892 MP 100.182 - 100.182 BR/APPRS, Bridge Replacement		PE										844	782	62	
LAKES HD	BR-LOCAL	Bridge Local Program	RW									-	-	-	M

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2025	2026	2027	2028	2029	2030	2031	PREL						
NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS H	1		CN				4,563	-	-	-	-	4,563	4,228	335	1		
23028	MP 5.762 - 6.762	RESRF/RESTO&REHAB, Pavement Reh	PE									1,080	1,001	79	P		
POST FALLS HD	STBG-LARGE (L)	STBG-Large Urban	RW									-	-	-			
This project will complete the widening of Prairie Avenue to 5 lanes from Meyer Road to SH 41. This project will also construct a Pedestrian/Bike Underpass as part of Prairie Trail crossing.																	
LOCAL, FY25 KMPO METRO PLANNING	1		CN									-	-	-	1		
23052	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	298								298	276	22			
KOOTENAI METROPOLITAN MET		Metropolitan Planning	RW									-	-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
I 90, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	1		CN	14,769	12,800	7,550						40,610	37,471	3,139	1 2		
23243	MP 24.000 - 32.350	RECONST/REALIGN, Pavement Rehabilitation	PE									-	-	-	P		
STATE OF IDAHO (ITD)	RESTORE	Interstate Maintenance	RW									-	-	-	W G		
This project will extend the service life of the roadway on I-90 between Wolf lodge milepost 24 and milepost 32.4 at the Cedars maintenance site. The project will consist of a deep mill and asphalt pavement inlay, add illumination at the ramps, and guardrail replacement.																	
STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	1		CN	958								958	888	70	1		
23285	MP 100.500 - 101.200	SAFTY/TRAF OPER, Metal Guard Rail	PE									182	169	13			
WORLEY HD	SAFETY (L)	Highway Safety Improvements Local Project	RW	22								22	20	2			
For the work of installing approximately 2,500 feet of guardrail along three different stretches of roadway: approximately 800 feet of improvements and guardrail to increase the uphill clear zone distance and visibility around curves; guardrail locations where pavement striping may be shifted to provide space for guardrail and standard lane widths; middle stretch of guardrail includes a mill and overlay segment where no widening is required. This is being done to add guardrail, increasing uphill clear zone, and improve super elevations at key locations to reduce or eliminate fatality and injury crashes along the corridor.																	
LOCAL, FY25 KMPO PLANNING	1		CN									-	-	-	1		
23315	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	99								99	92	7			
KOOTENAI METROPOLITAN	STP-LARGE (L)	STP-LU	RW									-	-	-			
This project will provide funds to augment Kootenai Metropolitan Planning Organization's planning efforts.																	
US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTEN	1		CN									Unfunded	-	-	1		
23349	MP 469.700 - 471.700	PLAN/STUDY, Advanced Right-of-Way	PE									Unfunded	3,150	-	3,150		
STATE OF IDAHO (ITD)	EARLY	State Funded	RW									Unfunded	-	-			
This project is located between I-90 and US 95 in the vicinity of Boekel Road. It will produce an environmental document for a future design and construction of a controlled access divided median four lane section between I-90 and US 95 at Boekel Road, including a frontage road. This study will include knowledge from a previously adopted Corridor and Right of Way alignment study approved by Kootenai Metropolitan Planning Organization in 2009 and updated in 2021.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor	Program	Fund	Ph	2025	2026	2027	2028	2029	2030	2031	PREL						
LOCAL, FY26 KMPO METRO PLANNING	1		CN										-	-		1	
23403	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE		303								3,150	-	3,150		
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	RW										-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	
US 95, PARKS RD INTERSECTION & FRONTAGE RDS, KOOTE	1		CN						500	11,200			-	-		1	
23429	MP 446.520 - 448.520	RECONSTR/REALIGN, Frontage Roads	PE										303	280	23		
STATE OF IDAHO (ITD)		CAPACITY	RW					2,000					-	-			
National Highway System																	
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, MP 18 STORM WATER DRAINAGE ALTERATION, KOOTEN	1		CN	190									11,700	10,841	859	1	
23614	MP 18.000 - 18.150	PM, Plant Mix Pavement	PE										2,750	-	2,750	R	
