KMPO 2021-2027

Transportation Improvement Program

Interstate 90 - Approaching the East Bound Port of Entry/Huetter Rest Area

Kootenai Metropolitan Planning Organization
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Serving the Citizens of Kootenai County

APPROVED 09-10-2020

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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Table of Contents

Resolution		3
Introduction		4
A.	**Funding**	5
	Federal Sources	5
	State Sources	6
	Local Sources	7
	Private Sources	7
B.	**Programming Process**	7
	Identification, Evaluation and Selection of Projects	7
	Review and Approval	7
	Fund Authorization and Obligation	8
C.	**Annual Listing**	9
D.	**KMPO Transportation Improvement Program**	Table 1 of 11
	KMPO Street and Highways Project Lists	Table 2 of 11
	KMPO Public Transportation Projects List	PT-1
E.	**Financial Plan**	10
F.	**Certifications**	21
G.	**Appendix**	
	Coeur d' Alene Tribe Tribal Transportation Program 2020-2024	
	KMPO Public Comment Period Documentation	
	Kootenai Metropolitan Planning Area Assessment of Local Transportation Funding	

FISCAL YEARS 2021-2027
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 2021-2027 Transportation Improvement Program as presented to us in the September 10, 2020 meeting and said transportation program is in conformance with the Idaho State Transportation Improvement Program (ITIP).

Adopted this 10 day of September, 2020

SIGNED:

Jim Kackman
Jim Kackman (Sep 22, 2020 08:05 PDT)

Jim Kackman

ATTEST:

Glenn F. Miles

Glenn F. Miles

KMPO Board Chair 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. 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 if 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.
- **STBG-R** - STBG funds designated for facilities located outside of Federally Designated Urbanized areas. These funds carry the same eligibility and are managed by the Local Highway Technical Assistance Council (LHTAC) through their project selection processes.
- **STBG-U** – STBG 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/INFRA -** 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.

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: https://itd.idaho.gov/funding/?target=draft-itip.

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 project's development, ensures ample opportunity to provide input on the design, concept and scope of the project. By the time a project is ready for construction, the construction plans are nearing completion and right of way (ROW) has been secured. This leads to fewer opportunities to make modifications to the project.

When a highway project reaches the construction/implementation phase, the sponsor will request ITD 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 (2020) will be published by the KMPO Board in January 2021. The listing will provide available information about each project obligated including location, costs, and other project elements.

D. Kootenai Metropolitan Area Transportation Improvement Program

a. Funding programs and projects

The TIP is a program of Federal-aid projects for the region that are anticipated to be implemented over a seven-year period from 2021 to 2027. **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 been specifically approved by USDOT or Congress.

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

TIP Project Acronyms:

CN – Construction
IM - Interstate Maintenance
NHS - National Highway System
PD - Preliminary Development
PE - Preliminary Engineering
PL – Land Purchase
RW - Right-of-Way
RRX - Railroad Crossing
STP - Surface Transportation Program
TAP – Transportation Alternatives Program (Formerly Community Choices)
SR2S - Safe Routes to School (Previous Program covered in TAP

JIM KACKMAN, CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Street and Highways Project List

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

KMPO Project List
2021-2027 Program

JIM KACKMAN, CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Street and Highways Project List

KMPO Highway Projects (System)
Sort: STIP

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Phase	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
SH 53, PLEASANT VIEW IC, KOOTENAI CO					1	CN	-		-		-	11,885	11,628	9,274	32,787	30,381	2,406	1
10005	MP 1.750 - 2.570	SAFTY/TRAF OPER, Intersection Improvement				PE	-		-		-		-	-	2,769	2,565	204	R
POST FALLS HD			CPCTY	STP		RW	3,000		-		-		-	-	4,429	4,104	325	
This project, located at the intersection of SH-53 and Pleasant View approximately milepost 2.2, will construct two underpasses; one as an interchange for Pleasant View Road over SH-53 and the second over the railroad interchange and structure to accommodate traffic flows and realignment of the ramps and intersecting Road ways. The project will reduce serious and fatal type crashes as well as improve mobility by providing on and off-ramps for Pleasant View Road, structure over the rail road. This project will also close two other railroad crossings and add illumination.																		
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD					1	CN	-		-	2,606	1,290		-	-	3,897	3,611	286	1
12310	MP 17.000 - 17.986	NEW RTE, Resurfacing				PE	-		-		-		-	-	1,711	1,585	126	
HAYDEN			STBG-URBAN(L)	STP-U		RW	-	1,734	-		-		-	-	1,734	1,607	127	
This project will provide a new connection to Ramsey Road from Wyoming Ave to Lancaster Road in Coeur d'Alene. The project is located on SMA-7905 from mile point 17.0 to 17.986.																		
STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM					1	CN	-	-	1,231		-		-	-	1,231	1,140	91	1
13864	MP 104.026 - 104.026	SAFTY/TRAF OPER, Intersection Improvement				PE	-	-	-		-		-	-	600	556	44	
RATHDRUM			STBG-URBAN(L)	STP-U		RW	-	-	-		-		-	-	-	-	-	
This project will provide additional operational capacity of safety to the intersection of Meyer and Boekel roads. The project is located on STC-5791 at mile point 104.026.																		
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	-		-	-	-		-	-	399	370	29	
POST FALLS HD			BR-LOCAL	BR-LOC		RW	-		-	-	-		-	-	-	-	-	
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 area in Spokane. This project is located on SMA-7505 between mile points 0.653 and 0.829.																		
STC-5708, BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FA					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	-		-	-	-		-	-	-	-	-	
This project will provide a structural overlay and widen shoulders on Beck Road from Seltice Way to Prairie Avenue in Post Falls Hwy District. This project is located on STC-5708 between mile points 100.264 and 102.158.																		
LOCAL, EARLY CORRIDOR ACQUISITION & PRESERVATION					1	CN	-	-	-		-		-	-	-	-	-	1
19344	MP 0.000 - 0.000	MAJRWIDN, Right-of-Way Only				PE	-	-	-		-		-	-	-	-	-	
COEUR D'ALENE			STBG-URBAN(L)	STP-U		RW	-	867	312		-		-	-	1,179	1,093	86	
This project will provide for Voluntary Early Acquisition of Right-of-Way in Corridors with approved plans. Planning (PE and PC) activities for this project will be carried out under KN 19518 KMPO Metro Planning.																		

