

KMPO 2020-2026 Transportation Improvement Program



Kootenai Metropolitan Planning Organization
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Serving the Citizens of Kootenai County

APPROVED 9-XX-2019

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

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FISCAL YEARS 2020-2026
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, Fixing America's Surfaced Transportation Act (FAST) , 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 2020-2026 Transportation Improvement Program as presented to us in the September 12, 2019 meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this xxx day of September, 2019

SIGNED:

ATTEST:

Jim Kackman
KMPO Board Chair

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 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 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 three 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. 2015 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 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 be acquired from other Federal agencies. Available funding sources include:

FHWA

- **Federal Freight Funding** - Introduced in the FAST Act, these funds are split between a formula distribution to the States and a nationwide competitive program referred to as INFRA.
- **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 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, as well as eligible for transfer to the Federal Transit Administration to support projects for public transportation purposes. STP-Congressional are projects awarded by Congressional earmark
- **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) through their project selection processes.
- **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.
- **Transportation Alternatives Program (TAP)** - A mandatory ten percent (10%) of all STP 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 FAST 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** – These funds are currently not programmed by ITD in the State of Idaho
- **High Priority Project/BUILD** - 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), 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.

a. FTA Sources

FTA 5303 - Funds available for MPO's to conduct transportation related planning activities within the metropolitan area boundary.

FTA 5307 - Provides funds to local transit agencies for capital, operating, 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

b. 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 (65%) 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.

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 revenues, special improvement districts, 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 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 to identify how FTA funding is proposed to be utilized as well as an opportunity to comment on projects prior to the KMPO Board 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 2040 and the latest update was approved in December 2016. 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. A review of specific project details and descriptions, as well as an opportunity to comment, can be found at: www.itd.idaho.gov/itip/draft.htm

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

C. Annual Listing

A listing of completed or obligated projects from the first year of the prior year's TIP (2019) will be published by the KMPO Board in January. The listing will provide 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 2020 to 2026. **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. **Appendix B**, Provides the Coeur d’ Alene Tribes Tribal Transportation Improvement Program. 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 Program/BUILD, FASTLANES/INFRA, FTA 5339 projects are not generally identified unless a project has specifically been 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 | RW - Right-of-Way |
| IM - Interstate Maintenance | SR2S - Safe Routes to School (Previous Program covered in TAP |
| NHS - National Highway System | STP - Surface Transportation Program |
| PD - Preliminary Development | TAP – Transportation Alternatives Program (Formerly Community Choices) |
| PE - Preliminary Engineering | |
| PL – Land Purchase | |
| RRX - Railroad Crossing | |



KMPO Street and Highways Project List

Group: Highway Projects
(System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

KMPO 2020-2026 Program

KMPO Street and Highways Project List

Group: Highway Projects
(System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| | | | | | | | | | | | | | | | | |
| This project located at the intersection of SH-53 and Pleasant View Road approximately milepost 2.2 will construct two overpasses, 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 additional railroad crossings (Mc Guire Rd and Beck Rd), and add illumination. | | | | | | | | | | | | | | | | |
| SH 53, PLEASANT VIEW IC, KOOTENAI CO | 1 | CN | | | | | | | | 12,838 | 12,636 | 24,983 | 23,149 | 1,834 | 1 | |
| 10005 | MP 1.75 - 2.57 | SAFTY/TRAF OPER, Intersection Improvements | PE | | | | | | | | | 2,769 | 2,565 | 204 | S | |
| POST FALLS HD | CPCTY | STP | RW | 3,060 | | | | | | | | 4,489 | 4,160 | 329 | | |
| This project will provide a new connection to Ramsey Road from Wyoming Ave to Lancaster Road in Coeur d'Alene. | | | | | | | | | | | | | | | | |
| SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD | 1 | CN | | | 4,148 | | | | | | | 4,148 | 3,844 | 304 | 1 | |
| 12310 | MP 17 - 17.986 | NEW RTE, Resurfacing | PE | | | | | | | | | 951 | 881 | 70 | | |
| HAYDEN | STP-URBAN (L) | STP-U | RW | 760 | | | | | | | | 760 | 704 | 56 | | |
| This project will reconstruct Kidd Island Road from US 95 to Hull Loop Road. | | | | | | | | | | | | | | | | |
| STC-5743, KIDD ISLAND RD, KOOTENAI CO | 1 | CN | | 2,844 | | | | | | | | 2,869 | 2,658 | 211 | 1 | |
| 12315 | MP 100 - 102 | RECONST/REALIGN, Grading & Drainage | PE | | | | | | | | | 1,066 | 987 | 79 | | |
| WORLEY HD | STP-RURAL (L) | STP-RURAL | RW | | | | | | | | | 192 | 178 | 14 | | |
| This project will provide additional operational capacity of safety to the intersection of Meyer and Boekel roads. | | | | | | | | | | | | | | | | |
| STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM | 1 | CN | | | | 1,232 | | | | | | 1,232 | 1,142 | 90 | 1 | |
| 13864 | MP 104.026 - 104.026 | SAFTY/TRAF OPER, Intersection Improvement | PE | | | | | | | | | 508 | 471 | 37 | | |
| RATHDRUM | STP-URBAN (L) | STP-U | RW | 92 | | | | | | | | 92 | 85 | 7 | | |
| This project is proposed to be an epoxy overlay/cathodic protection replacement to the Spokane Street Bridge that will improve a vital link to the transportation system on the south side of the Spokane River | | | | | | | | | | | | | | | | |
| SMA-7505, SPOKANE ST RV BR, POST FALLS | 1 | CN | | | | 3,373 | | | | | | 3,373 | 3,125 | 248 | 1 | |
| 18716 | MP 0.653 - 0.829 | BR/APPRS, Bridge Replacement | PE | | | | | | | | | 332 | 308 | 24 | | |
| POST FALLS HD | BR-LOCAL | BR-LOC | RW | | | | | | | | | | | | | |
| This project will replace the I-90 bridge over Pennsylvania Avenue in Coeur d'Alene, eastbound and westbound. | | | | | | | | | | | | | | | | |
| I 90, PENNSYLVANIA AVE OPASS, CDA | 1 | CN | 4,500 | 6,007 | | | | | | | | 10,507 | 9,695 | 812 | 1 2 | |
| 19188 | MP 14.29 - 14.366 | BR/APPRS, Bridge Replacement | PE | | | | | | | | | 550 | 507 | 43 | B | |
| STATE OF IDAHO (ITD) | BR-RESTORE | IM | RW | | | | | | | | | 400 | 369 | 31 | W | |
| This project will provide a structural overlay and widen shoulders on Beck Road from Seltice Way to Prairie Avenue in Post Falls Hwy District. | | | | | | | | | | | | | | | | |
| STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HWY DIST | 1 | CN | | | | 2,130 | | | | | | 2,130 | 1,974 | 156 | 1 | |
| 19288 | MP 100.264 - 102.158 | RESRF/RESTO&REHAB, Minor Widening | PE | | | | | | | | | 312 | 289 | 23 | | |
| POST FALLS HD | STP-RURAL (L) | STP-RURAL | RW | | | | | | | | | | | | | |

