

# KMPO 2013

## Transportation Improvement Program



Fiscal Year's 2013-2017  
Transportation Improvement Program  
APPROVED September 13, 2012

Kootenai Metropolitan Planning Organization  
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Serving the citizens of Kootenai County  
Glenn F. Miles  
Executive Director

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, and Kootenai County, Idaho Transportation Department of Transportation, the East Side, Lakes, Post Falls and Worley Highway Districts and the Coeur d' Alene Tribe. Preparation of the document 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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FISCAL YEAR 2013-2017  
TRANSPORTATION IMPROVEMENT PROGRAM

**Resolution**

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

WHEREAS, the KMPO Policy Board maintains the TIP 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 proposed 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 expected 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.

THUS, BE IT KNOWN that the KMPO Policy Board hereby approves the Fiscal Year 2013-2017 Transportation Improvement Program as presented to us in the September 13, 2012 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

Adopted this 13<sup>th</sup> day of September, 2012

SIGNED:

ATTEST:

Original Signature on File



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Clay Larkin  
KMPO Board Chair

\_\_\_\_\_  
Glenn F. Miles  
Executive Director

## **Introduction**

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

The KMPO's TIP is a short range six-year program of highway, transit, and non-motorized projects for the Kootenai Metropolitan Area. The program is a compilation of projects from various Federal, State and local funding sources. The TIP is generally updated annually or as projects change during the course of a year.

The TIP is presented four sections

- I. Funding
  - A. Federal Sources
  - B. State Sources
  - C. Local Sources
- II. Programming
  - A. Prioritization and Selection of projects
  - B. Approval
  - C. Funding
- III. 2013
  - A. Funding programs and projects
  - B. Financial

## **I. Funding**

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided from 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 also be obtained from other Federal agencies. With the approval of MAP-21, the new comprehensive transportation authorization bill, funding categories will be modified in subsequent program years; however, obligations for 2013 will follow previous funding categories until the transition takes place. Available funding sources include:

FHWA

- **Interstate Maintenance Program** - Funds are used for resurfacing, restoration, rehabilitation of the Interstate Highway System.
- **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 Program (STP)** - Funds are used for construction, reconstruction, resurfacing of roadways designated on the Federal-aid system. This can include sidewalk and pathways when adjacent to or within an existing right of way.

**STP-R** - STP 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).

**STP-U** – STP funds 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 MPO's and LHTAC in cooperation with ITD.

**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.

**STP Enhancement** - A mandatory ten percent (10%) of all STP funds are to be used for non-traditional uses ranging from historic preservation to water run-off mitigation. Enhancement projects are solicited statewide and selected by an ITD committee.

**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** - Funds are used for projects that assist in the maintenance and improvement of air quality.

**High Priority** - Discretionary funds allocated by the United States Congress for projects demonstrating solutions to transportation problems.

In order to clarify the type of projects being constructed, similar projects funded with Interstate Maintenance (IM), National Highway System (NHS), STP-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 transit planning activities within a metropolitan area.

FTA 5307 - Provides funds to local transit agencies for capital and operating assistance. Funds may be used to support planning activities as identified in the Unified Planning Work Program.

FTA 5310 - Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and disabled.

FTA 5311 – Funds available to support rural public transportation in areas outside the urbanized areas

### **B. State Sources**

State Funded Program (ST) - Funds used for low cost State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may 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 fifty percent (50%) are allocated to the cities and counties within the State. Funds may also be used to match Federal funds.

### **C. Local Sources**

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

## **D. Private Sources**

Private funding sources may include dedications of right-of-way and new roads, development fees or actual contributions, so long as appropriate rules and procedures are followed in advance of their use.

## **II. Programming Process**

### **A. Identification, evaluation and selection of projects**

Projects for considered for development within Kootenai County were 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 of overall traffic congestion; 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 development of TIP/STIP for creating the FTA required Program of Projects, used by FTA in the grant approval process.

Typically, all major projects programmed in the TIP are derived from and included in KMPO’s Metropolitan Transportation Plan (MTP). The MTP identifies needs through 2035 and was approved in November 2010. The MTP consists of highway, transit, non-motorized improvements, as well as special needs programs to meet the estimated transportation demands of the area over a minimum of the next 20-years. The MTP is updated on a regular basis.

### **B. Review and approval**

Several committees and groups assist KMPO in development, review and approval of the TIP. The Kootenai County Area Transportation Team (KCATT) committee is composed of professional engineers and planners working for the entities within the region. It is their responsibility to advise the KMPO Board regarding technical matters related to the development and inclusion of roadway and non-motorized projects within the TIP. The I-way program, composed of public transportation stakeholders, assists KMPO with the review comment on public transportation plans and projects being considered in the TIP that rely on FTA Section 5310 and 5311 funding. Kootenai County provides the program of projects using FTA Section 5307 funding for consideration and inclusion in the TIP. Collectively, the recommendations of each group go to the KMPO as part of their deliberations and decisions on projects being included in the TIP for FHWA and FTA 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 on the FTA required Program of Projects. 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 forum for discussion of TIP related transportation issues and policies prior to the TIP’s approval.

The Idaho Transportation Board, as the representative of the Governor of Idaho, includes the Metropolitan TIP into the Statewide TIP 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 project development activities must follow the procedures outlined by Federal guidelines. Steps include completion of preliminary engineering, environmental studies, review and approval of the design, purchase of the necessary right-of-way, and approval of final plans, specifications, and estimates. Each step may be eligible to receive Federal funds, although project sponsors are encouraged and sometimes required to use their own funds for certain steps.

When a highway project reaches the construction stage, the sponsor will request authorization to advertise for bids and obligate funds from FHWA. The priorities set in developing the TIP help determine which projects be able to receive funding during any given year. These priorities can be amended at any time by policy action of the KMPO Board.

A public transportation designated grant recipient applies directly to FTA for funding approval of Federal-aid transit projects once the program of projects is included in the TIP. These projects too, must be contained in an approved TIP and STIP prior to funding obligation by FTA. Project funding levels and scope can be amended at the request of the grant recipient through an amendment of the project already contained in the TIP/STIP.

## **III. Annual Listing**

A listing of completed or obligated projects from the first year of the prior year's TIP (2012) will be published and approved by the KMPO Board in November. The listing will provide detailed information about each project including location, costs, photos, and other project elements.

## **IV. Kootenai Metropolitan Area Transportation Improvement Program**

### **A. Funding programs and projects**

The TIP is a consolidation of Federal-aid projects for the region. **Table I** identifies Federal-aid projects grouped by program type. For detailed information about each project that has been grouped, refer to **Appendix A**, Proposed Capital Investments. **Table II** identifies Federal-aid projects in more detail, where environmental documentation is likely required. These projects are also identified in **Appendix A**, Proposed Capital Investments. **Table II** also identifies Federal-aid transit operating, capital assistance and or planning projects. Regionally significant projects having an impact on the regional transportation system are also identified if such projects are under development. These projects are (1) substantial such as major road widening, re-alignments, etc., (2) major transportation facilities such as a principal arterial and (3) when other federal, state, local or private sources are used. Projects funded by a discretionary program including High Priority and FTA 5309 projects are not identified unless a project has specifically been programmed.

The TIP identifies the priorities of each project by year. Each project is identified by its location, type of work, 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 move them to 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 - Planning

RRX - Railroad Crossing

RW - Right-of-Way

SR2S - Safe Routes to School

STP - Surface Transportation Program

1 The ITIP Program managed by ITD, incorporates annual increases in project funding levels based on historical trends. Projects tied to annual appropriations based on language contained in an Authorization Bill, have been held constant due to the lack of a current authorization bill and the uncertainty that exists with future programs and funding levels within them.

