

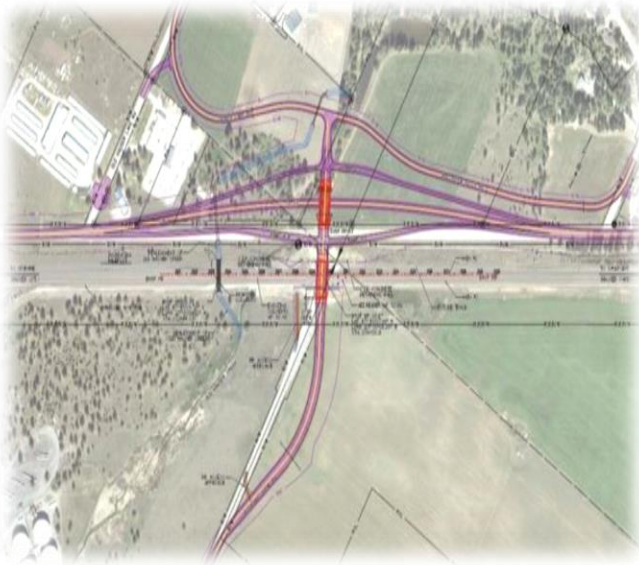


**Your Safety • Your Mobility
Your Economic Opportunity**

**Application to the Infrastructure
for Rebuilding America (INFRA)
Grant Program**

**State Highway 53 - Pleasant View
Interchange & I 90 Huetter Port of Entry
Relocation**

Kootenai County Idaho



Submitted by:

Idaho Transportation Department
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Submitted to:

Office of the Secretary of
Transportation
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via Grants.Gov
February 2020

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I. Project Description

The Idaho Transportation Department (ITD), Kootenai Metropolitan Planning Organization (KMPO) and The Post Falls Highway District (PFHD), jointly prepared this application and are excited to submit an INFRA 2020 grant request for Interstate 90 (I 90) Port of Entry Relocation and State Highway 53 (SH-53) & Pleasant View Interchange.

The components of this request, SH 53 Interchange and I 90 Port of Entry were submitted previously as independent endeavors, however the Department has elected to combine the projects due to the significant positive impacts to the movement of freight and the reduction of crashes in the region.

Introduction to SH 53 & Pleasant View Ave Interchange

The SH 53 Interchange project was originally identified in the Bridging the Valley ([BTV](#)) study that proposed separating vehicle traffic from train traffic in the 42 mile corridor between Spokane WA and Athol, ID. This interchange project is a high impact component of the BTV study and will provide for better safety, mobility and economic opportunity in the area. **The total estimated cost for this project is \$32 million, of which \$19.13 million is requested in federal assistance through this INFRA 2020 grant.** If selected to receive this INFRA grant, ITD and Post Falls Highway District will provide a 20% combined match investment of \$6.404 million non-federal funds from non-traditional sources and 20% federal match investment of 6.486 million from other federal sources.

This project will involve two grade separations, one for the SH 53 and one over the BNSF transcontinental mainline and will result in the elimination of three existing at-grade railroad crossings on the heavily used Burlington Northern rail corridor as well as the elimination of five high impact road approaches with the construction of a frontage road to divert local traffic to the interchange. **The Project Final design review was February 20, 2020 and the department is preparing for right of way acquisition.** The Department has invested nearly \$2.4 mil in federal funds in project development on the project at this point.

The Department currently has three projects in the Statewide Transportation Improvement Program ([STIP](#)) to address safety by the reduction of serious and fatal crashes by installing turn bays as well as the reconstructing and widening of approximately 7 miles of the SH 53. The addition of the interchange would further improve safety by reducing serious and fatal crashes, reducing congestion, improving the movement on this critical freight corridor by the elimination of three at-grade rail crossings.

Components of the proposed ([Figure 1](#)) INFRA 2020 SH 53 Interchange project include:

- Improve safety, efficiency, and reliability of the movement of freight and people.

- Generate national and regional economic benefits increasing global economic competitiveness in the US as SH 53 is a major east-west critical freight corridor connecting I 90 and US 95.
- Improve connectivity among modes of freight transportation and mitigate the impact of freight movements on communities.
- Enhance the resiliency of critical highway infrastructure and help protect the environment through congestion reduction and decreased emissions.
- Improving noise pollution and quality of life by the elimination of train whistles at closed at-grade rail crossings.
- Address the impact of rapid growth on the corridor.
- Continue the fiber optic infrastructure from the I 90 to SH 53
- Provide additional conduits for shared resource arrangements with broadband service providers.

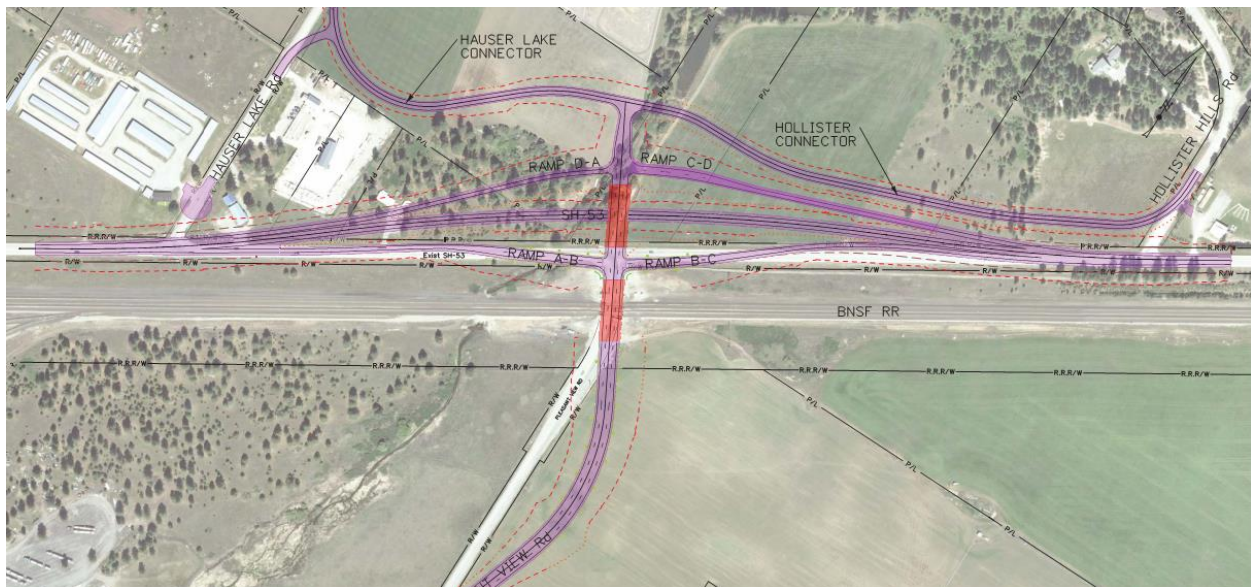


Figure 1. Pleasant View Interchange

Introduction to I-90, Port of Entry Relocation Project:

Initially constructed in the early 1970's, this facility was co-located with the Huetter Rest Area between Post Falls and Coeur d'Alene, ID. At the time Post Falls had a population of under 6,000 people and Coeur d'Alene was under 18,000 people. This facility was designed for a rural environment providing travelers and trucks a layover point between Washington and Montana. Traffic volumes were low and with a limited site foot print, high speed access ramps were not considered an essential design element.

Today, the populations of Post Falls and Coeur d'Alene are 34,000 (466% increase) and 52,000 people (188% increase) respectively, with traffic volumes on Interstate 90 at times exceeding

85,000 vehicles and operating at 85% capacity during the morning and evening peak hours. When the site was selected, the Idaho Transportation Department simply did not envision the substantial increase in both people and traffic using the corridor. This makes operating a rural port of entry in an urban environment a hazardous condition for motorists, truckers, and POE employees.

The project will involve relocation of the Port of Entry which is in line with the strategies of the District pertinent to the Interstate as well as the KMPO's Long Range Transportation Plan for an access controlled new [North/South](#) facility.

The Department is in the project development process of designing a modification to the I 90/State Highway 41 Interchange at milepost 7.2. The SH 41 IC project will lengthen the on/off ramps to meet interstate standards. The current exit ramp for the I 90 Port of Entry begins at milepost 8.3 which is at the top of a 5% grade at milepost 8.1.; the Weigh-in-Motion (WIM) scale for the POE is at milepost 6.5 which requires commercial vehicles trucks to be in the number 2, (right) lane for data collection purposes. As commercial vehicles cross the WIM scale, trucks continue in the lane up to the POE creating conflicts for the on/off ramps for SH 41 as well as impacting the flow of traffic speeds up the 5% grade to the scale.

The relocation of the Huetter POE to a location further west, closer to the Idaho/Washington border is more suitable for present and future volumes. The relocation will improve ingress/egress to the interstate, will improve viability of the interstate system and the movement of freight and people and reduce crashes. The proposed location west of McGuire Rd. at milepost 3.3 is midpoint of a tangent which would better suit the commercial vehicles merging abilities onto and off of the interstate system in-turn reducing the variation of speed and resulting a significant reduction of crashes. **The total estimated cost for this project is \$24 million, of which \$14.4 million is requested in federal assistance through this INFRA 2020 grant.**

Components of the proposed Huetter POE INFRA 2020 application for I-90 include:

- Relocation of the existing Huetter Port of Entry and Weigh In Motion (WIM) to the west, closer to the Idaho and Washington state line.
- Implement Idaho Transportation Department video surveillance, remote WIM and detection systems on two roads known to be truck diversion routes to reduce truck by-pass.
- Associated work on I-90 for adequate deceleration and acceleration ramps for trucks entering and exiting the POE
- Fiber Optic Connectivity to the SH 53 Pleasant View Interchange.
- Continue the fiber optic infrastructure on Pleasant View/Seltice Way from the I 90 to SH 53 Interchange.
- Provide additional conduits for shared resource arrangements with broadband service providers.