KMPO Street and Highways Project List

Group: Highway Projects
 (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Route, Location | | District | Scheduled Costs (Dollars in Thousands with Match) | | | | | | | | | | Lifetime Direct Costs All Programs | | | Notes | | | |
|--|-------------------|-------------------------------------|---|--|--------|-------|------|------|------|------|-------|--|------------------------------------|-------|---------|-------|--------|--------|--------|
| Key No. | Mileposts | Work, Detail | Phase | Year-Of-Expenditure Dollars (Not Current Prices) | | | | | | | | | | Total | Federal | Match | | | |
| Sponsor | Program | Fund | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | | | | |
| LOCAL, EARLY CORRIDOR ACQUISITION& PRESERVATION | | | 1 | CN | | | | | | | | | | | | | | | |
| 19344 | MP 0 - 0 | MAJRWDN, Right-of-Way Only | | PE | 250 | | | | | | | | | | | | 250- | 232- | 18 |
| COEUR D'ALENE | | STP-URBAN (L) STP-U | | RW | | 561 | 312 | 318 | | | | | | | | | 1,191 | 1,,104 | 87 |
| This project will provide for Voluntary Early Acquisition of Right-of-Way in Corridors with approved corridor plans. | | | | | | | | | | | | | | | | | | | |
| I 90, BLUE CR BAY BR, KOOTENAI CO | | | 1 | CN | 4,953 | | | | | | | | | | | | 14,508 | - | 14,508 |
| 19431 | MP 20.28 - 20.281 | BR/APPRS, Bridge Rehabilitation | | PE | | | | | | | | | | | | | 925 | 853 | 72 |
| STATE OF IDAHO (ITD) | | BR-RESTORE ST | | RW | | | | | | | | | | | | | | | |
| This project will rehabilitate the existing bridge piers for the structure on I-90 at milepost 20.3 over Blue Creek Bay on Lake Coeur d'Alene. A protective wrap will be placed around the piers to prevent corrosion and to extend the service life of the bridge. | | | | | | | | | | | | | | | | | | | |
| US 95, IC# 430 TO LACROSSE AVE, CDA | | | 1 | CN | | | | | | | 4,257 | | | | | | 5,359 | - | 5,359 |
| 19452 | MP 429.633 - 430 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | | | | | | | | 778 | - | 778 |
| STATE OF IDAHO (ITD) | | RESTORE ST2 | | RW | | | | | | | | | | | | | 80 | - | 80 |
| US 95, IC# 430 TO LACROSSE AVE, CDA | | | 1 | CN | | | | | | | 1,102 | | | | | | 5,359 | - | 5,359 |
| 19452 | MP 429.633 - 430 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | | | | | | | | 778 | - | 778 |
| STATE OF IDAHO (ITD) | | RDSIDE ST2 | | RW | | | | | | | | | | | | | 80 | - | 80 |
| This project will realign and widen to 4-lanes from MP 429.633 to MP 430.0, and will include improvements to drainage, pavement, and update ADA curb ramps and sidewalk. | | | | | | | | | | | | | | | | | | | |
| LOCAL, FY20 KMPO METRO PLANNING | | | 1 | CN | | | | | | | | | | | | | | | |
| 19518 | MP 0 - 0 | PLAN/STUDY, Planning/Transportation | | PE | 235 | | | | | | | | | | | | 235 | 218 | 17 |
| KOOTENAI METROPOLITAN | MET | MET | | RW | | | | | | | | | | | | | | | |
| Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region. | | | | | | | | | | | | | | | | | | | |
| SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS | | | 1 | CN | 14,300 | 8,058 | | | | | | | | | | | 24,095 | 22,327 | 1,768 |
| 19682 | MP 0.446 - 2.651 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | | | | | | | | 3,000 | 2,780 | 220 |
| STATE OF IDAHO (ITD) | | RESTORE STP | | RW | | | | | | | | | | | | | 3,900 | - | 3,900 |
| SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS | | | 1 | CN | 780 | 796 | | | | | | | | | | | 24,095 | 22,327 | 1,768 |
| 19682 | MP 0.446 - 2.651 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | | | | | | | | 3,000 | 2,780 | 220 |
| STATE OF IDAHO (ITD) | | RDSIDE STP | | RW | | | | | | | | | | | | | 3,900 | - | 3,900 |
| SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS | | | 1 | CN | | 161 | | | | | | | | | | | 24,095 | 22,327 | 1,768 |
| 19682 | MP 0.446 - 2.651 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | | | | | | | | 3,000 | 2,780 | 220 |
| STATE OF IDAHO (ITD) | | ETS STP | | RW | | | | | | | | | | | | | 3,900 | - | 3,900 |
| This project will reconstruct Hwy-41 from MP 0.400 to MP 2.500. Improvements include a 4-lane divided roadway, upgrading the signal at Prairie Ave, installing a new signal at 16th Ave, intersection turn bays and illumination, and adding a shared-use path on one side of the highway. | | | | | | | | | | | | | | | | | | | |



KMPO Street and Highways Project List

Group: Highway Projects (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Route, Location | | District | Scheduled Costs (Dollars in Thousands with Match) | | | | | | | | | | Lifetime Direct Costs All Programs | | | | |
|--|--------------------|-------------------------------------|---|--|-------|-------|------|-------|------|------|------|--------|------------------------------------|-------|---------|-------|-------|
| Key No. | Mileposts | Work, Detail | Phase | Year-Of-Expenditure Dollars (Not Current Prices) | | | | | | | | | | Total | Federal | Match | Notes |
| Sponsor | | Program | | Fund | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| STC-5829, RIVERVIEW DR GUARDRAILINSTALLATION, POST | | | 1 | CN | 346 | | - | | | - | - | - | 346 | 346 | | | |
| 19749 | MP 1.27 - 6.06 | SAFTY/TRAF OPER, Metal Guard Rail | | PE | - | | - | | | - | - | - | 140 | 140 | | | |
| POST FALLS HD | | SAFETY (L) | | RW | - | | - | | | - | - | - | 100 | 100 | | | |
| This project will install guardrail at three locations along Riverview Drive within the Post Falls Highway District. This will be accomplished by installing about 650 feet of guardrail and roughly 320 feet of retaining wall. | | | | | | | | | | | | | | | | | |
| SMA-7515, CHASE RD BNSF RRX, POST FALLS | | | 1 | CN | | | - | | | - | 441 | 424 | 393 | 31 | | | |
| 19955 | MP 1.414 - 1.414 | SAFTY/TRAF OPER, Railroad Signals | | PE | | 107 | - | | | - | - | 107 | 99 | 8 | | | |
| CITY OF POST FALLS | | STP-URBAN (L) STP-U | | RW | | | - | | | - | - | - | - | - | | | |
| This project will reconstruct the approaches to the crossing at Chase Rd. and the BNSF branch line serving Post Falls. | | | | | | | | | | | | | | | | | |
| STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD | | | 1 | CN | | | 500 | | | - | - | 3,800 | 3,508 | 292 | | | |
| 20038 | MP 23.011 - 23.519 | NEW RTE, Grade Separations | | PE | | | - | | | - | - | 967 | 896 | 71 | | | |
| LAKES HD | | FED RRX | | RW | | | - | | | - | - | - | - | - | | | M |
| STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD | | | 1 | CN | 3,300 | | - | | | - | - | 3,800 | 3,508 | 292 | | | |
| | MP 23.011 - 23.519 | NEW RTE, Grade Separations | | PE | | | - | | | - | - | 967 | 896 | 71 | | | |
| LAKES HD | | STP-RURAL (L) STP-RURAL | | RW | | | - | | | - | - | - | - | - | | | M |
| This project between Chilco Road to Scarcello Road is located near the City of Athol in Kootenai County. Development and construction of a grade separation railroad crossing with a 2-lane, 4-span bridge is planned. | | | | | | | | | | | | | | | | | |
| SH 41, FY21 D1 ADA IMPROVEMENTS, RATHDRUM | | | 1 | CN | | 440 | | | | - | - | 440 | - | 440 | | | |
| 20048 | MP 0 - 0 | SAFTY/TRAF OPER, Sidewalk | | PE | | | - | | | - | - | 90 | - | 90 | | | |
| STATE OF IDAHO (ITD) | | TRAFFIC | | RW | | | - | | | - | - | - | - | - | | | |
| This project will increase safety on SH-41 in Rathdrum by funding improvements to pedestrian facilities such as sidewalks, cross-walks and curbs to make them more accessible for people with disabilities. | | | | | | | | | | | | | | | | | |
| STC-1697, FRENCH GULCH/FERNAN HILL RD,EASTSIDE HD | | | 1 | CN | | | | 1,584 | | - | - | 1,584 | 1,467 | 117 | | | |
| 20094 | MP 12.91 - 16.33 | RESRF/RESTO&REHAB, Resurfacing | | PE | | | | - | | - | - | 428 | 396 | 32 | | | |
| EASTSIDE HD Number 3 | | STP-RURAL (L) STP-RURAL | | RW | | | | - | | - | - | - | - | - | | | |
| This project is located near the City of Coeur d' Alene in Kootenai County and consists of funding to construct a 2 inch overlay, new pavement markings and additional safety features including signs and guardrail, when appropriate, to provide significant improvements to the safety and conditions of this road. | | | | | | | | | | | | | | | | | |
| SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO | | | 1 | CN | 7,400 | 6,742 | | | | - | - | 21,826 | 20,219 | 1,607 | | | |
| 20098 | MP 2.45 - 5.46 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | - | - | 1,913 | 1,773 | 140 | | | |
| STATE OF IDAHO (ITD) | | CPCTY | | RW | | | | | | - | - | 1,150 | 741 | 409 | | | M |
| SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO | | | 1 | CN | 7,000 | | | | | - | - | 21,826 | 20,219 | 1,607 | | | |
| | MP 2.45 - 5.46 | RECONST/REALIGN, Plant Mix Pavement | | PE | | | | | | - | - | 1,913 | 1,773 | 140 | | | |
| STATE OF IDAHO (ITD) | | FREIGHT | | RW | | | | | | - | - | 1,150 | 741 | 409 | | | M |