## ITD State Hwy Pavement - Pavement Preservation

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) <small>(See AvP for dollar units for each program)</small>							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA
SH 3, SWAN CR TO CDA RV BR, KOOTENAI CO <b>H1984</b>	MP 103.244 - 111.38 RESURFACE/RESTORATION PavR&R	(M)	1	CN	2,950	-	-	-	-	-	-	3,025				1
STATE OF IDAHO (ITD)	PRESERVATION	STP	RW									154				P
																G
SH 41, RATHDRUM TO JCT SH 54 <b>H1010</b>	MP 7.9 - 18.134 RESRF/REST Resurface	(M)	1	CN	-	-	-	3,300	-	-	-	3,300				1
STATE OF IDAHO (ITD)	PRESERVATION	STP	RW									150				P
																G
US 95, BENEWAH CO LINE TO WORLEY <b>H1040</b>	MP 397.84 - 401.429 RESURFACE/RESTORATION	(M)	1	CN	-	-	-	1,320	-	-	-	1,320				1
STATE OF IDAHO (ITD)	PRESERVATION	NH	RW									200				P
																G
SH 54, STATE PARK TO HUDSON BAY RD <b>H1020</b>	MP 11.873 - 15.44 RESURFACE/RESTORATION	(M)	1	CN	-	-	-	-	1,100	-	-	1,100				1
STATE OF IDAHO (ITD)	PRESERVATION	STP	RW									150				P
																G
I 90, WA ST LN TO SHERMAN AVE IC #15, CDA <b>H1110</b>	MP 0 - 14.781 RESURFACE/RESTORATION	(M)	1	CN	-	-	-	-	-	6,600	-	6,600				1
STATE OF IDAHO (ITD)	PRESERVATION	IM	RW									100				P
																W
																G
STATE, DIST 1 UNALLOCATED PREVENTIVE MAINTENANCE <b>SPM10</b>	MP 0 - 0 PM SEAL COAT		1	CN	-	-	-	3,212	3,000	-	-	6,212				1
STATE OF IDAHO (ITD)	PRESERVATION	ST	RW									150				P
																G

**Notes:**  
 (M): 1-R Pavement Rehabilitation  
 SR: Bridge Sufficiency Rating (low number = poor condition)  
 1: Project is also shown in a Metropolitan Transportation Improvement Program  
 2: Project is being advance constructed with non-federal funds  
 G: Project is grouped in STIP  
 B: Project addresses Bridge DOH Strategic Needs  
 C: Project addresses Congestion DOH Strategic Needs  
 P: Project addresses Pavement DOH Strategic Needs  
 S: Project addresses Safety DOH Strategic Needs  
 W: Work zone safety priority  
 \* Contingent upon successful application for funds

**Phases:**  
 CN - Construction includes utilities, construction engineering, and purchases  
 PE - Preliminary Engineering listed as PE & PC if consultant costs exist  
 RW - Right-Of-Way Acquisition

<b>CN</b>	<b>2,950</b>	<b>-</b>	<b>-</b>	<b>7,832</b>	<b>10,700</b>	<b>-</b>
<b>PE</b>	<b>350</b>	<b>200</b>	<b>150</b>	<b>50</b>	<b>-</b>	<b>-</b>
<b>RW</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>3,300</b>	<b>200</b>	<b>150</b>	<b>7,882</b>	<b>10,700</b>	<b>-</b>
<b>Federal</b>						
<b>ITD</b>						
<b>Other</b>						
<b>Non-Fed%</b>						
<b>Non-Part.</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## ITD State Highway Pavement Restoration

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) <small>(See AvP for dollar units for each program)</small>							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA
SH 3, ROBINSON & CANARY CR <b>12963</b>	MP 108.16 - 108.65 RESURFACE/RESTORATION		1	CN		550	-	-	-	-	-	550				1
				PE		-	-	-	-	-	-	70				
				RW	STATE OF IDAHO (ITD)	RESTORE	STP		-	-	-	-	-	-		
LOCAL, LAKESHORE DR, CDA PARTNERSHIP <b>H1490</b>	MP 0 - 0 RESURFACE/RESTORATION PavR&R		1	CN		3,000	-	-	-	-	-	3,000				1
				PE		-	-	-	-	-	-	-				
				RW	STATE OF IDAHO (ITD)	RESTORE	ST		-	-	-	-	-	-		
SH 3, CDA RIVER BR TO I 90 OVERPASS IC #34, KOOTENAI CO <b>H1050</b>	MP 111.3 - 117.68 RESURFACE/RESTORATION Bs&Resrf		1	CN		-	-	-	-	3,630	-	3,630				1
				PE & PC		100	-	-	-	-	-	100				
				RW	STATE OF IDAHO (ITD)	RESTORE	STP		-	-	200	-	-	200		
<b>Notes:</b>				CN		3,550	-	-	-	3,630	-	7,180				
(M): 1-R Pavement Rehabilitation				PE		100	-	-	-	-	-	170				
SR: Bridge Sufficiency Rating (low number = poor condition)				RW		-	-	200	-	-	-	200				
1: Project is also shown in a Metropolitan Transportation Improvement Program				<b>Total</b>		<b>3,650</b>	-	<b>200</b>	-	<b>3,630</b>	-	<b>7,550</b>				
2: Project is being advance constructed with non-federal funds				<b>Federal</b>												
G: Project is grouped in STIP				<b>ITD</b>												
B: Project addresses Bridge DOH Strategic Needs				<b>Other</b>												
C: Project addresses Congestion DOH Strategic Needs				<b>Non-Fed%</b>												
P: Project addresses Pavement DOH Strategic Needs				<b>Non-Part.</b>												
S: Project addresses Safety DOH Strategic Needs						-	-	-	-	-	-					
W: Work zone safety priority																
* Contingent upon successful application for funds																
<b>Phases:</b>																
CN - Construction includes utilities, construction engineering, and purchases																
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																
RW - Right-Of-Way Acquisition																

## ITD State Highway Bridge Bridge Preservation

ROUTE KEY NO.	PROJECT MILEPOST / WORK TYPE	LOCATION	NOTE RATING	DIST FUND	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES		
					SPONSOR	PROGRAM	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL	FA		STATE	OTHER
STATE, FY13 D1	12297	MP 0 - 0	BRIDGE/APPRS	DeckProSys	1	CN	575	-	-	-	-	-	575					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	DeckProSys		PE	-	-	-	-	-	-	10					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
STATE, FY13 D1	12298	MP 0 - 0	BRIDGE/APPRS	BrReh	1	CN	575	-	-	-	-	-	575					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	BrReh		PE	-	-	-	-	-	-	10					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
STATE, FY14 D1	12299	MP 0 - 0	BRIDGE/APPRS	DeckProSys	1	CN	-	575	-	-	-	-	575					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	DeckProSys		PE	-	-	-	-	-	-	10					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
STATE, FY14 D1	12300	MP 0 - 0	BRIDGE/APPRS	BrReh	1	CN	-	1,150	-	-	-	-	1,150					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	BrReh		PE	-	-	-	-	-	-	20					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
STATE, FY15 D1	12301	MP 0 - 0	BRIDGE/APPRS	DeckProSys	1	CN	-	-	575	-	-	-	575					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	DeckProSys		PE	10	-	-	-	-	-	10					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
STATE, FY15 D1	12302	MP 0 - 0	BRIDGE/APPRS	Bridge Rehabilitation	1	CN	-	-	1,150	-	-	-	1,150					1
STATE OF IDAHO (ITD)			BRIDGE/APPRS	Bridge Rehabilitation		PE	20	-	-	-	-	-	40					
			PRESERVATION	BR(S)		RW	-	-	-	-	-	-	-					G
<b>Notes:</b>						<b>CN</b>	<b>1,150</b>	<b>1,725</b>	<b>1,725</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,600</b>					
(M): 1-R Pavement Rehabilitation						<b>PE</b>	<b>30</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30</b>					
SR: Bridge Sufficiency Rating (low number = poor condition)						<b>RW</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					
1: Project is also shown in a Metropolitan Transportation Improvement Program						<b>Total</b>	<b>1,180</b>	<b>1,725</b>	<b>1,725</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,630</b>					
2: Project is being advance constructed with non-federal funds						<b>Federal</b>												
G: Project is grouped in STIP						<b>ITD</b>												
B: Project addresses Bridge DOH Strategic Needs						<b>Other</b>												
C: Project addresses Congestion DOH Strategic Needs						<b>Non-Fed%</b>												
P: Project addresses Pavement DOH Strategic Needs						<b>Non-Part.</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					
S: Project addresses Safety DOH Strategic Needs																		
W: Work zone safety priority																		
* Contingent upon successful application for funds																		
<b>Phases:</b>																		
CN - Construction includes utilities, construction engineering, and purchases																		
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																		
RW - Right-Of-Way Acquisition																		

