



Our Transportation Future

With both opportunities and challenges

2021 Update

May 24, 2021

Kootenai Metropolitan Planning Organization
Coeur d' Alene, ID
www.kmpo.net



So What's Happening in 2021

- ✓ **US-95 NORTH FROM I-90 TO STATE HIGHWAY 53 WILL HAVE INTERSECTION CHANGES**
 - ✓ TRAVEL RESTRICTIONS AT SELECT INTERSECTIONS IMPACT TRAVEL TIMES THROUGH THE CORRIDOR.
 - ✓ ADDITIONAL STORAGE CAPACITY ON LEFT TURN LANES INSTALLED
 - ✓ NEW U.S. 95 GARWOOD OVERPASS WILL CONTINUE THROUGH 2021-22
- ✓ **Continuation of U.S. 95 Highway Widening Improvements**
- ✓ **Completion of SH-53 & US 95 Interchange and Garwood Overpass**
 - ✓ Travel lane restrictions should be expected in 2021 and possibly 2022

So What's Happening in 2022 -2023

- ✓ SH-41 CORRIDOR ACCESS WIDENING AND ACCESS CONTROL FROM I-90 TO RATHDRUM
 - ✓ THIS WILL BECOME AN ACCESS CONTROLLED 4 LANE DIVIDED HIGHWAY
 - ✓ SIGNALS INSTALLED AT NO LESS THAN QUARTER MILE SPACING
 - ✓ NEW BICYCLE AND PEDESTRIAN TRAIL ON THE EAST SIDE OF SH-41

- ✓ SH-53 Corridor Safety Projects from Latah Street to Ramsey Road
 - ✓ This will provide for reconstruction, improved intersections and a signal at Ramsey Road

 - ✓ Ramsey Road Extension from Wyoming to Lancaster (New Road on new alignment)

So What's Happening in 2023-26+

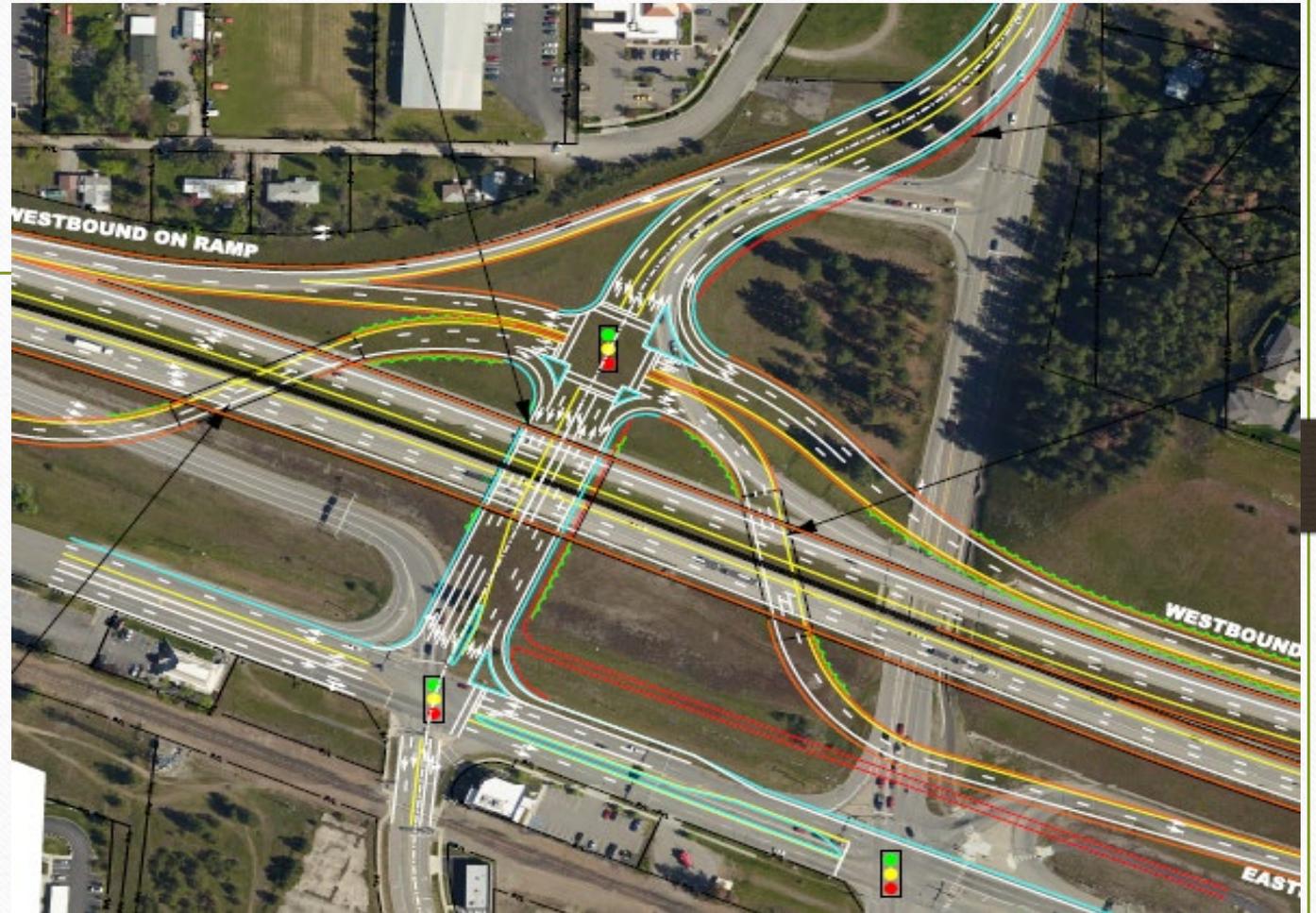
- ✓ Pleasant View Grade Separation of BNSF Mainline and SH-53 Interchange

