

# KMPO 2017-2021 Transportation Improvement Program

**Approved 10-13-2016**

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*Serving the Citizens of Kootenai County*



U.S. 95 Access Corridor Project, FASTLANES Grant

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 2017-2021  
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 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.

THUS, BE IT KNOWN that the KMPO Policy Board hereby endorses and approves the Fiscal Year 2017-2021 Transportation Improvement Program as presented to us in the \_\_- meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this 13<sup>th</sup> day of October, 2016

SIGNED:

Signature on File

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Jame Mangan  
KMPO Board Chair

ATTEST:



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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 six-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 updated annually.

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

- **Interstate Maintenance Program** - Funds are used for resurfacing, restoration, rehabilitation of the Interstate System.
- **Highway System Program (NHS)** - Limited to designated NHS roads throughout Idaho State, these funds are used for transportation facility improvements ranging from existing to new facilities.
- **Surface Transportation Program (STP)** - Funds are used for construction, reconstruction, resurfacing of roadways designated on the Federal-aid system. This can include sidewalk and pathways when adjacent to or within an existing right of way, as well as eligible for transfer to the Federal Transit Administration to support projects for public transportation purposes.
- **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/TIGER/FASTLANES** - Discretionary competitive funds allocated by the United States Congress to USDOT for projects demonstrating solutions to transportation problems.

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

#### **a. FTA Sources**

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

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 designates some 5307 funding for planning purposes.

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.

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.

#### **b. State Sources**

State Funded Program (ST) - Funds used for low cost State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may be used for pavement improvements, bridge repair, and other unanticipated projects.

Restricted State Funds - Funds are primarily used for capital improvements including pavement, bridge and railroad crossings. Fifty percent (50%) of the funds are retained by ITD and fifty percent (50%) are allocated to the cities and counties 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 contributions.

### **B. Programming Process**

#### **a. Identification, Evaluation and Selection of Projects**

Projects 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; 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 and its public comment period 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, 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 2035 and was approved in November 2010 and updated in 2012. 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. 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 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 on the FTA required Program of Projects.

The KMPO Board is composed of elected officials and transportation representatives within the area. This Board provides the policy and decision-making function of KMPO and serves as a 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](http://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 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 (2016) 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 five year period from 2017 to 2021. **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/TIGER, FASTLANES, FTA 5309 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

IM - Interstate Maintenance

NHS - National Highway System

PD - Preliminary Development

PE - Preliminary Engineering

PL – Land Purchase

RRX - Railroad Crossing

RW - Right-of-Way

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

STP - Surface Transportation Program

TAP – Transportation Alternatives Program (Formerly Community Choices)



# KMPO 2017-2021 Program



James Mangan,  
 KMPO Board Chairman  
 7/25/2016

# KMPO, Streets, Highways, and Public Transit Project List

FY 2017 – 2021  
 Inside KMPO MPA

SUBJECT TO REVISION BY THE KMPO BOARD FOR REASONS SUCH AS FUNDING, 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	State	Other		
Sponsor	Program	Fund	Phase	2017	2018	2019	2020	2021	PREL						
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE A 1			Construct	4,350							4,350	3,818	-	320	1
<b>12308</b>	MP 13.83 - 14.836	Reconstruction Widening, Pedestrian	Develop	-							870	806	-	64	
COEUR D'ALENE		STP-URBAN (L) STP-U	Right Of Way	-							2,422	2,244	-	178	
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD			Construct					4,066			4,066	3,767	-	298	1
<b>12310</b>	MP 17 - 17.986	NEW RTE, Resurfacing	Develop					-			651	603	-	48	
HAYDEN		STP-URBAN (L) STP-U	Right Of Way				807	-			807	747	-	59	
STP-7605, SELTICE WAY CONGESTION MITIGATION			Construct		2,251						2,251	2,086	-	165	1
<b>12311</b>	MP 4.591 - 4.93	SAFTY/TRAF OPER, Intersection Improve	Develop		-						390	362	-	29	
POST FALLS		STP-URBAN (L) STP-U	Right Of Way		-						14	13	-	1	
STC-5743, KIDD ISLAND RD, KOOTENAI CO			Construct		2,901						2,901	2,688	-	213	1
<b>12315</b>	MP 100 - 102	RECONST/REALIGN, Grading & Drainage	Develop		-						700	649	-	51	
WORLEY HD		STP-RURAL (L) STP-RURAL	Right Of Way		-						192	178	-	14	
STATE, FY18 D1 SH-58 SH-54 & SH-3 SEALCOATS			Construct		1,450						1,450	-	1,450		1
<b>13375</b>	MP 0 - 0	PM, Seal Coat	Develop		20						20	-	20		P
STATE OF IDAHO (ITD)		PAVE ST	Right Of Way		-						-	-	-		
I 90, WA ST LN TO BIKE/PED BR, POST FALLS			Construct			6,926					8,077	7,452	624		1
<b>13411</b>	MP 0 - 10.953	RESRF/RESTO&REHAB, Resurfacing	Develop			-					292	269	23		P
STATE OF IDAHO (ITD)		RESTORE IM	Right Of Way			-					-	-	-		M W
I 90, WA ST LN TO BIKE/PED BR, POST FALLS			Construct			1,151					8,077	7,452	624		1
<b>13411</b>	MP 0 - 10.953	RESRF/RESTO&REHAB, Resurfacing	Develop			-					292	269	23		P
STATE OF IDAHO (ITD)		RDSIDE IM	Right Of Way			-					-	-	-		M W
STC-7505, SPOKANE ST UPRR RRXING, POST FALLS			Construct	910							910	910	-		1
<b>13414</b>	MP 1.706 - 1.706	SAFTY/TRAF OPER, Railroad Gates	Develop	-							10	10	-		
POST FALLS HD		FED RRX (L) FED RRX	Right Of Way	-							-	-	-		
LOCAL, FY17 KMPO METRO PLANNING			Construct	-							-	-	-		1
<b>13423</b>	MP 0 - 0	PLAN/STUDY, Planning/Transportation	Develop	235							235	218	-	17	
KOOTENAI METROPOLITAN		MET Metro Planning	Right Of Way	-							-	-	-		
I 90, D1 SIGN UPGRADES, KOOTENAI CO			Construct	1,768							1,768	1,638	130		1
<b>13855</b>	MP 23.19 - 73.888	SAFTY/TRAF OPER, Signing Improvement	Develop	-							50	46	4		
STATE OF IDAHO (ITD)		TRAFFIC STP	Right Of Way	-							-	-	-		W
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM			Construct						1,208		1,208	1,119	-	89	1
<b>13864</b>	MP 104.026 - 104.026	SAFTY/TRAF OPER, Intersection Improvement	Develop		218						218	202	-	16	
RATHDRUM		STP-URBAN (L) STP-U	Right Of Way		94						94	87	-	7	