## ITD State Highway Bridge - Bridge Restoration

ROUTE KEY NO.	PROJECT MILEPOST / WORK TYPE	LOCATION	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)						LIFETIME DIRECT COSTS BY PROGRAM				NOTES			
					SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL		TOTAL	FA	STATE
SH 3,	WILLOW CR & SWAN CR BRIDGES			1	CN		680	-	-	-	-	-	680					1
<b>11552</b>	MP 103.244 - 104.217	BRIDGE/APPR Short Span Replace	SR# 45.4		PE		-	-	-	-	-	-	315					
STATE	OF IDAHO (ITD)	RESTORATION-BR	STP		RW		-	-	-	-	-	-	-					B G
SH 97,	I-90 OVERPASS IC #22,	KOOTENAI CO		1	CN		-	-	-	-	2,380	-	2,380					1
<b>B1010</b>	MP 96.313 - 96.344	BRIDGE/APPRS Bridge Replace	SR# 64.1		PE & PC	240	65	45	25	-	-	-	375					
STATE	OF IDAHO (ITD)	RESTORATION-BR	STP		RW	-	-	-	200	-	-	-	200					B
<b>Notes:</b>					<b>CN</b>	<b>680</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,380</b>	<b>-</b>	<b>-</b>	<b>3,060</b>					
(M): 1-R Pavement Rehabilitation					<b>PE</b>	<b>240</b>	<b>65</b>	<b>45</b>	<b>25</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>690</b>					
SR: Bridge Sufficiency Rating (low number = poor condition)					<b>RW</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200</b>					
1: Project is also shown in a Metropolitan Transportation Improvement Program					<b>Total</b>	<b>920</b>	<b>65</b>	<b>45</b>	<b>225</b>	<b>2,380</b>	<b>-</b>	<b>-</b>	<b>3,950</b>					
2: Project is being advance constructed with non-federal funds					<b>Federal</b>													
G: Project is grouped in STIP					<b>ITD</b>													
B: Project addresses Bridge DOH Strategic Needs					<b>Other</b>													
C: Project addresses Congestion DOH Strategic Needs					<b>Non-Fed%</b>													
P: Project addresses Pavement DOH Strategic Needs					<b>Non-Part.</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					
S: Project addresses Safety DOH Strategic Needs																		
W: Work zone safety priority																		
* Contingent upon successful application for funds																		
<b>Phases:</b>																		
CN - Construction includes utilities, construction engineering, and purchases																		
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																		
RW - Right-Of-Way Acquisition																		

## ITD State Highway Early Development (No Construction)

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE RATING	DIST FUND	PHASE	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)						LIFETIME DIRECT COSTS BY PROGRAM				NOTES
					2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER	
SH 53, UPRR BRIDGE, NEAR US 95 <b>11990</b>	MP 14.063 - 14.088 BRIDGE/APPRS Bridge Replace		1 SR# 48.0	CN	-	-	-	-	-	Unfunded	1,600				1
STATE OF IDAHO (ITD)	EARLY		STP	PE	50	-	-	-	-		50				
				RW	-	-	-	-	-		-				B G
US 95, APPLEWAY TO LACEY AVE ACCESS STUDY <b>12986</b>	MP 430.745 - 435.526 PLANNING /STUDY PI		1	CN	-	-	-	-	-	Unfunded	3,500				1
STATE OF IDAHO (ITD)	EARLY		NH	PE	100	100	100	100	-		400				
				RW	-	-	-	-	-		5,100				G
<b>Notes:</b>				CN	-	-	-	-	-	5,100	450				
(M): 1-R Pavement Rehabilitation				PE	150	100	100	100	-	-	-				
SR: Bridge Sufficiency Rating (low number = poor condition)				RW	-	-	-	-	-	-					
1: Project is also shown in a Metropolitan Transportation Improvement Program				<b>Total</b>	<b>150</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>-</b>	<b>5,100</b>				
2: Project is being advance constructed with non-federal funds				<b>Federal</b>											
G: Project is grouped in STIP				<b>ITD</b>											
B: Project addresses Bridge DOH Strategic Needs				<b>Other</b>											
C: Project addresses Congestion DOH Strategic Needs				<b>Non-Fed%</b>											
P: Project addresses Pavement DOH Strategic Needs				<b>Non-Part.</b>	-	-	-	-	-	-					
S: Project addresses Safety DOH Strategic Needs															
W: Work zone safety priority															
* Contingent upon successful application for funds															
<b>Phases:</b>															
CN - Construction includes utilities, construction engineering, and purchases															
PE - Preliminary Engineering listed as PE & PC if consultant costs exist															
RW - Right-Of-Way Acquisition															

# ITD Highway Safety Statewide Safety

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA
SH 41, JCT SH 53 TO JCT US 2, SPIRIT LAKE <b>12291</b> MP 7.9 - 39.058	SAFETY/TRAFFIC AI/Grlmpr		1	CN		1,320	-	-	-	-	-	1,320				1
STATE OF IDAHO (ITD)	SAFETY		HSIP	PE								150				
				RW								-				G
I 90, PLEASANT VIEW & SPOKANE ST; O'pass SIGNAL U <b>12292</b> MP 2.08 - 4.63	SAFETY/TRAF Traffic Signal		1	CN		660	-	-	-	-	-	660				1
STATE OF IDAHO (ITD)	SAFETY		HSIP	PE								50				
				RW								-				W G
I 90, NORTHWEST BLVD SIGNAL UPGRADES, CDA <b>H1130</b> MP 0.031 - 2.116	SAFETY/TRAFFIC Traffic Signal		1	CN		660	-	-	-	-	-	660				1
STATE OF IDAHO (ITD)	SAFETY		HSIP	PE	50							50				
				RW								-				W G
LOCAL, UPRIVER & W RIVER DR SFTY UPGRADES <b>H1420</b> MP 0 - 0	SAFETY/TRAFFIC Signal Improvement		1	CN		136	-	-	-	-	-	136				1
POST FALLS HD	SAFETY		HSIP	PE & PC	6							6				
				RW								-				G
LOCAL, INT IMPR FLASHING BEACONS, POST FALLS H <b>H1440</b> MP 0 - 0	SAFETY/TRAFFIC Intersection Improvement		1	CN		49	-	-	-	-	-	49				1
POST FALLS HD	SAFETY		HSIP	PE & PC	4							4				
				RW								-				G
LOCAL, UPRIVER DR & W RIVER VIEW SAFETY AUDIT <b>H1480</b> MP 0 - 0	SAFETY/TRAFFIC Safety Improvement		1	CN		30	-	-	-	-	-	30				1
POST FALLS HD	SAFETY		HSIP	PE & PC	1							1				
				RW								-				G
I 90, FY16 D1 GUARDRAIL REPLACEMENT <b>H1120</b> MP 30 - 60	SAFETY/TRAF MetlGR		1	CN					550			550				1
STATE OF IDAHO (ITD)	TRAFFIC		IM	PE		50						50				
				RW								3,405				W G
				<b>CN</b>		<b>2,855</b>			<b>550</b>			311				
				<b>PE</b>	<b>61</b>	<b>50</b>						-				
				<b>RW</b>								3,716				
				<b>Total</b>	<b>61</b>	<b>2,905</b>			<b>550</b>							
				<b>Federal</b>												
				<b>ITD</b>												
				<b>Other</b>												
				<b>Non-Fed%</b>												
				<b>Non-Part.</b>												

Notes:  
 (M): 1-R Pavement Rehabilitation  
 SR: Bridge Sufficiency Rating (low number = poor condition)  
 1: Project is also shown in a Metropolitan Transportation Improvement Program  
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 W: Work zone safety priority  
 \* Contingent upon successful application for funds

Phases:  
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## Highway Safety Federal Rail Program