KMPO Street and Highways Project List

Group: Highway Projects (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| | | | | | | | | | | | | | | | | |
| <p>This project will reconstruct SH-41 from MP 2.500 to MP 5.400. Improvements include a 4-lane divided roadway, upgrading the signal at Hayden Ave, installing a new signal at Wyoming Ave, upgrading a RR crossing signal, intersection turn bays and illumination, and adding a shared-use path on one side of the highway.</p> | | | | | | | | | | | | | | | | |
| SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO | 1 | CN | | | 194 | - | - | - | - | - | - | - | 21,826 | 20,219 | 1,607 | 1 |
| 20098 MP 2.45 - 5.46 RECONST/REALIGN, Plant Mix Pavement | | PE | | | - | - | - | - | - | - | - | - | 1,913 | 1,773 | 140 | P |
| STATE OF IDAHO (ITD) ETS NH | | RW | | | - | - | - | - | - | - | - | - | 1,150 | 741 | 409 | M |
| <p>SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM</p> | | | | | | | | | | | | | | | | |
| 20120 MP 5.46 - 6.46 RECONST/REALIGN, Plant Mix Pavement | 1 | CN | 4,910 | 3,621 | - | - | - | - | - | - | - | 8,908 | 8,254 | 654 | 1 | |
| STATE OF IDAHO (ITD) SAFETY HSIP | | PE | | | - | - | - | - | - | - | - | 980 | 908 | 72 | P | |
| STATE OF IDAHO (ITD) ETS HSIP | | RW | | | - | - | - | - | - | - | - | 2,075 | 1,923 | 152 | M | |
| <p>SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM</p> | | | | | | | | | | | | | | | | |
| MP 5.46 - 6.46 RECONST/REALIGN, Plant Mix Pavement | 1 | CN | | 76 | - | - | - | - | - | - | - | 8,908 | 8,254 | 654 | 1 | |
| STATE OF IDAHO (ITD) ETS HSIP | | PE | | | - | - | - | - | - | - | - | 980 | 908 | 72 | P | |
| STATE OF IDAHO (ITD) ETS HSIP | | RW | | | - | - | - | - | - | - | - | 2,075 | 1,923 | 152 | M | |
| <p>Reconstruct SH 41 from MP 5.46 to 6.46. Improvements include a 4-lane divided roadway, upgrading the signal at Boekel Ave, installing a new signal at Nagel Ave, intersection turn bays and illumination, and adding a shared-use path on one side of the highway. Also, improve safety at the intersection of Hwy 41 and Lancaster. The intersection is currently listed as a high accident location. Improvements will include the installation of a new traffic signal, right and left turn bays, illumination, and new signs.</p> | | | | | | | | | | | | | | | | |
| STC-7275, 4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON G 1 | | CN | | | | | | | | | 4,680 | 4,498 | 4,168 | 330 | 1 2 | |
| 20134 MP 13.559 - 15.088 RECONSTRUCTION | | PE | | | | | | | | | | 257 | 239 | 18 | | |
| DALTON GARDENS STP-URBAN (L) STP-U | | RW | | | 58 | | | | | | | 58 | 54 | 4 | | |
| <p>This project will reconstruct the road to current roadway design standards and meet FHWA ADA requirements. The project is being cooperatively funded by the Cities of Hayden, Dalton Gardens, and Coeur d' Alene.</p> | | | | | | | | | | | | | | | | |
| LOCAL, FY21 KMPO METRO PLANNING | 1 | CN | | | | | | | | | | | | | | 1 |
| 20198 MP 0 - 0 PLAN/STUDY, Planning/Transportation | | PE | | | 101 | | | | | | | 336 | 312 | 24 | | |
| KOOTENAI METROPOLITAN STP-URBAN (L) STP-U | | RW | | | | | | | | | | | | | | M |
| LOCAL, FY21 KMPO METRO PLANNING | 1 | CN | | | | | | | | | | | | | | 1 |
| MP 0 - 0 PLAN/STUDY, Planning/Transportation | | PE | | | 235 | | | | | | | 336 | 312 | 24 | | |
| KOOTENAI METROPOLITAN MET MET | | RW | | | | | | | | | | | | | | M |
| <p>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.</p> | | | | | | | | | | | | | | | | |
| STC-7219, HUETTER RD UPRR RRX, POST FALLS | 1 | CN | 10 | 230 | | | | | | | | 240 | 216 | 24 | 1 | |
| 20378 MP 105.916 - 105.916 SAFETY/TRAF OPER, Railroad Gates | | PE | 10 | | | | | | | | | 10 | 9 | 1 | | |
| POST FALLS HIGHWAY DISTRICT RAIL FED RRX | | RW | | | | | | | | | | | | | | |
| <p>Add gates and signals.</p> | | | | | | | | | | | | | | | | |



KMPO Street and Highways Project List

Group: Highway Projects (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| STC-5820, N IDAHO ST UPRR RRX, IN KOOTENAI COUNTY | 1 | CN | | | | 10 | 300 | | | | | | 310 | 279 | 31 | 1 |
| 20394 | MP 2.405 - 2.405 | SAFTY/TRAF OPER, Railroad Signals | PE | | | 10 | - | | | | | | 10 | 9 | 1 | |
| POST FALLS HIGHWAY DISTRICT | RAIL | FED RRX | RW | | | | | | | | | | - | - | | |
| Install type 1 signal including constant warning protection, planking, and cabinet. | | | | | | | | | | | | | | | | |
| SMA-5719, INT PLEASANT VIEW RD & PRAIRIE AVE, POST FA | 1 | CN | | 1,184 | | | | | | | | | 1,184 | 1,097 | 87 | 1 |
| 20402 | MP 5.799 - 5.799 | SAFTY/TRAF OPER, Intersection Improvements | PE | - | | | | | | | | | 258 | 239 | 19 | |
| POST FALLS HD | SAFETY (L) | HRRR | RW | - | | | | | | | | | 102 | 95 | 7 | |
| The Pleasant View Rd and Prairie Ave Intersection Improvements project is located near Post Falls in Kootenai County and will improve the incidence of angle injury accidents and will help eliminate the continued occurrence of accidents with the reduction/elimination of serious injury crashes and fatalities. | | | | | | | | | | | | | | | | |
| I 90, SH-41 IC, KOOTENAI CO | 1 | CN | | | | | 6,792 | 14,187 | 20,639 | | | | 41,849 | 38,614 | 3,235 | 1 2 |
| 20442 | MP 6.7 - 7.4 | SAFTY/TRAF OPER, Interchange Modification | PE | 2,041 | | | | | | | | | 5,041 | 4,651 | 390 | B S |
| STATE OF IDAHO (ITD) | SAFETY | HSIP | RW | | 2,652 | | | | | | | | 2,652 | 2,447 | 205 | M W |
| I 90, SH-41 IC, KOOTENAI CO | 1 | CN | | | | | 231 | | | | | | 41,849 | 38,614 | 3,235 | 1 2 |
| 20442 | MP 6.7 - 7.4 | SAFTY/TRAF OPER, Interchange Modification | PE | | | | | | | | | | 5,041 | 4,651 | 390 | B S |
| STATE OF IDAHO (ITD) | ETS | HSIP | RW | | | | | | | | | | 2,652 | 2,447 | 205 | M W |
| This Project I 90, SH 41 Interchange, Kootenai Co. 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. | | | | | | | | | | | | | | | | |
| LOCAL, E CANYON RD STRIPING, EASTSIDE HD #3 | 1 | CN | | 520 | | | | | | | | | 520 | 482 | 38 | 1 |
| 20474 | MP 0 - 0 | SAFTY/TRAF OPER, Pavement Marking | PE | - | | | | | | | | | 25 | 23 | 2 | |
| EASTSIDE HD Number 3 | SAFETY (L) | HRRR | RW | - | | | | | | | | | - | - | | |
| The East Canyon Road Striping project is located near Coeur d'Alene in Kootenai County and will improve the roadway network safety throughout the project site with the installation of new, permanent edge line markings to reduce/eliminate serious injury crashes and fatalities. | | | | | | | | | | | | | | | | |
| SH 97, HARRISON BR TO WHISTLE RD, KOOTENAI CO | 1 | CN | | | | | 445 | | | | | | 445 | - | 445 | 1 |
| 20482 | MP 69.07 - 81.5 | PM, Seal Coat | PE | 25 | | | | | | | | | 25 | - | 25 | P |
| STATE OF IDAHO (ITD) | PAVE | ST | RW | | | | | | | | | | - | - | | |
| The project consists of seal coating SH 97 from milepost 69.07 milepost 81.50. | | | | | | | | | | | | | | | | |
| LOCAL, FY22 KMPO METRO PLANNING | 1 | CN | | | | | | | | | | | - | - | | 1 |
| 20527 | MP 0 - 0 | PLAN/STUDY, Planning/Transportation | PE | | | 235 | | | | | | | 235 | 218 | 17 | |
| KOOTENAI METROPOLITAN | MET | MET | RW | | | | | | | | | | - | - | | |
| Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region. | | | | | | | | | | | | | | | | |
| SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO | 1 | CN | | | | 7,392 | | | | | | | 7,392 | 6,849 | 543 | 1 |
| 20575 | MP 1.8 - 4.5 | SAFTY/TRAF OPER, Safety | PE | 10 | | | | | | | | | 1,320 | 1,223 | 97 | P S |
| STATE OF IDAHO (ITD) | SAFETY | HSIP | RW | | | | | | | | | | - | - | | |