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	State	Other	
Sponsor	Program	Fund	Phase	2017	2018	2019	2020	2021	PREL					
LOCAL, FY18 KMPO METRO PLANNING			1	Construct		-		-	-		-	-	-	1
<b>13871</b>	MP 0 - 0	PLAN/STUDY, Planning/Transportation		Develop		225		-	-		225	209	-	17
KOOTENAI METROPOLITAN	MET	Metro Planning		Right Of Way		-		-	-		-	-	-	
STC-5740, W RIVERVIEW DR, POST FALLS HD			1	Construct			1,004		-		1,004	930	-	74
<b>13874</b>	MP 1.448 - 1.77	RESRF/RESTO&REHAB, Minor Widening		Develop		-		-	-		221	205	-	16
POST FALLS HD		STP-RURAL (L) STP-RURAL		Right Of Way		102		-	-		102	95	-	7
SMA-7505, SPOKANE ST RV BR, POST FALLS			1	Construct			517		-		517	479	-	38
<b>18716</b>	MP 0.653 - 0.829	BR/APPRS, Bridge Replacement		Develop		-		-	-		59	55	-	4
POST FALLS HD		BR-LOCAL BR-LOC		Right Of Way		-		-	-		-	-	-	
SMA-7275, HONEYSUCKLE AVE SIDEWALK & ADA RAMPS, HA 1				Construct	389				-		389	360	-	29
<b>18722</b>	MP 101.064 - 101.255	ENV PRESV, Bicycle/Pedestrian/Equestrian		Develop	-				-		140	130	-	10
HAYDEN		CC4I TAP-URBAN		Right Of Way	-				-		-	-	-	
STC-5762, RAMSEY RD UPRR UPGRADE, LAKES HD			1	Construct	254				-		254	254	-	1
<b>18755</b>	MP 107.225 - 107.225	SAFTY/TRAF OPER, Railroad Gates		Develop	-				-		63	63	-	
LAKES HD		SAFETY (L) FED RRX		Right Of Way	-				-		-	-	-	
SH 97, CDA RV BR, KOOTENAI CO			1	Construct		1,795			-		1,795	1,663	132	1
<b>18806</b>	MP 69.367 - 69.367	BR/APPRS, Bridge Rehabilitation		Develop		-			-		280	259	21	B
STATE OF IDAHO (ITD)		BR-RESTORE BR-STATE		Right Of Way		-			-		-	-	-	
STP-7605, SELTICE WAY SIDEWALK, CDA			1	Construct	325				-		325	260	-	65
<b>18913</b>	MP 0 - 5.97	ENV PRESV, Bicycle/Pedestrian/Equestrian		Develop	-				-		70	56	-	14
COEUR D'ALENE		CC4I TAP-URBAN		Right Of Way	-				-		-	-	-	
LOCAL, FY19 KMPO METRO PLANNING			1	Construct					-		-	-	-	1
<b>18941</b>	MP 0 - 0	PLAN/STUDY, Planning/Transportation		Develop			230		-		230	213	-	17
KOOTENAI METROPOLITAN	MET	Metro Planning		Right Of Way			-		-		-	-	-	
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA			1	Construct	16,442				-		21,245	19,603	1,642	1
<b>19002</b>	MP 10.953 - 14.803	RECONST/REALIGN, Base/Sub-base		Develop	-				-		875	807	68	P S
STATE OF IDAHO (ITD)		RESTORE IM		Right Of Way	-				-		-	-	-	M W
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA			1	Construct	4,803				-		18,045	16,650	1,395	1
<b>19002</b>	MP 10.953 - 14.803	RECONST/REALIGN, Base/Sub-base		Develop	-				-		875	807	68	P S
STATE OF IDAHO (ITD)		RDSIDE IM		Right Of Way	-				-		-	-	-	M W
STC-5727, RAMSEY RD RRX, KOOTENAI CO			1	Construct			270		-		270	270	-	1
<b>19097</b>	MP 19.264 - 19.264	SAFTY/TRAF OPER, Railroad Gates		Develop		5			-		5	5	-	
KOOTENAI COUNTY		FED RRX (L) FED RRX		Right Of Way		-			-		-	-	-	
I 90, PENNSYLVANIA AVE OPASS EB, CDA			1	Construct			4,775		-		4,775	4,406	369	1
<b>19188</b>	MP 14.323 - 14.337	BR/APPRS, Bridge Replacement		Develop	25	26	21		-		71	66	6	B
STATE OF IDAHO (ITD)		BR-RESTORE IM		Right Of Way		204			-		204	188	16	W



# KMPO, Streets, Highways, and Public Transit Project List

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

Final FY 2017 - 2021 TIP

Inside KMPO MPA

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	State	Other	
Sponsor	Program	Fund		2017	2018	2019	2020	2021	PREL						
19221	MP 428.981 - 430.592	US 95, BLACKWELL SLOUGH TO I-90 OPASSIC#12, CDA	1	Construct		1,834					2,002	1,855	147	1 2	
		RESRF/RESTO&REHAB, Resurfacing		Develop	200	-					525	486	39	P	
		STATE OF IDAHO (ITD)	RESTORE	NH	Right Of Way						-	-	-	M	
	MP 428.981 - 430.592	US 95, BLACKWELL SLOUGH TO I-90 OPASSIC#12, CDA	1	Construct		168								1 2	
		RESRF/RESTO&REHAB, Resurfacing		Develop										P	
		STATE OF IDAHO (ITD)	RDSIDE	NH	Right Of Way						-	-	-	M	
19257	MP 20.28 - 20.28	I 90, BLUE CR BAY BR, EBL, KOOTENAI CO	1	Construct			8,375				8,375	7,728	647	1	
		BR/APPRS, BridgeReplacement		Develop	175	204					829	765	64	B	
		STATE OF IDAHO (ITD)	BR-RESTORE	BR-STATE	Right Of Way						-	-	-	W	
19288	MP 100.264 - 102.158	STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST F	1	Construct						2,216	2,216	2,053	-	163	
		RESRF/RESTO&REHAB, Minor Widening		Develop		216					216	200	-	16	
		POST FALLS HD	STP-RURAL (L)	STP-RURAL	Right Of Way						-	-	-		
19326	MP 0 - 0	STATE, FY19b D1 BRIDGE REPAIRS	1	Construct			2,393				2,393	2,217	176	1	
		BR/APPRS, BridgeRehabilitation		Develop	15						290	269	21		
		STATE OF IDAHO (ITD)	BR-PRESERVE	BR-STATE	Right Of Way						-	-	-		
19344	MP 0 - 0	LOCAL, EARLY CORRIDOR ACQUISITION& PRESERVATION	1	Construct										1	
		MAJRWDN, Right-of-WayOnly		Develop											
		COEUR D'ALENE	STP-URBAN (L)	STP-U	Right Of Way			265			265	246	-	19	
19350	MP 14.324 - 14.337	I 90, PENNSYLVANIA AVE O'PASS WB, CDA	1	Construct				4,775			4,775	4,406	369	1	
		BR/APPRS, BridgeReplacement		Develop	25	26	21				71	66	6	B	
		STATE OF IDAHO (ITD)	BR-RESTORE	IM	Right Of Way		204				204	188	16	W	
19385	MP 14.063 - 14.088	SH 53, UPRR BRIDGE, NEAR US 95	1	Construct			10,170				10,170	9,423	746	1	
		BR/APPRS, BridgeReplacement		Develop	600	76					976	905	72	B	
		STATE OF IDAHO (ITD)	BR-RESTORE	BR-STATE	Right Of Way	300					300	278	22		
19431	MP 20.281 - 20.281	I 90, BLUE CR BAY BR, WBL, KOOTENAI CO	1	Construct			8,375				8,375	7,728	647	1	
		BR/APPRS, BridgeRehabilitation		Develop	175	204					929	857	72	B	
		STATE OF IDAHO (ITD)	BR-RESTORE	BR-STATE	Right Of Way						-	-	-	W	
19452	MP 429.633 - 430	US 95, IC# 430 TO LACROSSE AVE, CDA	1	Construct				3,884			4,882	-	4,882	1	
		RECONST/REALIGN, Plant MixPavement		Develop							-	-	-	P	
		STATE OF IDAHO (ITD)	RESTORE	ST	Right Of Way						-	-	-	M	
	MP 429.633 - 430	US 95, IC# 430 TO LACROSSE AVE, CDA	1	Construct				998			4,882	-	4,882	1	
		RECONST/REALIGN, Plant MixPavement		Develop							-	-	-	P	
		STATE OF IDAHO (ITD)	RDSIDE	ST	Right Of Way						-	-	-	M	
19471	MP 5.3 - 5.6	SH 41, LANCASTER INTERSECTION, KOOTENAI CO	1	Construct		36		1,443			1,479	1,370	109	1	
		SAFTY/TRAF OPER, TrafficSignals		Develop							-	-	-		
		STATE OF IDAHO (ITD)	STRATEGY	STP	Right Of Way	150					150	139	11		