JIM KACKMAN, CHAIRMAN
KOOTENAI METROPOLITAN PLANNING BOARD

KMPO Street and Highways Project List

KMPO Highway Projects (System)
Sort: STIP

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Phase	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
US 95, IC# 430 TO LACROSSE AVE, CDA					1	CN		-	-	-	-	4,152	-	-	5,257	-	5,257	1
19452	MP 429.633 - 430.000	RECONST/REALIGN, Plant Mix Pavement				PE		-	-	-	-	-	-	-	768	-	768	P
STATE OF IDAHO (ITD)			RESTORE	ST2		RW		-	-	-	-	-	-	-	90	-	90	M
US 95, IC# 430 TO LACROSSE AVE, CDA					1	CN		-	-	-	-	1,104	-	-	5,257	-	5,257	1
	MP 429.633 - 430.000	RECONST/REALIGN, Plant Mix Pavement				PE		-	-	-	-	-	-	-	768	-	768	P
STATE OF IDAHO (ITD)			RDSIDE	ST2		RW		-	-	-	-	-	-	-	90	-	90	M
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.																		
SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS					1	CN	8,058	-	-	-	-	-	-	-	10,412	9,647	765	1
19682	MP 0.446 - 2.651	RECONST/REALIGN, Plant Mix Pavement				PE	-	-	-	-	-	-	-	-	3,400	3,150	250	P
STATE OF IDAHO (ITD)			RESTORE	STP		RW	-	-	-	-	-	-	-	-	11,000	6,579	4,421	M
SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS					1	CN	796	-	-	-	-	-	-	-	10,412	9,647	765	1
	MP 0.446 - 2.651	RECONST/REALIGN, Plant Mix Pavement				PE	-	-	-	-	-	-	-	-	3,400	3,150	250	P
STATE OF IDAHO (ITD)			RDSIDE	STP		RW	-	-	-	-	-	-	-	-	11,000	6,579	4,421	M
SH 41, MULLAN AVE TO PRAIRIE AVE, POST FALLS					1	CN	158	-	-	-	-	-	-	-	10,412	9,647	765	1
	MP 0.446 - 2.651	RECONST/REALIGN, Plant Mix Pavement				PE	-	-	-	-	-	-	-	-	3,400	3,150	250	P
STATE OF IDAHO (ITD)			ETS	STP		RW	-	-	-	-	-	-	-	-	11,000	6,579	4,421	M
This project will reconstruct Hwy-41 from MP 0.446 to MP 2.651. 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.																		
SMA-7515, CHASE RD BNSF RRX, POST FALLS					1	CN		-	-	-	-	-	-	432	432	400	32	1
19955	MP 1.414 - 1.414	SAFTY/TRAF OPER, Railroad Signals				PE	105	-	-	-	-	-	-	-	105	97	8	
POST FALLS HD			STBG-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. The project is located on SMA-7515 at mile point 1.414.																		
US 95, SH 41, FY21 D1 SEALCOATS					1	CN	1,988	-	-	-	-	-	-	-	1,988	-	1,988	1
20035	MP 0.000 - 0.000	PM, Seal Coat				PE	-	-	-	-	-	-	-	-	27	-	27	P
STATE OF IDAHO (ITD)			PAVE	ST2		RW	-	-	-	-	-	-	-	-	-	-		G
The project US 95, FY21 D1 US 95 and SH 41 SEALCOATS preserves the pavement on US-95 MP 435.026 Dakota Ave. to MP 454 end of Granite Hill passing lane, SH 41 from MP 18.1 SH41/SH53 JCT to MP 28.7 N. Spirit Lake CL. Work would include a seal coat and pavement markings.																		
STC-1697, FRENCH GULCH/FERNAN HILL RD,EASTSIDE HD					1	CN		-	-	-	1,584	-	-	-	1,584	1,467	117	1
20094	MP 12.079 - 15.480	RESRF/RESTO&REHAB, Resurfacing				PE		-	-	-	-	-	-	-	428	396	32	
EASTSIDE HD Number 3			STP-RURAL (L)	STP-RURAL		RW		-	-	-	-	-	-	-	-	-		

BILL MOAD, CHAIRMAN
IDAHO TRANSPORTATION BOARD

KMPO Street and Highways Project List

Group: Highway Projects (System)
Sort: STIP

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	2021	2022	2023	2024	2025	2026	2027	PREL	Total	Federal	Match	Notes
						Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs			
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. The project is located on STC-1697 between mile points 12.91 and 16.33.																		
SH 41, E PRAIRIE AVE TO BOEKEL RD, KOOTENAI CO					1	CN	10,160				-	-	-	-	37,008	34,281	2,727	1
20098	MP 2.450 - 6.460	RECONST/REALIGN, Plant Mix Pavement				PE	-				-	-	-	-	1,948	1,805	143	P R
STATE OF IDAHO (ITD)		CPCTY		NH		RW	-				-	-	-	-	4,310	3,669	641	M
SH 41, E PRAIRIE AVE TO BOEKEL RD, KOOTENAI CO					1	CN	265				-	-	-	-				
	MP 2.450 - 6.460	RECONST/REALIGN, Plant Mix Pavement				PE	-				-	-	-	-				
STATE OF IDAHO (ITD)		ETS		NH		RW	-				-	-	-	-				
This project will reconstruct SH-41 from MP 2.45 to MP 5.46. 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.																		
LOCAL, FY21 KMPO METRO PLANNING					1	CN	-				-	-	-	-	-	-	-	1
20198	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation				PE	99				-	-	-	-	334	310	24	
KOOTENAI METROPOLITAN STBG-URBAN(L) STP-U						RW	-				-	-	-	-	-	-	-	M
LOCAL, FY21 KMPO METRO PLANNING					1	CN	-				-	-	-	-	-	-	-	1
	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation				PE	235				-	-	-	-	334	310	24	
KOOTENAI METROPOLITAN	MET			MET		RW	-				-	-	-	-	-	-	-	M
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.																		
STC-7219, HUETTER RD UPRR RRX, POST FALLS					1	CN					240	-	-	-	240	216	24	1
20378	MP 105.916 - 105.916	SAFTY/TRAF OPER, Railroad Gates				PE					-	-	-	-	10	9	1	
POST FALLS		RAIL		FED RRX		RW					-	-	-	-	-	-	-	
Add gates and signals. This project is located on STC-7219 at mile point 105.916.																		
STC-5820, N IDAHO ST UPRR RRX, KOOTENAI CO					1	CN		10	300		-	-	-	-	310	279	31	1
20394	MP 2.405 - 2.405	SAFTY/TRAF OPER, Railroad Signals				PE		10	-		-	-	-	-	10	9	1	
KOOTENAI COUNTY		RAIL		FED RRX		RW			-		-	-	-	-	-	-	-	
Install type 1 signal including constant warning protection, planking, and cabinet. This project is located on STC-5820 at mile point 2.405.																		
I 90, SH-41 IC, KOOTENAI CO					1	CN			9,260	15,730	24,564	-	-	-	49,780	45,932	3,848	1 2
20442	MP 6.700 - 7.400	SAFTY/TRAF OPER, Interchange Modification				PE					-	-	-	-	7,041	6,497	544	P B R
STATE OF IDAHO (ITD)		SAFETY		HSIP		RW	2,600				-	-	-	-	2,600	2,399	201	M W
I 90, SH-41 IC, KOOTENAI CO					1	CN			227		-	-	-	-				
	MP 6.700 - 7.400	SAFTY/TRAF OPER, Interchange Modification				PE					-	-	-	-				
STATE OF IDAHO (ITD)		ETS		HSIP		RW					-	-	-	-				

