Mr. Brian W. Ness, Director  
Idaho Transportation Department  
P. O. Box 7129  
Boise, ID  83707  

Attn: Chris Bray, Finance Manager  

RE: 2022 STIP Amendment #H02  

Dear Mr. Ness:  

This amendment approval increases KN 20442 project costs to $96 million, as requested in ITD’s March 10, 2022 letter.  

FHWA has determined that:  

- The change to the program is not intermodal in nature and will not affect the State’s conformity process and, therefore, FHWA has sole approval authority.  
- The proposed amendment is due to state revenue provided to ITD after the current STIP, approved by FHWA/FTA with corrective actions, was developed and maintains the same balance of anticipated and programmed of federal funds.  

In consideration of the above, ITD’s 2022 STIP Amendment #H02 is approved as requested.  

Sincerely,  

Maureen H. Gresham  
Community Planner  

E-Mail cc:  
Jeanette Finch, ITD Hqts FPA  
Chris Bray, ITD Hqts FPA  
Blake Rindlisbacher, ITD Hqts Engineering Services  
Ned Conroy, FTA Region 10
March 10, 2022

Peter Hartman, Division Administrator  
Federal Highway Administration  
3050 Lake Harbor Lane, Suite 126  
Boise, ID  83703-6217

Attn:  Maureen Gresham

Linda Gehrke, Regional Administrator  
Federal Transit Administration  
Federal Building, Suite 3142  
915 Second Avenue  
Seattle, WA  98171

Attn:  Ned Conroy

SUBJECT:  FY 2022 – 2028 STIP AMENDMENT – March 10, 2022 # H02

Dear Mr. Hartman:

This amendment request is for a significant cost change to a TECM Bonded/Safety project. It does not affect the fiscal constraint of the STIP, as the funding was unexpected. The TECM bonded cost increase was approved by the Idaho Transportation Board at their February 17, 2022 meeting. The Kootenai Metropolitan Planning Association updated their Transportation Improvement Plan (TIP) with Amendment #5 on March 10, 2022.

The Department requests that the funding changes of this project be amended to the FY 2022 – 2028 STIP, in order to allow obligation of those funds as planned.

No further public involvement or air quality conformity analysis is required. The Idaho Transportation Department certifies that the above actions meet all applicable requirements as described in 23 CFR 450.218 of Planning Assistance and Standards. The STIP continues to be consistent with the Idaho Transportation Department’s 2040 Long-Range Transportation Plan as approved by the Idaho Transportation Board in 2019.

Sincerely,

Chris Bray
Financial Manager, FP&A
cc:
ITD:  B. Rindlisbacher
      D. Kuisti
      D. Tolman
      C. Bray
      J. Collins
      C. Wonacott
      H. Ruhle
      R. Gill
      B. Wolfinger
      A. Schroeder
      C. Craig
      G. Miles
FHWA: J. Perry
      E. Miltner
      K. Holman
      L. Applebee
      S. Tipuric
FTA:  A. Changchien
      K. Mcguill
## FY 2022 - 2028 STIP Amendment

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<th>Program Year</th>
<th>Route, Project Name</th>
<th>Work Type</th>
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### Increase total project cost to $96 Million

**Cost breakout:**
- TECM Bonding $66M
- Safety $28M
- Pavement Preservation $2M

**Key Number/KN**

- KMPO - Kootenai Metropolitan Planning Organization (Coeur d'Alene MPO Agency)
- LCVMPO - Lewis-Clark Valley Metro. Planning Organization (Lewiston, Clarkston, Asotin MPO Agency)
- COMPASS - Community Planning Association of Southwest Idaho (Boise & Nampa MPO Agency)
- BTPO - Bannock Planning Organization (Pocatello & Chubbuck MPO agency)
- BMPO - Bonneville Planning Organization (Idaho Falls MPO Agency)