- ✓ SH-41 CORRIDOR WILL SEE A NEW INTERCHANGE AT I-90
 - ✓ THIS WILL BECOME A COMPLETELY NEW INTERCHANGE SLIGHTLY WEST AND NORTH OF TODAY'S LOCATION
 - ✓ SIGNALS INSTALLED AT THE INTERCHANGE WILL PROVIDE ACCESS TO I-90, SH-41 AND SELTICE WAY.
 - ✓ NEW BICYCLE AND PEDESTRIAN TRAILS WILL BE AN INTEGRAL PART OF THE PROJECT
- ✓ SH-41 AND DIAGONAL ROAD TURN BAYS
- ✓ US-95 INTERCHANGE WITH I-90 RECONSTRUCTION
- ✓ I-90 EASTBOUND LANE IMPROVEMENTS FROM ATLAS TO 4TH STREET INTERCHANGE

The New SH-41 Interchange to I-90

Offset SPUI

- Improved Driver expectation
- Improved Truck performance
- Better signal performance
- Bike and pedestrian trail continuity



North Idaho's Near Term future?

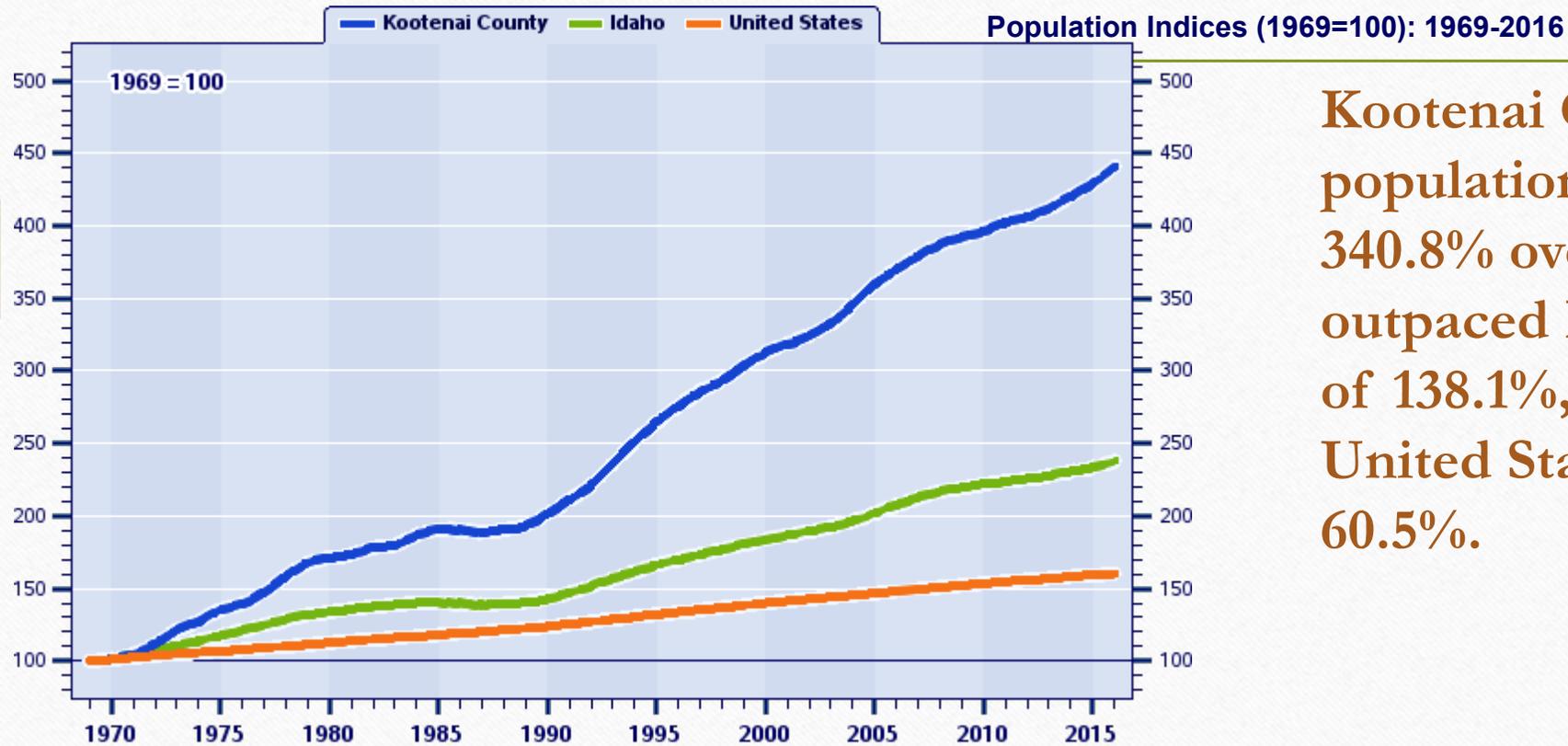
- During the next Six years there will be over \$230 million in transportation re-investments in Kootenai County (38.3/year)