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IDAHO TRANSPORTATION BOARD

KMPO Street and Highways Project List

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail / Program	Fund	District	Ph	2021	2022	2023	2024	2025	2026	2027	PREL	Total	Federal	Match	Notes
					Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs			
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 Re-alignment of the ramps and intersecting roadways. The project will reduce serious and fatal type crashes as well as improve mobility. The project is located on I-90 between mile points 6.7 and 7.4.																	
SH 97, HARRISON BR TO WHISTLE RD, KOOTENAI CO				1	CN		-	-	632	-	-	-	-	632	-	632	1
20482	MP 69.070 - 81.500	PM, Seal Coat			PE		-	-	-	-	-	-	-	25	-	25	
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 0.000 - 0.000	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	30	9,700	-	-	-	-	-	-	9,730	9,016	714	1
20575	MP 1.500 - 4.800	SAFTY/TRAF OPER, Safety			PE	-	-	-	-	-	-	-	-	1,775	1,645	130	P
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW	675	-	-	-	-	-	-	-	675	625	50	
The SH-53 project will reduce serious and fatal crashes by widening the roadway cross section from 2 to 3 lanes from MP 1.5 to 2.6 , and construct center and right turn bays at 4.4 to 4.8 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		-	-	469	-	-	-	-	469	-	469	1
20592	MP 111.380 - 117.680	PM, Seal Coat			PE		-	-	-	-	-	-	-	25	-	25	
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	-	2,907	-	-	-	-	-	-	2,958	2,741	217	1
20641	MP 12.900 - 13.100	SAFTY/TRAF OPER, Safety			PE	-	-	-	-	-	-	-	-	355	329	26	
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW	-	-	-	-	-	-	-	-	-	-	-	M
SH 53, INT N RAMSEY RD, KOOTENAI CO				1	CN	-	51	-	-	-	-	-	-				
	MP 12.900 - 13.100	SAFTY/TRAF OPER, Safety			PE	-	-	-	-	-	-	-	-				
STATE OF IDAHO (ITD)		ETS	HSIP		RW	-	-	-	-	-	-	-	-				
This project will reduce serious and fatal crashes at the SH53, N. Ramsey Rd Intersection (MP 12.9 to 13.1). 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		-	-	-	-	7,066	-	-	7,066	6,520	546	1
20645	MP 32.350 - 36.200	SAFTY/TRAF OPER, Safety			PE		-	-	-	-	-	-	-	530	489	41	
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW		-	-	-	-	-	-	-	-	-	-	W

BILL MOAD, CHAIRMAN
IDAHO TRANSPORTATION BOARD

KMPO Street and Highways Project List

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail / Program	Fund	District	Ph	2021	2022	2023	2024	2025	2026	2027	PREL	Total	Federal	Match	Notes
					Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs			
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			-	-	457	-	-	-	457	-	457	1
20668	MP 81.500 - 86.900	PM, Seal Coat			PE			-	-	-	-	-	-	25	-	25	
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		4,896	-	-	-	-	-	-	4,931	4,569	362	1
20695	MP 8.370 - 9.300	MAJRWIDN, Safety			PE	190	-	-	-	-	-	-	-	680	630	50	P R
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW		-	-	-	-	-	-	-	-	-	-	M
SH 53, N LATAH ST TO MP 9.3, RATHDRUM				1	CN		35	-	-	-	-	-	-				
	MP 8.370 - 9.300	MAJRWIDN, Safety			PE		-	-	-	-	-	-	-				
STATE OF IDAHO (ITD)		ETS	HSIP		RW		-	-	-	-	-	-	-				
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. This project is located on SH-53 between mile points 8.37 and 9.3.																	
OFFSYS, YELLOWSTONE TRAIL RD, KOOTENAI CO				1	CN	1,778		-	-	-	-	-	-	1,778	1,647	131	1
20775	MP 101.900 - 102.100	ENV PRESV, Safety Improvement			PE	111		-	-	-	-	-	-	111	103	8	
EASTSIDE HD Number 3		FLAP (L)	FLAP		RW	-		-	-	-	-	-	-	-	-	-	
Repair slide area. This project is between mile points 101.9 and 102.1.																	
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM				1	CN			-	-	-	1,165	-	-	1,165	1,079	86	1
21937	MP 8.300 - 8.800	MAJRWIDN, Turn Bay			PE	90		-	-	-	-	-	-	200	185	15	
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW		117	-	-	-	-	-	-	117	109	8	
This project on SH-41 from milepost 8.3 to 8.8, 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 SIGNAL UPGRADES, KOOTENAI				1	CN			-	-	-	2,617	-	-	2,705	2,506	199	1
21938	MP 430.300 - 438.900	SAFTY/TRAF OPER, TrafficSignals			PE			-	-	-	-	-	-	50	46	4	
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW			-	-	-	-	-	-	-	-	-	M
US 95, IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI				1	CN			-	-	-	88	-	-				
	MP 430.300 - 438.900	SAFTY/TRAF OPER, Traffic Signals			PE			-	-	-	-	-	-				
STATE OF IDAHO (ITD)		ETS	HSIP		RW			-	-	-	-	-	-				
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.																	

BILL MOAD, CHAIRMAN
IDAHO TRANSPORTATION BOARD

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Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO					1	CN	15	-	-	-	3,166	-	-	-	3,207	2,972	235	1
21939	MP 0.000 - 1.800	MAJRWIDN, Turn Bay				PE	100	-	-	-	-	-	-	-	320	297	23	P R
STATE OF IDAHO (ITD)			SAFETY	HSIP		RW	295	-	-	-	-	-	-	-	295	273	22	M
SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO					1	CN		-	-	-	26	-	-	-				
	MP 0.000 - 1.800	MAJRWIDN, Turn Bay				PE		-	-	-	-	-	-	-				
STATE OF IDAHO (ITD)			ETS	HSIP		RW		-	-	-	-	-	-	-				

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.

SMA-7045, INT PRAIRIE AVE & IDAHO RD, POST FALLS HD					1	CN	844	-	-	-	-	-	-	-	844	782	62	1
21991	MP 103.744 - 103.744	SAFTY/TRAF OPER, Traffic Signals				PE	-	-	-	-	-	-	-	-	163	151	12	
POST FALLS HD			SAFETY (L)	HSIP (L)		RW	-	-	-	-	-	-	-	-	70	65	5	

The INT Prairie Ave & Idaho Rd signal project, 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 in order to reduce/eliminate fatal and serious injury crashes for all roadway users. This project is located on SMA-7045 at mile point 103.744.

I 90S, SHERMAN AVE & LAKESIDE AVE, COEUR D'ALENE					1	CN	1,297	-	-	-	-	-	-	-	1,297	1,202	95	1
21993	MP 0.000 - 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. The project is located on I-90S between mile points 0.0 and 3.834.

STC-5815, ATLAS RD UPRR RRX, NR HAYDEN					1	CN	300	-	-	-	-	-	-	-	300	270	30	1
22035	MP 100.990 - 100.990	SAFTY/TRAF OPER, Railroad Signals				PE	-	-	-	-	-	-	-	-	10	9	1	
KOOTENAI COUNTY			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. This project is located on STC-5815 at mile point 100.99.