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA
STC-5791, <b>12313</b>	MEYER RD RRX, KOOTENAI CO MP 102.173 - 102.173 SAFETY/TRAFFIC Rail Road Gate		1	CN		400	-	-	-	-	-	400				1
POST FALLS HIGHWAY DISTRICT	Rank #59		RRX	PE								10				
				RW								-				G
SH 54, WATKINS AVE RRX, ATHOL <b>12982</b>	MP 7.429 - 7.429 SAFETY/TRAFFIC Rail Road Gate		1	CN			575	-	-	-	-	575				1
ATHOL, ID	Rank #4		RRX	PE	10							10				S
				RW								-				G
LOCAL, BNSF & Montana Rail Link <b>H1210</b>	SIGNAL UPGRADE LED MP 0 - 0 SAFETY/TRAFFIC Rail Road Signals		1	CN			65	-	-	-	-	65				1
STATE OF IDAHO (ITD)			RRX	PE	10							10				
				RW								-				G
SMA-7635, MCGUIRE RD RRX, NEAR POST FALLS <b>12983</b>	MP 2.634 - 2.634 SAFETY/TRAFFIC Rail Road Gate		1	CN				520	-	-	-	520				1
POST FALLS HIGHWAY DISTRICT	Rank #47		RRX	PE		10						10				S
				RW								-				G
STC-7505, SPOKANE ST UPRR RRXING, POST FALLS <b>H1200</b>	MP 1.706 - 1.706 SAFETY/TRAFFIC Rail Road Gate		1	CN						910		910				1
STATE OF IDAHO (ITD)			RRX	PE			10					10				S
				RW								2,470				G
				CN	400	640	520			910		50				
				PE	20	10	10									
				RW												
				<b>Total</b>	<b>420</b>	<b>650</b>	<b>530</b>			<b>910</b>						
				<b>Federal</b>												
				<b>ITD</b>												
				<b>Other</b>												
				<b>Non-Fed%</b>												
				<b>Non-Part.</b>												

Notes:  
 (M): 1-R Pavement Rehabilitation  
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 W: Work zone safety priority  
 \* Contingent upon successful application for funds

Phases:  
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 RW - Right-Of-Way Acquisition

# ITD Highway Safety State Rail Program

CLAY LARKIN, CHAIRMAN  
KOOTENAI METROPOLITAN  
PLANNING ORGANIZATION

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

**KMPO MPA**

Prog Grp: Highway Program (System)  
Sort: Year, District, KeyNo (ITIP Sort)

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	SPONSOR	PROGRAM	FUND	PHASE	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)					LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
								2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE		OTHER
12977	LOCAL, UPRR RRX CLOSURES, KOOTENAI CO MP 0 - 0 SAFETY/TRAFFIC Safety Improvement		1	KOOTENAI COUNTY		STX	CN	-	110	-	-	-	-	110				1
							PE	10	-	-	-	-	10				S	
							RW	-	-	-	-	-	-				G	
12979	STC-5727, RRX BRUSHING, KOOTENAI CO MP 23.224 - 23.224 SAFETY/TRAF Safelmpr		1	KOOTENAI COUNTY		STX	Rank#53	CN	-	-	60	-	-	60				1
							PE	-	5	-	-	-	5				S	
							RW	-	-	-	-	-	170				G	
							CN	-	110	60	-	-	-	15				
							PE	10	5	-	-	-	-	-				
							RW	-	-	-	-	-	-	185				
							<b>Total</b>	<b>10</b>	<b>115</b>	<b>60</b>	<b>-</b>	<b>-</b>	<b>-</b>					
							<b>Federal</b>											
							<b>ITD</b>											
							<b>Other</b>											
							<b>Non-Fed%</b>											
							<b>Non-Part.</b>	-	-	-	-	-	-					

**Notes:**

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# ITD Highway Planning Systems Planning

**KMPO MPA**

CLAY LARKIN, CHAIRMAN  
KOOTENAI METROPOLITAN  
PLANNING ORGANIZATION

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Prog Grp: Highway Program (System)  
Sort: Year, District, KeyNo (ITIP Sort)

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) <small>(See AvP for dollar units for each program)</small>							LIFETIME DIRECT COSTS BY PROGRAM				NOTES			
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA	STATE	OTHER
I 90, WA ST LN TO SHERMAN AVE, KOOTENAI CO			1					200				200					1	
<b>H1300</b>	MP 0 - 15 PLAN/STUDY PI											50						
STATE OF IDAHO (ITD)	PLAN		STP														W G	
<b>Notes:</b>				<b>CN</b>				<b>200</b>				200						
(M): 1-R Pavement Rehabilitation				<b>PE</b>		50						50						
SR: Bridge Sufficiency Rating (low number = poor condition)				<b>RW</b>														
1: Project is also shown in a Metropolitan Transportation Improvement Program				<b>Total</b>		50		<b>200</b>				250						
2: Project is being advance constructed with non-federal funds				<b>Federal</b>														
G: Project is grouped in STIP				<b>ITD</b>														
B: Project addresses Bridge DOH Strategic Needs				<b>Other</b>														
C: Project addresses Congestion DOH Strategic Needs				<b>Non-Fed%</b>														
P: Project addresses Pavement DOH Strategic Needs				<b>Non-Part.</b>														
S: Project addresses Safety DOH Strategic Needs																		
W: Work zone safety priority																		
* Contingent upon successful application for funds																		
<b>Phases:</b>																		
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# KMPO Planning Metropolitan Planning

CLAY LARKIN, CHAIRMAN  
KOOTENAI METROPOLITAN  
PLANNING ORGANIZATION

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

**KMPO MPA**

Prog Grp: Highway Program (System)  
Sort: Year, District, KeyNo (ITIP Sort)

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE DIST RATING	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES		
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA	STATE
M 11555	MP 0 - 0 PLAN/STUDY PI		1	CN	226	-	-	-	-	-	-	226				1	
			MET	PE													G
				RW													
12306	MP 0 - 0 PLAN/STUDY PI		1	CN		226	-	-	-	-	-	226				1	
			MET	PE													G
				RW													
12307	MP 0 - 0 PLAN/STUDY PI		1	CN			226	-	-	-	-	226				1	
			MET	PE													G
				RW													
H1460	MP 0 - 0 PLAN/STUDY PI		1	CN				226	-	-	-	226				1	
			MET	PE													G
				RW													
H1470	MP 0 - 0 PLAN/STUDY PI		1	CN						226	-	226				1	
			MET	PE													G
				RW													
				CN	226	226	226	226	226	-							
				PE	-	-	-	-	-	-	-	1,130					
				RW	-	-	-	-	-	-	-	-					
				<b>Total</b>	<b>226</b>	<b>226</b>	<b>226</b>	<b>226</b>	<b>226</b>	<b>226</b>	<b>-</b>						
				<b>Federal</b>								1,130					
				<b>ITD</b>													
				<b>Other</b>													
				<b>Non-Fed%</b>													
				<b>Non-Part.</b>	-	-	-	-	-	-	-						

**Notes:**  
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\* Contingent upon successful application for funds

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RW - Right-Of-Way Acquisition

## SAFE ROUTES TO SCHOOLS PROGRAM

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) <small>(See AvP for dollar units for each program)</small>							LIFETIME DIRECT COSTS BY PROGRAM				NOTES		
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL		FA	STATE
OFFSYS, CDA TRIBE	SR2S EDUCATION		1									2					1
<b>12988</b>	MP 0 - 0 SAFETY/TRAFFIC Training											-					
COEUR D'ALENE TRIBE	SR2S		SR2S									-					G
<b>Notes:</b>				<b>CN</b>	<b>2</b>	-	-	-	-	-	-	2					
(M): 1-R Pavement Rehabilitation				<b>PE</b>	-	-	-	-	-	-	-	-					
SR: Bridge Sufficiency Rating (low number = poor condition)				<b>RW</b>	-	-	-	-	-	-	-	-					
1: Project is also shown in a Metropolitan Transportation Improvement Program				<b>Total</b>	<b>2</b>	-	-	-	-	-	-	2					
2: Project is being advance constructed with non-federal funds				<b>Federal</b>													
G: Project is grouped in STIP				<b>ITD</b>													
B: Project addresses Bridge DOH Strategic Needs				<b>Other</b>													
C: Project addresses Congestion DOH Strategic Needs				<b>Non-Fed%</b>													
P: Project addresses Pavement DOH Strategic Needs				<b>Non-Part.</b>	-	-	-	-	-	-	-						
S: Project addresses Safety DOH Strategic Needs																	
W: Work zone safety priority																	
* Contingent upon successful application for funds																	
<b>Phases:</b>																	
CN - Construction includes utilities, construction engineering, and purchases																	
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																	
RW - Right-Of-Way Acquisition																	