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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	State	Other	Notes	
Sponsor	Program	Fund	Phase	2017	2018	2019	2020	2021	PREL							
LOCAL, GRANGE AVE UPRR RRX, POST FALLS <b>19498</b> MP 100.193 - 100.193 SAFTY/TRAF OPER, Railroad Gates POST FALLS ST RRX STX	1	Construct	502	-	-	-	-	-	-	502	-	-	502	1		
LOCAL, FY20 KMPO METRO PLANNING <b>19518</b> MP 0 - 0 PLAN/STUDY, Planning/Transportation KOOTENAI METROPOLITAN MET Metro Planning	1	Construct	-	-	-	235	-	-	-	235	218	-	17	1		
STATE, FY20 D1 BRIDGE REPAIR <b>19520</b> MP 0 - 0 BR/APPRS, Bridge Deck Repair STATE OF IDAHO (ITD) BR-PRESERVE BR-STATE	1	Construct	-	10	5	3,534	-	-	-	3,534	3,274	259	-	1		
LOCAL, SIGNING & DELINEATION, EASTSIDE HD <b>19617</b> MP 0 - 0 SAFTY/TRAF OPER, Signing Improvement EASTSIDE HD Number 3 SAFETY (L) HSIP (L)	1	Construct	43	-	-	-	-	-	-	43	43	-	-	1		
SH 54, WATKINS AVE RRX, ATHOL (3) <b>19664</b> MP 7.222 - 7.222 SAFTY/TRAF OPER, Railroad Gates STATE OF IDAHO (ITD) FED RRX (L) FED RRX	1	Construct	240	-	-	-	-	-	-	240	240	-	-	1		
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS <b>19682</b> MP 0.4 - 2.5 RECONST/REALIGN, Plant Mix Pavement STATE OF IDAHO (ITD) RESTORE STP	1	Construct	-	830	8,011	-	-	-	-	9,572	8,869	703	-	1		
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS 196MP 0.4 - 2.5 RECONST/REALIGN, Plant Mix Pavement STATE OF IDAHO (ITD) RDSIDE STP	1	Construct	-	2,000	-	-	-	-	-	2,000	1,853	147	-	M		
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS 196MP 0.4 - 2.5 RECONST/REALIGN, Plant Mix Pavement STATE OF IDAHO (ITD) RDSIDE STP	1	Construct	-	-	1,561	-	-	-	-	9,572	8,869	703	-	1		
I 90, IC #34, #39, & #40 SAFETY IMPROVEMENTS <b>19719</b> MP 34.028 - 40.1 SAFTY/TRAF OPER, Signing Improvement STATE OF IDAHO (ITD) STRATEGY IM	1	Construct	699	-	-	-	-	-	-	699	645	54	-	1		
I 90, IC #34, #39, & #40 SAFETY IMPROVEMENTS <b>19719</b> MP 34.028 - 40.1 SAFTY/TRAF OPER, Signing Improvement STATE OF IDAHO (ITD) STRATEGY IM	1	Develop	50	-	-	-	-	-	-	50	46	4	-	S		
I 90, IC #34, #39, & #40 SAFETY IMPROVEMENTS <b>19719</b> MP 34.028 - 40.1 SAFTY/TRAF OPER, Signing Improvement STATE OF IDAHO (ITD) STRATEGY IM	1	Right Of Way	-	-	-	-	-	-	-	-	-	-	-	W		
STC-5829, RIVERVIEW DR GUARDRAIL INSTALLATION, POST FALLS HD <b>19749</b> MP 1.27 - 6.06 SAFTY/TRAF OPER, Metal Guard Rail POST FALLS HD SAFETY (L) HSIP (L)	1	Construct	-	353	-	-	-	-	-	353	353	-	-	1		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RESTORE NH	1	Construct	3,257	-	-	-	-	-	-	3,353	3,107	246	-	1		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RDSIDE NH	1	Develop	-	-	-	-	-	-	-	430	398	32	-	P		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RDSIDE NH	1	Right Of Way	-	-	-	-	-	-	-	-	-	-	-	M		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RDSIDE NH	1	Construct	96	-	-	-	-	-	-	3,353	3,107	246	-	1		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RDSIDE NH	1	Develop	-	-	-	-	-	-	-	430	398	32	-	P		
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO <b>19765</b> MP 426.5 - 428.981 RESRF/RESTO&REHAB, Resurfacing STATE OF IDAHO (ITD) RDSIDE NH	1	Right Of Way	-	-	-	-	-	-	-	-	-	-	-	M		
SH 53, N RAMSEY RD INTERSECTION, KOOTENAI CO <b>20270</b> MP 12.9 - 13.2 SAFTY/TRAF OPER, Turn Bay STATE OF IDAHO (ITD) EARLY STP	1	Construct	-	-	-	-	-	-	Unfunded	1,980	1,835	145	-	1		
SH 53, N RAMSEY RD INTERSECTION, KOOTENAI CO <b>20270</b> MP 12.9 - 13.2 SAFTY/TRAF OPER, Turn Bay STATE OF IDAHO (ITD) EARLY STP	1	Develop	35	-	-	-	-	-	-	35	32	3	-			
SH 53, N RAMSEY RD INTERSECTION, KOOTENAI CO <b>20270</b> MP 12.9 - 13.2 SAFTY/TRAF OPER, Turn Bay STATE OF IDAHO (ITD) EARLY STP	1	Right Of Way	-	-	-	-	-	-	-	-	-	-	-			





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Inside KMPO MPA

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	State	Other	
Sponsor	Program	Fund		2017	2018	2019	2020	2021	PREL					
SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO	1	Construct					12,231		12,231	11,334	898		1	
<b>20098</b> MP 2.5 - 5.4	RECONST/REALIGN, Plant Mix Pavement	Develop Right	120				-		120	111	9		P	
STATE OF IDAHO (ITD)	STRATEGY	STP							-	-	-			
SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM	1	Construct					4,871		4,871	4,513	358		1	
<b>20120</b> MP 5.5 - 6.5	RECONST/REALIGN, Plant Mix Pavement	Develop Right	110				-		110	102	8		P	
STATE OF IDAHO (ITD)	STRATEGY	HSIP							-	-	-			
US 95, CANFIELD AVE TO WILBUR AVE, CDA	1	Construct						Unfunded	1,650	1,529	121		1	
<b>19900</b> MP 432.9 - 433.4	SAFTY/TRAF OPER, Traffic Signals STATE	Develop Right	35						35	32	3			
OF IDAHO (ITD)	EARLY	NH							-	-	-			
SMA-7045, PRAIRIE AVE UPRR RRX, NR POST FALLS	1	Construct		410					410	410	-		1	
<b>19991</b> MP 103.671 - 103.671	SAFTY/TRAF OPER, Railroad Gates POST FALLS	Develop Right	15						15	15	-			
HD	RAIL	FED RRX							-	-	-			
OFFSYS, E CANYON RD GUARDRAIL & CHIPSEAL, EASTSIDE	1	Construct				98			98	90	-	7	1	
<b>20194</b> MP 0 - 0	SAFTY/TRAF OPER, Metal Guard Rail	Develop Right			36				36	34	-	3		
EASTSIDE HD Number 3	SAFETY (L)	HSIP (L)							-	-	-			
STC-5737, E HAYDEN LAKE RD, LAKES HD	1	Construct				265			265	246	-	19	1	
<b>19906</b> MP 0 - 0	SAFTY/TRAF OPER, Metal Guard Rail LAKES	Develop Right			47				47	43	-	3		
HD	SAFETY (L)	HSIP (L)							-	-	-			
LOCAL, SIGNS & DELINEATION, WORLEY HD	1	Construct			55				55	51	-	4	1	
<b>19864</b> MP 0 - 0	SAFTY/TRAF OPER, Signing Improvement	Develop Right		5					5	5	-			
WORLEY HD	SAFETY (L)	HSIP (L)							-	-	-			
STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD	1	Construct					3,643		3,643	3,376	-	267	1	
<b>20038</b> MP 23.011 - 23.519	NEW RTE, Grade Separations LAKES	Develop Right			517				517	479	-	38		
HD	STP-RURAL (L)	STP-RURAL							110	102	-	8		
STC-1697, FRENCHGULCH/FERNAN HILL RD, EASTSIDE HD	1	Construct					1,615		1,615	1,497	-	119	1	
<b>20094</b> MP 12.91 - 16.33	RESRF/RESTO&REHAB, Resurfacing	Develop Right			234				234	217	-	17		
EASTSIDE HD Number 3	STP-RURAL (L)	STP-RURAL							-	-	-			
STC-7275, 4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON G 1		Construct					4,239		4,239	3,927	-	311	1	
<b>20134</b> MP 13.559 - 15.088	RECONSTRUCTION	Develop Right					414		414	384	-	30		
DALTON GARDENS	LIBR	STP-II					62		62	57	-	5		
SMA-7515, CHASE RD BNSF RRX, POST FALLS	1	Construct					400		400	370	-	29	1	
<b>19955</b> MP 1.414 - 1.414	SAFTY/TRAF OPER, Railroad Signals	Develop Right					116		116	107	-	9		
POST FALLS HD	LIBR	STP-II							-	-	-			
I 90 B, FY18 POST FALLS 23 ADA RAMPS	1	Construct		59					59	-	59		1	
<b>20181</b> MP 0 - 0	SAFTY/TRAF OPER, Sidewalk	Develop Right							-	-	-			
POST FALLS	OPS	ST							-	-	-			