LOCAL, FY23 KMPO METRO PLANNING					1	CN		-	-	-	-	-	-	-	-	-	-	1
22106	MP 0.000 - 0.000	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.

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IDAHO TRANSPORTATION BOARD

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Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
I 90, MP 7.64 CULVERT REPAIR, POST FALLS					1	CN	570	-	-	-	-	-	-	-	570	-	570	1
22265	MP 7.640 - 7.640	PM, Drainage Improvements				PE	-	-	-	-	-	-	-	-	22	-	22	
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.																		
I 90, FY21 D1 SPECIAL PAVEMENT MARKINGS					1	CN	339	-	-	-	-	-	-	-	339	-	339	1
22301	MP 0.000 - 0.000	SAFTY/TRAF OPER, Pavement Marking				PE	-	-	-	-	-	-	-	-	34	-	34	
STATE OF IDAHO (ITD)			OTHER ASSETS ST			RW	-	-	-	-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of priority special pavement markings in both day and night light conditions and in inclement weather throughout District 1. Priority markings include Railroad Crossings, School Crossings, Crosswalks, Stop Bars, Straight Arrows on I-90 off Ramps, Lane Drop Arrows, and Turn Arrows																		
LOCAL, GUARDRAIL IMPROVEMENTS, LAKES HD					1	CN		1,664	-	-	-	-	-	-	1,664	1,542	122	1
22397	MP 0.000 - 0.000	SAFTY/TRAF OPER, Metal Guard Rail				PE	238	-	-	-	-	-	-	-	238	221	17	
LAKES HD			SAFETY (L)	HSIP (L)		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
22400	MP 101.360 - 106.590	SAFTY/TRAF OPER, Preliminary Engine				PE	50	-	-	-	-	-	-	-	50	46	4	
POST FALLS HD			SAFETY (L)	HSIP (L)		RW	-	-	-	-	-	-	-	-	-	-		
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.																		
STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD					1	CN		-	-	-	-	-	-	1,744	1,744	1,616	128	1
22435	MP 0.920 - 1.080	RECONST/REALIGN, Pavement Rehabilitation				PE	234	-	-	-	-	-	-	-	234	217	17	
POST FALLS HD			STP-RURAL (L)	STP-RURAL		RW		-	-	-	-	-	-	118	118	109	9	
For the work to upgrade a two-way stop controlled intersection into a single-lane roundabout with illumination and pedestrian facilities. The project is located on STC-5734 at mile point 0.92 to 1.08.																		
LOCAL, FY24 KMPO METRO PLANNING					1	CN		-	-	-	-	-	-	-	-	-		1
22439	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation				PE		-	-	105	-	-	-	-	340	315	25	
KOOTENAI METROPOLITAN STBG-URBAN(L) STP-U						RW		-	-	-	-	-	-	-	-	-		M
LOCAL, FY24 KMPO METRO PLANNING					1	CN		-	-	-	-	-	-	-	-	-		1
	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation				PE		-	-	235	-	-	-	-				
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.																		

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IDAHO TRANSPORTATION BOARD

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Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	2021	2022	2023	2024	2025	2026	2027	PREL	Total	Federal	Match	Notes
						Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)									Lifetime Direct Costs All Programs			
I 90, ATLAS TO GOV'T WAY EBL, COEUR D'ALENE					1	CN				-	-	11,074	-	-	11,074	-	11,074	1
22453	MP 10.343 - 12.040	MAJRWIDN, Grading & Drainage				PE	500	357		-	-	-	-	-	967	-	967	P R
STATE OF IDAHO (ITD)			CPCTY	STECM		RW				-	-	-	-	-	-	-		W
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.																		
I 90, FY22 D1 SPECIAL PAVEMENT MARKINGS					1	CN	-	352		-	-	-	-	-	352	352		1
22468	MP 0.000 - 73.888	SAFTY/TRAF OPER, Pavement Marking				PE	-	-		-	-	-	-	-	18	18		
STATE OF IDAHO (ITD)			OTHER ASSETS IM			RW	-	-		-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of priority special pavement markings in both day and night light conditions and in inclement weather throughout District 1. Priority markings include Railroad Crossings, School Crossings, Crosswalks, Stop Bars, Straight Arrows on I-90 off Ramps, Lane Drop Arrows, and Turn Arrows																		
I 90, FY23 D1 SPECIAL PAVEMENT MARKINGS					1	CN			359	-	-	-	-	-	359	359		1
22469	MP 0.000 - 73.888	SAFTY/TRAF OPER, Pavement Marking				PE			-	-	-	-	-	-	18	18		
STATE OF IDAHO (ITD)			OTHER ASSETS IM			RW			-	-	-	-	-	-	-	-		W
This project will increase safety by ensuring the visibility of priority special pavement markings in both day and night light conditions and in inclement weather throughout District 1. Priority markings include Railroad Crossings, School Crossings, Crosswalks, Stop Bars, Straight Arrows on I-90 off Ramps, Lane Drop Arrows, and Turn Arrows.																		
OFFSYS, YELLOWSTONE TRAIL RD IMP SEG 1 PT 2, EASTSID					1	CN			4,566	-	-	-	-	-	4,566	4,231	335	1
22607	MP 101.900 - 102.100	SAFTY/TRAF OPER, Minor Wideningg				PE	20	462	400	-	-	-	-	-	882	817	65	
EASTSIDE HD Number 3			FLAP (L)	FLAP		RW			-	-	-	-	-	-	-	-		
Address current safety deficiencies and accommodate increased recreational use by providing a wider road with roadside safety measures for visiting and local recreationalists, as well as Federal forestry-related users.																		
I 90, HAZARD TREE REMOVAL, KOOTENAI CO					1	CN			453	-	-	-	-	-	453	419	34	1
ORN22768	MP 7.000 - 15.000	SAFTY/TRAF OPER, Safety Improveme				PE	15		-	-	-	-	-	-	15	14	1	
STATE OF IDAHO (ITD)			OTHER ASSETS IM			RW			-	-	-	-	-	-	-	-		W
SH 54, SH-41 TO MILE POST 5, KOOTENAI CO.					1	CN				-	-	-	1,228	-	1,228	-	1,228	1
ORN22770	MP 0.000 - 5.000	RESRF/RESTO&REHAB, Pavement Re				PE		143		-	-	-	-	-	143	-	143	
STATE OF IDAHO (ITD)			PAVE	ST		RW				-	-	-	-	-	-	-		
US 95, WORLEY FIRE & RESCUE TO MP 527, KOOTENAI CO					1	CN				-	-	-	3,863	-	3,863	3,579	284	1
ORN22771	MP 411.000 - 413.000	RESRF/RESTO&REHAB, Pavement Re				PE		255		-	-	-	-	-	255	236	19	P
STATE OF IDAHO (ITD)			PAVE	NH		RW				-	-	-	-	-	-	-		
STATE, FY27 D1 PAVEMENT PRESERVATION					1	CN				-	-	-	1,914	-	1,914	-	1,914	1
ORN22775	MP -	RESRF/RESTO&REHAB, Seal Coat				PE			62	-	-	-	-	-	62	-	62	
STATE OF IDAHO (ITD)			PAVE	ST		RW				-	-	-	-	-	-	-		