## KMPO SURFACE TRANSPORTATION PROGRAM - URBAN

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE DIST RATING	DIST FUND	PHASE	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)						LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
					2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER		
LOCAL, FY13 KMPO METROPOLITAN PLANNING <b>M 11555</b> MP 0 - 0	PLAN/STUDY PI		1	CN	75	-	-	-	-	-	-	75				1
KOOTENAI METROPOLITAN PLANNING ORGANIZATION	STP-U			PE	-	-	-	-	-	-	-	-				G
				RW	-	-	-	-	-	-	-	-				
STC-7085, MILES RD; STRAHORN RD TO N LAKEVIEW D <b>12309</b> MP 102.415 - 102.755	RESURFACE/RESTORATION		1	CN	-	-	344	-	-	-	-	344				1
HAYDEN LAKE	Reconstruction/Restoration			PE	-	-	-	-	-	-	-	75				
				RW	-	-	-	-	-	-	-	-				G
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE <b>12308</b> MP 13.784 - 14.792	RECONSTRUCT/RESTORE		1	CN	-	-	-	3,000	-	-	-	3,000				1
COEUR D'ALENE	Reconstruction/Restoration			PE	-	-	-	-	-	-	-	418				
				RW	-	1,020	1,352	-	-	-	-	2,372				
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER <b>M 12310</b> MP 17 - 17.986	RECONSTRUCT/NEW ROAD		1	CN	-	-	-	-	-	1,985	-	1,985				1
HAYDEN	Reconstruct existing and extend on new alignment			PE	-	-	-	-	-	-	-	651				
				RW	-	-	-	-	-	-	-	-				G
STP-7605, SELTICE WAY CONGESTION MITIGATION <b>12311</b> MP 0 - 0	SAFETY/TRAFFIC ITS		1	CN	-	-	-	-	-	2,122	-	2,122				1
POST FALLS				PE	-	-	-	-	-	-	-	329				
				RW	-	-	-	-	-	-	-	-				G
				<b>CN</b>	<b>75</b>	<b>-</b>	<b>344</b>	<b>3,000</b>	<b>-</b>	<b>4,107</b>	<b>-</b>	1,473				
				<b>PE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	2,372				
				<b>RW</b>	<b>-</b>	<b>1,020</b>	<b>1,352</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	11,371				
				<b>Total</b>	<b>75</b>	<b>1,020</b>	<b>1,696</b>	<b>3,000</b>	<b>-</b>	<b>4,107</b>	<b>-</b>					
				<b>Federal</b>												
				<b>ITD</b>												
				<b>Other</b>												
				<b>Non-Fed%</b>												
				<b>Non-Part.</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					

Notes:  
(M): 1-R Pavement Rehabilitation  
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W: Work zone safety priority  
\* Contingent upon successful application for funds

Phases:  
CN - Construction includes utilities, construction engineering, and purchases  
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RW - Right-Of-Way Acquisition

# LHTAC SURFACE TRANSPORTATION PROGRAM RURAL PROGRAM

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE	NOTE	DIST RATING	Scheduled Costs (Dollars in Thousands with Match) (See AvP for dollar units for each program)						LIFETIME DIRECT COSTS BY PROGRAM				NOTES			
				SPONSOR	PROGRAM	FUND	PHASE	2013	2014	2015	2016	2017	PREL		TOTAL	FA	STATE
STP-7045, 11551	PRAIRIE AVE; MEYER TO HUETTER RD MP 106.733 - 107.76 MAJOR WIDENING		1		CN	-	-	5,243	-	-	-	5,243					1
					PE	-	-	-	-	-	-	516					
	POST FALLS HIGHWAY DISTRICT				RW	-	-	-	-	-	-	1,260					G
STC-5743, 12315	KIDD ISLAND RD, KOOTENAI CO MP 100 - 102 RECONSTRUCT/R		1		CN	-	-	-	-	4,284	-	4,284					1
					PE	-	-	-	-	-	-	700					
	WORLEY HIGHWAY DISTRICT				RW	-	-	188	-	-	-	188					
<b>Notes:</b>					<b>CN</b>	-	-	<b>5,243</b>	-	<b>4,284</b>	-	9,527					
(M): 1-R Pavement Rehabilitation					<b>PE</b>	-	-	-	-	-	-	1,216					
SR: Bridge Sufficiency Rating (low number = poor condition)					<b>RW</b>	-	-	<b>188</b>	-	-	-	1,448					
1: Project is also shown in a Metropolitan Transportation Improvement Program					<b>Total</b>	-	-	<b>5,431</b>	-	<b>4,284</b>	-	12,191					
2: Project is being advance constructed with non-federal funds					<b>Federal</b>												
G: Project is grouped in STIP					<b>ITD</b>												
B: Project addresses Bridge DOH Strategic Needs					<b>Other</b>												
C: Project addresses Congestion DOH Strategic Needs					<b>Non-Fed%</b>												
P: Project addresses Pavement DOH Strategic Needs					<b>Non-Part.</b>	-	-	-	-	-	-						
S: Project addresses Safety DOH Strategic Needs																	
W: Work zone safety priority																	
* Contingent upon successful application for funds																	
<b>Phases:</b>																	
CN - Construction includes utilities, construction engineering, and purchases																	
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																	
RW - Right-Of-Way Acquisition																	

## KMPO – LOCAL NON-PARTICIPATING

ROUTE	PROJECT LOCATION	NOTE	DIST	Scheduled Costs (Dollars in Thousands with Match)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
KEY NO.	MILEPOST / WORK TYPE	RATING	FUND	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER		
SMA-7905,	RAMSEY RD; WYOMING AVE TO LANCASTER		1	CN	-	-	-	-	-	2,154	2,154				1	
<b>M 12310</b>	MP 17 - 17.986 RECONSTRUCT/NEW ROAD			PE	-	-	-	-	-	-	-					
HAYDEN	Reconstruct existing and extend on new alignment		NP	RW	-	-	-	-	-	-	-				G	
<b>Notes:</b>				CN	-	-	-	-	-	2,154	2,154					
(M): 1-R Pavement Rehabilitation				PE	-	-	-	-	-	-						
SR: Bridge Sufficiency Rating (low number = poor condition)				RW	-	-	-	-	-	-						
1: Project is also shown in a Metropolitan Transportation Improvement Program				<b>Total</b>	-	-	-	-	-	2,154						
2: Project is being advance constructed with non-federal funds				<b>Federal</b>												
G: Project is grouped in STIP				ITD												
B: Project addresses Bridge DOH Strategic Needs				Other												
C: Project addresses Congestion DOH Strategic Needs				Non-Fed%												
P: Project addresses Pavement DOH Strategic Needs				Non-Part.	-	-	-	-	-	2,154						
S: Project addresses Safety DOH Strategic Needs																
W: Work zone safety priority																
* Contingent upon successful application for funds																
<b>Phases:</b>																
CN - Construction includes utilities, construction engineering, and purchases																
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																
RW - Right-Of-Way Acquisition																