Summary

Although these high impact projects would succeed individually, timing is key in the ability for the Department to fund these projects simultaneously in the near future, however, is not feasible due to budget constraints. Without the grant assistance of **INFRA 2020**, the SH 53 Pleasant View Interchange would likely not be constructed until 2026-2027 and the Relocation of the POE would be in the horizon without a known project development or construction date. However with the assistance of **INFRA 2020**, The SH 53 Pleasant View Interchange could begin construction as early as the spring of 2022 and the Relocation of the POE could begin design stages of project development immediately upon award of **INFRA 2020** with construction in Summer 2022. The Department respectfully requests a combined total of **\$33.7** million dollars to address the current and future impacts of these two critical freight corridors.

II. Project Locations

These projects for which INFRA funds are being requested is located in Kootenai County within the in the MPO Idaho Urbanized Area. Although, the SH 53 Pleasant View IC is within the Urbanized Area, the remaining 14 miles of the corridor is considered rural. This corridor is critical to the movement of commercial and east/west access to US 95 and Washington.

Figure 2. Freight Corridors

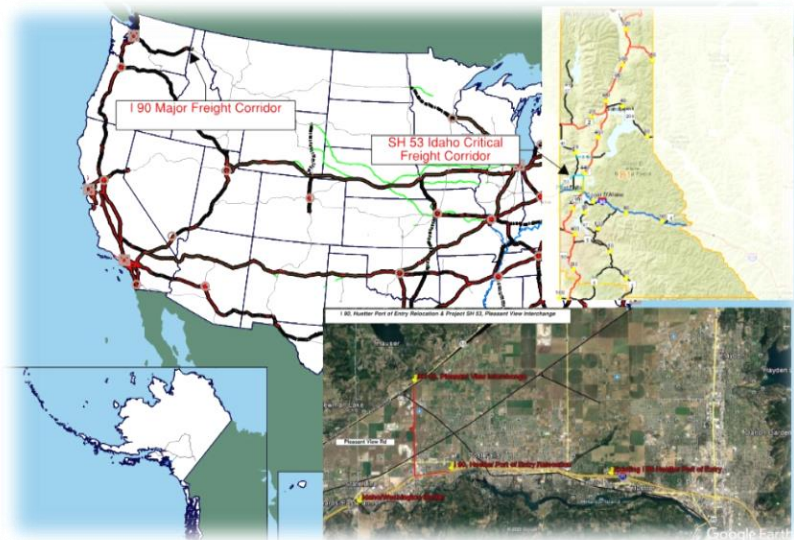


Figure 3. Urbanized Boundary

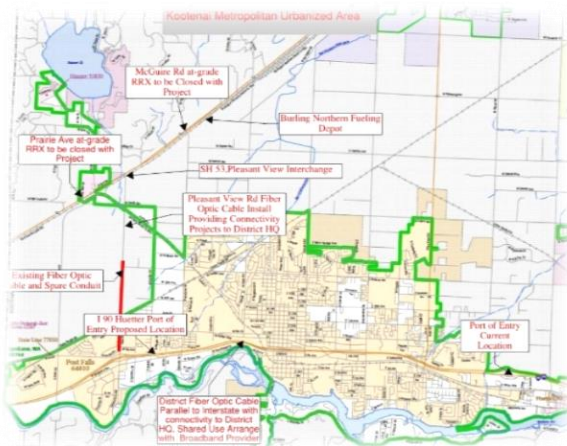


Figure 4. SH 53 Pleasant View

Proposed SH 53 Pleasant View Interchange

State Highway 53,

Coeur d'Alene, ID Urbanized Area: 18451

Geographic Coordinates:

Latitude: 47.7077829555

Longitude: -116.865242182

Proposed I-90 East Bound Port of Entry

Interstate 90, Idaho Relocation from Milepost 8.6 to Milepost 3.1

Coeur d'Alene, ID Urbanized Area: 18451

Geographic Coordinates:

Latitude: 47.7077829555

Longitude: -116.865242182

Connectivity and Relevancy to State and National Transportation Network:

* **Direct access to Idaho State Highway 53** (SH-53) via Pleasant View Road - SH-53 is designated on the National Freight Network within the approved Idaho State Freight Plan;

* **Connects with US-95** - providing access to Canada via Eastport, ID/Kingsgate, BC to the north and the Southwest U.S.

III. Project Parties

These Multimodal projects are two of the highest local, regional and state priorities. The Idaho Transportation Department is the project proponent and will be the lead agency responsible for all design, construction and administration of the project, as well as the ongoing operations and maintenance of the proposed SH 53 Pleasant View Interchange and the Port of Entry. The Post Falls Highway District will provide operations and maintenance of the frontage roads and Pleasant View Ave. affiliated with the SH 53 Pleasant View Interchange project.

Idaho's Long-Range

Transportation Plan, [*Idaho on the Move*](#), adopted in 2010, is a high-level planning document establishing long-range goals and objectives for Idaho's transportation system. Specific projects are not identified or programmed as part of this plan. However, the plan identifies goals in line with this INFRA project, such as seeking partnerships and cooperative initiatives to improve freight mobility and providing intermodal access to jobs and centers of commerce

In February 2016, ITD hosted an Idaho Freight Summit to collect input to inform development of the [Idaho Statewide Freight Strategic Plan](#), which was approved on December 14, 2016. The multi-discipline group of 91 attendees provided input that resulted in identifying this INFRA project as a critical need.

Much coordination and work has been done to date to unify local communities on the vision to complete these improvements on SH 53 Pleasant View Interchange and the relocation of The Port of Entry. While ITD will be responsible for the completion of the project, there has been and there continues to be significant community and business input and participation from local agencies to ensure their needs are being addressed.

ITD has extensive experience managing multiple federal grants and successfully delivering highway construction projects, and this INFRA project will be no exception.

The Idaho Transportation Department will maintain coordination and communications with regional transportation agencies including KMPO, the City of Post Falls and local highways districts.

“Study to evaluate options for the relocation of the Huetter POE to McGuire. The Huetter POE is located in an area where Kootenai MPO is proposing to place interchange ramps. A new location would better capture freight movement using SH-41 and local roads.”

“It is very disheartening to learn that the Pleasantview/Hwy 53 overpass has been pushed back to 2026. This overpass is sorely needed as train traffic has increased greatly over the passed few years. In addition Hwy 53 traffic has also increased due to the growth we have experienced in Kootenai County. “

Figure 5. Comments from ITIP

IV. Grant Funds, Sources of Project Funding

Funding to support the SH 53 Pleasant View Interchange and Port of Entry relocation contained in this application are being derived from a variety of State, and Federal sources. The funding sources are grouped as State, Non-Federal, INFRA, and Other Federal.

The cost for these projects combined is \$56.02 million, of which \$33.53 million in INFRA funds is requested. ITD previously submitted these request individually via FASTLANE and INFRA funding in 2018 & 2019, but was unsuccessful. Idaho Transportation Department has a 20% combined funding match of state and local funds as well as federal funding for the other 20% as required. (Figure 6).

SH 53, Pleasant View Interchange

Source	Amount	Percent
Federal-INFRA Funds	19,130,000	60%
Federal – Other Idaho Federal Aid Funds	6,486,000	20%
State - Idaho Transportation Dept. State Gas Tax	3,404,000	10.6%
Non-Federal Funds - (Local & Rail Co.)	3,000,000	9.4%
TOTAL PROJECT COSTS	32,020,000.00	100%

I 90, Huetter Port of Entry Relocation

Source	Amount	Percent
Federal-INFRA Funds	14,400,000	60%
Federal – Other Idaho Federal Aid Funds	4,800,000	20%
State - Idaho Transportation Dept. State Gas Tax	4,800,000	20%
TOTAL PROJECT COSTS	24,000,000.00	100%

Combined SH 53, Pleasant View IC & I 90, Huetter Port of Entry Relocation

Source	Amount	Percent
Federal-INFRA Funds	33,530,000	60%
Federal – Other Idaho Federal Aid Funds	11,286,000	20%
State - Idaho Transportation Dept. State Gas Tax	8,204,000	14.6%
Non-Federal Funds - (Local & Rail Co.)	3,000,000	5.4%
TOTAL COMBINED PROJECT COSTS	56,020,000.00	100%

Figure 6. INFRA Funding and Sources

V. Merit Criteria

CRITERION #1: SUPPORT FROM NATIONAL OR REGIONAL ECONOMIC VITALITY

Pleasant View Road is a key regional connector for people and goods movement between Interstate 90 (I-90) and Idaho State Highway 53 (SH-53); both of which are on the National Freight Network and included within the approved Idaho State Freight Plan. This route provides alternate access to U.S. 95 North, avoiding congested areas on U.S. 95 in the City of Coeur d'Alene, Idaho.....until train traffic closes the existing at-grade crossings at Beck Road, Pleasant View Road and McGuire Road.

In addition, safe, efficient and reliable access to Pacific West Coast Ports by BNSF improves economic competitiveness for import and export opportunities across the U.S. BNSF indicated (circa 2005) that a line closure due to a crash, results in approximately \$65,000 per hour in lost operating revenue. Permanently removing the 3 at-grade crossings increases the key factors

safety, reliability and on time performance. This occurs for both truck and rail modes of transportation. The Benefit Cost Analysis Section (3) contains the TREDIS ([appendix](#)) analysis conducted for this application, which takes into account truck travel time savings.

While providing state of the art facilities and operations to support Port of Entry duties and responsibilities ensures freight hauled by truckers have the least amount of delay possible. This contributes to the continuing trend toward Just in Time delivery model, where system reliability is often more significant to the shipper than the average travel time. The Coeur d'Alene Urban Area has seen an increased number of distribution centers. They have cited the hours of service limit still lets them reach Seattle, WA and Portland, OR to the west; the Dakotas and Wyoming to the east; as well as Western British Columbia and Alberta in Canada. These project facilitates timely movement of freight and goods to those adjacent economic regions.

Safety

These projects will eliminate conflict points between vehicle/vehicle and vehicle rail crashes at three existing at grade crossings (see Section II), with both rail and vehicular traffic are expected to increase significantly. Vehicle traffic is expected to double on SH 53 in the next 22 years (18,500 to 26,000 vehicles per day) with approximately 10% of the vehicles (1850-2600) being commercial trucks.