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

Phase	2021	2022	2023	2024	2025	2026	2027	PREL
Construction	26,598	19,632	20,010	26,340	31,326	39,152	31,117	20,417
Development	2,337	4,095	1,062	340	235	-	-	-
Right-of-Way	7,555	2,718	406	11	-	-	-	494
Total	36,490	26,445	21,478	26,691	31,561	39,152	31,117	20,911

- Investments are being made to ensure there is a balance in Safety, Mobility, and Access
- Construction activity will continue to create frustration
- Expect Construction delays and plan for it accordingly. It won't last forever (**well maybe.....**)

History and Today

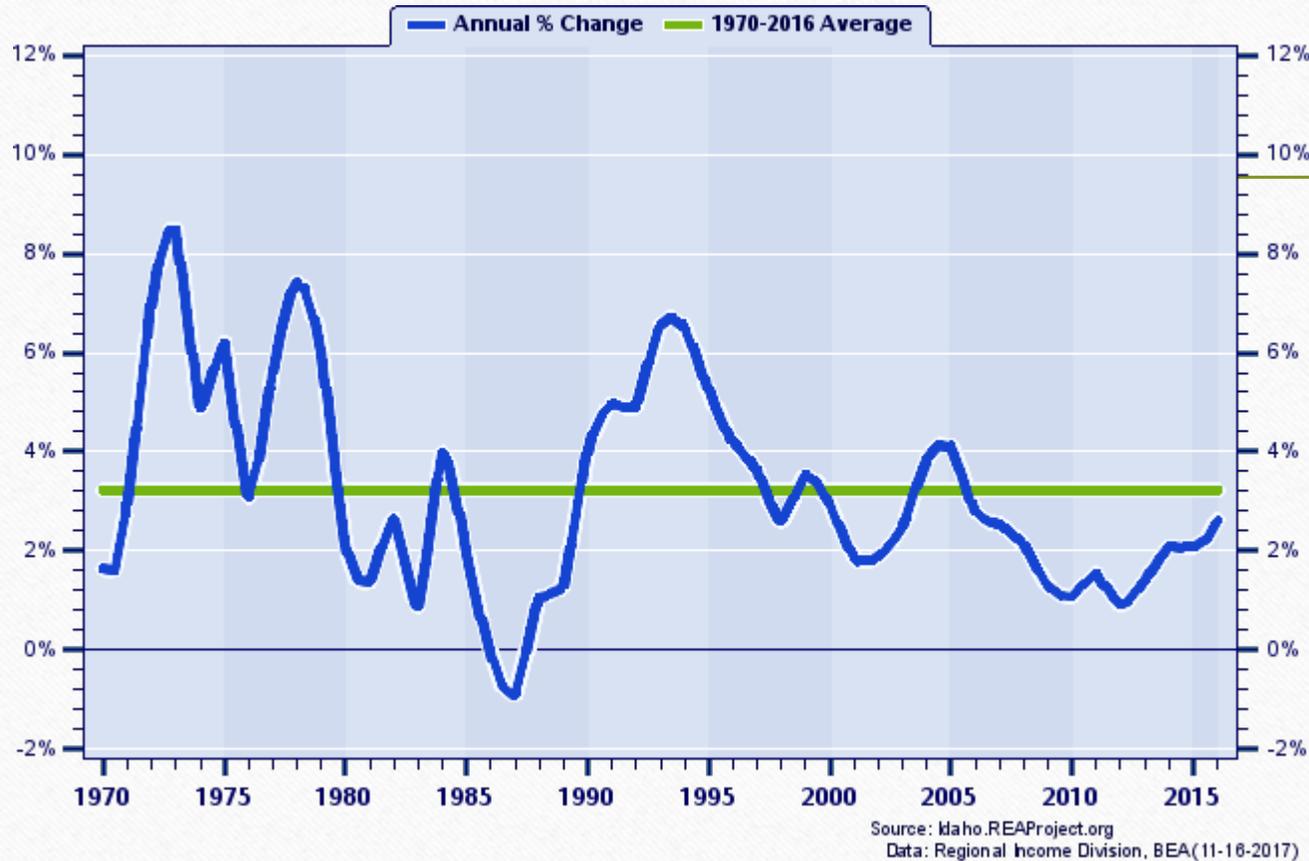


Kootenai County's overall population growth was 340.8% over 1969-2018 outpaced Idaho's increase of 138.1%, and topped the United States' increase of 60.5%.

Source: Idaho.REAProject.org
Data: Regional Income Division, BEA(11-16-2017)

History and Today

Kootenai County Population:
Annual Percent Change, 1970-2016



On average, Kootenai County's population grew at an **annual rate of 3.23% over 1970-2016**. The county recorded its highest growth in **1973 (8.48%)** and posted its lowest growth in **1987 (-0.90%)**.

In 2016, Kootenai County's population grew by **2.62%**

Today and Into the Future 2040

Jurisdiction	1990 Census Population	2000 Census Population	2010 Historic Annual Growth Rates		(3) Average Annual Growth Rates for Model Projections	2018		2030		2040		Total Increase 2018-2040		
			(1) 2010 Census Population	2010 Census Occupied TOTAL Housing		(4) Total Population	(5) Total Dwelling Units	(4) Total Population	(5) Total Dwelling Units	(4) Total Population	(5) Total Dwelling Units	Pop'n Increase	TOTAL NEW Dwelling Units	NEW Dwelling Units Total % of County Growth