BILL MOAD, CHAIRMAN
IDAHO TRANSPORTATION BOARD

KMPO Street and Highways Project List

Group: Highway Projects (System)
Sort: STIP

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

Route, Location / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
I 90, ATLAS TO GOVERNMENT WAY WBL, COEUR D'ALENE					1	CN					-	-	11,285	-	11,285	-	11,285	1
ORN22791	MP 10.343 - 12.040	MAJRWIDN, Grading & Drainage				PE	125	495	364		-	-	-	-	984	-	984	P R
STATE OF IDAHO (ITD)			CPCTY	STECM		RW					-	-	-	-	-	-		W
STATE, SPIRIT BEND AVE, ATLAS, W CONKLING RD INT IMP					1	CN				32	-	-	1,199	-	1,231	1,141	90	1
ORN22799	MP -	SAFTY/TRAF OPER, Intersection Improvement				PE		148			-	-	-	-	148	137	11	
STATE OF IDAHO (ITD)			HES	NH		RW				11	-	-	-	-	11	10	1	
LOCAL, CANYON RD & FERNAN LAKE RD GUARDRAIL, EAST S					1	CN			617		-	-	-	-	617	572	45	1
ORN22872	MP -	SAFTY/TRAF OPER, Metal Guard Rail				PE		98	-		-	-	-	-	98	91	7	
EASTSIDE HD Number 3			SAFETY (L)	HSIP (L)		RW			-		-	-	-	-	-	-		
LOCAL, RECTANGULAR RAPID FLASHING BEACONS, CDA					1	CN			536		-	-	-	-	536	496	40	1
ORN22874	MP -	SAFTY/TRAF OPER, Intersection Improvement				PE		82	-		-	-	-	-	82	76	6	
COEUR D'ALENE			SAFETY (L)	HSIP (L)		RW			10		-	-	-	-	10	10		
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES H					1	CN				1,368	-	-	-	-	1,368	1,267	101	1
ORN22875	MP 103.630 - 103.820	SAFTY/TRAF OPER, Traffic Roundabout				PE		203		-	-	-	-	-	203	188	15	
LAKES HD			SAFETY (L)	HSIP (L)		RW			83	-	-	-	-	-	83	77	6	
STC-5751, OLD HWY-95; UPRR BR REPLACEMENT, LAKES HD					1	CN					-	-	-	3,312	4,312	3,069	1,243	1
ORN22892	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement				PE		861			-	-	-	-	861	798	63	
LAKES HD			BR-LOCAL	BR-LOC		RW					-	-	-	22	22	20	2	M
STC-5751, OLD HWY-95; UPRR BR REPLACEMENT, LAKES HD					1	CN					-	-	-	1,000				
	MP 100.182 - 100.182	BR/APPRS, Bridge Replacement				PE					-	-	-	-				
LAKES HD			LP-ST	LPT		RW					-	-	-	-				
SH 41, UPRR RRX CLOSURE, POST FALLS					1	CN	-				-	-	-	-	-	-		1
ORN23021	MP 2.850 - 2.850	SAFTY/TRAF OPER, Railroad Adjustme				PE	-				-	-	-	-	-	-		
STATE OF IDAHO (ITD)			FED RRX (L)	STX		RW	985				-	-	-	-	985	-	985	
NHS-7045, PRAIRIE AVE; MEYER RD TO SH-41, POST FALLS H					1	CN					-	-	-	4,655	4,655	4,313	342	1
ORN23028	MP 5.762 - 6.762	RESRF/RESTO&REHAB, Pavement Re				PE		694			-	-	-	-	694	643	51	
POST FALLS HD			STBG-URBAN(L)	STP-U		RW					-	-	-	353	353	327	26	

JIM KACKMAN, CHAIRMAN
KMPO BOARD

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 / Key No. / Sponsor	Mileposts	Work, Detail	Program	Fund	District	Ph	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
US 95, SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO					1	CN	-	-	1,977	-	-	-	-	-	1,977	1,832	145	1
ORN23041	MP 492.500 - 492.500	BR/APPRS, Bridge Deck Repair STATE				PE	225	-	-	-	-	-	-	-	225	208	17	
OF IDAHO (ITD)			BR-PRESERVE	NH		RW	-	-	-	-	-	-	-	-	-	-	-	
LOCAL, FY25 KMPO METRO PLANNING					1	CN	-	-	-	-	-	-	-	-	-	-	-	1
ORN23052	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation				PE	-	-	-	-	235	-	-	-	235	218	17	
KOOTENAI METROPOLITAN		MET		MET		RW	-	-	-	-	-	-	-	-	-	-	-	
						Construction	26,598	19,632	20,010	26,340	31,326	39,152	31,117	20,417				
						Development	2,337	4,095	1,062	340	235	-	-	-				
						Right-of-Way	7,555	2,718	406	11	-	-	-	494				
						Total	**36,490**	**26,445**	**21,478**	**26,691**	**31,561**	**39,152**	**31,117**	**20,911**				

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 Federal Bridge Condition PM
P: Project addresses Federal Pavement Condition PM
R; Project addresses Federal Travel Time Reliability PM
A: Project utilizes an alternative contracting method.
W: Work zone safety priority

Phases:

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

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 / Key No. / Mileposts / Work, Detail / Sponsor / Program / Fund	District	Phase	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices) 2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Match	Notes
TRANSIT, COEUR D'ALENE UZA METRO PLANNING	1	CN	60	60	60	60	60	-	-	-	300	240	60	1
13238 MP 0.000 - 0.000 Metropolitan Planning		PE	-	-	-		-	-	-	-		-	-	
KOOTENAI METROPOLITAN TRNS-Planning 5303		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	863	880	898	915	934	-	-	-	4490	2871	1619	1
14191 MP 0.000 - 0.000 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	1,263	1,288	1,314	1,341	1,367	-	-	-	6573	3286	3287	1
14193 MP 0.000 - 0.000 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	78	80	81	83	85	-	-	-	407	325	82	1
19196 MP 0.000 - 0.000 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	11	11	12	12	12	-	-	-	58	47	11	1
19333 MP 0.000 - 0.000 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 PREVENTATIV	1	CN	63	64	65	66	68	-	-	-	326	260	66	1
19361 MP 0.000 - 0.000 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	0	0	0	294	294	-	-	-	588	500	88	1

19424 MP 0.000 - 0.000 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	0	125	125	125	125	-	-	-	500	400	100	1	
20761 MP 0.000 - 0.000 Transit Planning		PE	-	-	-		-	-	-	-		-	-		
KOOTENAI COUNTY TRNS-OPS 5307 Small Urban		RW	-	-	-		-	-	-	-		-	-		
To provide planning for new routes, addition of fares and construction of the Riverstone Transit Center.															