STATE OF IDAHO (ITD)		OTHER ASSETS State Funding	RW	488									2,000	1,853	147		
Reroute Interstate drainage to a new swale, exit the swale onto an existing easement that routes water under Lakeshore Dr.																	
I 90, PASSAGE MULTI PLATE CULVERT, KOOTENAI CO	1		CN			1,400							190	-	190	1	
23618	MP 20.601 - 20.601	BR/APPRS, Bridge Rehabilitation	PE										-	-			
STATE OF IDAHO (ITD)		BR-RESTORE Bridge-State System	RW										488	-	488	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				3,287						1,400	1,292	108	1	
23649	MP 0.000 - 5.500	RESRF/RESTO&REHAB, Pavement Reh	PE										-	-			
STATE OF IDAHO (ITD)		PAVE STBG – Large Urban	RW										-	-		W G	
This project will extend the life of the roadway by performing a thin mill and plant mix overlay.																	
LOCAL, FY27 KMPO PLANNING	1		CN										3,287	3,046	241	1	
23687	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE			100							-	-			
KOOTENAI METROPOLITAN	STBG-LARGE (L)	STBG -Large Urban	RW										-	-			
This project will provide funds to augment KMPO's planning efforts.																	
LOCAL, FY27 KMPO METRO PLANNING	1		CN										-	-		1	
23766	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE			303							303	280	23		
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	RW										-	-			
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes	
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match		
Sponsor	Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL							
LOCAL, FY28 KMPO METRO PLANNING	1	CN		-	-	-	-	-	-	-	-	-	-				-	-
23767	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	-	303	-	-	-	-	-	-	-	-	303	280	23
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																		
LOCAL, FY29 KMPO METRO PLANNING	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
23768	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St	PE	-	-	-	303	-	-	-	-	-	-	-	-	303	280	23
KOOTENAI METROPOLITAN	MET	Metropolitan Planning	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.																		
I 90, FY25 D1 STRIPING	1	CN	726	-	-	-	-	-	-	-	-	-	-	-	726	-	726	1
23792	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STATE OF IDAHO (ITD)	OTHER ASSETS	State System	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, FY26 D1 STRIPING	1	CN	-	726	-	-	-	-	-	-	-	-	-	-	726	-	726	1
23793	MP 0.000 - 73.885	SAFTY/TRAF OPER, Pavement Markings	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STATE OF IDAHO (ITD)	OTHER ASSETS	State System	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W
This project will increase safety by ensuring the visibility of pavement markings in both day and night light conditions and in inclement weather.																		
I 90, GREENSFERRY RD GS, I 90 REPAIR	1	CN	-	1,880	-	-	-	-	-	-	-	-	-	-	1,880	1,735	145	1
23874	MP 6.100 - 6.100	BR/APPRES, Bridge Deck Repair	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STATE OF IDAHO (ITD)	BR-PRESERVE	Interstate Maintenance	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	W
This project will provide bridge railing repairs to the bridges and bridge approaches.																		
SH 41, SH 41, BNRR, BR REPAIR	1	CN	-	2,072	-	-	-	-	-	-	-	-	-	-	2,072	1,920	152	1
23875	MP 0.137 - 0.137	BR/APPRES, Bridge Deck Repair	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B
STATE OF IDAHO (ITD)	BR-PRESERVE	STBG - State	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project will provide repair of the bridge railing and bridge approaches.																		
SH 3, SH 97 JCT TO MILEPOST 102, KOOTENAI CO	1	CN	-	-	-	3,005	-	-	-	-	-	-	-	-	3,005	2,784	221	1
23937	MP 96.000 - 102.000	RESRF/RESTO&REHAB, Pavement Reh	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STATE OF IDAHO (ITD)	PAVE	STBG-State	RW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
This project on SH 3 from the SH-97/SH-3 JCT to milepost 102 will preserve the road way by placing a thin mill and inlay.																		
SH 53, N BRUSS TO MP 8.3, KOOTENAI CO	1	CN	-	-	-	-	11,600	-	-	-	-	-	-	-	11,600	10,749	851	1
24162	MP 4.450 - 8.300	MAJRWDN, Turn Bay	PE	-	1,000	-	-	-	-	-	-	-	-	-	1,000	927	73	R
STATE OF IDAHO (ITD)	SAFETY	Highway Safety Improvement Program	RW	-	-	-	-	2,035	-	-	-	-	-	-	2,035	1,886	149	-
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.

