

Community
Planning
Association

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FY2003-2007

Boise Urbanized Area

Transportation Improvement Program



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COMPASS Board of Directors
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COMPASS Board
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INTRODUCTION

The Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement (budget) program of transportation projects consistent with federal regulations and the area's policies and strategies.

The Transportation Improvement Program is developed through a cooperative process by the Community Planning Association of Southwest Idaho (COMPASS), the designated Metropolitan Planning Organization (MPO) for the Boise Urbanized Area and a Transportation Management Area (TMA), as of July 2002. This process involves extensive public and inter-agency participation. Participating agencies are the Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), Ada County and the Cities of Boise, Garden City, Meridian, Kuna, Eagle, and Star, and ValleyRide, the regional public transportation agency.

The Transportation Improvement Program must be consistent with the area's transportation plan. The Boise Urbanized Area's transportation plan, *Destination 2025* adopted in July 2002 by the Community Planning Association Board of Directors, is comprised of long-range transportation projects, a short-range transit component, air quality, pathway development, and Transportation System Management elements. The Community Planning Association's transportation plans are consistent with the goals and objectives of the area's comprehensive plans.

The first three years of the Transportation Improvement Program are of special interest since these years are considered to be "budgeted", while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs moved from the planning stage to the implementation stage. The document, per federal regulations, includes information on the status of projects in the first year of the last year Transportation Improvement Program.

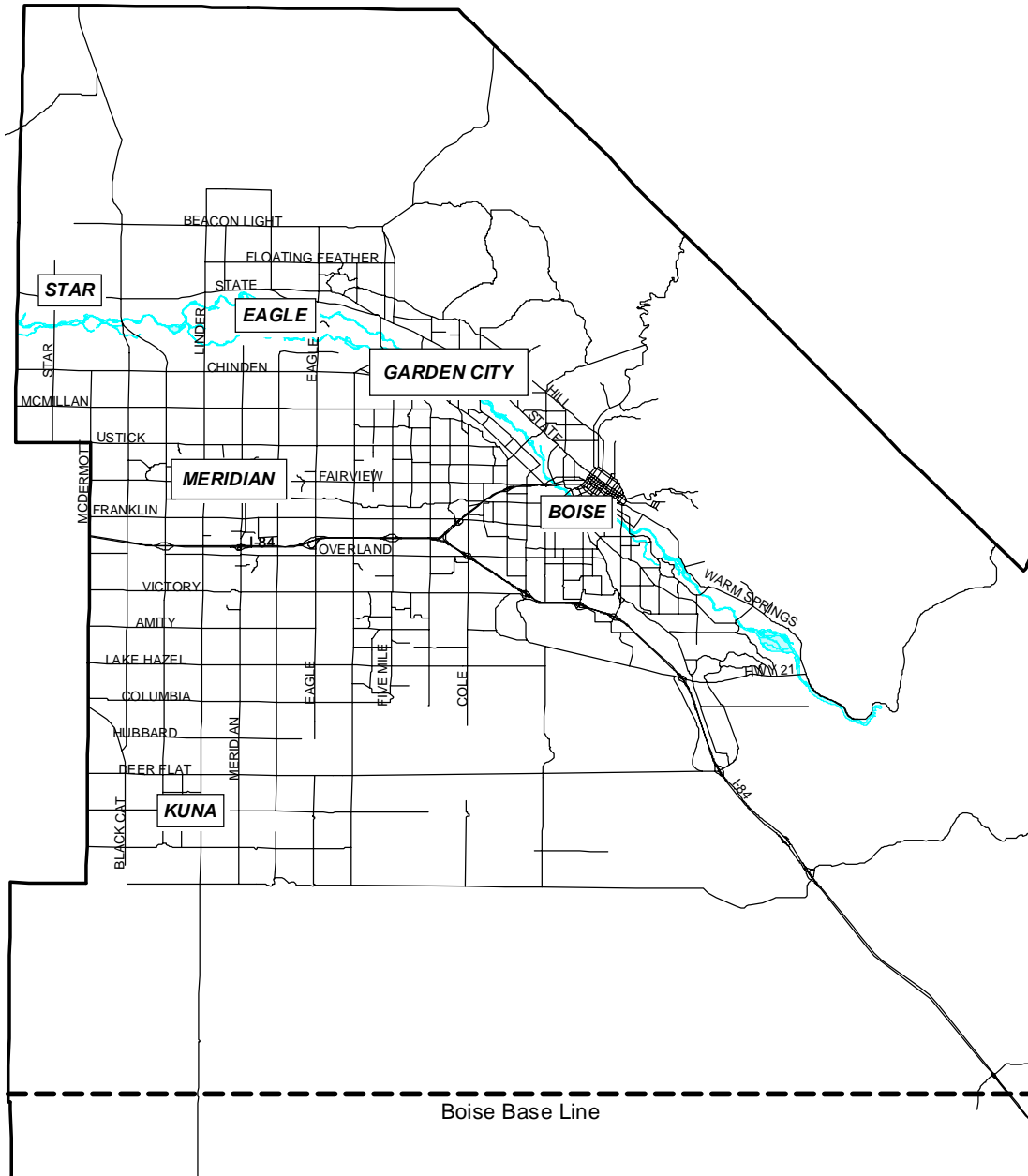
This document includes all federally funded projects and those non-federally funded projects deemed "Regionally Significant" according to the definition of "Regionally Significant" for Air Quality Conformity purposes.