The Relocation of the Port of Entry will have positive impacts on the movement of freight on the National level.

Historical Crash History -

According to the 5 year crash history maintained by the Idaho Transportation Department (ITD) there were 74 crashes in the project area. This included 2 fatalities, 31 injury, and 41 property damage related crashes.

Using the Crash Modification Factors Clearinghouse (CMF) worksheet, ITD analyzed the conversion of the 5 at-grade intersections on Idaho State Highway 53, with one grade separated interchange at SH-53 and Pleasant View.

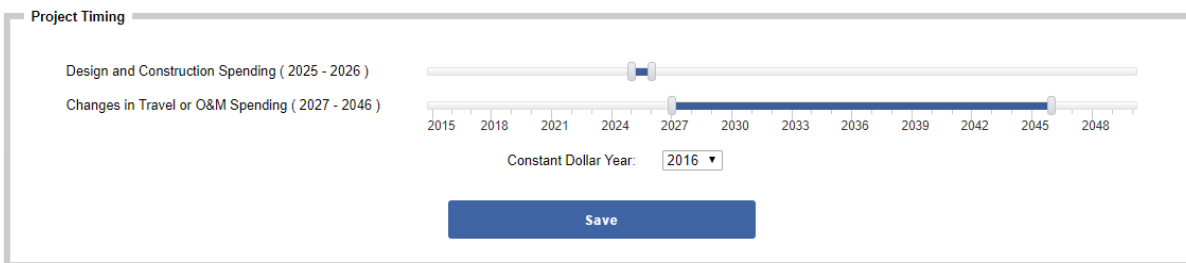
The countermeasure analysis determined the improvements would address all of the crashes, thereby preventing over 429 crashes over the service life (50 years). This results in a \$150,208,789 cost savings over the service life of the project. **Safety improvements result in a BCR of 1.88**

Economic Competitiveness

The economic analysis of the SH-53 Pleasant View Rd. Grade Separation IC Project was performed using TREDIS software. The information provided in [appendix D](#) is meant to quantify only that data which TREDIS can monetize and does not encompass all of the benefits this project may generate. Other benefits may include environmental, property values, future growth potential, and smart development vs. sprawl.

The benefits of the project are both mobility and safety related. Changes in safety, or crash rates (#460 from the CMF Clearinghouse) were based on converting an at-grade intersection into a grade separated interchange. The MPO in which the project is located also conducted a travel analysis which showed significant congestion relief at peak travel times.

The project was analyzed over a 20 year period with project operations beginning in 2027. All other timing and analysis input factors required by the TREDIS model are listed below. Except where noted, all other inputs are the default values provided by TREDIS.



In addition, safe, efficient and reliable access to Pacific West Coast Ports by BNSF improves economic competitiveness for import and export opportunities across the U.S. BNSF indicated (circa 2005) that a line closure due to a crash, results in approximately \$65,000 per hour in lost operating revenue. Permanently removing the 4 at-grade crossings increases the key factors safety, reliability and on time performance. This occurs for both truck and rail modes of transportation. The Benefit Cost Analysis contains the TREDIS analysis conducted for this application, which takes into account truck travel time savings.

I 90, Port of Entry Relocation

Providing state of the art facilities and operations to support port of entry duties and responsibilities ensures freight hauled by truckers have the least amount of delay possible. This contributes to the continuing trend toward Just in Time delivery model, where system reliability is often more significant to the shipper than the average travel time. The Coeur d'Alene Urban Area has seen an increased number of distribution centers. They have cited the hours of service limit still lets them reach Seattle, WA and Portland, OR to the west; the Dakotas and Wyoming to the east; as well as Western British Columbia and Alberta in Canada. This project facilitates timely movement of freight and goods to those adjacent economic regions.

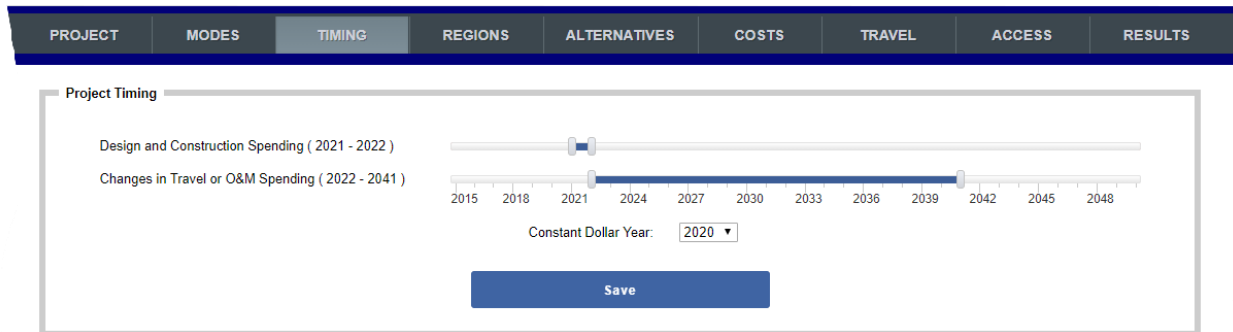
Economic Competitiveness

Benefit-Cost Analysis

The economic analysis of the I-90 Huetter POE Replacement Project was performed using TREDIS software. The information provided in [appendix D](#) is meant to quantify only that data which TREDIS can monetize and does not encompass all of the benefits this project may generate. Other benefits may include environmental, property values, future growth potential, and smart development vs. sprawl.

The benefits of the project are both mobility and safety related. Changes in safety, or crash rates (#7444 from the CMF Clearinghouse) were based on increased ramp spacing at the new location. The MPO in which the project is located also conducted a travel analysis which showed significant congestion relief at peak travel times.

The project was analyzed over a 20 year period with project operations beginning in 2022. All other timing and analysis input factors required by the TREDIS model are listed below. Except where noted, all other inputs are the default values provided by TREDIS.



Safety

As volumes increase on the interstate, the varying rates of speed create rear end and sideswipe incidents that further impact the integrity of the system. In a five year period 87 commercial vehicle involved related crashes were reported, 59 Property Damage Only, 5 A- Injury, 11 B-injury and 15 C-Injury in this one mile segment.

The AADT's at the port of entry's current location is 64,800 with 4,540 being heavy type commercial vehicles. These volumes are projected to increase by 55% by the year 2042 to an AADT of 117,600 with 8,230 commercial vehicles. With the construction of the new Single Point Interchange at I 90/State Highway 41, this Port of Entry Relocation project would improve the vitality of the interstate freight network and reduce impacts to the movement of interstate commerce in the region and address the current and future impacts of the growth..

CRITERION #2: LEVERAGING OF FEDERAL FUNDS

The Idaho Transportation Board recognizes the significance of this INFRA project and thus has committed to provide a 40% match through a variety of funding mechanisms. These funds include sales tax revenue coming from the state's General Fund; "Transportation Expansion and Congestion Mitigation" funds for the next two years (FY2020-2024); "Surplus Eliminator" funds, a General Fund surplus dedicated to transportation projects (FY2020); and "Cigarette Tax" funds granted by the Legislature to safety improvements on the highway system (FY2020). These funds will help ensure that these critical segments of I 90 and SH 53 can finally improve to accommodate the movement of freight and people. These INFRA funds will provide the remaining funding needed to ensure the completion of these projects.

Barriers to raising funds for transportation projects in Idaho include the small size of the population relative to the size of the state, large proportion of federal lands, and the number of miles of roads necessary to meet current needs and keep up with the rapidly increasing population. In addition, Idaho's citizens insist on keeping taxes low. Another barrier is lower than average incomes; Idaho ranks 42nd in the nation for personal and household income, according to US Census Bureau statistics.

While ITD is requesting the full 60% from INFRA for this project, the Idaho legislature's commitment to dedicating revenue toward the transportation system and other ITD efforts have created an overall program more balanced between federal and state/local funds. ITD's budget for 2020 reflects the federal share for their overall highway program is only 43.9% of the total of all sources available, a number that has decreased in recent years due to efforts to be less dependent on federal funding. The Idaho Transportation Board's along with the Post Falls Highway District's local participation commitment to provide 20% of non-federal matching funds and 20% federal-aid assistance for these projects is a win for the east-west movement of commerce.

CRITERION #3: POTENTIAL FOR INNOVATION:

This project has been environmentally cleared by the FHWA, Washington Division Office as part of the Bridging the Valley Rail Consolidation Project's Documented Categorical Exclusion (DCE) originally approved on August 26, 2006. Since that time, environmental re-evaluations have been conducted in accordance with NEPA and FHWA guidelines. The last re-evaluation was approved March 15, 2019. The [Appendix B](#) contains a copy of the original Signature page for the DCE as well as the most recent Environmental Reevaluation.

Technology

Idaho Transportation Department is committed to including technology for freight movement on the I 90 and SH 53 corridors as well as the local roads. ITD, POE and the Local Highway District continues to monitor the use of the local roadway system by the commercial freight industries and the ability for the industry to avoid the port by use of the local roads. The Department is committed to install equipment including Weigh-In-Motion, License Plate Readers and Automatic Vehicle Identification technology to avert the industries from circumventing the system.

With the relocation of the Port of Entry and the construction of the SH 53 Pleasant View Interchange, The projects will have full connectivity with the proposed Kootenai Transportation Management Center KTMC. These projects will provide fiber optic connectivity to the district traffic center, state Port of Entry personnel, law enforcement, 911 center and others, both newly constructed facilities to include Closed Circuit Television CCTV systems, Advanced Traffic

Management Systems for traffic signal equipment, License Plate Readers, Automatic Vehicle Identification and Weight in Motion Equipment.

These projects will be connected to the Department optic fiber trunk line adjacent to I 90 and will provide additional conduits to provide telecomm and broadband providers. With these projects and other ground breaking projects, the Department is currently working with local broadband providers throughout the district and state to provide department additional conduits via [Shared Use Arrangements](#) for broadband connectivity to rural areas.