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes	
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match		
Sponsor	Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL							
<p>I 90, SELECTIVE TREE REMOVAL, KOOTENAI CO</p> <p>24174 MP 0.000 - 73.885 SAFTY/TRAF OPER, Safety Improvements</p> <p>STATE OF IDAHO (ITD) OTHER ASSETS State System</p>																		
			1	CN	-	251									25	-	25	1
				PE	-	-									-	-	-	
				RW	-	-									-	-	-	W
<p>This project will selectively remove trees for safety along I-90 from the Washington state line to the Montana state line.</p>																		
<p>SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO</p> <p>24276 MP 13.500 - 14.999 SAFTY/TRAF OPER, Safety Improvements</p> <p>COEUR D'ALENE SAFETY (L) Highway Safety Improvement Program Local</p>																		
			1	CN			1,117								1,117	1,035	82	1
				PE											-	-	-	
				RW											-	-	-	
<p>For the work to install and upgrade traffic signal operations with new equipment, pushbuttons and upgrade vehicle detection at four intersections along the Ramsey Road corridor to improve safety for all roadway users.</p>																		
<p>I 90, SH 41 TO US 95 - WEST, KOOTENAI CO</p> <p>24305 MP 7.128 - 9.714 RECONST/REALIGN, Bridge Replaceme</p> <p>STATE OF IDAHO (ITD) EARLY State Funding</p>																		
			1	CN	34,000	34,000	31,500							Unfunded	99,500	-	99,500	1
				PE										Unfunded	-	-	-	
				RW										Unfunded	-	-	-	W
<p>This project will widen I-90 to four lanes in both directions, replace the Huetter Rd Bridge and provide ramp improvements at SH-41.</p>																		
<p>I 90, SH 41 TO US 95 - EAST, KOOTENAI CO</p> <p>24306 MP 9.714 - 12.046 RECONST/REALIGN, Bridge Replaceme</p> <p>STATE OF IDAHO (ITD) EARLY State Funding</p>																		
			1	CN	23,400	22,400	23,400							Unfunded	69,200	-	69,200	1
				PE										Unfunded	-	-	-	
				RW										Unfunded	-	-	-	W
<p>This project will widen I-90 to four lanes in both directions, replace the Atlas Rd and Prairie Trail Bridges and provide ramp improvements at NW Blvd and US-95.</p>																		
<p>STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO</p> <p>24353 MP 101.496 - 102.740 RESRF/RESTO&REHAB, Base/Sub-base</p> <p>WORLEY HD STBG-RURAL (L) STBG-Rural Local</p>																		
			1	CN			2,188								2,188	2,027	161	1
				PE											-	-	-	
				RW											-	-	-	
<p>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.</p>																		
<p>I 90, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO</p> <p>24395 MP 11.700 - 12.300 RECONST/REALIGN, Interchanges</p> <p>STATE OF IDAHO (ITD) EARLY State TECM</p>																		
			1	CN		21,550	31,900	31,900						Unfunded	85,350	-	85,350	1
				PE										Unfunded	-	-	-	
				RW										Unfunded	7,250	-	7,250	M W
<p>I 90, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO</p> <p>MP 11.700 - 12.300 RECONST/REALIGN, Interchanges</p> <p>STATE OF IDAHO (ITD) LEAD-ID STLI</p>																		
			1	CN											85,350	-	85,350	1
				PE											-	-	-	
				RW	7,250										7,250	-	7,250	M W
<p>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 Cherry Lane with associated intersection improvements.</p>																		
<p>NHS-7045, PRAIRIE TRAIL UNDERPASS, POST FALLS HD 1</p> <p>24398 MP 5.900 - 5.900 NEW RTE, Bicycle/Pedestrian/Equestrian</p> <p>POST FALLS HD CARBON CARBON-Large Urban</p>																		
				CN		1,450									1,450	1,344	106	1
				PE											-	-	-	
				RW											-	-	-	

This project will construct a Pedestrian/Bike Underpass as part of Prairie Trail crossing in conjunction with the widening of Prairie Avenue to five lanes from Meyer Road to SH 41 (KN 23028).