# KMPO Public Transportation Program

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE <b>KEY NO.</b> SPONSOR	PROJECT LOCATION MILEPOST / WORK TYPE PROGRAM	NOTE RATING FUND	DIST FUND	Scheduled Costs (Year-Of-Expenditure Dollars in Thousands with Match) (NOT CURRENT CONSTRUCTION PRICES)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				PHASE	2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER		
11839 KOOTENAI METROPOLITAN PLANNING	DISTRICT 1 - KOOTENAI COUNTY MP 0 - 0 PUB TRANS Metro Planning TRNS-Planning		1 5303	CN	46	-	-	-	-	-	-	46				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
12740 KOOTENAI METROPOLITAN PLANNING	DISTRICT 1 - KOOTENAI COUNTY MP 0 - 0 PUB TRANS Metro Planning TRNS-Planning		1 5303	CN	-	46	-	-	-	-	-	46				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
13238 KOOTENAI METROPOLITAN PLANNING	DISTRICT 1 - KOOTENAI COUNTY MP 0 - 0 PUB TRANS Metro Planning TRNS-Planning		1 5303	CN	-	-	46	-	-	-	-	46				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U101 KOOTENAI COUNTY	URBAN KOOTENAI COUNTY MP 0 - 0 PUB TRANS Preventive Maintenance TRNS-OPS		1 5307 SUrb	CN	97	-	-	-	-	-	-	97				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U102 KOOTENAI COUNTY	COEUR D'ALENE URBANIZED AREA MP 0 - 0 PUB TRANS Ops TRNS-OPS		1 5307 SUrb	CN	1,107	-	-	-	-	-	-	1,107				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U105 KOOTENAI COUNTY	URBAN KOOTENAI COUNTY MP 0 - 0 PUB TRANS Preventive Maintenance TRNS-OPS		1 5307 SUrb	CN	-	97	-	-	-	-	-	97				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U106 KOOTENAI COUNTY	COEUR D'ALENE URBANIZED AREA MP 0 - 0 PUB TRANS Ops TRNS-OPS		1 5307 SUrb	CN	-	1,107	-	-	-	-	-	1,107				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U109 KOOTENAI COUNTY	URBAN KOOTENAI COUNTY MP 0 - 0 PUB TRANS Ops TRNS-OPS		1 5307 SUrb	CN	-	-	97	-	-	-	-	97				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U110 KOOTENAI COUNTY	COEUR D'ALENE URBANIZED AREA MP 0 - 0 PUB TRANS Ops TRNS-OPS		1 5307 SUrb	CN	-	-	1,107	-	-	-	-	1,107				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		
U113 KOOTENAI METROPOLITAN PLANNING	DISTRICT 1 - KOOTENAI COUNTY MP 0 - 0 PUB TRANS Metro Planning TRNS-Planning		1 5303	CN	-	-	-	46	-	-	-	46				1
				PE	-	-	-	-	-	-	-	-	-	-		
				RW	-	-	-	-	-	-	-	-	-	-		

## KMPO Public Transportation Program

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

ROUTE KEY NO.	PROJECT LOCATION MILEPOST / WORK TYPE SPONSOR	NOTE RATING	DIST FUND	Scheduled Costs (Year-Of-Expenditure Dollars in Thousands with Match) (NOT CURRENT CONSTRUCTION PRICES)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
				PHASE	2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER		
	1B.L031, CDA Tribe CityLink Capital Purchases		1	CN	104	-	-	-	-	-	-	104				
<b>T144</b>	Capital Asset			PE	-	-	-	-	-	-	-	-				
	COEUR D'ALENE TRIBE		5316 SUrb	RW	-	-	-	-	-	-	-	-				
	TRANSIT, COEUR D'ALENE TRIBE - OPERATING		1	CN	-	93	-	-	-	-	-	93				1
<b>U108</b>	MP 0 - 0 PUB TRANS			PE	-	-	-	-	-	-	-	-				
	COEUR D'ALENE TRIBE		5311(c)	RW	-	-	-	-	-	-	-	-				
	TRANSIT, COEUR D'ALENE TRIBE		1	CN	-	-	93	-	-	-	-	93				1
<b>U112</b>	MP 0 - 0 PUB TRANS			PE	-	-	-	-	-	-	-	-				
	COEUR D'ALENE TRIBE		5311(c)	RW	-	-	-	-	-	-	-	-				
	TRANSIT, COEUR D'ALENE TRIBE		1	CN	93	-	-	-	-	-	-	93				1
<b>U114</b>	MP 0 - 0 PUB TRANS			PE	-	-	-	-	-	-	-	-				
	COEUR D'ALENE TRIBE		5311(c)	RW	-	-	-	-	-	-	-	-				

B. Financial Plan  
***Fiscal Constraint***

The TIP is a fiscally constrained document. Funding sources are identified and projects expected to be funded. Table II identifies the estimated project costs programmed in the TIP annually for the next five years. Prior to programming projects, their 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, adjustments are required to balance the program. Therefore, revenue and costs are the same.

**TABLE 2.0 Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year <sup>1,2</sup>**

<b>Fiscal Year</b>	<b>Federal</b>	<b>State</b>	<b>Local/Other</b>	<b>TOTAL</b>
<b>FY 2013</b>	11,724,269	874,855	53,875	12,653,000
<b>FY 2014</b>	8,372,758	497,000	165,957	9,036,000
<b>FY 2015</b>	10,756,000	256,533	595,494	11,608,000
<b>FY 2016</b>	13,543,186	836,026	236,788	14,616,000
<b>FY 2017</b>	21,698,193	1,387,774	331,034	23,417,000
<b>Preliminary Dev</b>	5,801,443	0	459,557	6,261,000
<b>TOTAL</b>	<b>\$ 67,717,107</b>	<b>\$3,852,188</b>	<b>\$1,842,705</b>	<b>\$ 73,412,000</b>

<sup>1</sup> Funding for 2013 also reflects programmed GARVEE funding. <sup>2</sup> 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 due to the lack of a long term authorization bill and the uncertainty that exists with future programs. Project costs during 2011 and 2012 have seen continued declines in actual bid prices, as such forecasting anticipated project cost increases may be counterproductive, until economic conditions change. Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc. as well as the operation and maintenance of the public transportation system. Most of the available federal funds are dispersed on a statewide basis based on value and need. However, the STP-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities.

Table 3.0 identifies the theoretical STP-Urban program allocation to the KMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

**TABLE 3.0 STP-Urban Program Annual Fund Balances for the KMPO Planning Area <sup>1</sup>**

	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>PD</b>
<b>Allocated STP-U Funds</b>	1,142,971	1,142,971	1,142,971	1,142,971	1,142,971	4,107,000
<b>Match Requirement</b>	110,000	110,000	110,000	110,000	110,000	301,454
<b>Total Available Funds</b>	3,200,000	4,377,971	4,720,942	5,606,913	3,611,855	5,000,000
<b>Programmed Funds</b>	75,000	1,020,000	1,696,000	3,000,000	0	4,107,000
<b>Balance of Funds</b>	<b>\$4,397,971</b>	<b>\$4,610,942</b>	<b>\$4,167,913</b>	<b>\$2,420,884</b>	<b>\$3,673,855</b>	<b>\$ 893,000</b>

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

Table 3.0 identifies that the KMPO area programs most of their potentially available STP-Urban funds. The STP-Urban Program process is hypothetically based on an equitable borrow and lend concept where an urban area can program another urban area's unused allocated funds for that year in order to balance the overall STP-Urban Program.

Table 4.0 identifies the estimated FTA 5307 federal apportionments to the KMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments have remained static for the past several years and as a result they have been held constant until a new authorization bill has been approved. Should a reauthorization bill be approved in 2012, the TIP/STIP will be adjusted accordingly

**TABLE 4.0 FTA 5307 Fund Balances for the KMPO Urbanized Area. <sup>1</sup>**

	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Allocated 5307 Funds</b>	1,107,000	1,107,000	1,107,000	1,107,000
<b>Total Available Funds</b>	1,107,000	1,107,000	1,107,000	1,107,000
<b>Total Programmed</b>	1,107,000	1,107,000	1,107,000	1,107,000
<b>Balance of Funds</b>	<b>\$-0-</b>	<b>\$-0-</b>	<b>\$-0-</b>	<b>\$-0-</b>

Currently Kootenai County fully utilizes apportioned funds by taking advantage of in-kind contributions from the Coeur d' Alene Tribe and Kootenai Medical Center. If additional funds were secured, Kootenai County could potentially expand operations and services within the urbanized area.

***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 re-paving 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.

Table 5.0 estimates the revenue amount available for operational and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing

roadway system. This was accomplished by assessing local revenues and expenditures during a normal time period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion or reconstruction projects. Revenues were reduced by 2 percent annually to reflect the difference between potential revenue increases and inflation.