CRITERION #4: PERFORMANCE AND ACCOUNTABILITY

ITD will collect travel time data prior the projects to verify travel time using WIFI detectors as well as 1 year following construction to verify improved travel times on the corridors as indicated in the Benefit Cost Analysis.

The Department is committed to the operation and maintenance of roadway, structures and features to ensure continued intended use of such inventory. ITD may be willing to commit to performance milestones/metrics after learning more about construction phasing/timing, information that should be available by the time INFRA awards are announced.

ITD has made policy changes to expedite projects, which will continue throughout these projects as opportunities arise. Concept and Design of these projects have on an accelerated schedule with development of multiple construction packages. This approach reduces project costs by increasing local contractor competition and minimizes user impacts during construction by accelerating construction completion.

Upon receipt of an INFRA Grant, the SH 53 Pleasant View IC phase of this project can be advertised for bid as early as winter 2021 with construction beginning in summer of 2021. The relocation of the Port of Entry development phase can be started in early spring 2021 upon obligation of INFRA funds with construction phase starting in the spring of 2022. An environmental re-evaluation was approved in March 2019 for SH 53 Pleasant View IC and right-of-way acquisition could be started in April 2020. The right of way acquisition should be seamless as the project received extensive project involvement and the property owners are motivated to eliminate crashes as well as the silencing of the train whistles.

The Idaho Transportation Department has identified a new location for the Port of Entry within the existing I-90 Right of Way which will streamline environmental review. A NEPA Categorical Exclusion is anticipated for the proposed site.

VI. Project Readiness

A. Technical Feasibility

SH 53, Pleasant View Interchange Project:

The SH 53 Pleasant View Interchange project's final Design Review was held on February 20, 2020 and expected to be PS&E ready March 2020. However, the project's construction year is currently in 2027. The Department will commence right of way acquisition immediately.

The Environmental Re-Evaluation for this project is complete for this segment. As a testament to ITD's commitment to improving this corridor, the Idaho Transportation Board allocated funding to the design, right of way acquisition and prepare the project to be advertised for construction. Several long-lead items have been advanced in order to reduce risk and ready the project for construction.

The Department has been involved with the BNSF railroad and has cleared the 100% design/review plans for the structures and has also met all clearance requirements as well as preparing the draft a demolition plan for approval before going to construction.

The current design meets ITD and BNSF standard design features for grade separations and has been approved by Burlington Northern and ITD Engineering Design Office in Headquarters. The Construction and Maintenance agreement with the railroad company is in the draft stages and will be complete prior to construction.

SH 53, Pleasant View Interchange Project:**Major project milestones:**

Final Design	Complete February 20, 2020
Right of Way Plans	Complete March 15, 2020
QA/QC Constructability Review	Complete March 1, 2020
Plans, Specifications, and Estimates	Complete March 30, 2020
Right of Way Acquisition	Complete March 1, 2021
Project Advertisement	December 15, 2020
Project Complete	June 30, 2022

I 90, Huetter Port of Entry Relocation Project:

While operational, the Existing Port of Entry is both physically and functionally obsolete. The facilities are inadequate, the physical design doesn't provide for adequate return to scales, mainline exit and reentry lengths, nor are there covered facilities to inspect vehicles during rain, snow and icing conditions. This project will cure these conditions, and provide better operational and a more maintainable facility.

The Idaho Transportation Department has identified a new location (Exhibit X) within the existing I-90 Right of Way which will streamline environmental review. A NEPA Categorical Exclusion is anticipated for the proposed site.

Relocation of the I-90 Port of Entry to the McGuire Road site has been in the conceptual discussion phase for several years. Since the site is already within the Interstate 90 Right of Way, we believe the most expeditious approach to advance the project is to adapt an existing set of Port of Entry plans that were developed by Washington State DOT ([Appendix E](#)) (WSDOT) for a site 4 miles to the west that has nearly identical site characteristics. By doing so, we believe significant time can be saved during the preliminary engineering and final design phases. A complete set of plans, specifications and estimates has already been provided by WSDOT.

Conclusion

This INFRA application was prepared by the Idaho Transportation Department along with the Kootenai Metropolitan Planning Organization (KMPO) Port of Entry and Post Falls Highway District. The Idaho Transportation Department will be the lead agency on behalf of its partners to ensure all projects are in compliance with State and Federal project rules and guidelines.

More importantly, this partnership has worked collaboratively together for the past 13 years to eliminate at-grade rail crossings across the Rathdrum Prairie to eliminate car/rail related injuries, save lives, and significantly reduce train whistle blowing. Growth and development is placing higher demands on our regional transportation system, while at the same time rail traffic continues to increase in response to growing global trade into and out of Pacific Northwest Ports that are serving into the Midwest and Canada. These projects increase efficiency, reliability, redundancy, and most of all safety for both the railroad workers and the people that cross the tracks.

A. Project Schedule

I 90, Huetter Port of Entry Relocation:

Major project milestones:

Preliminary Engineering	Complete May 1, 2022
Final Design	Complete June 1, 2022
Right of Way Plans (if necessary)	N/A
QA/QC Constructability Review	Complete June 15, 2022
Plans, Specifications, and Estimates	Complete July 1, 2022
Right of Way Acquisition	N/A
Project Advertisement	Complete August 1, 2022
Project Complete	Complete October 1, 2024

B. Required Approvals

I 90, SH 50 Pleasant View Interchange

1) Environmental Permits and Reviews:

The project received a Documented Categorical Exclusion (DCE) August 22, 2006. The Environmental Re-evaluation required by NEPA and FHWA guidelines was approved March 15, 2019. *It is included in the Appendix*

(e) Description of Public Involvement that has occurred:

The BTV effort was a multi-year multi-faceted public involvement program that involved:

- i. Mail notifications to all property owners within 1 mile of the BNSF corridor of project area, and specifically grade crossing considerations that could potentially impact their property. This occurred during the initial scoping process and during the alternative design phase for each grade separation. This included the notification of proposed at-grade crossing closures up completion of the grade separation
- ii. A highly developed webpage was developed [bridgingthevalley](#) to provide ongoing information as the program was developed and finalized
- iii. A series of public meeting and open houses to provide feedback on proposed grade separations and proposed closures.
- iv. Speakers bureau met with neighborhoods; civic, environmental and business groups; and elected officials from local jurisdictions in the corridor

ITD held public meetings and a design hearing on the [Pleasant View Grade Separation](#) during the update of the preliminary design in December, 2018 to receive public comment and testimony of the updated designs and configurations.

Public comments received throughout the process, including environmental, 4f, and 106 reviews were addressed and considered in the project development process. The numerous comments received were more about when grade separations would be constructed. Public comments related to design, concept and scope of the at-grade crossings were deminimis.

(2) State and Local Approvals – The project is in the 2019-2026 Transportation Improvement Program prepared by the Kootenai Metropolitan Planning Organization (KMPO), as well as the Idaho State Department of Transportation Statewide Transportation Improvement Program (STIP). However the program year is in 2026 without funding in the second construction year 2027. When awarded, the projects will be amended to incorporate the INFRA funds.

(3) Federal Transportation Requirements Affecting State and Local Planning

Idaho Transportation Department as the project applicant along with KMPO the metropolitan planning organization (MPO) for the Coeur d' Alene Urbanized area, which has a countywide planning boundary. [\(Link\)](#) The Department ensures the requirements for complying with Title 23 USC Section 134 and 135 have been met the project has been included in the Metropolitan Transportation Plan and considered in local comprehensive plans for cities in the affected areas.

(d) Assessment of Project Risks and Mitigation Strategies

All projects have project delivery risks, many of which come from unknown aspects of the projects. Because of the extensive planning, design, engineering, environmental and public involvement efforts that have taken place to deliver the BTV program over the past 13 years, there is very little that is not known. These are well defined, well understood, and well recognized by the region as essential projects. That being said, there are still risks associated project delivery in a timely manner.

Risk #1 Final Design and Construction Agreement Approval by BNSF Railroad. While improving, BNSF has a long history of plan review and construction agreement delays; as well as last minute requests for modifications and additions outside the original scope of the project. Staff turnover by BNSF during the review and approval process, also has led to delays in the ability to advertise the project and therefore project delivery. BNSF processes and procedures are beyond the ability of the project sponsors to manage or significantly influence.

Mitigation: BNSF has committed to timely review of complete documents within a 6 week window from the time they are delivered to the designated person at BNSF. If the project sponsors begin to see response times exceeding the 6 week window, consulting staff and the project sponsor will request an in person meeting at BNSF in Seattle, WA to address the submittal in question.

Risk #2 Significant Increase in Project Costs and Long Lead Times for Procuring Materials. According to recent articles, the State of Idaho is among the fastest growing States in the nation, and Kootenai County is among the fastest growing counties in the state. New building starts for residential, commercial, and light industrial construction have set new records in 2019. As a result, costs for contractors, labor and materials have increased significantly. The MPO area, according to the 2018 Transportation Improvement Program, is approaching \$150 million in transportation projects over the next four years, to try and address growth on the major highways and arterials. This will require a clear understanding of the bidding climate when timing project advertisement.

Mitigation: Many local and regional contractors have the capability and capacity to construct bridges the size associated with each of the projects. Several bridges and overpasses on I-90 have been rebuilt or newly constructed over the past five years.

However, due to a limited construction time frame caused by winter weather and BNSF operating policy not to allow work over or around their transcontinental mainline during the 4th quarter of each year (BNSF is busiest during the 4th quarter).

Experience has shown to use this time for advertising construction projects during the September – November provides the best opportunity for good bids.

- i. Prime Contractors and subcontractors are building the schedule for the upcoming calendar year
- ii. Market prices for construction materials in the Inland Northwest are softer in the fall and can be locked in for the upcoming year;

iii. Uses time to finalize contracts, negotiate staging areas if necessary and relocate utilities (typically power and phone) prior to construction season.

The project sponsors propose to advertise projects in Sept – October to moderate this risk of escalating prices when bids occur in January – April.