KMPO Street and Highways Project List

Group: Highway Projects
(System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| The project will reduce serious and fatal crashes by widening the roadway cross section from 2 to 3 lanes from MP 1.8 to 2.6 , and construct center and right turn bays at 4.4 to 4.550 and provide for illumination at three intersections, Hauser Lake Rd and N Bruss Rd. | | | | | | | | | | | | | | | | | |
| SH 3, CDA RV BR TO I-90, KOOTENAI CO | | 1 | CN | | | | | 445 | | | | | 445 | | 445 | L | |
| 20592 | MP 111.38 - 117.68 | PM, Seal Coat | | PE | 25 | | | | | | | | 25 | | 25 | P | |
| STATE OF IDAHO (ITD) | | PAVE | ST | RW | | | | | | | | | | | | | |
| The project consists of seal coating SH 3 from milepost 111.380 milepost 117.680. | | | | | | | | | | | | | | | | | |
| SH 53, INT N RAMSEY RD, KOOTENAI CO | | 1 | CN | | | 2,039 | | | | | | | 2,091 | 1,938 | 153 | L | |
| 20641 | MP 12.9 - 13.1 | SAFTY/TRAF OPER, Safety | | PE | 10 | | | | | | | | 210 | 195 | 15 | | |
| STATE OF IDAHO (ITD) | | SAFETY | HSIP | RW | 60 | | | | | | | | 60 | 56 | 4 | M | |
| SH 53, INT N RAMSEY RD, KOOTENAI CO | | 1 | CN | | | 52 | | | | | | | 2,091 | 1,938 | 153 | L | |
| | MP 12.9 - 13.1 | SAFTY/TRAF OPER, Safety | | PE | | | | | | | | | 210 | 195 | 15 | | |
| STATE OF IDAHO (ITD) | | ETS | HSIP | RW | | | | | | | | | 60 | 56 | 4 | M | |
| This project will reduce serious and fatal crashes at the SH53, N. Ramsey Rd Intersection. The intersection is a high accident location and the project will install a new traffic signal, left and right turn bays on SH53, left turn bays on Ramsey Rd, illumination, and new signing. | | | | | | | | | | | | | | | | | |
| I 90, CEDARS TO DUDLEY RD, KOOTENAI CO | | 1 | CN | | | 6,008 | | | | | | | 6,008 | 5,544 | 464 | L | |
| 20645 | MP 32.35 - 36.2 | SAFTY/TRAF OPER, Safety | | PE | 10 | | | | | | | | 540 | 498 | 42 | | |
| STATE OF IDAHO (ITD) | | SAFETY | HSIP | RW | | | | | | | | | | | | W | |
| This project will reconstruct the median on I 90 between milepost 32 and 36 in order to install concrete barrier in the median. The installation of this barrier will increase the safety of the Interstate by providing positive separation between the eastbound and westbound travel lanes to reduce head-on collisions by traffic crossing the median into opposing traffic. | | | | | | | | | | | | | | | | | |
| SH 97, S WHISTLE RD TO ECHO PT RD, KOOTENAI CO | | 1 | CN | | | | | 465 | | | | | 465 | | 465 | L | |
| 20668 | MP 81.5 - 86.9 | PM, Seal Coat | | PE | | | | | | | | | 25 | | 25 | P | |
| STATE OF IDAHO (ITD) | | PAVE | ST | RW | | | | | | | | | | | | | |
| This project consists of seal coating SH 97 from milepost 81.5 milepost 86.9. | | | | | | | | | | | | | | | | | |
| SH 53, N LATAH ST TO MP 9.3, RATHDRUM | | 1 | CN | | | 3,440 | | | | | | | 3,475 | 3,220 | 255 | L | |
| 20695 | MP 8.39 - 9.3 | MAJRWDN, Safety | | PE | | | | | | | | | 290 | 269 | 21 | | |
| STATE OF IDAHO (ITD) | | SAFETY | HSIP | RW | | | | | | | | | | | | M | |
| SH 53, N LATAH ST TO MP 9.3, RATHDRUM | | 1 | CN | | | 35 | | | | | | | 3,475 | 3,220 | 255 | L | |
| | MP 8.39 - 9.3 | MAJRWDN, Safety | | PE | | | | | | | | | 290 | 269 | 21 | | |
| STATE OF IDAHO (ITD) | | ETS | HSIP | RW | | | | | | | | | | | | M | |
| This project will reduce serious and fatal crashes by widening the roadway cross section from 2 to 3 lanes and widening shoulders to be used as right turn movements. | | | | | | | | | | | | | | | | | |
| US 95, GARWOOD RD GS & FRONTAGE RDS, KOOTENAI CO | | 1 | CN | | 7,900 | | | | | | | | 7,900 | | 7,900 | L | |
| 20795 | MP 439.4 - 440.2 | RECONST/REALIGN, Pavement Rehabi | | PE | | | | | | | | | | | | P | |
| STATE OF IDAHO (ITD) | | GARVEE-17 | STR | RW | | | | | | | | | | | | | |



KMPO Street and Highways Project List

Group: Highway Projects (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | | |
| Remove the existing at grade intersection at US-95 and Garwood Rd. Realign Garwood Road and construct a two new grade separation over US-95 and the UPRR. Construct new frontage roads to connect Garwood Rd to the SH-53 interchange in order to remove all access points to US-95. Project is funded with Grant Anticipation Revenue Vehicle bonds until repaid via debt service using federal funds. | | | | | | | | | | | | | | | | | |
| I 90, BENNETT BAY BR ASSET PLAN | 1 | CN | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 21930 | MP 17.5 - 17.815 | PLAN/STUDY, Planning/Transportation | PE | 5 | - | - | - | - | - | - | - | - | 280 | 258 | 22 | L | |
| STATE OF IDAHO (ITD) | BR-PRESERVE IM | | RW | - | - | - | - | - | - | - | - | - | - | - | - | W | |
| This project will conduct an asset study on the Bennett Bay bridge on I-90 at mile point 17.5 in Kootenai Co. | | | | | | | | | | | | | | | | | |
| SH 41, DIAGONAL RD TURNBAYS, RATHDRUM | 1 | CN | - | - | - | - | - | - | - | 907 | - | 907 | 840 | 67 | L | | |
| 21937 | MP 8.3 - 8.8 | MAJRWDN, Turn Bay | PE | - | - | - | - | - | - | - | - | 60 | 56 | 4 | S | | |
| STATE OF IDAHO (ITD) | SAFETY HSIP | | RW | - | 88 | - | - | - | - | - | - | 88 | 82 | 6 | | | |
| This project ON SH-41 from milepost 8.3 to 8.0, will construct turn bays at Diagonal Road intersection. 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. | | | | | | | | | | | | | | | | | |
| US 95, IRONWOOD TO SH53 SIGNALUPGRADES, KOOTENAI | 1 | CN | - | - | - | - | - | - | - | 2,669 | - | 2,759 | 2,557 | 202 | L | | |
| 21938 | MP 430.3 - 438.9 | SAFTY/TRAF OPER, Traffic Signals | PE | 50 | - | - | - | - | - | - | - | 100 | 93 | 7 | | | |
| STATE OF IDAHO (ITD) | SAFETY HSIP | | RW | - | - | - | - | - | - | - | - | - | - | - | M | | |
| US 95, IRONWOOD TO SH53 SIGNALUPGRADES, KOOTENAI | 1 | CN | - | - | - | - | - | - | - | 90 | - | 2,759 | 2,557 | 202 | L | | |
| MP 430.3 - 438.9 | SAFTY/TRAF OPER, Traffic Signals | | PE | - | - | - | - | - | - | - | - | 100 | 93 | 7 | | | |
| STATE OF IDAHO (ITD) | ETS HSIP | | RW | - | - | - | - | - | - | - | - | - | - | - | M | | |
| The US95, Ironwood to SH-53, MP 430.3 to MP 438.900, will upgrade the signal cabinets to include battery backup to keep the signals operational during power outages and to provide adaptive technology to the signals to improve the flow of traffic through the corridor. Other improvements include converting the signal stop bar detection to radar and adding reflective back-plates to all the traffic signal heads and LED illumination. These improvements will reduce the rear end and angle turning crashes, especially during low visibility and bad weather. | | | | | | | | | | | | | | | | | |
| SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO | 1 | CN | 15 | - | - | - | - | - | - | 3,229 | - | 3,271 | 3,031 | 240 | L | | |
| 21939 | MP 0 - 1.8 | MAJRWDN, Turn Bay | PE | - | - | - | - | - | - | - | - | 220 | 204 | 16 | S | | |
| STATE OF IDAHO (ITD) | SAFETY HSIP | | RW | 301 | - | - | - | - | - | - | - | 301 | 279 | 22 | M | | |
| SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO | 1 | CN | - | - | - | - | - | - | - | 26 | - | 3,271 | 3,031 | 240 | L | | |
| MP 0 - 1.8 | MAJRWDN, Turn Bay | | PE | - | - | - | - | - | - | - | - | 220 | 204 | 16 | S | | |
| STATE OF IDAHO (ITD) | ETS HSIP | | RW | - | - | - | - | - | - | - | - | 301 | 279 | 22 | M | | |
| This project SH 53, WSL TO HAUSER LAKE RD, KOOTENAI CO will reconstruct the existing road and add standard width shoulders, turn bays and illumination. the project will reduce serious and fatal type crashes between MP 0.00 and 1.8000, install turn bays with illumination at Ave. and . The project will reduce serious and fatal type crashes as well as improve mobility. | | | | | | | | | | | | | | | | | |
| STC-5727, RAMSEY RD BNSF GS, LAKES HD | 1 | CN | 750 | - | - | - | - | - | - | - | - | 750 | 695 | 55 | L | | |
| 21988 | MP 19.15 - 19.35 | SAFTY/TRAF OPER, GradeSeparation | PE | - | - | - | - | - | - | - | - | - | - | - | | | |
| LAKES HD | SAFETY (L) HSIP (L) | | RW | - | - | - | - | - | - | - | - | - | - | - | | | |