**TABLE 5.0**  
**Regional Transportation Revenues and Expenditures (Kootenai County)**

<b>LOCAL RECEIPTS</b>		
Total Local Funding	19,272,069.56	65.22%
Total State Funding	8,752,366.37	29.62%
Total Federal Funding	1,522,631.00	5.15%
<b>Total Receipts</b>	<b>29,547,066.93</b>	<b>100.00%</b>
 <b>LOCAL DISBURSEMENTS</b>		
New Construction	2,185,115.00	7.43%
Reconstruction/Replacement/Rehabilitation	7,153,101.50	24.32%
Total Routine Maintenance & Operations	8,042,122.88	27.34%
Total Equipment	3,372,963.00	11.47%
Total Administration Salaries & Expenses	2,382,716.87	8.10%
Total Other	6,282,343.61	21.36%
<b>Total Disbursements</b>	<b>29,418,362.86</b>	<b>100.00%</b>

Source: Annual Road and Street Financial Reports, 2010

Table 5.0 identifies that, based on past history and currently programmed funds, over 25% 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 set-aside for transportation improvements by the local jurisdictions, approximately 48% are used on operations and maintenance while only 14% are used on expansion and reconstruction projects.

Approximately 93% of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 7% of total revenues for operations and maintenance come from federal sources.

Chart 1.0 Regional Transportation Revenues

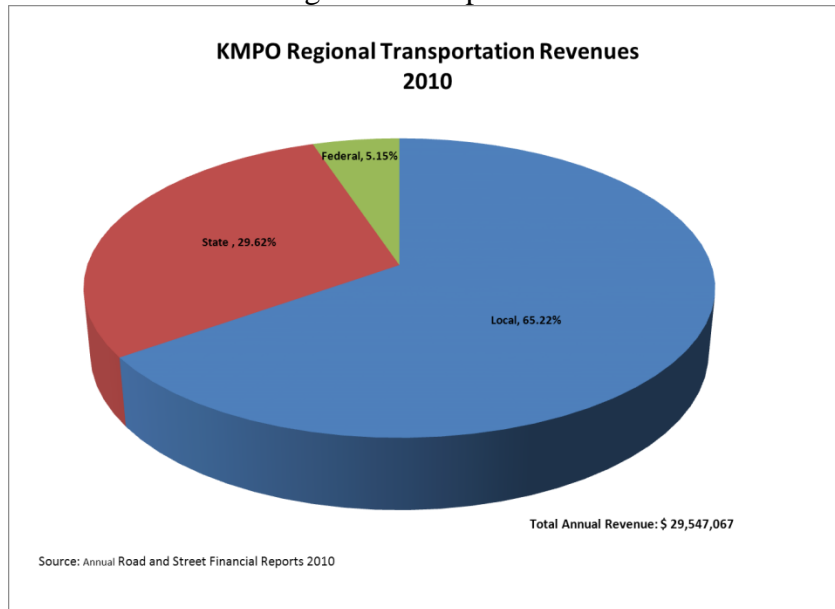
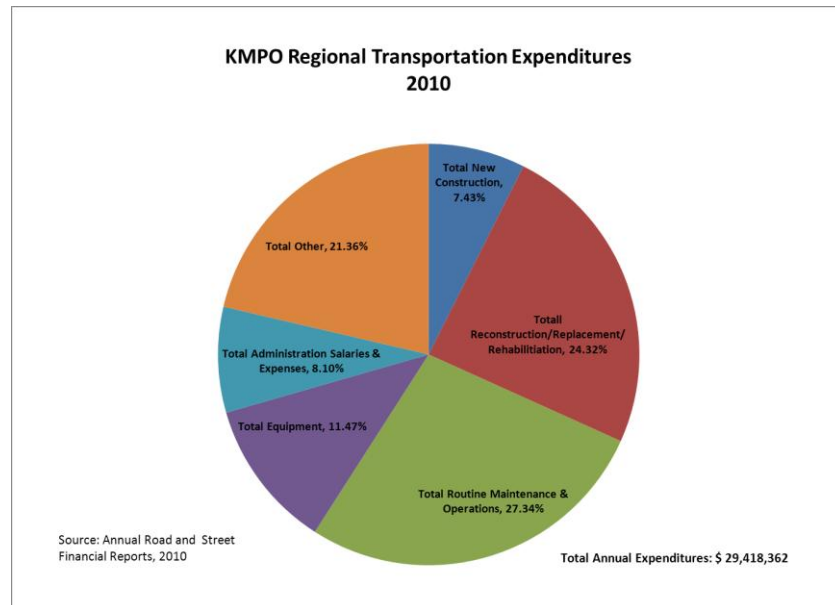


Chart 2.0 Regional Transportation Expenditure by Type



In summary, because costs for roadway operations and maintenance generally balance with estimated revenues, it is hard to quantify whether more than \$29.4 million annually is adequate to operate and maintain the current regional roadway system.

**• 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 6.0 identifies the percentage of funds expended between capital and operations/maintenance.

**TABLE 6.0**

**Kootenai County Programmed Expenditures on Public Transportation**

Source: Kootenai County 2012 TIP Amendment 8/9/2012

<b>Activity</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY2015</b>	<b>FY2016</b>	<b>Total</b>
Capital	-0-	-0-	-0-	-0-	-0-
Operations/Maintenance	2,000,093	2,000,093	2,000,093	2,000,093	8,000,372
<b>Total</b>	<b>\$2,000,093</b>	<b>\$2,000,093</b>	<b>\$2,000,093</b>	<b>\$2,000,093</b>	<b>\$8,000,372</b>

Kootenai County is currently programmed to expend 100 percent of its anticipated revenue to operate and maintain the current system. This amount takes in to account historical apportionment levels. The ARRA funding allowed Kootenai County to replace the entire fleet of vehicles in their system. The ability to replace vehicles, add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable funding source to support public transportation.

**Clean Air Act Amendment of 1990 Certification Statement**

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.



Sept 13, 2012

Certified by: \_\_\_\_\_ Date \_\_\_\_\_

Glenn F. Miles  
Executive Director  
KMPO

## **Appendix A**

Coeur d' Alene Tribe  
Tribal Transportation Improvement Program



PUBLIC WORKS DEPARTMENT  
INDIAN RESERVATION ROADS PROGRAM  
2012 TRIBAL TRANSPORTATION  
IMPROVEMENT PROGRAM

CDA RESOLUTION 53 (2012)

WHEREAS, the Coeur d'Alene Tribal Council has been empowered to act for and on behalf of the Coeur d'Alene Tribe pursuant to the revised Constitution and Bylaws, adopted by the Coeur d'Alene Tribe by referendum November 10, 1984, and approved by the Secretary of the Interior, Bureau of Indian Affairs, December 21, 1984; and

WHEREAS, the Coeur d'Alene Tribal Council has a responsibility for the Health, Welfare, and Economic Development of the Tribe and its members; and

WHEREAS, in order for the Tribe to expend Indian Reservation Roads Program (IRRP) funds on a road in the Tribe's IRRP road inventory, the road project must appear on the Tribal Transportation Improvement Program (TTIP); and

WHEREAS, 25 CFR 170.425 stipulates that as part of the annual Indian Reservation Roads TTIP update process, the Tribe forwards an updated TTIP or project listing to Bureau of Indian Affairs Regional Office on or before July 15; and

WHEREAS, the Tribe's TTIP has been updated by the Tribe's Public Works Department to include new project priorities; and

WHEREAS, the Tribe's TTIP has been reviewed and approved by the Tribal Roads Committee; and

NOW, THEREFORE, BE IT RESOLVED, That the Coeur d'Alene Tribal Council hereby approves the 2012 Tribal Transportation Improvement Program; and

BE IT FURTHER RESOLVED, That the Coeur d'Alene Tribal Chairman, or his designee, is authorized to sign all documents related to this program on behalf of the Coeur d'Alene Tribe.