Route, Location		District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes		
Key No.	Mileposts	Work, Detail		Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total		Federal	Match
Sponsor		Program	Fund		2025	2026	2027	2028	2029	2030	2031	PREL						
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 Reconstruction	PE	-	-	-	470	-	-	-	-	470	436	34				
COEUR D'ALENE		STBG-LARGE (L) STBG -Large Urban	RW	-	-	-	-	-	-	-	-	-	-	-				

This project will reconstruct Atlas road and widen to three lanes with sidewalks and a bike path.

I 90, SOUTH RV RD TO PINEHURST IC, SHOSHONE CO		1	CN	4,005	-	-	-	-	-	-	-	4,005	-	4,005	1
24660	MP 36.650 - 45.000	PM, Pavement Rehabilitation & Resurfacing	PE	-	-	-	-	-	-	-	-	-	-	-	
STATE OF IDAHO (ITD)		OTHER ASSETS State Funded	RW	-	-	-	-	-	-	-	-	-	-	-	W

Project will perform mill and inlay or overlays in select areas on I-90 between mile posts 36.2 and 43.3 to preserve pavement life.

SH 97, SAFETY IMPROVEMENTS , HARRISON		1	CN	-	-	500	-	-	-	-	-	500	-	500	1
ORN24552	MP 60.700 - 96.000	SAFTY/TRAF OPER, Safety Improvements	PE	-	-	15	-	-	-	-	-	15	-	15	
STATE OF IDAHO (ITD)		OTHER ASSETS State Funded	RW	-	-	-	-	-	-	-	-	-	-	-	

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

I 90, SOUTH RV RD TO KINGSTON IC, SHOSHONE CO		1	CN	-	-	-	-	-	-	20,200	-	20,200	18,639	1,561	1
ORN24586	MP 36.200 - 43.300	RESRF/RESTO&REHAB, Pavement Reh STATE OF IDAHO (ITD)	PE	-	-	1,900	-	-	-	-	-	1,900	1,753	147	P
		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.

LOCAL, BIKE PATH CONNECTIONS, HARRISON		1	CN	-	-	-	460	-	-	-	-	460	426	34	1
ORN24677	MP 0.000 - 0.000	SAFTY/TRAF OPER, Bicycle/Pedestrian/	PE	-	-	76	-	-	-	-	-	76	70	6	
HARRISON		TAP Transportation Alternative -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.

Summary of Selected Projects Costs by Year and Phase

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)									Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail		Year-Of-Expenditure Dollars (Not Current Prices)									Total	Federal	Match	
Sponsor		Program	Fund	Phase	2025	2026	2027	2028	2029	2030	2031	PREL				
				Construction	121,596	105,079	97,667	48,327	4,505	29,795	31,400	4,700				
				Development	397	303	3,394	653	773	-	-	-				
				Right-of-Way	7,760	-	1,540	-	4,035	-	-	-				
				Total	129,753	105,382	102,601	48,980	9,313	29,795	31,400	4,700				

Notes:

- 1: Transportation Improvement Program Projects
- 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
- R; Project addresses Federal Travel Time Reliability PM
- A: Project utilizes an alternative contracting method.
- W: Work zone safety priority

Project Phases:

- CN - Construction, utilities, construction engineering, purchases
- PE - preliminary engineering by state and/or consultant forces
- RW - Right-Of-Way acquisition