Risk # 3 Real Estate Acquisition

There are nine (11) properties associated with the Pleasant View Grade Separation. Property owners are aware of the project, and are supportive of the opportunity to reduce crashes and save lives as well as silence the train whistles. As is pretty typical, even with willing sellers, is the time it takes to reach the fair market price.

Mitigation: The project has scheduled approval of right of way acquisition plans immediately upon reaching final design and environmental clearance to provide adequate time to acquire land for the project. Given the jump in real estate market activity during the past 2 years, and the relatively small number of parcels involved; establishing comparable properties in the vicinity in order to determine fair market prices is expected to go relatively smooth. This is considered to be a low to moderate risk.

Local and State funding This project is considered a low risk. ITD and local projects have already approved funding, anticipate cost increases the longer the project gets delayed. There is a higher probability of funding delays from Congressional Continuing Resolutions releasing currently programmed FHWA STP and Freight Formula funding, than availability of State and local funding.

SH 53, Huetter Port of entry Relocation

1) Environmental Permits and Reviews:

(a) NEPA status of the Project:

Because the identified site for I 90 Port of Entry Location exists within the current Interstate 90 operational Right of Way, an environmental review will still be required. It is expected to receive a Documented Categorical Exclusion.

(b) Information on reviews, approvals and permits by other agencies:

ITD will be required to receive design approvals from FHWA. ITD will likely need utility agreements and permits with the City of Post Falls and AVISTA Utilities to support facilities at the POE; however, there are no permits known to be required by other State or Federal Agencies to proceed to construction.

(c) Environmental Studies:

ITD anticipates a Noise Wall analysis related to adjacent properties outside the I-90 right of way east of the new POE location, will be conducted. No other studies are anticipated.

(d) Discussions with appropriate DOT offices regarding project compliance with NEPA:

ITD has discussed this project with FHWA Idaho Division, as part of the approved Idaho State Freight Plan.

(e) Description of Public Involvement that has occurred:

As an operational facility inside ITD existing right of way, no public involvement process has been undertaken.

(2) State and Local Approvals

The project is contained within the application are within the Idaho State Freight Plan and the KMPO Metropolitan Transportation Plan. When awarded, the projects will be added into the Idaho Transportation Investment Program and KMPO Transportation Improvement Program.

(3) Federal Transportation Requirements Affecting State and Local Planning

ITD maintains constant coordination and communication with KMPO, the metropolitan planning organization (MPO) for the Coeur d'Alene Urbanized area, which has a countywide planning area boundary. KMPO ensures the requirements for complying with Title 23 USC Section 134 and 135 have been met and these project have been included in the Metropolitan Transportation Plan and considered in local comprehensive plans for cities in the affected areas.

(D) Assessment of Project Risks and Mitigation Strategies

All projects have delivery risks. Many of which come from unknown aspects of the project. Because a very similar Port of Entry has been constructed on I-90 four miles west of the proposed site, lessons learned from the Washington State Department of Transportation should help to mitigate site development risks. The site, being on land already within the controlled fence, should minimize external risks. The following potential risks and mitigation techniques for this project have been analyzed to allow the project to stay on schedule and produce the highest quality delivery.

Risk #1 Understanding the necessity of potential noise abatement south and east of the project site. There are mobile homes located to the east of the project site that are noise receptors of existing I-90 traffic. As an existing condition, a determination will need to be made whether the operational changes to the Interstate brought about by introducing POE operations will necessitate noise abatement measures in those locations.

Mitigation: Early in Preliminary Engineering, conduct noise analyses, to determine if noise abatement will be necessary as a result bring the stretch of I-90 up to current design standards or whether the operating characteristic of the new POE facility will increase background noise levels.

Risk #2 Increase in Project Costs due to Procuring Materials and Adequate Number of Bidders. According to recent articles, the state of Idaho is among the fastest growing states in the nation, and Kootenai County is among the fastest growing counties in the state. New building starts for residential, commercial, and light industrial construction have set new records in 2018. As a result, costs for contractors, labor and materials have increased significantly. The MPO area, according to the 2018 Transportation Improvement Program, is approaching \$150 million in transportation projects over the next four years to try and address growth on the major highways and arterials. This will require a clear understanding of the bidding climate when timing project advertisement.

Mitigation: Many local and regional contractors have the capability and capacity to construct structures the size associated with this project. Several bridges and overpasses on I-90 have been rebuilt or newly constructed over the past five years. **Experience has shown to use this time for advertising construction projects during the September – November provides the best opportunity for good bids.**

- i. Prime Contractors and subcontractors are building the schedule for the upcoming calendar year.
- ii. Market prices for construction materials in the Inland Northwest are softer in the fall and can be locked in for the upcoming year.
- iii. Uses time to finalize contracts, negotiate staging areas if necessary and relocate utilities (typically power and phone) prior to construction season.

The project will target advertising the project in Sept – October to moderate this risk of escalating prices when bids occur in January – April.

State funding for the project is considered a low risk and ITD has already approved funding. There is a higher probability of funding delays from Congressional Continuing Resolutions releasing currently programmed FHWA STP and Freight Formula funding, than availability of State funding.

Utility Agreements: Upon receipt of an INFRA grant, coordination with utility companies will begin immediately. Utilities that are within the I-90 right-of-way will be required to move if they are there by permit or the relocation costs will be a project expense if the utility has property rights. The ability to avoid utilities or identify potential impacts to utilities will be evaluated during preliminary design, and the dedicated utility coordinator will manage the coordination of potential relocations. There are no known utility conflicts with the proposed site.

Right of Way Acquisition: Minor right-of-way (ROW) may be needed from one parcel, mostly very small sliver acquisitions or an emergency access point to McGuire Road from the site. ITD also utilizes an incentive program to encourage early settlement on right of way offers, which would also be used on this project. Because ROW acquisition is traditionally risky, ITD begins acquisition as early as possible to prevent any delay to the critical path. To help mitigate that risk, advanced acquisition strategies will be applied, as only the existing ROW is being improved and no adverse environmental impacts are expected.

Environmental Assessment: Five months is anticipated for the environmental evaluation, however no substantial issues are expected. The environmental evaluation process will be included in the overall scope of work to complete this project. While the environmental evaluation is on the critical path, diligent project management and close coordination with resource agencies and FHWA will allow the project to advance as expected. A similar model has been implemented by ITD in the GARVEE Program, with great success.

VII. Large/Small Project Requirements

1. Does the project generate national/regional economic, mobility, safety benefits? Yes; Several. <i>See V. Merit Criteria, Criterion #1</i>
2. Is the project cost effective? Yes, <i>This project contributes to all seven National Goals. See I. Project Description/Summary</i>
3. Does the project contribute to one or more of the Goals listed under 23 USC 150? Yes; <i>This project contributes to all seven National Goals. See I. Project Description/Summary</i>
4. Is the project based on the results of preliminary engineering? <i>Yes, Final Design and Environmental Complete on SH 53 and Pleasant View. Port of Entry location has been identified as well as purpose and need.</i>
5a. With respect to non-federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project? Yes. <i>See IV. Grant Funds, Sources and Uses of All Project Funding</i>
5b. Are contingency amounts available to cover unanticipated cost increases? <i>Yes. Lower contingency amounts are built into the cost estimate this round due to elimination of some risks and lower materials cost. The Idaho Transportation Department is committed to build this project and will cover additional costs incurred during design and construction.</i>
6. Is it the case that the project cannot be easily and efficiently completed without other federal funding or financial assistance available to the project sponsor? Yes. <i>See IV. Grant Funds, Sources and Uses of All Project Funding</i>
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project? Yes, with no problem. <i>See VI. Project Readiness section for Project Schedule.</i>

Appendices:

Appendix A - Project Budget

- SH 53 Pleasant View Interchange
- I 90, Port of Entry
- Combined SH 53 Pleasant View Interchange & I 90 Port of Entry

Appendix B - Environmental

- Re-Evaluation

Appendix C - Support Letters

- Kootenai Metropolitan Planning Organization
- Post Falls Highway District
- BNSF Railroad

Appendix D - Benefit-Cost Analysis

- SH 53 Pleasant View Interchange
- I 90, Port of Entry

Appendix E - Photos

- Vicinity Map
- Proposed Location Port of Entry
- Washington Spokane Port of Entry

SH 53, Pleasant View Interchange

Source	Amount	Percent
Federal-INFRA Funds	19,130,000	60%
Federal – Other Idaho Federal Aid Funds	6,486,000	20%
State - Idaho Transportation Dept. State Gas Tax	3,404,000	10.6%
Non-Federal Funds - (Local & Rail Co.)	3,000,000	9.4%
TOTAL PROJECT COSTS	32,020,000.00	100%

I 90, Huetter Port of Entry Relocation

Source	Amount	Percent
Federal-INFRA Funds	14,400,000	60%
Federal – Other Idaho Federal Aid Funds	4,800,000	20%
State - Idaho Transportation Dept. State Gas Tax	4,800,000	20%
TOTAL PROJECT COSTS	24,000,000.00	100%

Combined SH 53, Pleasant View IC & I 90, Huetter Port of Entry Relocation

Source	Amount	Percent
Federal-INFRA Funds	33,530,000	60%
Federal – Other Idaho Federal Aid Funds	11,286,000	20%
State - Idaho Transportation Dept. State Gas Tax	8,204,000	14.6%
Non-Federal Funds - (Local & Rail Co.)	3,000,000	5.4%
TOTAL COMBINED PROJECT COSTS	56,020,000.00	100%



Environmental Reevaluation

Idaho Transportation Department

ITD 0674 (Rev. 05-11)
itd.idaho.gov

[Go to instructions](#)

A. Proposed Project

District	Key Number	Project Number	Project Name	Beginning Milepost	Ending Milepost
1	10005	A010(005)	Pleasant View Rd & SH-53 Grade Separation	1.75	2.57

Approved Under Key Number	Original Approval Date	Last Re-evaluation Date	Document Type (select one)
N/A (Fed Aid Proj # TPUL-9932(028))	August 22, 2006	June 19, 2018	EE - Cat Ex (d) Approved by FHWA