Cities (Incorporated areas only in 2018 data - ACI's are included in 2040 projections)														
Athol	346	676	692	282	0.234%	695	284	715	292	732	299	37	15	0.0%
Coeur d'Alene	24,563	34,514	44,137	18,395	2.499%	49,780	20,742	66,940	27,892	85,681	35,700	35,901	14,959	28.2%
Dalton Gardens	1,951	2,278	2,335	883	0.247%	2,478	939	2,553	967	2,616	991	138	52	0.1%
Fernan (Included w/CDA)	170	186	169	72	0.000%	169	72	169	72	169	72	0	0	0.0%
Harrison	226	267	203	100	0.000%	318	157	318	157	318	157	0	0	0.0%
Hauser Lake	380	668	678	302	0.149%	719	319	731	325	742	330	24	11	0.0%
Hayden	3,744	9,159	13,294	5,212	3.796%	15,400	6,039	24,082	9,444	34,955	13,708	19,554	7,668	14.5%
Hayden Lake	338	494	574	256	1.512%	814	363	975	435	1,133	506	318	142	0.3%
Huetter (Included w/Post Falls)	82	96	100	42	0.409%	96	40	101	42	105	44	9	4	0.0%
Post Falls	7,249	17,247	27,574	10,263	4.801%	36,555	13,589	64,169	23,855	102,561	38,127	66,006	24,538	46.2%
Rathdrum	2,000	4,816	6,826	2,427	3.549%	8,562	3,047	13,011	4,630	18,441	6,563	9,879	3,516	6.6%
Spirit Lake	790	1,376	1,945	739	3.521%	2,441	928	3,698	1,406	5,227	1,988	2,786	1,059	2.0%
State Line (Included w/Post Falls)	26	28	38	20	3.101%	24	13	35	18	48	25	23	12	0.0%
Worley	182	223	257	104	1.429%	287	116	340	138	392	159	105	43	0.1%
Urban Totals	42,047	72,028	98,822	39,097	3.250%	118,339	46,649	177,839	69,674	253,120	98,667	134,782	52,019	98.0%
Unincorporated Totals			39,673	15,102		48,328	18,465	49,824	19,028	51,114	19,513	2,785	1,047	2.0%
Kootenai County Total	69,795	108,685	138,494	54,200	2.4%	166,667	65,114	227,664	88,702	304,234	118,180	137,567	53,066	100%

2010 County Total 138,494

2040 County Total 304,000

Post Falls & Coeur d'Alene's Longer Term Transportation Future?