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Inside KMPO MPA

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	State	Other
Sponsor	Program	Fund	Phase	2017	2018	2019	2020	2021	PREL					
LOCAL, FY21 KMPO METRO PLANNING			1	Construct							-	-	-	1
<b>20198</b>	MP 0 - 0	PLAN/STUDY, Planning/Transportation		Develop				235			235	218	-	17
KOOTENAI METROPOLITAN MET Metro Planning				Right Of Way							-	-	-	
OFFSYS, CAMP EASTON PED UPASS, EASTSIDE HD			1	Construct		251					251	210	-	41
<b>20205</b>	MP 0 - 0	ENV PRESV, GradeSeparations		Develop	24						24	20	-	4
EASTSIDE HD Number 3 CC4I TAP-RURAL				Right Of Way							-	-	-	
OFFSYS, IDAHO ST TO BAY ST PED ACCESS, POST FALLS			1	Construct				396			396	367	-	29
<b>20085</b>	MP 0 - 0	ENV PRESV, Bicycle/Pedestrian/Equestrian		Develop		101					101	93	-	7
POST FALLS CC4I TAP-URBAN				Right Of Way							-	-	-	
STC-5739, MAINE ST PATH, SPIRIT LAKE			1	Construct		254					254	229	-	25
<b>19908</b>	MP 100.201 - 100.481	ENV PRESV, Bicycle/Pedestrian/Equestrian		Develop	46						46	41	-	5
SPIRIT LAKE CC4I TAP-RURAL				Right Of Way							-	-	-	
U.S. 95, N Corridor Access Improvements			1	Construct	30	4,625					6,822	5,732	625	466
<b>19883</b>	MP 0 - 0	Safety/Traffic Operations, Intersection Imp		Develop	550						550	440	55	55
State of Idaho TCSP FASTLANE				Right Of Way	1,170						1,170	936	117	
U.S. 95, N Corridor Access Improvements				Construct		2,168								1
<b>19883</b>	MP 0 - 0	Safety/Traffic Operations, Intersection Imp		Develop										
State of Idaho TRAFFIC NH				Right Of Way										
Note:				Construct	33,592	17,042	50,961	19,772	21,168	16,951				
1 Project in the KMPO TIP and STIP				Develop	3,261	1,321	1,111	235	235	530				
2 Project being constructed with Non-Federal Funding\				Right Of Way	3,620	604		1,072		172				
G Project is grouped in the Statewide Program				<b>Total</b>	<b>40,473</b>	<b>18,967</b>	<b>52,072</b>	<b>21,079</b>	<b>21,403</b>	<b>17,653</b>				
M Project contains funds from Multiple Program														
B Project addresses Bridge ITD Strategic Needs														
P Project addresses Pavement ITD Strategic Needs														
A Project utilizes an Alternate Contracting Method														
W Work Zone safety priority														
* Contingent on successful application for funds														
Phases:														
Design – Includes engineering by sponsor or consultant forces														



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				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)					PREL	Total	Federal	State	Other	Notes	
		Sponsor	Program			Fund	2017	2018	2019	2020							2021
<b>13238</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA METRO PLANNING		1	Construct	100	100	60	60	60	-	380	304	-	76	1	
		Metropolitan Planning			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI METROPOLITAN	TRNS-OPS		5303	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>14189</b>	MP 0 - 0	TRANSIT, VEHICLE PURCHASE, COEUR D'ALENE		1	Construct	59	-	46	38	28	-	170	136	-	34	1	
		Capital Asset			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-CAP		5339 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>14191</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA OPERATIONS		1	Construct	375	390	398	406	414	-	1,983	1,190	-	793	1	
		Paratransit Operations			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-OPS		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>14193</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA OPERATIONS		1	Construct	1,250	1,300	1,340	1,380	1,422	-	5,442	2,721	-	2,721	1	
		Transit Operations			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-OPS		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>19196</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA FIXED ROUTE PREVENTIVE		1	Construct	101	101	101	101	-	404	323	-	81	1		
		Preventive Maintenance			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-OPS		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>19209</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA TRANSIT CENTER		1	Construct	1,651	214	214	214	-	3,769	3,015	-	754	1		
		Capital Asset			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-CAP		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	M	
	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA TRANSIT CENTER (19209)		1	Construct	1,476	-	-	-	-	3,769	3,015	-	754	1		
		Capital Asset			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-CAP		5339 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	M	
<b>19333</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA SECURITY		1	Construct	38	38	20	20	21	-	136	108	-	27	1	
		Security			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-OPS		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>19361</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA PARATRANSIT PREVENTIVE		1	Construct	156	202	209	215	221	-	1,004	803	-	201	1	
		Preventive Maintenance			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-OPS		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>19424</b>	MP 0 - 0	TRANSIT, COEUR D'ALENE UZA BUSES		1	Construct	188	188	188	188	-	752	602	-	150	1		
		Capital Asset			Develop	-	-	-	-	-	-	-	-	-	-	-	
		KOOTENAI COUNTY	TRNS-CAP		5307 S Urban	Right Of Way	-	-	-	-	-	-	-	-	-	-	



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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	Phase	2017	2018	2019	2020	2021	PREL	Total	Federal	State	Other	Note	
TRANSIT, COEUR D'ALENE UZA PLANNING <b>19681</b> MP 0 - 0 KOOTENAI COUNTY		Transit Planning	5307 Small Urban	1	Construct	100					100	80	-	20	1	
					Develop	-	-				-	-	-	-		
					Right Of Way	-	-				-	-	-	-		
TRANSIT, COEUR D'ALENE UZA PROJECT ADMINISTRATION <b>ORN20258</b> MP 0 - 0 KOOTENAI COUNTY		TransitAdmin/Capital/Operations/PM	5307 Small Urban	1	Construct	264	269	275	280	286	1,373	1,098	-	275	1	
					Develop	-	-				-	-	-	-		
					Right Of Way	-	-				-	-	-	-		
TRANSIT, COEUR D'ALENE UZA TRANSIT CNTR OPERATIONS <b>ORN20259</b> MP 0 - 0 KOOTENAI COUNTY		Transit Operations /Capital	5307 Small Urban	1	Construct	-	222	230	236	243	931	466	-	466	1	
					Develop	-	-				-	-	-	-		
					Right Of Way	-	-				-	-	-	-		
<b>Note:</b>					Construct	5,758	3,024	3,081	3,138	2,635						
1 Project in the KMPO TIP and STIP					Develop Right	-	-									
2 Project being constructed with Non-Federal Funding\					Of Way	-	-									
G Project is grouped in the Statewide Program					<b>Total</b>	<b>5,758</b>	<b>3,024</b>	<b>3,081</b>	<b>3,138</b>	<b>2,635</b>						
M Project contains funds from Multiple Program																
B Project addresses Bridge ITD Strategic Needs																
P Project addresses Pavement ITD Strategic Needs																
A Project utilizes an Alternate Contracting Method																
W Work Zone safety priority																
* Contingent on successful application for funds																
<b>Phases:</b>																
Design – Includes engineering by sponsor or consultant forces																
Right of Way – Acquisition of Right of Way of Easement																
Construction – Includes Utilities, Construction Engineering & Purchases																