**CERTIFICATION**

The foregoing resolution was adopted at a meeting of the Coeur d'Alene Tribal Council held at the Tribal Administrative Building, 850 A Street, Plummer, Idaho, on February 23, 2012, with the required quorum present by a vote of 6 FOR 0 AGAINST

  
**CHIEF J. ALLAN, CHAIRMAN**  
COEUR D'ALENE TRIBAL COUNCIL

  
**NORMA JEAN LOUIE, SECRETARY**  
COEUR D'ALENE TRIBAL COUNCIL

**Coeur d'Alene Tribe (P05181) FY 20112  
Indian Reservation Roads (IRR)  
Transportation Improvement Program  
(TIP)**

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016
01	Moctelme Road Reconstruction	Benewah	1	30, 23, 361	10/10/2010	0.3	RECONS	7	04 Survey	\$ 10,000	\$ 5,000	\$ 10	\$ 10	\$ 10
									09 Grade & Drain	\$ 90,000	\$ 15,000	\$ 10	\$ 10	\$ 10
									10 Gravel	\$ 102,000	\$ 10,000	\$ 10	\$ 10	\$ 10
	Memo:								11 Pavement	\$ 62,000	\$ 35,000	\$ 10	\$ 10	\$ 10
	This project consists of reconstructing Moctelme, Shepard, and Byrnes Roads and adding, curb, gutter, and sidewalks.								13 Incidental	\$ 65,000	\$ 5,000	\$ 10	\$ 10	\$ 10
									14 Monitoring	\$ 25,000	\$ 5,000	\$ 10	\$ 10	\$ 10
									17 Project Mang Tribe	\$ 10,000	\$ 5,000	\$ 10	\$ 10	\$ 10
									Project Total	\$ 364,000	\$ 80,000	\$ 70	\$ 70	\$ 70

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016
02	Worley Minor Streets	Kootenai	1	33, 52,169,203	10/ 10/10/20	0.5	REHAB	7	04 Survey	\$ 10	\$ 5,000	\$ 10	\$ 10	\$ 10
									09 Grade and Drain	\$ 10	\$ 60,000	\$ 10	\$ 10	\$ 10
									10 Gravel	\$ 10	\$ 65,000	\$ 10	\$ 10	\$ 10
	Memo:								11 Pavement	\$ 10	\$ 75,000	\$ 10	\$ 10	\$ 10
	This project consists of a grind and overlay to several tribal housing roads in Worley. These streets include Rt 33 Mitch Michael, Rt 52 Seltice Drive, Rt 169 Lena Louie Lane, Rt 203 Pete Silas.								13 Incidental	\$ 10	\$ 65,000	\$ 10	\$ 10	\$ 10
									14 Monitoring	\$ 10	\$ 20,000	\$ 10	\$ 10	\$ 10
									17 Project Mang Tribe	\$ 10	\$ 10,000	\$ 10	\$ 10	\$ 10
									Project Total	\$ 70	\$ 300,000	\$ 70	\$ 70	\$ 70

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016
03	Agency Road Chip Seal	Benewah	1	11	40	2.3	SEALING	7	03 Planning	\$ 10	\$ 10	\$ 1,000	\$ 10	\$ 10
	Memo:								04 Survey	\$ 10	\$ 10	\$ 1,000	\$ 10	\$ 10
									05 Design	\$ 10	\$ 10	\$ 10,000	\$ 10	\$ 10
	This project consists of a chip seal to the portion of Agency Road that was rehabilitated in the summer of 2010.								11 Pavement	\$ 10	\$ 10	\$ 185,000	\$ 10	\$ 10
									13 Incidental	\$ 10	\$ 10	\$ 1,000	\$ 10	\$ 10
									14 Monitoring	\$ 10	\$ 10	\$ 1,000	\$ 10	\$ 10
									17 Project Mang Tribe	\$ 10	\$ 10	\$ 1,000	\$ 10	\$ 10
									Project Total	\$ 70	\$ 70	\$ 200,000	\$ 70	\$ 70

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016
04	Plummer Minor Streets	Benewah	1	331, 333	310, 10/20/30/40/50	0.6	REHAB	7	03 Planning	\$ 10	\$ 10	\$ 10,000	\$ 10,000	\$ 10
									04 Survey	\$ 10	\$ 10	\$ 20,000	\$ 5,000	\$ 10
									05 Design	\$ 10	\$ 10	\$ 45,000	\$ 10	\$ 10
	Memo:								09 Grade and Drain	\$ 10	\$ 10	\$ 35,000	\$ 15,000	\$ 10
	This project consists of a grind and overlay to Rt 333 (Roads surrounding the Tribal Housing Authority) and Rt 331 Whispering Winds.								11 Pavement	\$ 10	\$ 10	\$ 20,000	\$ 40,000	\$ 10
									13 Incidental	\$ 10	\$ 10	\$ 35,000	\$ 18,000	\$ 10
									14 Monitoring	\$ 10	\$ 10	\$ 25,000	\$ 10,000	\$ 10
									17 Project Mang Tribe	\$ 10	\$ 10	\$ 10,000	\$ 10,000	\$ 10
									Project Total	\$ 80	\$ 80	\$ 200,000	\$ 108,010	\$ 80

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016	
05	De Smet Minor Streets	Benewah	1	16, 44, 45,76, 362, 366	10/10/10/10/10/10	0.6	REHAB	7	03 Planning	\$ 10	\$ 10	\$ 20,000	\$ 5,000	\$ 10	
	Memo:								04 Survey	\$ 10	\$ 10	\$ 20,000	\$ 7,000	\$ 10	
	This project consists of a grind and overlay to several residential streets in DeSmet. These streets include Rt 16 B/L, Rt 44 Wildshoe, Rt 45 Davenport Way, Rt 76 Circling Raven, Rt 362 Howard Street, and Rt 366 Ajot.									05 Design	\$ 10	\$ 10	\$ 30,000	\$ 10,000	\$ 10
									09 Grade and Drain	\$ 10	\$ 10	\$ 16,000	\$ 45,000	\$ 10	
									11 Pavement	\$ 10	\$ 10	\$ 35,000	\$ 40,000	\$ 10	
									13 Incidental	\$ 10	\$ 10	\$ 10,000	\$ 33,000	\$ 10	
									14 Monitoring	\$ 10	\$ 10	\$ 10,000	\$ 15,000	\$ 10	
									17 Project Mang Tribe	\$ 10	\$ 10	\$ 10,000	\$ 10,000	\$ 10	
									Project Total	\$ 80	\$ 80	\$ 151,000	\$ 165,000	\$ 80	

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016	
06	Osprey Spirit Road	Kootenai	1	300	10	0.3	NEWCON	7	04 Survey	\$ 10	\$ 10	\$ 10	\$ 10,000	\$ 10,000	
	Memo:								09 Grade & Drain	\$ 10	\$ 10	\$ 10	\$ 79,000	\$ 200,000	
	This project consists of constructing a paved road with curb and gutter from US 95 just outside of Worley to Osprey Phase Three housing. Currently, this is only a gravel road that needs to be realigned.									10 Gravel	\$ 10	\$ 10	\$ 10	\$ 10	\$ 75,000
									11 Pavement	\$ 10	\$ 10	\$ 10	\$ 10	\$ 40,000	
									13 Incidental	\$ 10	\$ 10	\$ 10	\$ 10	\$ 40,000	
									14 Monitoring	\$ 10	\$ 10	\$ 10	\$ 10,000	\$ 20,000	
									17 Project Mang Tribe	\$ 10	\$ 10	\$ 10	\$ 10,000	\$ 10,000	
									Project Total	\$ 70	\$ 70	\$ 70	\$ 109,030	\$ 395,000	

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2012	FY2013	FY2014	FY2015	FY2016
07	Administrative Capacity Building	Benewah	1				PLANNING	P8	3	\$ 2,500	\$ 2,500	\$ 17,500	\$ 2,500	\$ 2,500
	Memo:	Kootenai						P9	17	\$ 2,500	\$ 2,500	\$ 17,500	\$ 2,500	\$ 2,500
	This consists of the Tribe updating the IRR inventory and the Tribe's Long Range Transportation Plan.									P10				
									Project Total	\$ 5,000	\$ 5,000	\$ 35,000	\$ 5,000	\$ 5,000

ForFY13-FY15: TOTALmustbelessthan ForFY13-FY15: TOTALmustbegreaterthan Tribal Share =

TOTAL	\$ 369,300	\$ 385,230	\$ 386,210	\$ 387,180	\$ 400,300
		\$ 388,177.65	\$ 388,177.65	\$ 388,177.65	No Limit
		\$ 351,208.35	\$ 351,208.35	\$ 351,208.35	