B. Reason for Reevaluation

<input checked="" type="checkbox"/> Project is proceeding to federal approval for RW	<input type="checkbox"/> Changes in construction
<input type="checkbox"/> Project is proceeding to federal approval for PSE	<input type="checkbox"/> 3 years have lapsed on EIS since action
	<input type="checkbox"/> Optional - to update project to address change

C. Phasing Summary (Complete as needed; see instructions)

Key Number	Phases or Project Name	Status (select one)
	The original project was a joint Idaho/Washington action known as "Bridging the Valley" – Fed Aid Project # TPUL – 9932(028). The project involves the construction of numerous railroad grade separation projects at various locations within the Spokane Valley/Rathdrum Prairie area. The project was originally approved as a DCE by the FHWA Operations Division Office in Washington State.	In Design

D. Changes and/or New Findings

☒ None ☐ Documented Below ☐ Documentation Attached (List documents below)

Document Changes/Findings or List Attached Documents
The Pleasant View Road & SH-53 Grade Separation phase of the Bridging the Valley project is in final design. Additional right of way funding is currently being requested for the project. The project design has not changed from the original concept. To date, no changes within the affected environment or regulatory context have occurred since the last environmental reevaluation for the project. Biological - An IPaC list of threatened and Endangered (T&E) Species has been obtained indicating the lack of T&E species in the project area. Wetlands - As proposed in the original design, Hauser Creek will be re-aligned. Hauser Creek was previously determined to be "non-jurisdictional" under Section 404 of the Clean Water Act. The Approved Jurisdictional Determination provided by the Army Corps of Engineers is currently being updated and is not anticipated to change. Prior to PS&E, OTIS milepost limits will be updated to reflect the construction limits of MP 1.75 to MP 2.57.

E. PSE Readiness (Required at PSE only)

Environmental Commitments	Yes	No	NA
Have all mitigation measures and commitments been addressed and included in the project bid package?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permits	Yes	No	NA
Have all needed permits been obtained, remain valid (unexpired), and are attached to the bid package?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

F. Reevaluation Findings and Conclusion

Based on the review, the following conclusion was reached.

☒ No Change

- There have been no changes that would require revised or additional documentation, new determinations or findings, public involvement, or approvals.
- The previous approved environmental documentation and determination remains valid.
- No further documentation or approvals are necessary.
- The date of this document will serve as the most current reevaluation.

☐ Change

- There have been changes that require revised or additional documentation or new determination or finding.
- The documentation is included within or attached.

Key Number 10005

- The most recent approved environmental determination remains valid.
- Further approval is necessary by ☐ FHWA ☐ ITD.

PREPARERS

Consultant (when applicable)

Project Manager's Name (Printed)	Title	Company	Date
Environmental Lead's Name (Printed)	Title	Company	Date

Agency

Project Manager's Name (Printed)	Agency	Date
Greg Brands	<input checked="" type="checkbox"/> ITD <input type="checkbox"/> LHTAC <input type="checkbox"/> ACHD	3/15/2019
Environmental Lead's Name (Printed)	Agency	Date
Mike Hartz	<input checked="" type="checkbox"/> ITD <input type="checkbox"/> LHTAC <input type="checkbox"/> ACHD	3/15/2019

RECOMMENDED FOR APPROVAL (submitter)

Signature	APPROVED <i>By mhartz at 9:01 am, Mar 15, 2019</i>	Date
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APPROVED

Signature	Date
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☐ ITD ☐ FHWA



City of Coeur d'Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d'Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

February 21, 2019

Mr. Damon L. Allen P.E.
District Engineer
Idaho Transportation Department
600 W. Prairie Avenue
Coeur d'Alene, ID 83815

Re: Interstate 90 Port of Entry Relocation

Dear Mr. Allen:

I am writing to express the Kootenai Metropolitan Planning Organization's (KMPO) complete support for the Infrastructure for Rebuilding America (INFRA) Transportation Discretionary Grant for the Interstate 90 Port of Entry Relocation Project. KMPO is eager to support this application by the Idaho Transportation Department (ITD) and will contribute the resources as indicated in the INFRA Grant application.

The activities contained within the application are consistent with the Metropolitan Transportation Plan by demonstrating the ability to improve the safe and reliable movement of freight traffic, as well as provide the unique opportunity to repurpose the existing Port of Entry location as the future Interstate 90 access point for the Prairie Access Corridor that will extend 10 miles north to U.S. 95. KMPO will continue to work collaboratively with ITD to ensure our goals are aligned with the goals of the grant proposal, including efforts to track and report on outcomes. We believe our regional support and commitment reflects the regions interest in significantly improving safety, mobility and economic opportunity for the users of this critical element of the National Highway System.

Thank you and we wish you the best with this application.
Sincerely

Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd. Suite 209
Coeur d'Alene, ID 83814

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814
1-208-930-4164 website: www.kmpo.net



POST FALLS HIGHWAY DISTRICT
5629 E SELTICE WAY
POST FALLS, ID 83854
(208) 765-3717

October 10, 2017

Mr. Damon Allen PE
Idaho Transportation Department
District 1 Engineer
600 W Prairie Avenue
Coeur D'Alene, ID 83815

Re: Letter of Commitment for Design and Construction of SH 53 & Pleasant View Rd Interchange

Dear Mr. Allen:

We are writing to express our support for the Transportation Investment Generating Economic Recovery (TIGER) Grant for the Design and Construction of SH 53 & Pleasant View Rd Interchange.

The Post Falls Highway District is excited to support this proposal by Kootenai Metropolitan Planning Organization (KMPO). PFHD will contribute the following resources: 10% for the design, construction and right-of-way acquisition for the project. We will work collaboratively with Idaho Transportation Department and KMPO to ensure our goals are aligned with the goals of the grant proposal, including efforts to track and report on outcomes. We believe our support and commitment will significantly improve safety, mobility and economic opportunity for the users of this critical roadway infrastructure.

Thank you for your consideration and we wish you luck on your endeavor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Werner".

Terry Werner
Board Chairman



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

February 21, 2019

Mr. Damon L. Allen P.E.
District Engineer
Idaho Transportation Department
600 W. Prairie Avenue
Coeur d'Alene, ID 83815

Re: State Highway 53 & Pleasant View Interchange and Ramsey Rd/Diagonal Rd Grade Separation

Dear Mr. Allen:

We are writing to express our support for the Infrastructure for Rebuilding America (INFRA) Transportation Discretionary Grant for the Design and Construction of the State Highway 53 & Pleasant View Interchange.

The Kootenai Metropolitan Planning Organization (KMPO) was among the early leaders in developing a comprehensive approach to addressing the growing problems between BNSF transcontinental rail operations and the regions rapid population growth. The Bridging the Valley Program of Projects has successfully demonstrated the benefits in both Idaho and Washington (Barker Road Build Grant) These grade separation projects will reduce the number of at-grade crossings, improve safety, reduce travel delay, improve both rail and highway system reliability, and significantly reduce train whistle noise across the Rathdrum Prairie.

KMPO will continue to support ITD and local agencies making application for funding these essential projects by providing ongoing assistance. Thank you and we wish you the best with this application.

Sincerely

Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd. Suite 209
Coeur d'Alene, ID 83814

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 Coeur d' Alene, ID 83814
1-208-930-4164 website: www.kmpo.net

SH 53 Pleasant View Interchange TREDIS BCR Data

Crash rates between the Base (no-build) and Project (build) scenarios are listed in the table below and generate present value (discounted at 7%) safety benefits of \$13 million.

[Save](#)

Data Year 2046 ✕

Required Inputs

Occupancy

Congestion and Flow

Taxes, Fees, Tolls

Other

2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044
2045
2046

✕ Cancel Changes

Alternative	Region	Period	Mode	Purpose	Fatalities Per 100m VMT	Injuries Per 100m VMT	Crash-Involved Vehicles Per 100m VMT	Fraction of Pavement in Poor Condition	Fraction of Hours Traveled with Adjusted VOT
Base	Default	Annual	Passenger Car	Personal	0.02	0.57	0.00	0.00	0.00
Base	Default	Annual	All Trucks	Freight	0.00	0.03	0.00	0.00	0.00
Project	Default	Annual	Passenger Car	Personal	0.01	0.24	0.00	0.00	0.00
Project	Default	Annual	All Trucks	Freight	0.00	0.01	0.00	0.00	0.00

The table below lists the 2046 no build and build travel characteristics used in the TREDIS model. The reduction in VHT generates approximately \$25.2M in travel benefits, mostly due to improvements in vehicle travel time.

[Save](#)

Data Year 2046 ✕

Required Inputs

Occupancy

Congestion and Flow

Taxes, Fees, Tolls

Other

2027
2028
2029
2030
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2046

✕ Cancel Changes

Alternative	Region	Period	Mode	Purpose	Period Veh-Trips	Period VMT	Period VHT	Transit Passenger Trips	Transit Passenger Miles	Transit Passenger Hours	Out of Vehicle Passenger Time
Base	Default	Annual	Passenger Car	Personal	335,240,286	2,261,356,705	139,976,783				
Base	Default	Annual	All Trucks	Freight	21,398,316	144,341,917	8,934,688				
Project	Default	Annual	Passenger Car	Personal	335,240,286	2,261,305,996	139,832,908				
Project	Default	Annual	All Trucks	Freight	21,398,316	144,338,681	8,925,505				

The present value of all costs, including construction, ongoing maintenance, and residual value, is \$24.5 million. When divided by the present value of all benefits, the project achieves a benefit-to-cost ratio (BCR) of 2.28.

Final results generated by the TREDIS model are listed below.