Route, Location	District	Phase	2021	2022	2023	2024	2025	2026	2027	PREL	Lifetime Direct Costs All Programs Total	Federal	Local Match	Notes
Key No. Mileposts Work, Detail			Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)											
Sponsor Program Fund														
TRANSIT, COEUR D'ALENE OPERATIONS PLANNING. STAFF T 1 **20762** MP 0.000 - 0.000 Transit Planning KOOTENAI COUNTY TRNS-OPS 5307 Small Urban		CN	9	9	9	9	9	-	-	-	46	37	9	1
		PE	-	-	-	-	-	-	-					
		RW	-	-	-	-	-	-	-					
To provide Federal training for transit staff.														

	2021	2022	2023	2024	2025	2026	2027	PREL
Construction/Operations	**2287**	**2,457**	**2,504**	**2,845**	**2,894**			
Development	-	-	-	-	-	-	-	
Right-of-Way	-	-	-	-	-	-	-	
Total	**2287**	**2,457**	**2,504**	**2,845**	**2,894**	**-**	**-**	**-**

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 Federal Bridge Condition PM
P: Project addresses Federal Pavement Condition PM R; Project addresses Federal Travel Time Reliability PM A: Project utilizes an alternative contracting method.
W: Work zone safety priority

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 2021-2027 (000's)

	Costs in Year-of-Expenditure Dollars (000's)						Lifetime Construction Costs (000's)			
Phase	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**

FY-2021 Program by Activity all Modes

Phase Both Roads and Transit	2021	2022	2023	2024	2025	2026	2027	Preliminary	Total Cost
Road Construction	25,598	19,632	20,010	26,340	31,260	39,162	31,117	20,417	193,119
Transit Ops & Construction	2,374	2,377	2,414	2,414	2,414	2,414	2,414		16,821
Development	4,003	673	1,169	744	245				6,834
Right of Way	7,556	2,718	406	11				494	11,185
Cost in '000's	39,531	24,985	23,999	29,509	17,004	33,919	33,531	20,911	**227,959**

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. **2020 TIP Total $514,389**

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 STBG-Urban Program and FTA 5307 funds are made available to the KMPO area and projects are identified based on area priorities. The ITD Board policy does not allocate all STBG-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 STBG-Urban program allocation to the KMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

TABLE 4.0
STBG-Urban Program Annual Fund Balances for the KMPO Planning Area[1]

STP Urban Funds	**FY2021**	**FY2022**	**FY2023**	**FY 2024**	**FY2025**	**FY 2026**	**Preliminary Development**	**Total**
Allocated STP-U Funds	1,151,953	1,151,953	1,151,953	1,151,953	1,151,953	1,151,953	5,000,000	11,911,718
Match Requirement	91,251	91,251	91,251	91,251	91,251	91,251	398,000	945,506
Total Available Funds	1,243,204	2,191,157	139,416	991,369	-411,678	-451,725	4,548,275	8,250,018
Programmed Funds	204,000	3,203,694	300,000	2,555,000	1,192,000	0	5,008,000	12,462,694
Balance of Funds	**$1,039,204**	**($1,012,537)**	**($160,584)**	**($1,563,631)**	**($1,603,678)**	**($451,725)**	**($459,725)**	-4,212,676

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

Table 4.0 identifies that the KMPO area programs most of their potentially available STBG-Urban funds. The STBG-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 STBG-Urban Program.

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

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

	Scheduled Costs (Dollars in Thousands with Match) *Year-Of-Expenditure Dollars (Not Current Prices)*					Lifetime Direct Costs By Program			
Phase	*2021*	*2022*	*2023*	*2024*	*2025*	Total	Federal	State	Local
Const/ops	2,374	2,377	2,414	2,414	2,414	11,898	7,170	-	4,728
Develop	-	-	-	-	-	-	-	-	-
Right Of Way	-	-	-	-	-	-	-	-	-
Total Public Transit	2,374	2,377	2,414	2,414	2,414				

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 2021	%	TOTAL	%
Capital	0	**0**	**$1,088,000**	**8**
Operations/ Maintenance/ Administration	$2,287,000	**100**	**$ 11,899,000**	**92**
Total	**$2,287,000**	**100**	**$ 12,987,000**	**100**

Source: Kootenai County April 2020

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.

- **Safety**

On February 8, 2018, the KMPO Board voted to support ITD's statewide safety targets. ITD has set targets for each of the five measures that have been established to monitor progress towards reducing fatal and serious injury accidents on all public roads.

The five-year 2014-2018 data for Kootenai County shows that the average number of fatalities, the fatality rate per 100 million VMT, and the average number of non-motorized fatalities and serious injuries have all increased slightly over the previous five-year period. The rate of serious injury crashes decreased. Overall, Kootenai County's fatal and serious crash rates meet ITD's safety targets.

	2016-2020 Statewide Target	2014-2018 Kootenai County
5-Year Avg. Number of Fatalities	249	63
5-Year Avg. Fatality Rate per 100 million VMT	1.41	0.86
5-Year Avg. Number of Serious Injuries	1287	387
5-Year Serious Injury Rate per 100 million VMT	7.3	5.3
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	120	51

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

Key Number	Program Year	Project	Safety Improvements	Total Cost
10005	2027	SH 53/Pleasant View Rd IC	Construct two underpasses for SH 53 and BNSF RR at Pleasant View Rd; provide on/off ramps to Pleasant View Rd; close two RR crossings and intersections on SH 53.	$32,787,000
13864	2025	Meyer Rd & Boekel Rd Intersection	Add additional operational capacity to intersection.	$1,231,000
20378	2025	Huetter Rd UPRR Crossing	Add gates and signals.	$240,000
20394	2023	Idaho St UPRR Crossing	Install type 1 signal, constant warning protection, planking, and cabinet.	$310,000
20442	2025	I90/SH41 IC	Construct new interchange at I90 and SH 41; realignment of ramps and intersecting roadways.	$49,780,000
20575	2022	SH 53 – Hauser Lake Rd to Bruss Rd	Widen roadway to 3 lanes; construct center and right turn bays; add illumination.	$9,730,000
20641	2022	SH 53/Ramsey Rd Intersection	Install traffic signal, right/left turn bays on SH 53, and left turn bays on Ramsey Rd; add illumination and signing.	$2,958,000
20641	2026	I90 – Cedars to Dudley Rd	Reconstruct and install concrete barriers in median.	$7,066,000
20695	2022	SH 53 – Latah St to MP 9.3	Widen roadway to 3 lanes; widen shoulders to use for right turn movements.	$4,931,000
20775	2021	Yellowstone Trail Rd	Repair slide area.	$1,778,000