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program		Fund	2025	2026	2027	2028	2029	2030	2031	PREL					
TRANSIT, COEUR D'ALENE UZA METRO PLANNING 13238 MP 0.000 - 0.000 Metropolitan Planning	1	CN	60	60	60	60	60	-	-	-	-	300	240	60	1		
KOOTENAI METROPOLITAN MPO - Planning	5303 Metro Planning	RW	-	-	-	-	-	-	-	-	-	-	-	-	-		
This program provides funding to support comprehensive planning for making transportation investment decisions in the metropolitan area.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14191 MP 0.000 - 0.000 Paratransit Operations	1	CN	1,718	1,941	2,053	2,172	2,296	-	-	-	-	10,179	5,935	4,244	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These funds will provide operating assistance to support paratransit services.																	
TRANSIT, COEUR D'ALENE UZA OPERATIONS 14193 MP 0.000 - 0.000 Transit Operations	1	CN	1,550	1,628	1,709	1,795	1,885	-	-	-	-	8,565	4,282	4,283	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These funds will provide operating assistance to support fixed route services.																	
TRANSIT, COEUR D'ALENE UZA TRANSIT PREVENTATIVE 19196 MP 0.000 - 0.000 Preventive Maintenance	1	CN	100	105	110	116	121	-	-	-	-	552	441	111	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These preventive maintenance funds will extend the life of the fixed route and demand response vehicle fleet.																	
TRANSIT, COEUR D'ALENE UZA SECURITY 19333 MP 0.000 - 0.000 Security	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTATIV 19361 MP 0.000 - 0.000 Preventive Maintenance	1	CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
TRANSIT, COEUR D'ALENE UZA BUSES 19424 MP 0.000 - 0.000 Capital Asset	1	CN	2,353	-	414	1,965	520	-	-	-	-	5,252	4,464	788	1		
KOOTENAI COUNTY	TRNS-CAP	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
These funds will be used to acquire rolling stock for Kootenai County Public Transportation.																	
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING 20761 MP 0.000 - 0.000 Transit Planning	1	CN	125	50	50	50	53	-	-	-	-	328	262	66	1		
KOOTENAI COUNTY	TRNS-OPS	5307 Small Urban	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide short-term and long-range planning for Kootenai County Public Transportation.																	

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			Notes
Key No.	Mileposts	Work, Detail	Ph	Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program		Fund	2025	2026	2027	2028	2029	2030	2031	PREL					
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF	1	Training	CN	13	7	7	7	7	-	-	-	38	30	8	1		
20762	MP 0.000 - 0.000	Transit Planning	PE	-	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY		TRNS-OPS	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide Federal training for transit staff.																	
TRANSIT, COEUR D'ALENE CAPITAL EQUIPMENT	1		CN	625	50	95	230	110	-	-	-	1,110	888	222	1		
23411	MP 0.000 - 0.000	Capital Asset	PE	-	-	-	-	-	-	-	-	-	-	-	-		
KOOTENAI COUNTY		TRNS-CAP	RW	-	-	-	-	-	-	-	-	-	-	-	-		
To provide current and future capital funding for Kootenai County Public Transportation.																	
Construction				6,484	3,781	4,438	6,335	4,992	-	-	-						
Development				-	-	-	-	-	-	-	-						
Right-of-Way				-	-	-	-	-	-	-	-						
Total				5,039	3,466	4,112	5,988	4,628	-	-	-						

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
FY2025-2030 Program by Activity all Modes ¹
(dollars in thousands)

Activity	2025	2026	2027	2028	2029	2030	2031	Preliminary Development	Total
Public Transportation	6,484	3,781	4,438	6,335	4,992				26,330
Road Construction	121,596	105,079	97,667	48,327	4,505	29,795	31,400	4,700	443,069
Roadway Development	397	303	3,394	653	773	-	-	-	5,520
Road Right-of-Way	7,760	-	1,540	-	4,035	-	-	-	13,335
Total	136,237	109,103	107,039	55,135	14,305	29,795	31,400	4,700	487,954

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 ITD Board policy does not allocate all STBG- Large Urban funds to areas with populations between 5,000 and 200,000 at this time, so it is uncertain where or how these unallocated apportionments will be subsequently programmed. It is, therefore, impractical to conduct a fiscal constraint analysis at the MPO level, as program funds and funding levels are managed and maintained by ITD.