## 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 <sup>1</sup>**

### Total Cost's All Programs 2017-2021

Phase	Costs in Year-of-Expenditure Dollars (000's)						Lifetime Construction Costs (000's)			
	2017	2018	2019	2020	2021	PREL	Total	Federal Aid	State	Other
Engineering and Design	4,728	3,344	3,130	2,255	2,256	530	<b>16,826</b>	<b>15,551</b>	<b>806</b>	<b>471</b>
Right of Way	4,467	2,622	2,019	3,092	2,021	172	<b>8,926</b>	<b>8,268</b>	<b>359</b>	<b>298</b>
Construction	32,605	12,759	53,018	21,792	23,189	14,621	<b>198,378</b>	<b>171,742</b>	<b>22,797</b>	<b>3,833</b>
<b>Total Program Value</b>	<b>41,800</b>	<b>18,725</b>	<b>58,167</b>	<b>27,139</b>	<b>27,466</b>	<b>15,323</b>	<b>224,130</b>	<b>195,561</b>	<b>23,962</b>	<b>4,602</b>

<sup>1</sup>

The ITIP Program managed by ITD incorporates annual increases in project funding levels based on historical trends. Revenue tied to annual appropriations based on language contained in an Authorization Bill, have been held constant with the current short term authorization bill (MAP-21) 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.

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 <sup>1</sup>**

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>Allocated STP-U Funds</b>	1,142,971	1,142,971	1,142,971	1,142,971	1,142,971
<b>Match Requirement</b>	110,000	110,000	110,000	110,000	110,000
<b>Total Available Funds</b>	3,200,000	2,795,971	1,295,942	295,913	1,548,884
<b>Programmed Funds</b>	0	4,350,000	2,253,000	0	807,000
<b>Balance of Funds</b>	<b>\$1,543,000</b>	<b>\$152,971</b>	<b>-\$957,058</b>	<b>\$295,913</b>	<b>\$741,884</b>

1

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

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 and 5310 Anticipated Fund Balances for the KMPO Urbanized Area. <sup>1</sup>**

Phase	<i>Scheduled Costs (Dollars in Thousands with Match)</i>						Lifetime Direct Costs By Program				Not
	<i>Year-Of-Expenditure Dollars (Not Current Prices)</i>						Total	Federal	State	Other	
	2016	2017	2018	2019	2020	PREL					
Construct	3,157	5,758	3,024	3,081	3,138	-	18,158	11,984	-	6,174	
Develop	-	-	-	-	-	-	-	-	-	-	
Right Of Way	-	-	-	-	-	-	-	-	-	-	
<b>Total Public Transit</b>	<b>3,157</b>	<b>5,758</b>	<b>3,024</b>	<b>3,081</b>	<b>3</b>	<b>-</b>	<b>18,158</b>	<b>11,984</b>	<b>-</b>	<b>6,174</b>	

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.

**Table 6.0** estimates the revenue amount available for operational and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing roadway system. This was accomplished by assessing local revenues and expenditures during a normal time period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion or reconstruction projects

**TABLE 6.0**

**Reported Local Roadway Annual Revenues and Expenditures  
For Operations, Maintenance, and Construction Activities in FY 2014**

**Local Revenue**

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Total Local Source Funding	<b>\$18,199,807</b>	63.85%
Total State Source Funding	<b>\$ 9,141,437</b>	32.07%
Total Federal Source Funding	<b>\$ 1,162,399</b>	4.08%

<b>Total Funding All Sources</b>	<b>\$28,503,643</b>	100.00%
----------------------------------	---------------------	---------

Source: Based on 2014 data all jurisdictions in Kootenai County Annual Report to ITD

<http://itd.idaho.gov/econ/localroads.htm>

**Local Program Expenses**

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Total Construction General Operations	<b>\$ 2,066,772</b>	7.57%
Total Reconstruction General Operations	<b>\$ 6,461,281</b>	23.68%
Total Maintenance	<b>\$ 8,816,863</b>	32.31%
Total Equipment	<b>\$ 4,321,423</b>	15.84%
Total Administration	<b>\$ 2,610,099</b>	9.57%
Total Other Expenses <sup>1</sup>	<b>\$ 3,011,098</b>	11.03%
<b>Grand Total All Expenses</b>	<b>\$ 27,287,534</b>	100.00%

<sup>1</sup> Includes: Items such as Professional Services, Audit Support and Right of Way

Source: Based on 2014 data all jurisdictions in Kootenai County Annual Report to ITD

<http://itd.idaho.gov/econ/localroads.htm>

**Table 6.0** 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 32.31% are used on activities categorized as operations and maintenance, while only 31.25% are used on expansion and reconstruction projects.

Approximately 96% of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 4% of total revenues come from federal sources (page 23), which are used for major construction or reconstruction projects. Large federal aid projects during any given year can impact these percentages.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than \$17.2 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 2017	%	FY 2018	%	FY 2019	%	TOTAL	%
<b>Capital</b>	3,450,000	<b>61</b>	188,000	<b>8</b>	234,000	<b>8</b>	<b>\$3,872,000</b>	<b>35</b>
<b>Operations/ Maintenance/ Administration</b>	2,246,000	<b>39</b>	2,227,000	<b>92</b>	2,787,000	<b>92</b>	<b>\$7,260,000</b>	<b>65</b>
<b>Total</b>	<b>\$5,696,000</b>	<b>100</b>	<b>\$2,415,000</b>	<b>100</b>	<b>\$3,021,000</b>	<b>100</b>	<b>\$11,132,000</b>	<b>100</b>

Source: Kootenai County July 2016

Kootenai County will expend approximately 65 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.





# KMPO, Streets, Highways, and Public Transit Project List

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## 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: 10-13-2016

Date: \_\_\_\_\_

Appendix B  
Coeur d' Alene Tribe  
Tribal Transportation Improvement Program

# Coeur d'Alene Tribe

## Tribal Transportation Improvement Program 2016-2020

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Approved by Tribal Council on  
January 26, 2016



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## Coeur d'Alene Tribe Tribal Transportation Improvement Program (TTIP) for 2016-2020

Priority	Project Title	FY2016	FY2017	FY2018	FY2019	FY2020
1	Lovell Valley Road Overlay	\$ 250,000	\$ 50	\$ -	\$ -	\$ -
2	Davenport Way Reconstruction	\$ 80	\$ 270,010	\$ 80	\$ -	\$ -
3	Agency Loop Overlay	\$ 50	\$ 130,000	\$ 50	\$ -	\$ -
4	Worley Minor Streets Repair - Phase 2	\$ -	\$ 80	\$ 550,000	\$ 80	\$ -
5	8th Street Reconstruction (Plummer, ID)	\$ 30,070	\$ 80	\$ 125,010*	\$ 80	\$ -
6	Plummer Housing Streets Repair	\$ -	\$ -	\$ 80	\$ 475,000	\$ 80
7	Mowry Road Chip Seal	\$ -	\$ -	\$ 50	\$ 200,000	\$ 50
8	Worley Housing Sidewalk/Curb/Gutter - Phase 1	\$ -	\$ -	\$ 80	\$ 125,000	\$ 80
9	A Street Reconstruction & Improvements (Plummer, ID)	\$ -	\$ -	\$ -	\$ 80	\$ 125,000*
10	Veterans Memorial Park Trail Construction	\$ -	\$ -	\$ -	\$ 80	\$ 50,000**
11	Highway 5 Sidewalk Construction (Plummer, ID)	\$ -	\$ -	\$ -	\$ 40	\$ 6,000
12	DeSmet Road Sidewalk/Trail Construction	\$ -	\$ -	\$ -	\$ 80	\$ 225,000
13	Aggregate Production	\$ 40	\$ 40	\$ 40	\$ 40	\$ 40,030
14	Routine Road Maintenance	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
15	Administrative Capacity Building	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
<b>Totals</b>	<b>\$ 335,240</b>	<b>\$ 455,260</b>	<b>\$ 730,390</b>	<b>\$ 855,480</b>	<b>\$ 501,240</b>	
Balance + Anticipated Yearly Allocation	\$ 1,078,000	\$ 1,192,760	\$ 1,187,500	\$ 907,110	\$ 501,670	
Funds Expended	2013-15 MAP-21 Programmatic Agreement Funds	\$ 335,240	\$ 292,760	\$ -	\$ -	\$ -
Future Programmatic Agreement Funds	\$ -	\$ 162,500	\$ 730,390	\$ 855,480	\$ 501,240	
Year-end Balance	\$ 742,760	\$ 737,500	\$ 457,110	\$ 51,630	\$ 390	