Benefit-Cost Overview

	3% discount rate (\$M)	7% discount rate (\$M)
Present Value of Benefit Stream	79.937	38.130
Travel Benefits	79.457	38.449
Value of Vehicle Operating Cost (VOC)	-3.760	-2.011
Value of In-Vehicle Travel Time (IVTT)	54.142	26.727
Value of Out-of-Vehicle Travel Time (OVTT)	0.000	0.000
Value of Improved Travel Time Reliability	1.523	0.752
Value of Safety Improvement	27.552	12.981
Value of Consumer Surplus From Induced New Activity	0.000	0.000
Environmental and Social Benefits	-4.456	-2.755
Wider Economic (Productivity) Benefits	4.935	2.435
Transfer Benefit Effects (net benefit adjustment)	0.000	0.000
Present Value of Cost Stream	24.525	17.406
Project Costs	24.525	17.406
Cost Adjustments	0.000	0.000
Net Benefit (Benefits - Costs)		
Transportation System Efficiency - Traveler Benefits Only	54.932	21.043
Traditional BCA - Traveler Benefits + Environmental Benefits	53.901	20.500
Full Societal BCA - All Benefit Categories	58.836	22.935
Benefit Cost Ratio (Benefits / Costs)		
Transportation System Efficiency - Traveler Benefits Only	3.240	2.209
Traditional BCA - Traveler Benefits + Environmental Benefits	3.198	2.178
Full Societal BCA - All Benefit Categories	3.399	2.318

Value of Benefit Stream by Year

Value of Benefit Stream by Mode

7% Discount Rate

Value of Benefit Stream by Year - 7% Discount Rate (\$M)

Data Year	(A) Traveler Benefits (\$M)		(B) Traveler Benefits (non-\$M)			(C) Shipper/Logistics Cost (\$)	(D) Business Productivity (\$)	(E) Social/Environ. (non-\$)	Total Benefits
	Vehicle Operating Costs	Business Time & Reliability Costs	Value of Personal Time & Reliability	Safety Cost	Additional Consumer Surplus				
2027	-0.3	0.2	2.1	0.9	0.0	0.2	0.0	-1.2	2.0
2028	-0.2	0.2	2.0	0.9	0.0	0.2	0.0	-1.1	2.0
2029	-0.2	0.2	1.9	0.9	0.0	0.2	0.0	-0.1	2.9
2030	-0.2	0.2	1.8	0.8	0.0	0.2	0.0	-0.1	2.8
2031	-0.2	0.2	1.7	0.8	0.0	0.2	0.0	0.0	2.7
2032	-0.2	0.2	1.6	0.8	0.0	0.2	0.0	0.0	2.6
2033	-0.1	0.2	1.6	0.7	0.0	0.2	0.0	0.0	2.4
2034	-0.1	0.2	1.5	0.7	0.0	0.1	0.0	0.0	2.3
2035	-0.1	0.2	1.4	0.7	0.0	0.1	0.0	0.0	2.2
2036	-0.1	0.1	1.3	0.6	0.0	0.1	0.0	0.0	2.1
2037	-0.1	0.1	1.2	0.6	0.0	0.1	0.0	0.0	1.9
2038	-0.1	0.1	1.1	0.6	0.0	0.1	0.0	0.0	1.8
2039	-0.1	0.1	1.0	0.6	0.0	0.1	0.0	0.0	1.7
2040	0.0	0.1	0.9	0.5	0.0	0.1	0.0	0.0	1.6
2041	0.0	0.1	0.8	0.5	0.0	0.1	0.0	0.0	1.5
2042	0.0	0.1	0.7	0.5	0.0	0.1	0.0	0.0	1.3
2043	0.0	0.1	0.6	0.5	0.0	0.1	0.0	0.0	1.2
2044	0.0	0.1	0.5	0.5	0.0	0.1	0.0	0.0	1.1
2045	0.0	0.1	0.5	0.4	0.0	0.0	0.0	0.0	1.0
2046	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.9
Total	-2.0	2.8	24.7	13.0	0.0	2.4	0.0	-2.8	38.1



7% Discount Rate ▾

Cost and Net Benefits - 7% Discount Rate (\$M)

Data Year	Project Costs				Project Benefits	Net Total Benefits
	Startup Costs	O&M Costs	Residual Value	Total Costs	Total Benefits	
2025	17.4	0.0	0.0	17.4	0.0	-17.4
2026	0.0	0.0	0.0	0.0	0.0	0.0
2027	0.0	0.0	0.0	0.0	2.0	2.0
2028	0.0	0.0	0.0	0.0	2.0	2.0
2029	0.0	0.0	0.0	0.0	2.9	2.9
2030	0.0	0.0	0.0	0.0	2.8	2.8
2031	0.0	0.0	0.0	0.0	2.7	2.7
2032	0.0	0.0	0.0	0.0	2.6	2.6
2033	0.0	0.0	0.0	0.0	2.4	2.4
2034	0.0	0.0	0.0	0.0	2.3	2.3
2035	0.0	0.0	0.0	0.0	2.2	2.2
2036	0.0	0.0	0.0	0.0	2.1	2.1
2037	0.0	0.0	0.0	0.0	1.9	1.9
2038	0.0	0.0	0.0	0.0	1.8	1.8
2039	0.0	0.0	0.0	0.0	1.7	1.7
2040	0.0	0.0	0.0	0.0	1.6	1.6
2041	0.0	0.0	0.0	0.0	1.5	1.5
2042	0.0	0.0	0.0	0.0	1.3	1.3
2043	0.0	0.0	0.0	0.0	1.2	1.2
2044	0.0	0.0	0.0	0.0	1.1	1.1
2045	0.0	0.0	0.0	0.0	1.0	1.0
2046	0.0	0.0	0.0	0.0	0.9	0.9
Total	17.4	0.0	0.0	17.4	38.1	20.7

I 90 POE Relocation TREDIS Data

Crash rates between the Base (no-build) and Project (build) scenarios are listed in the table below and generate present value (discounted at 7%) safety benefits of \$2.5 million.

[Save](#)

Data Year 2041 ✕

Required Inputs
Occupancy
Congestion and Flow
Taxes, Fees, Tolls
Other

2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041

✕ Cancel Changes

Alternative	Region	Period	Mode	Purpose	Fatalities Per 100m VMT	Injuries Per 100m VMT	Crash-Involved Vehicles Per 100m VMT	Fraction of Pavement in Poor Condition	Fraction of Hours Traveled with Adjusted VOT
Base	Default Region	Annual	Passenger Car	All	0.40	20.90	22.20	0.00	0.00
Base	Default Region	Annual	All Trucks	Freight	6.50	25.80	51.70	0.00	0.00
Project	Default Region	Annual	Passenger Car	All	0.37	19.20	20.40	0.00	0.00
Project	Default Region	Annual	All Trucks	Freight	5.98	23.70	47.60	0.00	0.00

The table below lists the 2041 no build and build travel characteristics used in the TREDIS model. The reduction in VHT generates approximately \$45.0M in travel benefits, mostly due to improvements in vehicle operating cost and travel time.

[Save](#)

Data Year 2041 ✕

Required Inputs
Occupancy
Congestion and Flow
Taxes, Fees, Tolls
Other

2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041

✕ Cancel Changes

Alternative	Region	Period	Mode	Purpose	Period Veh-Trips	Period VMT	Period VHT	Transit Passenger Trips	Transit Passenger Miles	Transit Passenger Hours	Out of Vehicle Passenger Time
Base	Default Region	Annual	Passenger Car	All	15,215,390	39,560,014	719,273				
Base	Default Region	Annual	All Trucks	Freight	844,610	2,195,986	82,158				
Project	Default Region	Annual	Passenger Car	All	15,215,390	39,560,014	694,035				
Project	Default Region	Annual	All Trucks	Freight	844,610	2,195,986	39,927				

The present value of all costs, including construction, ongoing maintenance, and residual value, is \$21.5 million. When divided by the present value of all benefits, the project achieves a benefit-to-cost ratio (BCR) of 2.3. In addition to a positive BCR, the project will generate \$47M in GDP and add 20 long term jobs to the State of Idaho.

Final results generated by the TREDIS model are listed [appendix D](#).

Benefit-Cost Overview

	3% discount rate (\$M)	7% discount rate (\$M)
Present Value of Benefit Stream	71.894	47.519
Travel Benefits	50.510	33.462
Value of Vehicle Operating Cost (VOC)	26.674	17.671
Value of In-Vehicle Travel Time (IVTT)	19.006	12.592
Value of Out-of-Vehicle Travel Time (OVTT)	0.000	0.000
Value of Improved Travel Time Reliability	0.976	0.646
Value of Safety Improvement	3.853	2.553
Value of Consumer Surplus From Induced New Activity	0.000	0.000
Environmental and Social Benefits	6.636	4.286
Wider Economic (Productivity) Benefits	14.748	9.772
Transfer Benefit Effects (net benefit adjustment)	0.000	0.000
Present Value of Cost Stream	21.478	21.030
Project Costs	22.962	21.696
Cost Adjustments	-1.484	-0.667
Net Benefit (Benefits - Costs)		
Transportation System Efficiency - Traveler Benefits Only	29.032	12.433
Traditional BCA - Traveler Benefits + Environmental Benefits	35.668	16.718
Full Societal BCA - All Benefit Categories	50.416	26.490
Benefit Cost Ratio (Benefits / Costs)		
Transportation System Efficiency - Traveler Benefits Only	2.352	1.591
Traditional BCA - Traveler Benefits + Environmental Benefits	2.661	1.795
Full Societal BCA - All Benefit Categories	3.347	2.260

Value of Benefit Stream by Year

Value of Benefit Stream by Mode

7% Discount Rate

Value of Benefit Stream by Year - 7% Discount Rate (\$M)