KMPO Street and Highways Project List

Group: Highway Projects
(System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| The Ramsey Rd/BNSF Railway Grade Separation project, located near the City of Chilco in Kootenai County, will provide partial funding for this multiple funding source project to reduce/eliminate fatal and serious injury crashes at this railroad crossing location, for all roadway users, due to multiple tracks at this location. | | | | | | | | | | | | | | | | | |
| SMA-7045, INT PRAIRIE AVE & IDAHO RD, POSTFALLS HD | | | 1 | CN | | 861 | - | - | - | - | - | - | 861 | 798 | 63 | 1 | |
| 21991 | MP 103.744 - 103.744 | SAFTY/TRAF OPER, Traffic Signals | | PE | | - | - | - | - | - | - | - | 157 | 145 | 12 | | |
| POST FALLS HD | | SAFETY (L) | HSIP (L) | RW | 20 | | - | - | - | - | - | - | 20 | 19 | 1 | | |
| The intersection of Prairie Ave & Idaho Rd, located near the City of Post Falls in Kootenai County, will install a traffic control signal with protected left-turn lanes on all four approaches and right turn lanes on the Prairie Avenue approaches, or a roundabout to reduce/eliminate fatal and serious injury crashes for all roadway users. | | | | | | | | | | | | | | | | | |
| I 90S, SHERMAN AVE & LAKESIDE AVE, COEUR D'ALENE | | | 1 | CN | | 1,119 | - | - | - | - | - | - | 1,119 | 1,037 | 82 | 1 | |
| 21993 | MP 0 - 3.834 | SAFTY/TRAF OPER, Traffic Signals | | PE | | - | - | - | - | - | - | - | 155 | 144 | 11 | | |
| COEUR D'ALENE | | SAFETY (L) | HSIP (L) | RW | | - | - | - | - | - | - | - | - | - | - | W | |
| The Traffic Signal Upgrades on Sherman Ave and Lakeside Ave project, located in the City of Coeur d'Alene in Kootenai County, will install traffic signal crash reduction countermeasures with the installation of new pedestrian signal heads, APS push buttons, new signal heads, upgrades to vehicle detection, 4-Section Protected/Permitted signal heads, new traffic controllers and new signal cabinets at eleven intersections to reduce/eliminate fatal and serious injury accidents, for all roadway users, at these intersections and along these corridors. | | | | | | | | | | | | | | | | | |
| STC-5815, ATLAS RD UPRR RRX, Near HAYDEN | | | 1 | CN | | 300 | - | - | - | - | - | - | 300 | 270 | 30 | 1 | |
| 22035 | MP 100.99 - 100.99 | SAFTY/TRAF OPER, Railroad Signals | | PE | 10 | - | - | - | - | - | - | - | 10 | 9 | 1 | | |
| LAKES HIGHWAY DISTRICT | | RAIL | FED RRX | RW | | - | - | - | - | - | - | - | - | - | - | | |
| This project will install lights, gates, and insulated planking at this passive Union Pacific Railroad crossing on Atlas Rd. near the city of Hayden. | | | | | | | | | | | | | | | | | |
| LOCAL, FY23 KMPO METRO PLANNING | | | 1 | CN | | - | - | - | - | - | - | - | - | - | - | 1 | |
| 22106 | MP 0 - 0 | PLAN/STUDY, Planning/Transportation | | PE | | - | 235 | - | - | - | - | - | 235 | 218 | 17 | | |
| KOOTENAI METROPOLITAN PLANNING | | MET | | RW | | - | - | - | - | - | - | - | - | - | - | | |
| Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region. | | | | | | | | | | | | | | | | | |
| SH 54, FY20 D1 MILL AND INLAY, KOOTENAI CO | | | 1 | CN | | 555 | - | - | - | - | - | - | 555 | - | 555 | 1 | |
| ORN22262 | MP 1 - 6 | PM, Resurfacing | | PE | | 55 | - | - | - | - | - | - | 55 | - | 55 | | |
| STATE OF IDAHO (ITD) | | PAVE | ST | RW | | - | - | - | - | - | - | - | - | - | - | | |
| The mill and Inlay project will preserve, repair and prolong pavement life by performing thin milling and plant mix inlay between mileposts 1 and 6 on SH-54 in Kootenai County. | | | | | | | | | | | | | | | | | |
| I 90, MP 7.64 CULVERT REPAIR, POST FALLS | | | 1 | CN | | 566 | - | - | - | - | - | - | 566 | - | 566 | 1 | |
| ORN22265 | MP 7.64 - 7.64 | PM, Drainage Improvements | | PE | 110 | - | - | - | - | - | - | - | 110 | - | 110 | | |
| STATE OF IDAHO (ITD) | | OTHER ASSETS | ST | RW | | - | - | - | - | - | - | - | - | - | - | W | |
| The Interstate I-90 milepost 7.64 Culvert Repair project will repair the existing culvert beneath the interstate fill. | | | | | | | | | | | | | | | | | |

KMPO Street and Highways Project List

Group: Highway Projects
 (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| 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 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| I 90, FY20 FENCE REPAIR, KOOTENAI CO | 1 | CN | | 241 | - | - | - | - | - | - | - | - | 241 | - | 241 | 1 |
| ORN22274 MP 32 - 36 | | PE | | 27 | - | - | - | - | - | - | - | - | 27 | - | 27 | |
| STATE OF IDAHO (ITD) | | RW | | - | - | - | - | - | - | - | - | - | - | - | - | W |
| The 2020 Interstate 90 Fence Repair project will repair and replace interstate controlled access fence between mile post 32 and 36. Access control fence is to help prevent pedestrian and wildlife crossing onto the high speed facility. | | | | | | | | | | | | | | | | |
| I 90, WSL TO SHERMAN AVE, KOOTENAI CO | 1 | CN | | - | - | - | - | - | - | - | Unfunded | 151,200 | 139,512 | 11,688 | 1 | |
| ORN22293 MP 0.1 - 14.8 | | PE | | - | - | - | - | - | - | - | Unfunded | 23,000 | 21,222 | 1,778 | | |
| STATE OF IDAHO (ITD) | | RW | | - | - | - | - | - | - | - | Unfunded | - | - | - | W | |
| The project WSL to Sherman Ave is to expand the interstate system from 2 lanes in each direction to 3 lanes. The additional lanes will increase mobility, and safety on the interstate system, | | | | | | | | | | | | | | | | |
| I 90, US-95, INTERCHANGE, KOOTENAI CO | 1 | CN | | - | - | - | - | - | - | - | Unfunded | 84,050 | 77,553 | 6,497 | 1 | |
| ORN22294 MP 11.6 - 13.6 | | PE | | - | - | - | - | - | - | - | Unfunded | 7,650 | 7,059 | 591 | | |
| STATE OF IDAHO (ITD) | | RW | | - | - | - | - | - | - | - | Unfunded | - | - | - | W | |
| This Project I 90, US-95 Interchange, Kootenai Co. includes the construction of a new I 90/US-95, (Exit #12) 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. | | | | | | | | | | | | | | | | |
| I 90, FY21 WA LN TO MT LN PAVEMENT MARKINGS | 1 | CN | | - | 311 | - | - | - | - | - | - | 311 | 311 | - | 1 | |
| ORN22301 MP 0 - 73.888 | | PE | | 18 | - | - | - | - | - | - | - | 18 | 18 | - | | |
| STATE OF IDAHO (ITD) | | RW | | - | - | - | - | - | - | - | - | - | - | - | W | |
| This project will increase safety by increasing the delineation of travel ways both in day and night light conditions and in inclement weather. It is located between the Washington state line (milepost 0.0) and the Montana state line (milepost 73.888). | | | | | | | | | | | | | | | | |
| SMA-7905, NW BLVD SIGNAL UPGRADE, COEUR D'ALENE | 1 | CN | | 115 | - | - | - | - | - | - | - | 115 | 107 | 8 | 1 | |
| ORN22302 MP 12 - 12.1 | | PE | | 3 | - | - | - | - | - | - | - | 3 | 3 | - | | |
| OF IDAHO (ITD) | | RW | | - | - | - | - | - | - | - | - | - | - | - | | |
| This project will upgrade the signal system between Appleway and Northwest Blvd to be compatible with the City of Coeur d'Alene traffic signal equipment installed along the Northwest Blvd. corridor. This project will provide increased mobility in the corridor by optimizing through interconnecting local and state-controlled signal controllers. | | | | | | | | | | | | | | | | |
| LOCAL, GUARDRAIL IMPROVEMENTS, LAKES HD | 1 | CN | | - | - | 1,543 | - | - | - | - | - | 1,543 | 1,430 | 113 | 1 | |
| ORN22397 MP 0 - 0 | | PE | | - | 243 | - | - | - | - | - | - | 243 | 225 | 18 | | |
| HD | | RW | | - | - | - | - | - | - | - | - | - | - | - | | |
| Install guardrail and improve shoulders along three roadways to improve/eliminate runoff the road accidents. | | | | | | | | | | | | | | | | |
| LOCAL, HAUSER LAKE LOOP SAFETY AUDIT, POST FALLS HD 1 | | CN | | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| ORN22400 MP 101.36 - 106.59 | | PE | | - | 51 | - | - | - | - | - | - | 51 | 47 | 4 | | |
| POST FALLS HD | | RW | | - | - | - | - | - | - | - | - | - | - | - | | |