TABLE 4.0
STBG-Large Urban Program Estimated Fund Balances for the KMPO Planning Area¹

STBG Large Urban Funds	FY2024	FY2025	FY2026	FY 2027	FY2028	FY 2029	FY 2030	Preliminary Development	Total
Allocated STBG-Large	\$1,626,234	\$1,626,234	\$1,626,234	1,626,234	1,626,234	1,626,234	1,626,234	\$5,000,000	\$16,383,638
Match Requirement	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$128,821	\$398,000	\$1,299,747
Total Available Funds	\$ 1,755,055	\$(3,830,890)	\$ (2,075,835)	\$ (320,780)	\$ 518,275	\$(2,200,670)	\$(445,615)	\$ 5,398,000	
Programmed Funds	\$(7,341,000)	\$ (100,000)	\$ -	\$ (916,000)	\$ (4,474,000)	\$ 0	\$ 0	\$ -	\$ (12,831,000)
Balance of Funds	\$(5,585,945)	\$(3,930,890)	\$ (2,075,055)	\$(1,236,780)	\$ (3,955,725)	\$(2,200,670)	\$(445,615)	\$ 5,398,000	\$ 4,952,385

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

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

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

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

Scheduled Costs (Dollars in Thousands with Match)

Year-Of-Expenditure Dollars (Not Current Prices)

Ph	2025	2026	2027	2028	2029	2030	2031	PREL
Capital & Ops	6,484	3,781	4,438	6,335	4,992	-	-	-
Development	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-
Total	6,484	3,781	4,438	6,335	4,992	-	-	-

Currently, Kootenai County fully utilizes 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 2024	%
Capital	\$3,103,000	47.86
Operations/ Maintenance/ Administration	\$3,384,000	52.14
Total	\$6,484,000	100

Source: Kootenai County June, 2024

Kootenai County will expend approximately fifty-two percent (52.14%) of its anticipated revenue to operate and maintain the current system. The ability to add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable long term funding source 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.

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
5-Year Avg. Number of Fatalities	244	240	15
5-Year Avg. Fatality Rate per 100 million VMT	1.35	1.28	1.03
5-Year Avg. Number of Serious Injuries	1,279	1,237	85
5-Year Serious Injury Rate per 100 million VMT	7.22	6.61	5.9
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	125	127	9

The 2023 data shows that fatal and serious crash rates in Kootenai County remain below ITD’s safety targets and that the County has seen 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 increased slightly compared the previous 5-year period.

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

Key Number	Program Year	Project	Safety Improvements	Total Cost
10005	2025	SH 53/Pleasant View Rd IC	Construct two underpasses for SH 53 and BNSF RR at Pleasant View Rd; provide on/off ramps to Pleasant View Rd; close two railroad crossings and intersections on SH 53.	\$62,000,000
19955	2025	Chase Rd BNSF Crossing	Reconstruct approaches.	\$1,400,000
20378	2025	Huetter Rd UPRR Crossing	Add gates and signals.	\$420,000
20442	2025	I90/SH41 IC	Construct new interchange at I90 and SH 41; realignment of ramps and intersecting roadways.	\$105,000,000
21937	2030	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	\$2,700,000
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	\$15,010,000
22435	2028	Hayden Ave. & Meyer Rd. Roundabout	Upgrade a two-way stop control to a roundabout with illumination and pedestrian facilities.	\$2,100,000
22799	2030	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	\$1,700,000
22875	2025	Lancaster Rd & Huetter Rd Roundabout	Install roundabout.	\$2,100,000
23285	2025	Greensferry Rd Guardrail	Install guardrail along three stretches of roadway within Worley Highway District	\$1,200,000
23429	2031	US 95/Parks Rd IC	Remove existing at-grade intersection; construct frontage roads on east and west sides of US 95.	\$16,450,00
23792	2025	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
23793	2026	District 1 Striping	Ensure visibility of pavement markings in day/night light conditions and inclement weather	\$730,000
24162	2030	SH 53 – N Bruss to MP 8.3	Reconstruct existing roadway with continuous turn lane, wider shoulders, turn bays and illumination.	\$14,600,000
24174	2026	I90 Tree Removal	Selectively remove trees to improve safety along I90 from WA to MT state lines.	\$250,000
24276	2027	Ramsey Rd Signal Upgrades	Install/upgrade traffic signal operations at four (4) signals along Ramsey Rd.	\$1,117,000