**Total of Existing and Future Allocation for FY2016-FY2020 is \$2,878,029.62**



# *KMPO, Streets, Highways, and Public Transit Project List*

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## **Sort of Streets and Highways Program by Phase of the Project**



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Development Costs (\$000)	Costs in Year-of-Expenditure Dollars						Lifetime Development Costs			
	2017	2018	2019	2020	2021	PREL	Total	FA	State	Other
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO	0	0	0	0	0	0	430	398	32	0
STC-5762, RAMSEY RD UPRR UPGRADE, LAKES HD	0	0	0	0	0	0	60	60	0	0
SH 54, WATKINS AVE RRX, ATHOL (3)	0	0	0	0	0	0	10	10	0	0
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE AVE	0	0	0	0	0	0	870	806	0	64
STP-7605, SELTICE WAY SIDEWALK, CDA	0	0	0	0	0	0	70	56	0	14
I 90, D1 SIGN UPGRADES, KOOTENAI CO	0	0	0	0	0	0	50	46	4	0
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO	0	0	0	0	0	0	430	398	32	0
LOCAL, FY17 KMPO METRO PLANNING	221	0	0	0	0	0	221	204	0	16
I 90, IC #34, #39, & #40 SAFETY IMPROVEMENTS	50	0	0	0	0	0	50	46	4	0
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA	0	0	0	0	0	0	875	807	68	0
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA	0	0	0	0	0	0	875	807	68	0
STC-7505, SPOKANE ST UPRR RRXING, POST FALLS	0	0	0	0	0	0	15	15	0	0
SMA-7275, HONEYSUCKLE AVE SIDEWALK & ADA RAMPS, HAYDEN	0	0	0	0	0	0	140	130	0	10
STC-5743, KIDD ISLAND RD, KOOTENAI CO	0	0	0	0	0	0	700	649	0	51
STC-5829, RIVERVIEW DR GUARDRAIL INSTALLATION, POST FALLS HD	0	0	0	0	0	0	102	102	0	0
OFFSYS, CAMP EASTON PED UPASS, EASTSIDE HD	24	0	0	0	0	0	24	20	0	4
SMA-7045, PRAIRIE AVE UPRR RRX, NR POST FALLS	15	0	0	0	0	0	15	15	0	0
STC-5739, MAINE ST PATH, SPIRIT LAKE	46	0	0	0	0	0	46	41	0	5
US 95, BLACKWELL SLOUGH TO I-90 OPASS IC#12, CDA	0	0	0	0	0	0	325	301	24	0
US 95, BLACKWELL SLOUGH TO I-90 OPASS IC#12, CDA	200	0	0	0	0	0	325	301	24	0
LOCAL, FY18 KMPO METRO PLANNING	0	225	0	0	0	0	225	209	0	17
STP-7605, SELTICE WAY CONGESTION MITIGATION	0	0	0	0	0	0	390	362	0	29
STATE, FY18 D1 SH-58 SH-54 & SH-3 SEALCOATS	0	20	0	0	0	0	20	0	20	0
I 90, WA ST LN TO BIKE/PED BR, POST FALLS	0	0	0	0	0	0	292	269	23	0
I 90, WA ST LN TO BIKE/PED BR, POST FALLS	0	0	0	0	0	0	292	269	23	0
STATE, FY19b D1 BRIDGE REPAIRS	15	0	0	0	0	0	290	269	21	0
I 90, BLUE CR BAY BR, WBL, KOOTENAI CO	175	204	0	0	0	0	929	857	72	0
OFFSYS, IDAHO ST TO BAY ST PED ACCESS, POST FALLS	0	101	0	0	0	0	101	93	0	7



# KMPO, Streets, Highways, and Public Transit Project List

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Development Costs (\$000)	Costs in Year-of-Expenditure Dollars						Lifetime Development Costs				
	Location	2017	2018	2019	2020	2021	PREL	Total	FA	State	Other
I 90, BLUE CR BAY BR, EBL, KOOTENAI CO	175	204	0	0	0	0	0	929	857	72	0
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	0	0	0	0	0	0	0	930	862	68	0
LOCAL, FY19 KMPO METRO PLANNING	0	0	230	0	0	0	0	230	213	0	17
STC-5727, RAMSEY RD RRX, KOOTENAI CO	0	5	0	0	0	0	0	5	5	0	0
SH 53, UPRR BRIDGE, NEAR US 95	600	76	0	0	0	0	0	976	905	72	0
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	830	0	0	0	0	0	0	930	862	68	0
SH 97, CDA RV BR, KOOTENAI CO	0	0	0	0	0	0	0	280	259	21	0
STC-5740, W RIVERVIEW DR, POST FALLS HD	0	0	0	0	0	0	0	221	205	0	16
SMA-7505, SPOKANE ST RV BR, POST FALLS	0	0	0	0	0	0	0	59	55	0	4
LOCAL, SIGNS & DELINEATION, WORLEY HD	0	5	0	0	0	0	0	5	5	0	0
OFFSYS, E CANYON RD GUARDRAIL & CHIPSEAL, EASTSIDE HD	0	0	36	0	0	0	0	36	34	0	3
I 90, PENNSYLVANIA AVE O'PASS WB, CDA	25	26	21	0	0	0	0	321	296	25	0
STATE, FY20 D1 BRIDGE REPAIR	10	0	5	0	0	0	0	225	209	17	0
I 90, PENNSYLVANIA AVE OPASS EB, CDA	25	26	21	0	0	0	0	321	296	25	0
LOCAL, FY20 KMPO METRO PLANNING	0	0	0	235	0	0	0	235	218	0	17
STC-5737, E HAYDEN LAKE RD, LAKES HD	0	0	47	0	0	0	0	47	43	0	3
SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM	110	0	0	0	0	0	0	110	102	8	0
SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO	120	0	0	0	0	0	0	120	111	9	0
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD	0	0	0	0	0	0	0	651	603	0	48
LOCAL, FY21 KMPO METRO PLANNING	0	0	0	0	235	0	0	235	218	0	17
STC-1697, FRENCH GULCH/FERNAN HILL RD, EASTSIDE HD	0	0	234	0	0	0	0	234	217	0	17
STP-7605, SELTICE WAY; HUETTER TO NORTHWEST BLVD, CDA	0	0	0	0	0	0	0	3	0	0	3
STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD	0	216	0	0	0	0	0	216	200	0	16
SMA-7515, CHASE RD BNSF RRX, POST FALLS	0	0	0	0	0	0	116	116	107	0	9
STC-7275, 4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON GARDENS	0	0	0	0	0	0	414	414	384	0	30
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM	0	218	0	0	0	0	0	218	202	0	16
SH 53, N RAMSEY RD INTERSECTION, KOOTENAI CO	35	0	0	0	0	0	Unfunded	35	32	3	0
STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD	0	0	517	0	0	0	0	517	479	0	38
US 95, CANFIELD AVE TO WILBUR AVE, CDA	35	0	0	0	0	0	Unfunded	35	32	3	0
	4728	3344	3130	2255	2256	530		16826	15551	806	471