Some Facts to consider about OUR transportation system:

We are currently driving and relying on a legacy Transportation system (800+ miles).

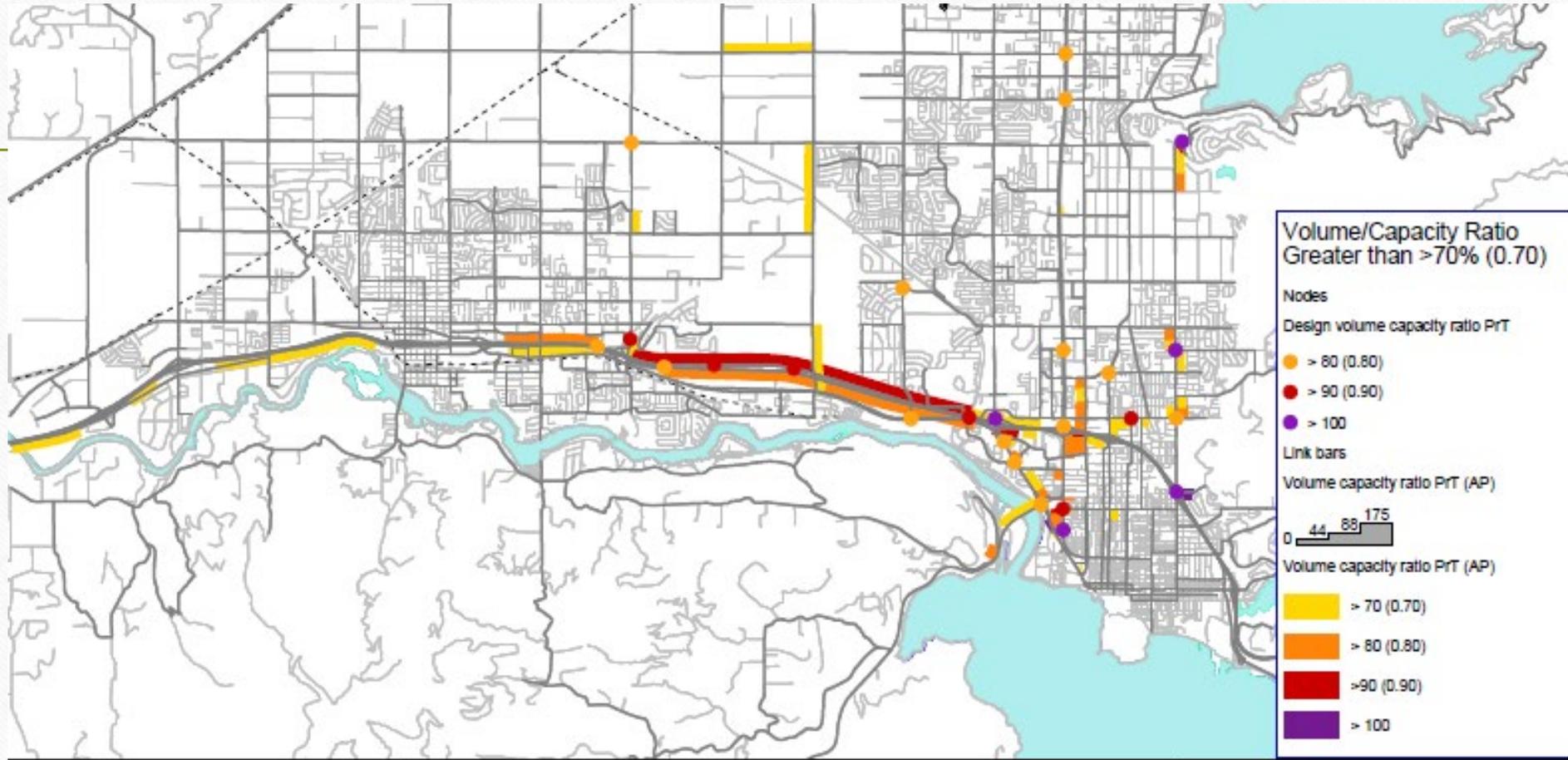
Most recently improved in the 60's and 70's.

It has served Kootenai County well.....until now.