24395	2028	I90/US 95 IC – Emma Ave to Cherry Ln	Reconstruct I90/US 95 interchange. Widen US 95 from Emma Ave. to Cherry Ln. with associated intersection improvements.	\$92,600,000
24398	2025	Prairie Trail Underpass	Construct a pedestrian/bike underpass in conjunction with Prairie Ave. 5-lane widening.	\$1,500,000
ORN24552	2027	SH 97 Safety Improvements	Provide spot safety improvements including delineation, signage, sight distance and intersection improvements.	\$520,000
ORN24677	2028	Bike Path Connections	Construct two bike path sections from the Trail of the Coeur d’Alenes to the city of Harrison, including marking crossings and yield signs	\$540,000

- 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 2023, with ‘poor’ condition pavements markedly decreasing over the year. 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	2023 Statewide Target	2023 Conditions	
			Statewide	Kootenai County
Interstate NHS Percent Good	61.8%	≥ 35%	59.4%	23.7%
Interstate NHS Percent Poor	0.8%	≤ 4%	0.05%	0%
Non-Interstate NHS Percent Good	-	≥ 20%	31.0%	12.1%
Non-Interstate NHS Percent Poor	-	≤ 8%	0.7%	0.2%

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	2023 Condition	Total Cost
23243	2027	I90 – Wolf Lodge to Cedars Maintenance Site	Fair	\$40,610,000
24305	2025	I90 – SH 41 to US 95 West	Fair	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East	Fair	\$69,200,000
24660	2025	I90 – South RV Rd to Pinehurst IC	Fair	\$400,000

ORN24586	2031	I90 – South RV Rd to Kingston IC	Fair	\$520,000
Non-Interstate				
Key Number	Project Year	Project	2023 Condition	Total Cost
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Good/Fair	\$15,000,000
22775	2030	D1 Pavement Preservation	<i>Multi-location</i>	\$1,700,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Fair	\$5,600,000
24162	2029	SH 53 – N Bruss to MP 8.3	Good/Fair	\$14,600,00
24395	2028	US 95 – Emma Ave to Cherry Ln	Fair	\$92,600,000

An additional \$34,800,000 is programmed to improve pavement conditions on over 26 miles of roadways throughout the region.

- **Bridge Condition**

On August 8, 2019, the KMPO Board voted to support ITD’s statewide targets for bridge condition. Bridge condition is classified as either ‘Good’, ‘Fair’ or ‘Bad, and are assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a ‘Good’ rating when it receives a 7 or higher for the NBI items. A bridge receives a ‘Fair’ rating when it receives a score of 5 or 6, and a ‘Poor’ rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered ‘Structurally Deficient’. ITD updated their bridge condition targets in their 2022 Transportation Asset Management Plan (TAMP). FHWA has also established national targets for bridge condition.

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

	National Target	2023 Statewide Target	2023 Conditions	
			Statewide	Kootenai County
NHS Bridge Percent Good	41.2%	≥ 19%	23.5%	30.9%
NHS Bridge Percent Poor	4.2%	≤ 3.5%	1.9%	1.5%

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

Key Number	Project Year	Project	2023 Condition	Total Cost
21935	2025	I90 – Coeur d’Alene River bridge Replacement	Fair	\$8,800,000
23618	2027	I90 – Passage Multi-Plate Culvert	Data Needed	\$1,400,00
23875	2026	SH 41 – BNSF bridge repairs	Fair	\$2,100,000

24305	2025	I90 – SH 41 to US 95 West <i>(includes multiple bridge Replacement 's)</i>	Fair	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East <i>(includes multiple bridge Replacement 's)</i>	Fair/Poor	\$69,200,000

- Travel Time Reliability**

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

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

Kootenai County’s current travel time reliability meets ITD’s targets. Non-Interstate reliability has increased slightly since 2022. Construction projects reduced reliability on SH-41 and SH-53.