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Right of Way Costs (\$000)	Costs in Year-of-Expenditure Dollars						Lifetime Right of Way Costs				
	Location	2017	2018	2019	2020	2021	PREL	Total	FA	State	Other
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE AVE	0	0	0	0	0	0	0	2422	2244	0	178
STC-5743, KIDD ISLAND RD, KOOTENAI CO	0	0	0	0	0	0	0	192	178	0	14
STP-7605, SELTICE WAY CONGESTION MITIGATION	0	0	0	0	0	0	0	14	13	0	1
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	0	0	0	0	0	0	0	2000	1853	147	0
SH 53, UPRR BRIDGE, NEAR US 95	300	0	0	0	0	0	0	300	278	22	0
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	2000	0	0	0	0	0	0	2000	1853	147	0
STC-5740, W RIVERVIEW DR, POST FALLS HD	0	102	0	0	0	0	0	102	95	0	7
SH 41, LANCASTER INTERSECTION, KOOTENAI CO	150	0	0	0	0	0	0	150	139	11	0
I 90, PENNSYLVANIA AVE O'PASS WB, CDA	0	204	0	0	0	0	0	204	188	16	0
I 90, PENNSYLVANIA AVE OPASS EB, CDA	0	204	0	0	0	0	0	204	188	16	0
LOCAL, EARLY CORRIDOR ACQUISITION & PRESERVATION	0	0	0	265	0	0	0	265	246	0	19
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD	0	0	0	807	0	0	0	807	747	0	59
STC-7275, 4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON GARDENS	0	0	0	0	0	62	0	62	57	0	5
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM	0	94	0	0	0	0	0	94	87	0	7
STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD	0	0	0	0	0	110	0	110	102	0	8
<b>Total Anticipated Right of Way</b>	<b>4467</b>	<b>2622</b>	<b>2019</b>	<b>3092</b>	<b>2021</b>	<b>172</b>	<b>8926</b>	<b>8268</b>	<b>359</b>	<b>298</b>	



# KMPO, Streets, Highways, and Public Transit Project List

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

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Construction Costs (\$000)	Costs in Year-of-Expenditure Dollars						Lifetime Construction Costs				
	Location	2017	2018	2019	2020	2021	PREL	Total	FA	State	Other
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO	96	0	0	0	0	0	0	3,353	3,107	246	0
STC-5762, RAMSEY RD UPRR UPGRADE, LAKES HD	226	0	0	0	0	0	0	226	226	0	0
SH 54, WATKINS AVE RRX, ATHOL (3)	240	0	0	0	0	0	0	250	250	0	0
SMA-7155, N GOVERNMENT WAY; HANLEY AVE TO PRAIRIE AVE	4,350	0	0	0	0	0	0	4,350	4,031	0	319
STP-7605, SELTICE WAY SIDEWALK, CDA	325	0	0	0	0	0	0	325	260	0	65
LOCAL, GRANGE AVE UPRR RRX, POST FALLS	240	0	0	0	0	0	0	240	0	0	240
I 90, D1 SIGN UPGRADES, KOOTENAI CO	1,768	0	0	0	0	0	0	1,768	1,638	130	0
US 95, COUGAR CR TO BLACKWELL SLOUGH, KOOTENAI CO	3,257	0	0	0	0	0	0	3,353	3,107	246	0
I 90, IC #34, #39, & #40 SAFETY IMPROVEMENTS	699	0	0	0	0	0	0	699	645	54	0
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA	4,803	0	0	0	0	0	0	18,045	16,650	1,395	0
I 90, NORTHWEST BLVD TO SHERMAN AVE, CDA	13,242	0	0	0	0	0	0	18,045	16,650	1,395	0
LOCAL, SIGNING & DELINEATION, EASTSIDE HD	43	0	0	0	0	0	0	43	43	0	0
STC-7505, SPOKANE ST UPRR RRXING, POST FALLS	910	0	0	0	0	0	0	910	910	0	0
SMA-7275, HONEYSUCKLE AVE SIDEWALK & ADA RAMPS, HAYDEN	389	0	0	0	0	0	0	389	360	0	29
STC-5743, KIDD ISLAND RD, KOOTENAI CO	0	2,757	0	0	0	0	0	2,757	2,555	0	202
STC-5829, RIVERVIEW DR GUARDRAIL INSTALLATION, POST FALLS HD	0	353	0	0	0	0	0	353	353	0	0
I 90B, FY18 POST FALLS 23 ADA RAMPS	0	59	0	0	0	0	0	59	0	59	0
OFFSYS, CAMP EASTON PED UPASS, EASTSIDE HD	0	251	0	0	0	0	0	251	210	0	41
SMA-7045, PRAIRIE AVE UPRR RRX, NR POST FALLS	0	410	0	0	0	0	0	410	410	0	0
STC-5739, MAINE ST PATH, SPIRIT LAKE	0	254	0	0	0	0	0	254	229	0	25
US 95, BLACKWELL SLOUGH TO I-90 OPASS IC#12, CDA	0	168	0	0	0	0	0	2,920	2,706	214	0
US 95, BLACKWELL SLOUGH TO I-90 OPASS IC#12, CDA	0	2,752	0	0	0	0	0	2,920	2,706	214	0
STP-7605, SELTICE WAY CONGESTION MITIGATION	0	2,251	0	0	0	0	0	2,251	2,086	0	165
STATE, FY18 D1 SH-58 SH-54 & SH-3 SEALCOATS	0	1,450	0	0	0	0	0	1,450	0	1,450	0
I 90, WA ST LN TO BIKE/PED BR, POST FALLS	0	0	6,926	0	0	0	0	8,077	7,452	624	0
I 90, WA ST LN TO BIKE/PED BR, POST FALLS	0	0	1,151	0	0	0	0	8,077	7,452	624	0
STATE, FY19b D1 BRIDGE REPAIRS	0	0	2,393	0	0	0	0	2,393	2,217	176	0
I 90, BLUE CR BAY BR, WBL, KOOTENAI CO	0	0	8,375	0	0	0	0	8,375	7,728	647	0
OFFSYS, IDAHO ST TO BAY ST PED ACCESS, POST FALLS	0	0	396	0	0	0	0	396	367	0	29
I 90, BLUE CR BAY BR, EBL, KOOTENAI CO	0	0	8,375	0	0	0	0	8,375	7,728	647	0
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	0	0	1,561	0	0	0	0	9,572	8,869	703	0
STC-5727, RAMSEY RD RRX, KOOTENAI CO	0	0	270	0	0	0	0	270	270	0	0