21937	2026	SH 41 – Diagonal Rd turn bays	Widen roadway and install turn bays on SH 41 with illumination.	$1,165,000
21938	2026	US 95 – Ironwood Dr to SH 53 signal upgrades	Upgrade signal cabinets to include battery backup and to provide adaptive technology to signals; convert signal stop bar detection to radar; add reflective back-plates to signal head and LED illumination.	$2,705,000
21939	2025	SH 53 – WA state line to Hauser Lake Rd	Reconstruct existing roadway with wider shoulders, turn bays and illumination.	$3,207,000
21991	2021	Prairie Ave/Idaho Rd Intersection	Install traffic signal with protected left-turn lanes on all four approaches and right turn lanes on Prairie Ave.	$844,000
21993	2021	Sherman Ave & Lakeside Ave signal upgrades	Install traffic signal crash reduction measures, including 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 11 intersections.	$1,297,000
22035	2021	Atlas Rd UPRR Crossing	Install lights, gates, and insulated planking.	$300,000
22397	2022	Guardrail improvements	Install guardrail and improve shoulders on three roadways in Lakes Highway District.	$1,664,000
22400	2021	Hauser Lake Lp Safety Audit	Perform Road Safety Audit to identify potential safety improvements and prioritize short-term/long-term improvements.	$50,000
22607	2023	Yellowstone Trail Rd Improvements	Address current safety deficiencies; widen road and add roadside safety measures.	$4,566,000
22301	2021	I90 Special Pavement Markings	Ensuring visibility of priority special pavement markings.	$339,000
22468	2022	I90 Special Pavement Markings	Ensuring visibility of priority special pavement markings.	$352,000
22469	2023	I90 Special Pavement Markings	Ensuring visibility of priority special pavement markings.	$359,000
ORN22768	2027	I90 Hazard Tree Removal	Removal of hazardous trees from MP 7 – 15	$453,000
ORN22799	2027	Spirit Bend Ave, Atlas Rd, Conkling Rd Improvements	Intersection improvements	$1,231,000
ORN22872	2027	Canyon Rd & Fernan Lake Rd Guardrail	Install guardrail	$617,000
ORN22874	2023	Rectangular Rapid Flashing Beacons	Install RRFBs at intersections in Coeur d'Alene	$536,000
ORN22875	2024	Lancaster Rd/Huetter Rd Intersection	Install roundabout	$1,368,000
ORN23021	2021	UPRR Crossing closure	Close UPRR crossing at SH 41	$985,000

- **Pavement Condition**

On August 8, 2019, the KMPO Board voted to support ITD's statewide targets for pavement condition.

Pavement condition is rated based on three factors: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. For 2018, only IRI data was required to be reported to FHWA. However, ITD chose a more conservative target for 2019 to account for the additional measures that will be included going forward. The data below reflects all three criteria.

Pavement condition receives a 'Good' rating if it receives a 'Good' rating for all three conditions. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more of the factors. 'Fair' ratings encompass the remaining combinations.

	2022 Statewide Target	2019 Conditions	
		Statewide	Kootenai County
Interstate NHS Percent Good	50% or greater	TBD	25%
Interstate NHS Percent Poor	< 4%	TBD	1%
Non-Interstate NHS Percent Good	50% or greater	TBD	30%
Non-Interstate NHS Percent Poor	< 8%	TBD	1%

2019 Pavement conditions in Kootenai County for Interstate and Non-Interstate NHS paved surfaced in 'Poor' meets both of ITD's performance targets. However, since 2018, the percent of Interstate and Non-Interstate NHS pavement in 'Good' condition in Kootenai County has fallen below ITD's targets.

The following projects are programmed with an emphasis on improving pavement conditions in the region on both Interstate and Non-Interstate NHS roadways:

Interstate				
Key Number	**Project Year**	**Project**	**2019 Condition**	**Total Cost**
No Projects				
Non-Interstate				
Key Number	**Project Year**	**Project**	**2019 Condition**	**Total Cost**
19452	2026	US 95, IC #430 to Lacrosse Ave	Fair	$5,257,000
20035	2021	US 95/SH 41 Sealcoats	Good/Fair	$1,988,000
20098	2021	SH 41 – Prairie Ave to Boekel Rd Reconstruction	Fair/Poor	$37,008,000
ORN22771	2027	US 95 – Worley Fire & Rescue to MP 527	Good/Fair	$3,863,000
ORN22775	2027	D1 Pavement Preservation	Unknown	$1,914,000

An additional $9,873,000 is programmed to improve pavement conditions on roadways throughout the region.

- **Bridge Condition**

On August 8, 2019, the KMPO Board voted to support ITD's statewide targets for bridge condition.

	2022 Statewide Target	2019 Conditions	
		Statewide	Kootenai County
NHS Bridge Percent Good	19% or greater	17.75%	5%
NHS Bridge Percent Poor	< 3%	4.3%	1.13%

Bridge condition is classified as either 'Good', 'Fair' or 'Bad, and are assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a 'Good' rating when it receives a 7 or higher for the NBI items. A bridge receives a 'Fair' rating when it receives a score of 5 or 6, and a 'Poor' rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered 'Structurally Deficient'.

Kootenai County NHS bridges reported as 'Good' falls well below ITD's target of 19%, but is up from 2018. However, 93.87% of bridges in Kootenai County are rated as in 'Fair' condition, and the number of bridges in 'Poor' condition are within ITD's target of 3%.

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

Key Number	Project Year	Project	2019 Condition	Total Cost
ORN23041	2023	US 95 – Spokane River bridge repairs	Fair	$1,977,000

In addition, there are two projects currently in construction that will replace the two bridges within Kootenai County rated as 'Poor'. The SH 53 UPRR bridge (constructed in 1936) and the I90 Pennsylvania Ave bridges (constructed in 1960) are both anticipated to be completed by the end of 2020.

- **Travel Time Reliability**

On August 8, 2019, the KMPO Board voted to support ITD's statewide targets for Level of Travel Time Reliability (LOTTR).

ITD uses the NPMRDS (National Performance Management Research) Data Set available through FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.

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

	2022 ITD Statewide Target	2019 Conditions	
		Statewide	Kootenai County
Percent of the Person-Miles Traveled that are Reliable - Interstate	90% or greater	97.3%	100.0%
Percent of the Person-Miles Traveled that are Reliable – Non-Interstate	70% or greater	88.7%	96.2%

Kootenai County's current travel time reliability meets ITD's targets. Non-Interstate reliability, however, has decreased since 2018.