Data Year	(A) Traveler Benefits (\$M)		(B) Traveler Benefits (non-\$M)			(C) Shipper/Logistics Cost (\$)	(D) Business Productivity (\$)	(E) Social/ Environ. (non-\$)	Total Benefits
	Vehicle Operating Costs	Business Time & Reliability Costs	Value of Personal Time & Reliability	Safety Cost	Additional Consumer Surplus				
2022	1.3	0.8	0.2	0.2	0.0	0.7	0.0	0.3	3.3
2023	1.2	0.7	0.2	0.2	0.0	0.7	0.0	0.2	3.2
2024	1.2	0.7	0.1	0.2	0.0	0.6	0.0	0.2	3.1
2025	1.1	0.7	0.1	0.2	0.0	0.6	0.0	0.2	3.0
2026	1.1	0.7	0.1	0.2	0.0	0.6	0.0	0.2	2.9
2027	1.0	0.6	0.1	0.1	0.0	0.6	0.0	0.2	2.8
2028	1.0	0.6	0.1	0.1	0.0	0.5	0.0	0.2	2.6
2029	1.0	0.6	0.1	0.1	0.0	0.5	0.0	0.2	2.5
2030	0.9	0.6	0.1	0.1	0.0	0.5	0.0	0.2	2.5
2031	0.9	0.5	0.1	0.1	0.0	0.5	0.0	0.2	2.4
2032	0.8	0.5	0.1	0.1	0.0	0.5	0.0	0.2	2.3
2033	0.8	0.5	0.1	0.1	0.0	0.4	0.0	0.2	2.2
2034	0.8	0.5	0.1	0.1	0.0	0.4	0.0	0.2	2.1
2035	0.7	0.5	0.1	0.1	0.0	0.4	0.0	0.2	2.0
2036	0.7	0.4	0.1	0.1	0.0	0.4	0.0	0.2	2.0
2037	0.7	0.4	0.1	0.1	0.0	0.4	0.0	0.2	1.9
2038	0.7	0.4	0.1	0.1	0.0	0.4	0.0	0.2	1.8
2039	0.6	0.4	0.1	0.1	0.0	0.4	0.0	0.2	1.7
2040	0.6	0.4	0.1	0.1	0.0	0.3	0.0	0.2	1.7
2041	0.6	0.4	0.1	0.1	0.0	0.3	0.0	0.2	1.6
Total	17.7	11.0	2.3	2.6	0.0	9.8	0.0	4.3	47.5

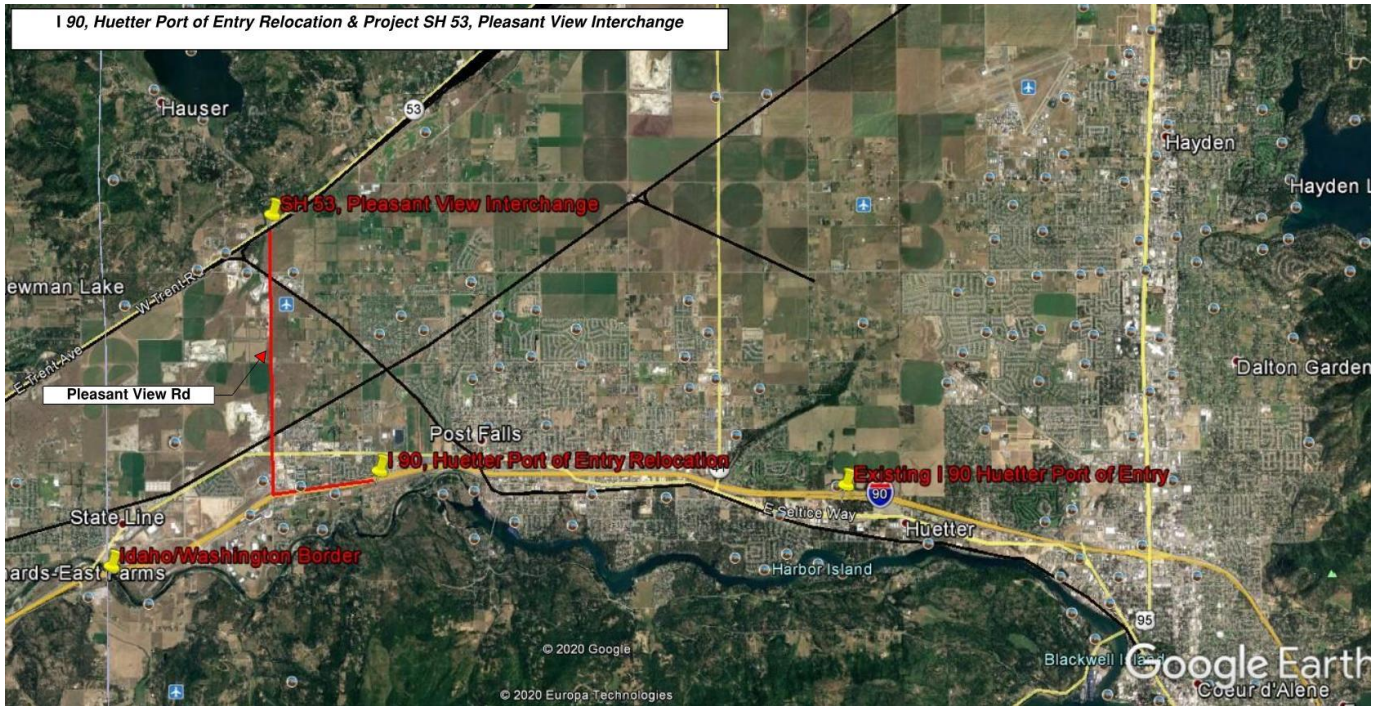
7% Discount Rate ▾

Cost and Net Benefits - 7% Discount Rate (\$M)

Data Year	Project Costs				Project Benefits	Net Total Benefits
	Startup Costs	O&M Costs	Residual Value	Total Costs	Total Benefits	
2021	11.2	0.0	0.0	11.2	0.0	-11.2
2022	10.5	0.0	0.0	10.5	3.3	-7.1
2023	0.0	0.0	0.0	0.0	3.2	3.2
2024	0.0	0.0	0.0	0.0	3.1	3.1
2025	0.0	0.0	0.0	0.0	3.0	3.0
2026	0.0	0.0	0.0	0.0	2.9	2.9
2027	0.0	0.0	0.0	0.0	2.8	2.8
2028	0.0	0.0	0.0	0.0	2.6	2.6
2029	0.0	0.0	0.0	0.0	2.5	2.5
2030	0.0	0.0	0.0	0.0	2.5	2.5
2031	0.0	0.0	0.0	0.0	2.4	2.4
2032	0.0	0.0	0.0	0.0	2.3	2.3
2033	0.0	0.0	0.0	0.0	2.2	2.2
2034	0.0	0.0	0.0	0.0	2.1	2.1
2035	0.0	0.0	0.0	0.0	2.0	2.0
2036	0.0	0.0	0.0	0.0	2.0	2.0
2037	0.0	0.0	0.0	0.0	1.9	1.9
2038	0.0	0.0	0.0	0.0	1.8	1.8
2039	0.0	0.0	0.0	0.0	1.7	1.7
2040	0.0	0.0	0.0	0.0	1.7	1.7
2041	0.0	0.0	-0.7	-0.7	1.6	1.6
Total	21.7	0.0	-0.7	21.0	47.5	25.8

Total By Industry (\$M)

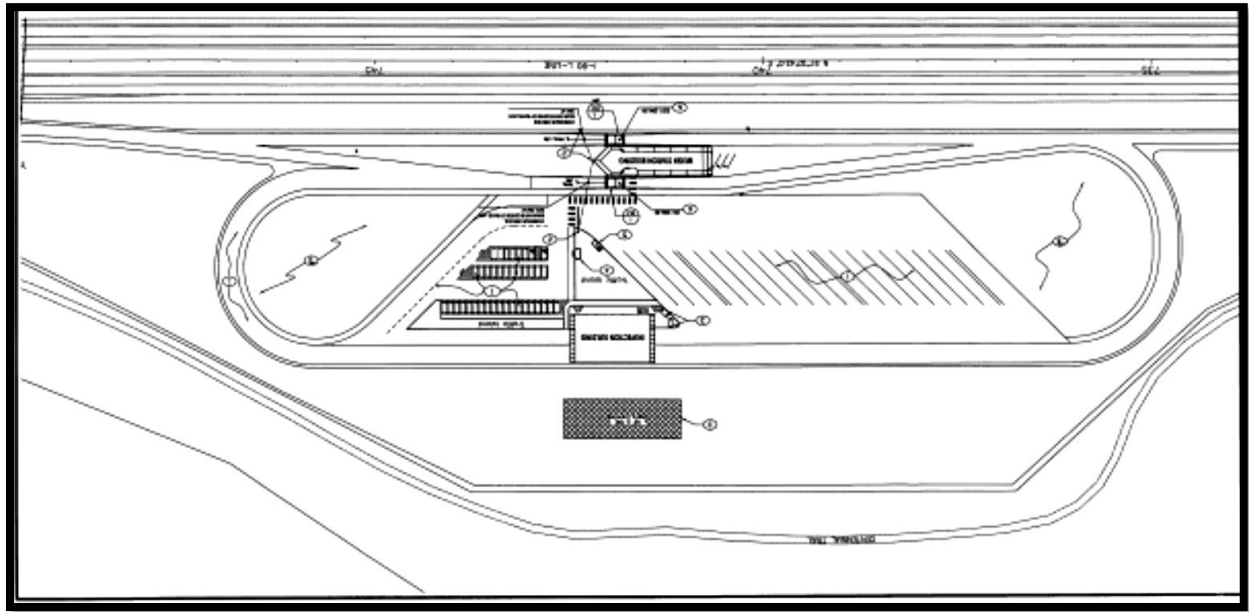
Region Name	Business Output	Value Added	Jobs	Labor Income
▼ Default Region	120	47	NA	31
Data Year	Business Output	Value Added	Jobs	Labor Income
> 2021	16	8	115	6
> 2022	20	9	127	6
> 2023	3	1	15	1
> 2024	3	1	15	1
> 2025	4	1	15	1
> 2026	4	1	16	1
> 2027	4	1	16	1
> 2028	4	1	16	1
> 2029	4	1	16	1
> 2030	4	1	17	1
> 2031	4	2	17	1
> 2032	4	2	17	1
> 2033	4	2	17	1
> 2034	5	2	18	1
> 2035	5	2	18	1
> 2036	5	2	18	1
> 2037	5	2	19	1
> 2038	5	2	19	1
> 2039	5	2	19	1
> 2040	5	2	20	1
> 2041	6	2	20	1



Vicinity Map



Proposed Location I 90 Port of Entry



Washington Spokane Port of Entry