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Construction Costs (\$000)	Costs in Year-of-Expenditure Dollars						Lifetime Construction Costs				
	Location	2017	2018	2019	2020	2021	PREL	Total	FA	State	Other
SH 53, UPRR BRIDGE, NEAR US 95	0	0	10,170	0	0	0	0	10,170	9,423	746	0
SH 41, MULLAN AVE TO E PRAIRIE AVE, POST FALLS	0	0	8,011	0	0	0	0	9,572	8,869	703	0
SH 97, CDA RV BR, KOOTENAI CO	0	0	1,795	0	0	0	0	1,795	1,663	132	0
STC-5740, W RIVERVIEW DR, POST FALLS HD	0	0	1,004	0	0	0	0	1,004	930	0	74
SMA-7505, SPOKANE ST RV BR, POST FALLS	0	0	517	0	0	0	0	517	479	0	38
LOCAL, SIGNS & DELINEATION, WORLEY HD	0	0	55	0	0	0	0	55	51	0	4
SH 41, LANCASTER INTERSECTION, KOOTENAI CO	0	36	0	1,443	0	0	0	1,479	1,370	109	0
OFFSYS, E CANYON RD GUARDRAIL & CHIPSEAL, EASTSIDE HD	0	0	0	98	0	0	0	98	90	0	7
I 90, PENNSYLVANIA AVE O'PASS WB, CDA	0	0	0	4,775	0	0	0	4,775	4,406	369	0
STATE, FY20 D1 BRIDGE REPAIR	0	0	0	3,534	0	0	0	3,534	3,274	259	0
I 90, PENNSYLVANIA AVE OPASS EB, CDA	0	0	0	4,775	0	0	0	4,775	4,406	369	0
US 95, IC# 430 TO LACROSSE AVE, CDA	0	0	0	3,884	0	0	0	4,882	0	4,882	0
US 95, IC# 430 TO LACROSSE AVE, CDA	0	0	0	998	0	0	0	4,882	0	4,882	0
STC-5737, E HAYDEN LAKE RD, LAKES HD	0	0	0	265	0	0	0	265	246	0	19
SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM	0	0	0	0	4,871	0	0	4,871	4,513	358	0
SH 41, E PRAIRIE AVE TO LANCASTER RD, KOOTENAI CO	0	0	0	0	12,231	0	0	12,231	11,334	898	0
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD	0	0	0	0	4,066	0	0	4,066	3,767	0	298
STC-1697, FRENCH GULCH/FERNAN HILL RD, EASTSIDE HD	0	0	0	0	0	1,615	0	1,615	1,497	0	119
STP-7605, SELTICE WAY; HUETTER TO NORTHWEST BLVD, CDA	0	0	0	0	0	1,300	0	1,300	0	0	1,300
STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD	0	0	0	0	0	2,216	0	2,216	2,053	0	163
SMA-7515, CHASE RD BNSF RRR, POST FALLS	0	0	0	0	0	400	0	400	370	0	29
STC-7275, 4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON GARDENS	0	0	0	0	0	4,239	0	4,239	3,927	0	311
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM	0	0	0	0	0	1,208	0	1,208	1,119	0	89
SH 53, N RAMSEY RD INTERSECTION, KOOTENAI CO	0	0	0	0	0	Unfunded	0	1,980	1,835	145	0
STC-5727, RAMSEY RD; CHILCO TO SCARCELLO, LAKES HD	0	0	0	0	0	3,643	0	3,643	3,376	0	267
US 95, CANFIELD AVE TO WILBUR AVE, CDA	0	0	0	0	0	Unfunded	0	1,650	1,529	121	0
	32605	12759	53018	21792	23189	14621	0	<b>198378</b>	<b>171742</b>	<b>22797</b>	<b>3833</b>
Phase	Costs in Year-of-Expenditure Dollars (000's)						Lifetime Construction Costs				
	2017	2018	2019	2020	2021	PREL	Total	Federal Aid	State	Other	
Engineering and Design	4,728	3,344	3,130	2,255	2,256	530	<b>16,826</b>	<b>15,551</b>	<b>806</b>	<b>471</b>	
Right of Way	4,467	2,622	2,019	3,092	2,021	172	<b>8,926</b>	<b>8,268</b>	<b>359</b>	<b>298</b>	
Construction	32,605	12,759	53,018	21,792	23,189	14,621	<b>198,378</b>	<b>171,742</b>	<b>22,797</b>	<b>3,833</b>	
<b>Total Program Value</b>	<b>41,800</b>	<b>18,725</b>	<b>58,167</b>	<b>27,139</b>	<b>27,466</b>	<b>15,323</b>	<b>224,130</b>	<b>195,561</b>	<b>23,962</b>	<b>4,602</b>	



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## **KMPO**

2017-2021

Transportation Improvement Program

Public Comment Period

# Kootenai Metropolitan Planning Organization

2017-2021

## **Transportation Improvement Program**

### **Open House**

August 23, 2016



250 Northwest Blvd., Suite 209

Executive Conference Room (Next to Elevator)

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



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## KMPO 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### PUBLIC OPEN HOUSE SIGN-IN SHEET - GENERAL ATTENDANCE ROSTER

DATE: AUGUST 23, 2016

The Kootenai Metropolitan Planning Organization monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print/write clearly)	Title/Representing	Address (City, State, ZIP)	Phone/E-mail	Please check the appropriate boxes		
DAVE WAARVIK	SELF	8747 W. RUSHMORE RITCHIE RD 83858	WIAKID@yahoo.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
MAVIS WAARVIK	self	)	mwaarvik@yahoo.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JAMES MANGAN	WHD			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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# Kootenai Metropolitan Planning Area Assessment of Local Funding Sources For Transportation Operations and Projects FY 2014 Data





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## Local Transportation Revenue For Cities and Highway Districts in Kootenai County

FY 2014

10 5.21%	BEGINNING BALANCE OPS FUND	LOCAL FUNDING							TOTAL NON-RHF LOCAL INCOME	STATE HIGHWAY USER REVENUE	STATE INVENTORY REPLACE TAX	STATE TAX SHARING	TOTAL STATE INCOME	FEDERAL AID URBAN	TOTAL FEDERAL INCOME	TOTAL INCOME				
		LOCAL ROAD TAX LEVY	LOCAL SALE INCOME	LOCAL NON-RHF INTEREST INCOME	LOCAL TRANS IN NON-HWY ACCOUNTS	LOCAL IMPACT FEES	LOCAL OPTION REGIS' FEES	LOCAL ALL OTHER LOCAL RECEIPTS												
<b>CITIES</b>																				
COEUR D ALENE				408	485,219	239,220		4,342,207		1,511,475			1,511,475	195,396	195,396	6,773,925				
DALTON GARDENS	0				107,047			152,221		75,232			75,232	0	0	227,453				
HARRISON	0				46,330			12,831		6,802			6,802	0	0	65,963				
HAUSER	122,893			134				4,365		22,171			22,171	0	0	26,670				
HAYDEN	2,537,491			2,176	425,241	232,704		466,489		448,370			448,370	0	0	1,574,980				
HAYDEN LAKE	0	41,101				34,674		32,420		19,350			19,350	0	0	127,546				
HUETTER								0		0			0	0	0					
POST FALLS	2,606,003		2,086	23,139	992,621	166,090		793,545		951,685			951,685	66,225	66,225	2,995,391				
RATHDRUM	29,852			5,180		103,510		108,690		226,685	72,132	265,399	564,216	0	0	672,906				
SPIRIT LAKE		1,327			100,000	6,131		9,806		65,335	22,412	67,801	155,548	0	0	272,812				
WORLEY	0			24				15,025		8,533			8,533	0	0	23,582				
<b>T O T A L</b>	<b>5,296,239</b>	<b>42,428</b>	<b>2,086</b>	<b>31,061</b>	<b>2,156,458</b>	<b>782,329</b>	<b>0</b>	<b>5,721,863</b>	<b>8,736,225</b>	<b>3,335,638</b>	<b>94,544</b>	<b>333,200</b>	<b>3,763,382</b>	<b>261,621</b>	<b>261,621</b>	<b>12,761,228</b>				
HIGHWAY DISTRICT FINANCE REPORTS FOR THE YEAR ENDED SEPTEMBER 30, 2014																				
4 6.25%	BEGINNING BALANCE	Local Funding							TOTAL	State Funding			TOTAL	Federal Funding					TOTAL	
<b>HIGHWAY DISTRICT'S</b>																				
EASTSIDE HD		1,098,898	5,393	3,143				56,159	1,163,592	930,336	44,873		975,208	90,766	102,580		193,346	2,332,146		
LAKES HD	2,280,534	3,253,809	16,500	3,706	25,615			363,612	3,663,242	1,844,804		143,137	1,987,941	100,456	9,769	50,000	160,225	5,811,408		
POST FALLS HD	4,906,636	2,446,726	11,433	8,190				40,627	2,506,976	1,507,470		93,107	1,600,577	74,903	241,057		315,960	4,423,513		
WORLEY HD	2,267,773	2,014,181	4,072	16,869		69,627		25,023	2,129,772	731,596	46,249	36,484	814,329	71,588	159,659		231,247	3,175,348		
<b>TOTALS</b>	<b>9,454,943</b>	<b>8,813,614</b>	<b>37,398</b>	<b>31,908</b>	<b>25,615</b>	<b>69,627</b>	<b>0</b>	<b>485,421</b>	<b>9,463,582</b>	<b>5,014,206</b>	<b>91,122</b>	<b>272,728</b>	<b>5,378,055</b>	<b>337,713</b>	<b>0</b>	<b>513,065</b>	<b>0</b>	<b>50,000</b>	<b>900,778</b>	<b>15,742,415</b>
<b>Local Programs</b>																				
Total Local Source Funding									\$ 18,199,807											
Total State Source Funding									\$ 9,141,437											
Total Federal Source Funding									\$ 1,162,399											
<b>Total Funding All Sources</b>									<b>\$ 28,503,643</b>											

Source: <http://itd.idaho.gov/econ/localroads.htm>, July 7, 2015