System Performance, Resiliency and Reliability has become an Issue



Today's Travel Demand



What we're seeing

August 14, 2019

8:30 am



Detour Length 67 or 102 miles

What we're seeing Today



1.5 hour Lane Closure

August 14, 2019

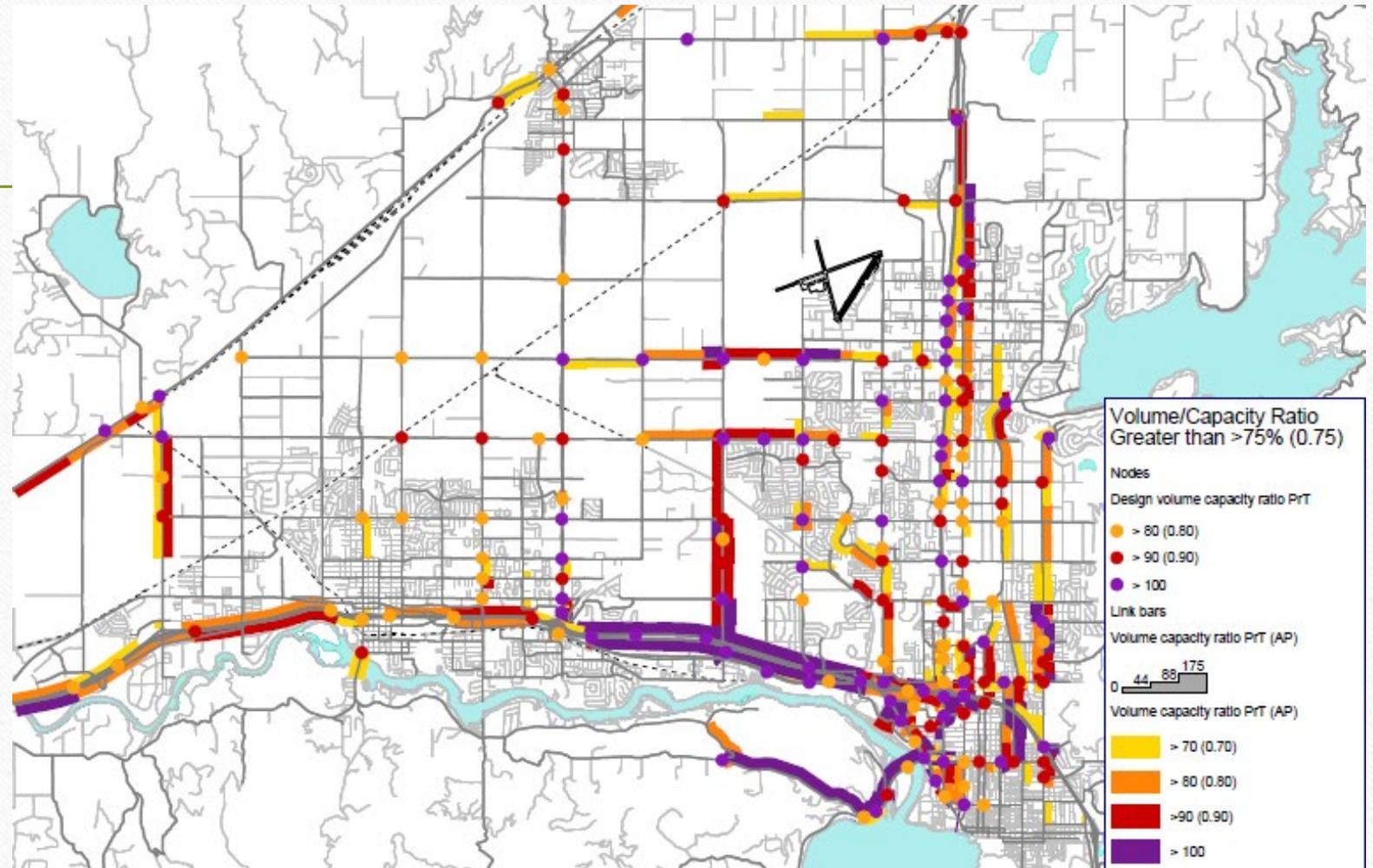
1:30 pm

Detour begins

Zero Detour's

Tomorrows Travel Demand

2040 No Build
(Only currently
funded projects)



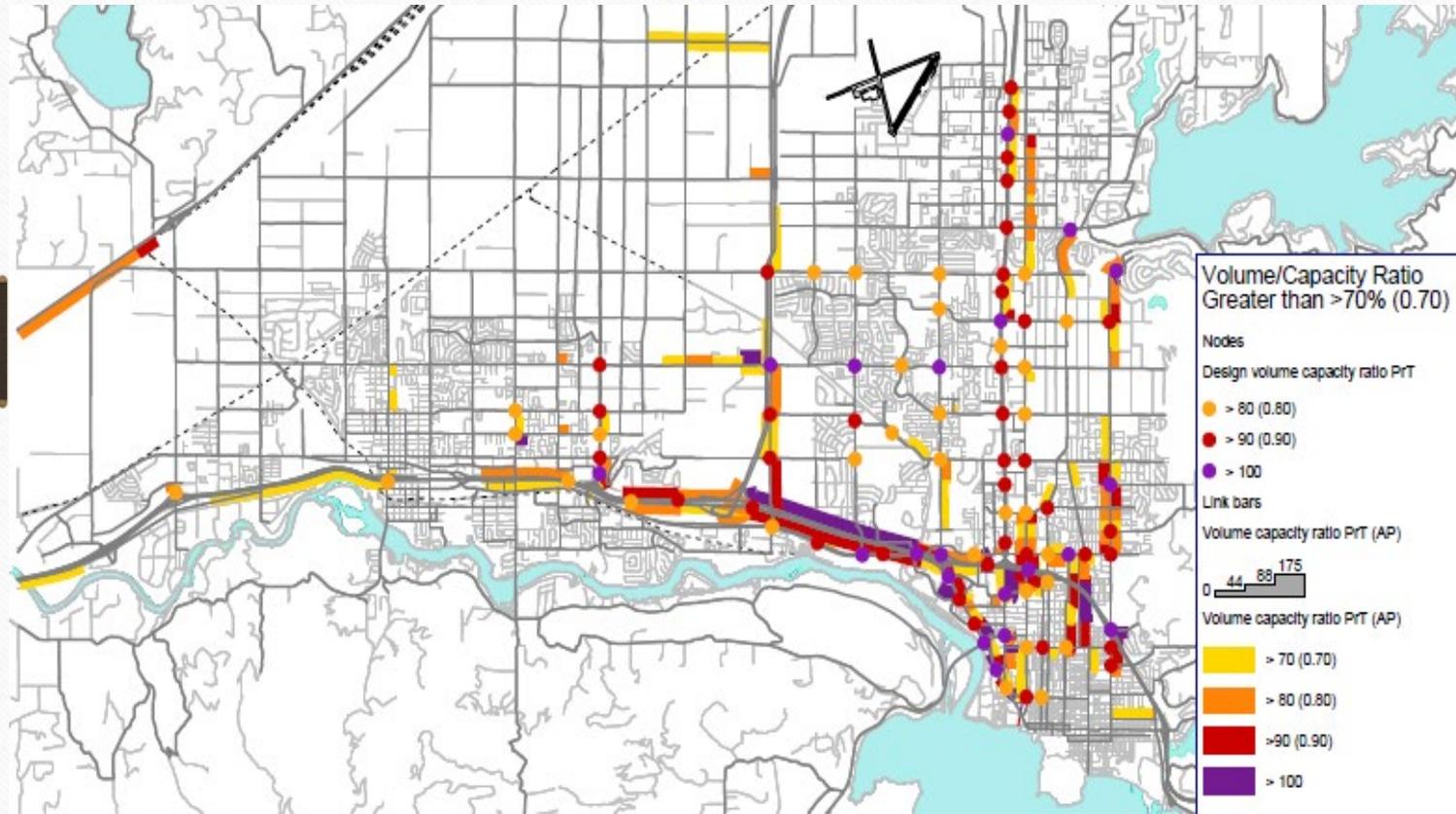
So What are the BIG 5 Regional projects

- ✓ I-90 TO SIX LANES FROM STATE LINE TO SHERMAN AVE
- ✓ BUILD OUT HUETTER CORRIDOR I-90 TO US 95/SH 53 I/C
- ✓ RELOCATE THE I-90 PORT OF ENTRY TO MC GUIRE RD
- ✓ CREATION OF A REGIONAL TRAFFIC MANAGEMENT CENTER
- ✓ WIDEN U.S. 95 SPOKANE RIVER BRIDGE AND APPROACHES

Travel Demand Into the Future

2040 Build

(Projects currently in the Plan but not all funded)



**Total Capital Project Costs
2020-2040**

\$1,470 Million

Big 5 Projects: \$788 Million

I-90	\$425 Million
Huetter	\$300 Million
POE	\$ 35 Million
KTMC	\$ 5 Million
US 95	\$ 23 Million

\$ 39.4 Million/year

**All other local projects:
\$682 Million**

\$34.1 Million/year

Travel Demand Into the Future



Gerald Desmond Bridge, Long Beach, CA February 20, 2020

Total Capital Project Cost

\$1,470 Million

The last Transportation Package ?