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	≥ 90%	99.1%	100%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	≥ 70%	86.7%	97.4%

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	Total Cost
20442	2025	I90/SH 41 IC	Construct Interchange	\$105,000,000
24305	2025	I90 – SH 41 to US 95 West	Widen	\$99,500,000
24306	2025	I90 – SH 41 to US 95 East	Widen	\$69,200,000
24395	2026	I90 – US 95 IC, Emma Ave to Cherry Ln	Reconstruct Interchange, widen	\$92,600,000

Non-Interstate				
Key Number	Project Year	Project	Treatment	Total Cost
10005	2025	SH 53/Pleasant View Rd IC	Construct Interchange	\$62,000,000
21937	2029	SH 41, Diagonal Rd Turn Bays	Widen/Turn bays	\$2,700,000
21939	2030	SH 53 – WA state line to Hauser Lake Rd	Widen	\$15,000,000
23028	2028	Prairie Ave – Meyer Rd to SH 41	Widen	\$5,600,000
24162	2030	SH 53 – N Bruss to MP 8.3	Widen	\$14,600,000

- **Freight Reliability**

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

Kootenai County’s TTTR Index decreased over 2022 and still meets ITD’s target. The reconstruction of the SH-41 has reduced the TTTR within the Post Falls area.

	2023 Statewide Target	2023 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index	≤ 1.30	1.22	1.28

The programmed projects listed under the previous section will also assist in improving freight reliability in the region.

- **Transit Asset Management**

Any agency that owns, operates, or manages capital assets used to provide public transportation, must develop a Transit Asset Management (TAM) Plan. Transit Asset Management (TAM) seeks to address the growing backlog of transit assets in poor condition, which ultimately impact safety and the ability for agencies to serve their customers. Under the TAM requirements, transit agencies are required to collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities. KMPO recognizes Kootenai County’s TAM targets.

Performance Measure	Revenue Vehicles	
	<i>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	BU - Bus	CU – Cutaway Bus
2024	14%	28%
2024 Target	14%	38%
2025 Target	8%	24%
2026 Target	43%	47%
2027 Target	0%	0%

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 Revenue Vehicles, but has not yet met the target for 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	\$5,252,000
23411	Equipment Acquisition/Replacement	Equipment	\$1,110,000

- **Public Transportation Safety**

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

Performance Measure	Equipment	
	<i>Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)</i>	
Asset Class	Non-Revenue/Service Automobile	Trucks and other Rubber Tire Vehicles
2024	100%	100%
2024 Target	50%	50%
2025 Target	50%	0%
2026 Target	25%	0%
2027 Target	0%	0%

The Kootenai County Board of County Commissioners approved Citylink North's PTASP on February 2, 2023, which included their targets for Fixed Route and Demand Response services; KMPO recognizes Kootenai County's targets.

Citylink North met their targets for Fixed Route Safety Events (total) and System Reliability in 2023. They did not meet their Demand response targets or the target set for Fixed Route Safety Events per 100,000 vehicle revenue miles.

Performance Measure	Fixed Route*		Demand Response**	
	2023 Target	2023 Actual	2023 Target	2023 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)	2	5	2	1
Safety Events (per 100k VRM)	1.314	3.3	0.948	0.475
System Reliability (VRM/Failures)	152,254	151,511	210,873	210,698

*Operated by Citylink

**Operated by MV Transportation & Kootenai Health

E. Certifications

Air Quality Certification

KMPO certifies that the Metropolitan Planning Area (MPA) is an attainment area under the Federal Clean Air Act and not subject to any related restrictions or air quality conformity requirements.

Certified by: 
 Glenn F. Miles, Executive Director

Date: September 12, 2024

SELF-CERTIFICATION

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

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

KOOTENAI METROPOLITAN PLANNING

IDAHO TRANSPORTION DEPARTMENT

Signature: 

Signature: _____

Title: Executive Director

Title: ITD Planning Manager

Date: 9-12-2024

Date: 10.17.2024

Appendix

KMPO

2024-2030

Transportation Improvement Program Public
Comment Period

August 9, 2024 to September 9, 2024

Published

Coeur d'Alene Press

August 9, 2024 and August 17, 2024

Kootenai Metropolitan Planning Organization

2025-2031

Transportation Improvement Program

Open House



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

Wednesday, August 21, 2024

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