KMPO Street and Highways Project List

Group: Highway Projects (System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Route, Location | | District | Scheduled Costs (Dollars in Thousands with Match) | | | | | | | | | | Lifetime Direct Costs AllPrograms | | | Notes |
|---|-----------|--|---|------|------|------|------|------|------|------|--------|--|-----------------------------------|---------|--------|-------|
| Key No. | Mileposts | Work, Detail | Year-Of-Expenditure Dollars (Not Current Prices) | | | | | | | | | | Total | Federal | Match | |
| Sponsor | Program | Fund | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| <p>The Hauser Lake Loop Road Safety Audit project will perform a multi-disciplinary Road Safety Audit along this roadway to identify potential safety improvements and prioritize short term and long-term improvements to reduce/eliminate fatal and serious injury crashes for all roadway users. The audit is between mileposts 101.36 and 106.59.</p> | | | | | | | | | | | | | | | | |
| STC-5734, HAYDEN AVE & MEYER RD INT, POSTFALLS HD | 1 | CN | - | | | | | | | | 1,815 | | 1,744 | 1,616 | 128 | 1 |
| ORN22435 MP 0.92 - 1.08 | | RECONST/REALIGN, Pavement Rehabilitation | PE | | 239 | | | | | | - | | 239 | 221 | 18 | |
| POST FALLS HD | | STP-RURAL (L) STP-RURAL | RW | | | | | | | | 123 | | 118 | 109 | 9 | |
| <p>For the work to upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities.</p> | | | | | | | | | | | | | | | | |
| LOCAL, FY24 KMPO METRO PLANNING | 1 | CN | - | | | | | | | | | | - | - | | 1 |
| ORN22439 MP 0 - 0 | | PLAN/STUDY, Planning/Transportation | PE | | | | 107 | | | | | | 343 | 317 | 26 | |
| KOOTENAI METROPOLITAN STP-URBAN (L) STP-U | | | RW | | | | | | | | | | - | - | | M |
| LOCAL, FY24 KMPO METRO PLANNING | 1 | CN | - | | | | | | | | | | - | - | | 1 |
| MP 0 - 0 | | PLAN/STUDY, Planning/Transportation | PE | | | | 235 | | | | | | 343 | 317 | 26 | |
| KOOTENAI METROPOLITAN MET | | MET | RW | | | | | | | | | | - | - | | M |
| <p>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.</p> | | | | | | | | | | | | | | | | |
| I 90, ATLAS TO GOV'T WAY, COEUR D'ALENE | 1 | CN | - | | | | | | | | 11,295 | | 11,295 | - | 11,295 | 1 |
| ORN22453 MP 10.343 - 12.04 | | MAJRWIDN, Grading & Drainage | PE | 110 | 510 | 364 | | | | | | | 984 | - | 984 | |
| STATE OF IDAHO (ITD) | | CPCTY STECM | RW | | | | | | | | | | - | - | | W |
| <p>This project will add an auxiliary lane from milepost 10.343 to 12.040 on the eastbound side of I-90 by widening the structure over the Prairie Trail Bicycle/Pedestrian path and constructing an auxiliary lane and an additional off-ramp lane.</p> | | | | | | | | | | | | | | | | |
| I 90, FY22 WA LN TO MT LN PAVEMENT MARKINGS | 1 | CN | - | | | 317 | | | | | | | 317 | 317 | | 1 |
| ORN22468 MP 0 - 73.888 | | SAFTY/TRAF OPER, PavementMarking | PE | 18 | | | | | | | | | 18 | 18 | | |
| STATE OF IDAHO (ITD) | | OTHER ASSETS IM | RW | | | | | | | | | | - | - | | W |
| <p>This project will increase safety by increasing the delineation of travel ways both in day and night light conditions and in inclement weather. It is located between the Washington state line (milepost 0.0) and the Montana state line (milepost 73.888).</p> | | | | | | | | | | | | | | | | |
| I 90, FY23 WA LN TO MT LN PAVEMENT MARKINGS | 1 | CN | - | | | 324 | | | | | | | 324 | 324 | | 1 |
| ORN22469 MP 0 - 73.888 | | SAFTY/TRAF OPER, PavementMarking | PE | 18 | | | | | | | | | 18 | 18 | | |
| STATE OF IDAHO (ITD) | | OTHER ASSETS IM | RW | | | | | | | | | | - | - | | W |
| <p>This project will increase safety by increasing the delineation of travel ways both in day and night light conditions and in inclement weather. It is located between the Washington state line (milepost 0.0) and the Montana state line (milepost 73.888).</p> | | | | | | | | | | | | | | | | |



KMPO Street and Highways Project List

Group: Highway Projects
(System)

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Route, Location | | | District | Scheduled Costs (Dollars in Thousands with Match) | | | | | | | | | | Lifetime Direct Costs All Programs | Notes | |
|-----------------|-----------|--------------|--------------|---|--|---------------|---------------|---------------|---------------|---------------|----------------|----------------|--|------------------------------------|-------|-------|
| Key No. | Mileposts | Work, Detail | | Phase | Year-Of-Expenditure Dollars (Not Current Prices) | | | | | | | | | | | Total |
| Sponsor | Program | Fund | 2020 | | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | Total | | | | |
| | | | Construction | 61,608 | 29,498 | 24,985 | 14,881 | 16,661 | 24,360 | 33,158 | 254,821 | 459,972 | | | | |
| | | | Development | 2,790 | 1,486 | 610 | 235 | 343 | - | - | 30,650 | 36,114 | | | | |
| | | | Right-of-Way | 1,182 | 6,574 | 459 | 318 | - | - | - | 123 | 8,656 | | | | |
| Total | | | | 65,580 | 37,558 | 26,054 | 15,434 | 17,004 | 24,360 | 33,158 | 285,594 | 504,742 | | | | |

Notes:

- 1: Project is in Statewide Transportation Improvement Program
- 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- M: Project included in multiple programs
- B: Project addresses Bridge DOH Strategic Needs
- P: Project addresses Pavement DOH Strategic Needs
- A: Project utilizes an alternative contracting method.
- W: Work zone safety priority
- * Contingent upon successful application for funds

Phases:

- Construction - includes utilities, construction engineering, and purchases
- Develop - includes preliminary engineering by state and/or consultant forces
- Right Of Way - Right-Of-Way acquisition includes plans, consultant forces and land acquisitio

KMPO Public Transportation Project List

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND
POLICY/REGULATION/RULE CHANGES

| 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 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | | | | | |
| TRANSIT, COEUR D'ALENE UZA METRO PLANNING | 1 | CN | 60 | 60 | 60 | 60 | - | - | - | - | - | 240 | 192 | 48 | 1 | |
| 13238 | MP 0 - 0 | Metropolitan Planning | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI METROPOLITAN TRNS-OPS | 5303 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 | 1 | CN | 777 | 679 | 651 | 651 | - | - | - | - | - | 2,758 | 1,655 | 1,103 | 1 | |
| 14191 | MP 0 - 0 | Paratransit Operations | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These funds will provide operating assistance to support paratransit services. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE UZA OPERATIONS | 1 | CN | 1,050 | 1,082 | 1,114 | 1,148 | - | - | - | - | - | 4,394 | 2,197 | 2,197 | 1 | |
| 14193 | MP 0 - 0 | Transit Operations | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These funds will provide operating assistance to support fixed route services. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE UZA FIXED ROUTE PREVENTATIV | 1 | CN | 88 | 81 | 75 | 79 | - | - | - | - | - | 323 | 258 | 65 | 1 | |
| 19196 | MP 0 - 0 | Preventive Maintenance | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These preventive maintenance funds will extend the life of the fixed route vehicle fleet. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE UZA SECURITY | 1 | CN | 22 | 19 | 19 | 19 | - | - | - | - | - | 79 | 63 | 16 | 1 | |
| 19333 | MP 0 - 0 | Security | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These funds will provide for route and facility security services. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTATIVE | 1 | CN | 56 | 56 | 60 | 60 | - | - | - | - | - | 232 | 186 | 46 | 1 | |
| 19361 | MP 0 - 0 | Preventive Maintenance | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These preventive maintenance funds will extend the life of the paratransit vehicle fleet. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE UZA BUSES | 1 | CN | 294 | 294 | 294 | 294 | - | - | - | - | - | 1,176 | 941 | 235 | 1 | |
| 19424 | MP 0 - 0 | Capital Asset | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-CAP | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| These funds will be used to acquire replacement buses for those that have reached the end of their useful lives. | | | | | | | | | | | | | | | | |
| TRANSIT, COEUR D'ALENE OPERATIONS PLANNING | 1 | CN | 125 | 94 | 94 | 94 | - | - | - | - | - | 407 | 326 | 81 | 1 | |
| 20761 | MP 0 - 0 | Transit Planning | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| To provide planning for service and network design, fare implementation, and construction of the Riverstone Transit Center. | | | | | | | | | | | | | | | | |