The following projects are programmed with an emphasis on improving travel time reliability in the region on both Interstate and Non-Interstate NHS roadways:

Interstate				
Key Number	**Project Year**	**Project**	**Treatment**	**Total Cost**
19344	2023	Early Corridor Acquisition & Preservation	ROW	$1,179,000
20442	2025	I90/SH 41 IC	Construct Interchange	$49,780,000
22453	2026	I90 – Atlas Rd to Government Way EBL	Widen	$11,074,000
ORN22791	2027	I90 – Atlas Rd to Government Way EBL	Widen	$11,285,000
Non-Interstate				
Key Number	**Project Year**	**Project**	**Treatment**	**Total Cost**
10005	2027	SH 53/Pleasant View Rd IC	Construct Interchange	$32,787,000
19452	2026	US 95 – IC #430 to Lacrosse Ave	Widen	$5,257,000
19682	2021	SH 41 – Mullan Ave to Prairie Ave	Widen	$10,412,000
20098	2021	SH 41 – Prairie Ave to Boekel Rd	Widen	$10,160,000
20695	2022	SH 53 – Latah St to MP 9.3	Widen	$4,931,000
21938	2026	US 95 – Ironwood Dr to SH 53	Signal Improvements	$2,705,000
21939	2025	SH 53 – WA state line to Hauser Lake Rd	Widen	$3,207,000
ORN23021	2021	SH 41 UPRR Crossing	Closure/Overpass	$985,000

- **Freight Reliability**

On August 8, 2019, the KMPO Board voted to support ITD's statewide targets for truck travel time reliability.

Truck Travel Time Reliability (TTTR) Index is the measure used to gauge freight reliability. TTTR represents the 95th percentile of truck travel time compared to the "normal" (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

	2022 Statewide Target	2019 Conditions	
		Statewide	Kootenai County
Interstate Truck Time Reliability Index	1.30	1.30	1.28

Kootenai County's TTTR increased slightly since 2018 and no longer meets ITD's performance target.

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

- **Transit Asset Management**

Any agency that owns, operates, or manages capital assets used to provide public transportation, must develop a Transit Asset

Management (TAM) Plan. Transit Asset Management (TAM) seeks to address the growing backlog of transit assets in poor condition, which ultimately impact safety and the ability for agencies to serve their customers. Under the TAM requirements, transit agencies are required to collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities.

Performance Measure	Revenue Vehicles *Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life*	
Asset Class	**BU - Bus**	**CU – Cutaway Bus**
2019 Target	50%	50%
2020 Target	40%	20%
2021 Target	20%	-

Currently, Citylink North's only assets include Revenue Vehicles, which they use for their urban fixed-route, paratransit, and Ring-a-Ride services. However, the construction of the Citylink Transfer Station was completed in September 2019 and will be included in the agencies future TAM Plan.

The following projects are programmed with an emphasis on transit asset management:

Key Number	Project	Asset Category	Total Cost
19424	Bus Replacement	Rolling stock	$1,470,000

- **Public Transportation Safety**

FTA requires transit agencies to have an approved Public Transportation Agency Safety Plan (PTASP) by December 2020. The purpose of the PTASP is to assist transit agencies to manage safety risks by developing and implementing a proactive system to address potential hazards and create a culture of safety within each agency. PTASP's, once approved, much be updated and certified by FTA annually.

To monitor safety performance, agencies must set and monitor safety targets for the four performance measures that have been established, which include:

- **Fatalities** – Total number of reportable fatalities and rate per total unlinked passenger trips by mode
- **Injuries** – Total number of reportable injuries and rate per total unlinked passenger trips by mode
- **Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode
- **System Reliability** – Mean distance between failures by mode

Citylink North is currently in the process of developing their PTASP and anticipate to have it completed by October 2020.

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: _____ Date: September 15, 2020

Glenn F. Miles, Executive Director

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

Signature: _____

Title: Executive Director

Date: 9-15-2020

IDAHO TRANSPORTION DEPARTMENT

Signature: _____

Title: _____

Date: _____

Appendix

Coeur d'Alene Tribe

Tribal Transportation Improvement Program 2020-2024

Approved by Tribal Council on January 16, 2020

Davenport Way Road Completed in Summer 2019

2020-2024 Project Summary

	Project Title	FY2020	FY2021	FY2022	FY2023	FY2024
1	Lovell Valley Road Overlay	$ 20,040	$ 1,080,000	$ 40	$ -	$ -
2	DeSmet Road Sidewalk/Trail Construction	$ 51,500	$ 60	$ 248,500	$ -	$ -
3	BIA Bridge Improvements/Design: (32), (11)	$ 300,000	$ 70	$ -	$ -	$ -
4	Agency Road Overlay	-	60	400,000	60	-
5	Osprey Spirit Road	$ -	$ -	$ -	$ 285,040	$ 694,914
6	Agency Road Rehabilitation	$ -	$ -	$ -	$ 20	$ 75,990
7	Routine Road Maintenance	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
8	Administrative Capacity Building	$ 35,000	$ 35,000	$ 35,000	$ 35,000	$ 35,000
	Fiscal Year Project Totals	**$ 426,540**	**$ 1,135,190**	**$ 703,540**	**$ 340,120**	**$ 825,904**
Funds Expended	Existing FAST Act Programmatic Agreement Funds	$ 126,540	$ 879,754	$ -	$ -	$ -
	BIA Bridge Funds	$ 300,000	$ -	$ -	$ -	$ -
	Future Annual Allocations	$ -	$ 255,436	$ 703,540	$ 340,120	$ 825,904
	Year-End Balance Funds Remaining	**$ 1,304,754**	**$ 594,564**	**$ 316,024**	**$ 400,904**	**$ -**

Key

Existing FAST Act Funds, Current Balance is:	$ 1,006,294.00
BIA Bridge Funds, Current Balance is:	$ 300,000.00
Future Allocations Expected to be approximately	$ 425,000.00 Per Year

Total Federal Funds Expended During FY2020-FY2024:	**$ 3,431,294.00**
Total of Existing and Future Allocation for FY2017-FY2021:	**$ 3,431,294.00**

KMPO

2021-2027

Transportation Improvement Program

Public Comment Period

July 27, 2020 to August 27, 2020

Published

Coeur d'Alene Press

July 27, 2020 and August 7, 2020

Kootenai Metropolitan Planning Organization

2021-2027

Transportation Improvement Program

Open House

August 12, 2020

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% ENTITY	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 REPLACEMEN 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	0	5,557,459
Kootenai County	0	0	0	0	0	0
HIGHWAY DISTS	7,846,702	313,641	214,210	36,531	3,820,837	12,231,921
TOTAL	13,075,564	316,884	539,564	36,531	3,820,837	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	0	173,911	0	173,911
Kootenai County	0	0	0	0	0	0
HIGHWAY DISTS	277,173	0	792,243	0	388,655	1,458,071
TOTAL	277,173	0	792,243	173,911	388,655	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

CITY STREET FINANCE REPORTS FOR THE YEAR ENDED SEPTEMBER 30, 2017

[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).

Total Local Transportation Expenses:

	CONSTRUCTION - GENERAL OPS FUND				RECONSTRUCTION - GENERAL OPS FUND				
	CONSTRUCTION ROADS	CONSTRUCTIO 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 DISTS	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 DISTS	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 DISTS	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 GOVT	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 DISTS	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).

KMPO 2021-2027 TIP APPROVED 09-10-2020_signed

Final Audit Report 2020-09-22

Created:	2020-09-21
By:	Glenn Miles (kmpo@kmpo.net)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGHRYRIpYRFqtig14F7Ix7qHjY_ADt5Wh

"KMPO 2021-2027 TIP APPROVED 09-10-2020_signed" History

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