2015 – Five Cents

- Increases the state gas tax from \$0.25 to \$0.32 per gallon (Sec. 4).
- Establishes the following **additional** annual vehicle registration fees (Secs. 1 & 2):
 - \$21 for a pickup truck, electric vehicle, or other motor vehicle weighing up to 8,000 pounds;
 - \$25 for a commercial, noncommercial, or farm vehicle weighing at least 8,001 up to 60,000 pounds; and
 - \$25 for a commercial or farm vehicle weighing at least 60,000 pounds.
- Establishes an additional annual registration fee of \$140 for an electric vehicle and \$75 for a hybrid vehicle (Sec. 3).
- Increases the annual registration fee for a motorcycle from \$9 to \$19 (Sec. 1).
- Requires funds collected under the provisions of this bill to be used **exclusively for state and local road and bridge maintenance and replacement projects** (Sec. 11).
- Specifies that the additional revenue from the increase in the gas tax and the registration fees will be distributed in the following ways (Secs. 5 & 15):
 - 60 percent to the State Highway Account; and
 - 40 percent to local units of government

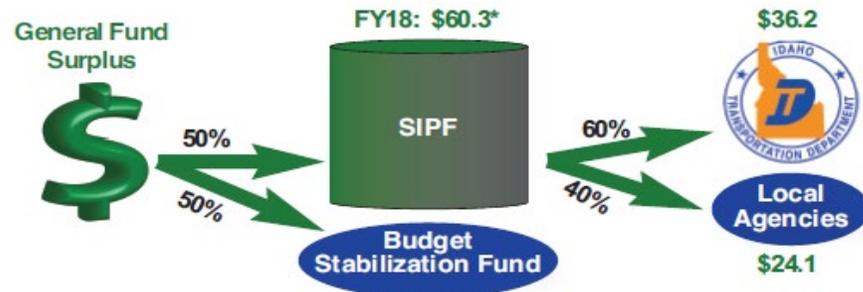
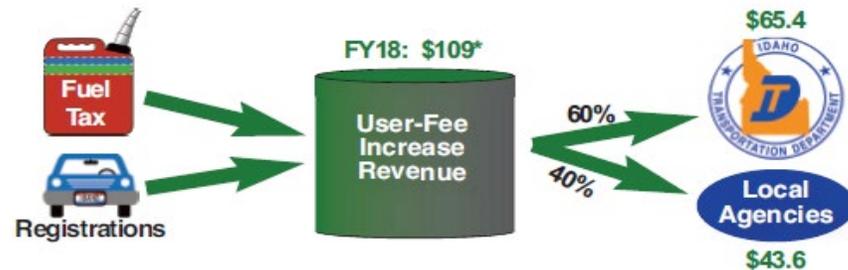
Was there Legislative Support in 2015 for Transportation Funding in North Idaho?

<u>State</u>	<u>District</u>	<u>Vote</u>
ID	1A	Nay
ID	1B	Nay
ID	2A	Nay
ID	2B	Yes
ID	3A	Nay
ID	3B	Nay
ID	4A	Yes
ID	4B	Nay

3 – Yes

9 – No

FY 2018 Funding And Projects from 2015 funding Package HB-312



DISTRICT 1

- 0 Intersection Project Locations
- 1 Pavement Project Locations
- 3 Bridge Project Locations
- 4 Total Project Locations

TOTAL:

- 78 Intersection Project Locations
- 21 Pavement Project Locations
- 42 Bridge Project Locations
- 141 Total Project Locations



HISTORY OF IDAHO STATE RAISED HIGHWAY USERS REVENUE BY FISCAL YEAR (millions of dollars)

	2014	2015	2016	2017	2018	2019
Total HUR Funds to ITD	\$180.64	\$189.43	\$261.90	\$265.02	\$273.61	\$286.11
Total HUR Funds to Locals	\$120.49	\$126.29	\$167.12	\$176.68	\$182.41	\$190.74
Minus HUR Funds to LHTAC	\$0.39	\$0.41	\$0.55	\$0.46	\$0.48	\$0.62
NET HUR funds to Locals	\$120.10	\$125.88	\$166.57	\$176.21	\$181.93	\$190.11

Total Idaho Highway User Revenue = \$ 476,220,000
Local Jurisdictions in Kootenai County = \$ 13,047,096 2.73%
 4 Highway Districts = \$ 7,813,747 1.16%
 13 Cities = \$ 5,233,349 1.10%