KMPO Public Transportation Project List (page 2)

| 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) | | | | | | | | | | | | |
| Sponsor | | Program | Fund | Ph | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | PREL | Total | Federal | Match | Notes | |
| TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T 1 | | | | CN | 10 | 9 | 10 | 9 | - | - | - | - | 38 | 30 | 8 | 1 | |
| 20762 | MP 0 - 0 | Transit Planning | | PE | - | - | - | - | - | - | - | - | - | - | - | - | |
| KOOTENAI COUNTY | | TRNS-OPS | 5307 Small Urban | RW | - | - | - | - | - | - | - | - | - | - | - | - | |
| To provide Federal training for transit staff. | | | | | | | | | | | | | | | | | |
| | | | | Construction | 2,482 | 2,374 | 2,377 | 2,414 | - | - | - | - | | | | | |
| | | | | Development | - | - | - | - | - | - | - | - | | | | | |
| | | | | Right-of-Way | - | - | - | - | - | - | - | - | | | | | |
| | | | | Total | 2,482 | 2,374 | 2,377 | 2,414 | - | - | - | - | | | | | |

Notes:

- 1: Project is also shown in a Transportation Improvement Program 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- M: Project included in multiple programs
- B: Project addresses Bridge DOH Strategic Needs
- P: Project addresses Pavement DOH Strategic Needs A: Project utilizes an alternative contracting method. W: Work zone safety priority
- * Contingent upon successful application for funds

PHASES:

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



E. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified and projects 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 Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year ¹

Total Cost's All Programs 2020-2026 (000's)

| Phase | Costs in Year-of-Expenditure Dollars (000's) | | | | | | Lifetime Construction Costs (000's) | | | |
|----------------------------|--|------------------|------------------|------------------|------------------|------------------|-------------------------------------|-------------------|------------------|-----------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | Early 23/24 | Total | Federal Aid | State | Other/local |
| Engineering and Design | 4,003 | 673 | 1,169 | 744 | 245 | - | 6,834 | 16,446 | 3,140 | 876 |
| Right of Way | 6,392 | 1,816 | 1,051 | - | 169 | - | 9,428 | 8,927 | 1,374 | 125 |
| Construction | 14,943 | 28,655 | 49,129 | 35,795 | 23,053 | 40,074 | 191,649 | 159,807 | 22,027 | 6,847 |
| Total Program Value | \$ 25,338 | \$ 31,144 | \$ 51,349 | \$ 36,539 | \$ 23,467 | \$ 40,074 | \$ 207,911 | \$ 185,180 | \$ 25,969 | \$ 7,848 |

| Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | Preliminary | Total Cost |
|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Road Construction | 61,608 | 29,498 | 24,985 | 14,881 | 16,661 | 24,360 | 33,158 | 254,821 | 459,972 |
| Transit Ops & Construction | 2,482 | 2,374 | 2,377 | 2,414 | - | - | - | - | 9,647 |
| Development | 2,790 | 1,486 | 610 | 235 | 343 | - | - | 30,650 | 36,114 |
| Right of Way | 1,182 | 6,574 | 459 | 318 | - | - | - | 123 | 8,656 |
| Cost in '000's | 68,062 | 39,932 | 28,431 | 17,848 | 17,004 | 24,360 | 33,158 | 285,594 | 514,389 |

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 (FAST Act) and the uncertainty that exists with future programs. Project costs during 2012 and 2031 have seen stable bid prices, as such forecasting anticipated project cost increases may be counterproductive, until economic conditions become more certain..

10

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 regions 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 STP-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 STP-Urban funds to areas between 5,000 populations and 200,000 populations 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 is a theoretical STP-Urban program allocation to the KMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

TABLE 4.0

STP-Urban Program Annual Fund Balances for the KMPO Planning Area ¹

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 lack of annual appropriation bills and the uncertainty that exists with future program levels

| STP Urban Funds | FY2020 | FY2021 | FY2022 | FY 2023 | FY2024 | FY 2025 | Preliminary Development | Total |
|------------------------------|--------------------|--------------------|-----------------|--------------------|--------------------|--------------------|-------------------------|-------------------|
| Allocated STP-U Funds | 1,313,066 | 1,313,066 | 1,313,066 | 1,313,066 | 1,313,066 | 1,313,066 | 1,313,066 | 10,511,462 |
| Match Requirement | 96,379 | 96,379 | 96,379 | 96,379 | 96,379 | 96,379 | 96,379 | 674,653 |
| Total Available Funds | 2,825,469 | 3,224,914 | 3,952,856 | 1,454,301 | 2,545,746 | 3,955,191 | 5,364,636 | 10,511,462 |
| Programmed Funds | 1,010,000 | 681,503 | 3,908,000 | 318,000 | | | 4,680,000 | 10,597,503 |
| Balance of Funds | \$1,815,469 | \$2,543,411 | \$44,856 | \$1,136,301 | \$2,545,746 | \$3,955,191 | \$684,636 | (\$86,041) |

Table 4.0 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 5.0 identifies the estimated FTA 5307 federal apportionments to the KMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments are subject to annual appropriation. The TIP/STIP will be adjusted accordingly as actual amounts are made available.

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

| Phase | <i>Scheduled Costs (Dollars in Thousands with Match)</i> | | | | | | <i>Lifetime Direct Costs By Program</i> | | | |
|-----------------------------|--|--------------|--------------|--------------|------|-------|---|--------------|-------|--------------|
| | <i>Year-Of-Expenditure Dollars (Not Current Prices)</i> | | | | | | Total | Federal | State | Local |
| | 2020 | 2021 | 2022 | 2023 | 2024 | 25/26 | | | | |
| Construct | 2,482 | 2,374 | 2,377 | 2,414 | - | - | 9,429 | 5,818 | - | 3,791 |
| Develop | - | - | - | - | - | - | - | - | - | - |
| Right Of Way | - | - | - | - | - | - | - | - | - | - |
| Total Public Transit | 2,482 | 2,374 | 2,377 | 2,414 | | | 9,429 | 5,818 | | 3,791 |

Currently Kootenai County fully utilizes apportioned funds by taking advantage of in-kind contributions from the Coeur d’ Alene Tribe and Kootenai Health. 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.

The analysis located in the Appendix identified that, based on past history 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 2020 | % | TOTAL | % |
|--|--------------------|----------|---------------------|----------|
| Capital | 294,000 | 12 | \$ 1,176,000 | 12 |
| Operations/ Maintenance/ Administration | 2,188,000 | 88 | \$ 8,253,000 | 88 |
| Total | \$2,482,000 | 100 | \$ 9,429,000 | 100 |

Source: Kootenai County June 2019

Kootenai County will expend approximately 88 percent of its anticipated revenue to operate and maintain the current system. The ability to add service or acquire additional fleet vehicles is solely dependent on the ability to identify a sustainable funding source to support public transportation.

Performance Measures:

Kootenai Metropolitan Planning Organization has, by Board action, accepted the Idaho Transportation Departments Federally required performance measures related to safety and highway conditions. This program of transportation projects are 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.

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: _____

E. Certifications

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: _____

Date: _____

Date: _____

Appendix

Coeur d' Alene Tribe
Tribal Transportation Improvement Program

Coeur d'Alene Tribe

Tribal Transportation Improvement Program 2019-2023



Approved by Tribal Council on March 14, 2019



2019-2023 Project Summary

| Priority | Project Title | | FY2019 | FY2020 | FY2021 | FY2022 | FY2023 |
|----------------|---|--|-------------------|---------------------|---------------------|-------------------|-------------------|
| 1 | Davenport Way Reconstruction | | \$ 300,010 | \$ 70 | \$ - | \$ - | \$ - |
| 2 | Lovell Valley Road Overlay | | \$ 454,600 | \$ 60 | \$ - | \$ - | \$ - |
| 3 | Mowry Road Grind | | \$ 30,700 | \$ 50 | \$ - | \$ - | \$ - |
| 4 | DeSmet Road Sidewalk/Trail Construction | | \$ 110 | \$ 25,060 | \$ 205,040 | \$ 110 | \$ - |
| 5 | Worley Residential Streets Repair Phase II | | \$ 80 | \$ 35,060 | \$ 600,010 | \$ 80 | \$ - |
| 6 | Veterans Memorial Park Trail Construction | | \$ - | \$ 80 | \$ 200,000 | \$ 80 | \$ - |
| 7 | Agency Road Rehabilitation | | \$ - | \$ - | \$ 80 | \$ 50,060 | \$ 803,784 |
| 8 | Agency Road Overlay | | \$ - | \$ - | \$ 60 | \$ 261,880 | \$ 60 |
| 9 | Reeves Road Rehabilitation | | \$ - | \$ - | \$ - | \$ 80 | \$ 28,000 |
| 10 | Routine Road Maintenance | | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| 11 | Administrative Capacity Building | | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 |
| | Fiscal Year Project Totals | | \$ 840,500 | \$ 115,380 | \$ 1,060,190 | \$ 367,290 | \$ 886,844 |
| Funds Expended | 2013-15 MAP-21 Programmatic Agreement Funds Remaining | | \$ 48,240 | \$ - | \$ - | \$ - | \$ - |
| | Existing FAST Act Programmatic Agreement Funds | | \$ 792,260 | \$ 115,380 | \$ 189,324 | \$ - | \$ - |
| | Future Annual Allocations | | \$ - | \$ - | \$ 870,866 | \$ 367,290 | \$ 886,844 |
| | Year-End Balance Funds Remaining | | \$ 729,704 | \$ 1,039,324 | \$ 404,134 | \$ 461,844 | \$ - |

Program Fund Totals

| | |
|---|------------------------|
| 2013-2015 MAP-21 Funds (Awarded in 2013, 2014 & 2015), Current Balance is: | \$ 48,239.91 |
| Existing FAST Act Funds, Current Balance is : | \$ 1,096,964.00 |
| Future Annual Allocations Expected to be approximately (\$425,000x5 Years): | \$ 2,125,000.00 |
| Total Federal Funds Expended During FY2019-FY2023: | \$ 3,270,204.00 |
| Total of Existing and Future Allocations for FY2019-FY2023 : | \$ 3,270,204.00 |

KMPO

2020-2026

Transportation Improvement Program

Public Comment Period

July 17, 2019 to August 17, 2019

Published

Coeur d' Alene Press

July 17, 2019 and July 31, 2019

Kootenai Metropolitan Planning Organization

2020-2026

Transportation Improvement Program

Open House

August 13, 2019



250 Northwest Blvd., Suite 209

Kootenai Metropolitan Planning Organization
Assessment of Local Funding Sources
For Transportation Operations and Projects
FY 2017 Data
Local Transportation Revenue
For Cities and Highway Districts in
Kootenai County



Local Transportation Revenues and Expenditures

For Cities and Highway Districts in Kootenai County

FY 2017

| Local Transportation Funding Sources | | | | | | | | | | |
|--------------------------------------|--|------------------------------------|-------------------------------|---|--|--|-------------------------|-----------------------------------|---|--------------------------|
| LOCAL FUNDING | | | | | | | | | | |
| 4 1.39% | BEGINNING BALANCE | LOCAL LOCAL ROAD TAX LEVY | LOCAL SALE INCOME | LOCAL NON-RHF INTEREST INCOME | LOCAL TRANS IN NON-HWY ACCOUNTS | LOCAL PROCEEDS BONDS AND LIDS | LOCAL IMPACT FEES | LOCAL OPTION REGIS' FEES | LOCAL ALL OTHER LOCAL RECEIPTS | TOTAL LOCAL INCOME |
| CITIES | 6,249,705 | 103,331 | 5,874 | 171,172 | 4,386,823 | 0 | 1,580,377 | 0 | 3,524,602 | 9,772,178 |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HIGHWAY DISTS | 14,758,289 | 10,206,672 | 64,406 | 314,880 | 0 | 6,172 | 44,923 | 0 | 464,473 | 11,101,526 |
| TOTAL | 21,007,994 | 10,310,003 | 70,280 | 486,052 | 4,386,823 | 6,172 | 1,625,300 | 0 | 3,989,075 | 20,873,704 |
| Total Annual Local Income | | | | | | | | | | \$ 20,873,704 |
| STATE HIGHWAY USER REVENUE | STATE INVENTORY REPLACEMENT TAX | STATE TAX SHARING | STATE F. A. S. EXCHANGE | STATE ALL OTHER STATE RECEIPTS | TOTAL STATE INCOME | | | | | |
| CITIES | 5,228,862 | 3,243 | 325,354 | 0 | 5,557,459 | | | | | |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | | | | | |
| HIGHWAY DISTS | 7,846,702 | 313,641 | 214,210 | 36,531 | 12,231,921 | | | | | |
| TOTAL | 13,075,564 | 316,884 | 539,564 | 36,531 | 17,789,380 | | | | | |
| Total State Derived Income | | | | | | | | | | \$ 17,789,380 |
| FEDERAL FUNDING | | | | | | | | | | |
| SECURE RURAL SCHOOLS | FEDERAL CRITICAL BRIDGE | FEDERAL AID SECONDARY | FEDERAL AID URBAN | FEDERAL ALL OTHER FEDERAL RECEIPTS | TOTAL FEDERAL INCOME | | | | | |
| CITIES | 0 | 0 | 173,911 | 0 | 173,911 | | | | | |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | | | | | |
| HIGHWAY DISTS | 277,173 | 0 | 792,243 | 0 | 1,458,071 | | | | | |
| TOTAL | 277,173 | 0 | 792,243 | 173,911 | 1,631,982 | | | | | |
| Total Federal Derived Income | | | | | | | | | | \$ 1,631,982 |
| CITIES | | | | | | | | | | 15,503,548 |
| Kootenai County | | | | | | | | | | 0 |
| HIGHWAY DISTS | | | | | | | | | | 24,791,518 |
| Total Local Revenue | | | | | | | | | | \$ 40,295,066 |

¹Source: Based on 2017 data all jurisdictions in Kootenai County - Annual Road and Street Report to Idaho State Controller
<http://itd.idaho.gov/funding/?target=advisory-boards> (Local Roads)

| Total Local Transportation Expenses: | | | | | | | | | | |
|---|------------------------------------|-----------------------|--------------------------------|-----------------------------|-----------------------------------|---------------------------------|-------------------------------|-----------------------------|----------------------|-----------|
| CONSTRUCTION - GENERAL OPS FUND | | | | | RECONSTRUCTION - GENERAL OPS FUND | | | | | |
| CONSTRUCTION OF ROADS | CONSTRUCTION OF BRIDGES & CULVERTS | CONSTRUCTION OTHER | TOTAL CONSTRUCTION | RECONSTRUCTION OF ROADS | RECONSTRUCT BRIDGES & CULVERTS | RECONSTRUCT RAILWAY CROSSING | RECONSTRUCTION OTHER | TOTAL RECONSTRUCTION | | |
| CITIES | 616,353 | 0 | 248,755 | 865,108 | 1,749,203 | 789,019 | 0 | 1,279,739 | 3,817,961 | |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| HIGHWAY DIST | 493,286 | 94,432 | 21,050 | 608,768 | 5,018,267 | 100,416 | 6,449 | 201,118 | 5,326,250 | |
| TOTAL | 1,109,639 | 94,432 | 269,805 | 1,473,876 | 6,767,470 | 889,435 | 6,449 | 1,480,857 | 9,144,211 | |
| Total Construction Expenses | | | | | | | | | \$ 9,144,211 | |
| MAINTENANCE | | | | | | | | | | |
| MAINT. CHIP/SEAL OR SEAL COAT | MAINT. PATCHING | MAINT. SNOW REMOVAL | MAINT. GRADING BLADING | MAINT. RAILWAY CROSSING | MAINT. OTHER | TOTAL ROUTINE MAINT | | | | |
| CITIES | 721,634 | 528,167 | 675,313 | 215,206 | 1,158,243 | 1,264,383 | 4,562,947 | | | |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| HIGHWAY DIST | 1,620,341 | 695,387 | 1,077,576 | 382,322 | 1,459 | 2,924,363 | 6,701,448 | | | |
| TOTAL | 2,341,975 | 1,223,554 | 1,752,889 | 597,528 | 1,159,702 | 4,188,746 | 11,264,395 | | | |
| Total Maintenance Expenses | | | | | | | | | \$ 11,264,395 | |
| EQUIPMENT | | | | | ADMINISTRATION | | | | | |
| EQUIP NEW PURCHASE | EQUIP LEASED | EQUIP MAINT | EQUIP OTHER | TOTAL EQUIP | ADMIN. | | | | | |
| CITIES | 941,375 | 129,890 | 813,712 | 278,461 | 2,163,440 | 1,694,550 | | | | |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| HIGHWAY DIST | 1,389,138 | 283,621 | 1,904,900 | 213,610 | 3,791,269 | 1,487,618 | | | | |
| TOTAL | 2,330,513 | 413,511 | 2,718,612 | 492,071 | 5,954,709 | 3,182,168 | | | | |
| Total Administration Expenses | | | | | | | | | \$ 3,182,168 | |
| Total Equipment Expenses | | | | | | | | | \$ 5,954,709 | |
| OTHER EXPENSES | | | | | | | | | | |
| OTHER R O W OR PROPERTY PURCHASE | OTHER R O W OR PROPERTY LEASE | OTHER STREET LIGHTING | OTHER PROF SVCS CLERICAL AUDIT | OTHER PROF SVCS ENGINEERING | OTHER INTEREST - BONDS AND LIDS | OTHER REDEMPTION BONDS AND LIDS | OTHER PAYMENTS TO LOCAL GOV'T | OTHER ALL OTHER EXPENDITURE | TOTAL OTHER | |
| CITIES | 0 | 0 | 1,002,380 | 19,958 | 317,337 | 43,261 | 115,518 | 5,894 | 81,069 | 1,630,005 |
| Kootenai County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HIGHWAY DIST | 91,990 | 23,523 | 38,620 | 106,361 | 1,235,677 | 2,400 | 15,000 | 267,499 | 140,387 | 1,921,457 |
| TOTAL | 91,990 | 23,523 | 1,041,000 | 126,319 | 1,553,014 | 45,661 | 130,518 | 273,393 | 221,456 | |
| Total Other Expenses | | | | | | | | | \$ 3,551,462 | |
| Total Local Expenses | | | | | | | | | \$ 33,096,943 | |

¹ Source: Based on 2017 data all jurisdictions in Kootenai County - Annual Road and Street Report to Idaho State Controller
<http://itd.idaho.gov/funding/?target=advisory-boards> (Local Roads)