The Boise Urbanized Area includes the Cities of Boise, Garden City, Meridian, and Eagle and their adjacent densely settled area. The Community Planning Association's Metropolitan Planning Area follows the boundaries of a Nonattainment Area. The Nonattainment Area is the area north of the Boise Baseline (Figure 1). The US Environmental Protection Agency (EPA) has designated this area as an air shed in which the levels of carbon monoxide (CO) exceed the national health standards.

Note: All amendments made by the COMPASS Board of Directors, following the approval of August 2002, have been shown in the list of projects. No change has been made to other tables in this document as a result of these amendments.

Figure 1

Northern Ada County - Nonattainment Area



PUBLIC OUTREACH EFFORTS

The public outreach process for the annual Transportation Improvement Program begins approximately 12 months prior to its final approval. This effort includes requesting input from the local governments in the Boise Urbanized Area and efforts aimed at reaching out to the public for their input and comments.

Local Governments' Input. Local governments in the Boise Urbanized Area have designated Transportation Task Force Committees to provide input into the development of the annual Transportation Improvement Program and the Ada County Highway District's Five Year Work Program. During the months of October 2001 through January 2002, representatives of the Community Planning Association and Ada County Highway District met with Transportation Task Force Committees or Planning and Zoning Commissions to solicit their desired transportation projects for inclusion in this document.

Ada County Highway District's Capital Improvement Citizens Advisory Committee (CICAC). The Ada County Highway District's Citizens Advisory Committee met to review the allocation of public dollars to roadway improvements in Ada County. The Capital Improvement Citizens Advisory Committee reviewed input from the communities' Transportation Task Forces or Planning and Zoning Commissions and recommended funding priorities to the Ada County Highway District Commission.

Community Planning Association's Technical Advisory Committee (TAC). The Technical Advisory Committee is made up of technical experts representing Ada County, the Cities, School Districts, and various municipal services in Ada County. The Technical Advisory Committee reviews all planning activities of the Community Planning Association and makes recommendations to the Community Planning Association Board of Directors. The Technical Advisory Committee has been involved throughout the Transportation Improvement Program development process.

Public Information Meeting. The Idaho Transportation Department and the Community Planning Association jointly sponsored an open house and public information meeting on July 11, 2001, 4:00 - 8:00 p.m., at the Idaho Transportation Department, District 3 Auditorium. Staff from the Community Planning Association, Idaho Transportation Department, and Ada County Highway District were present to discuss proposed projects with the public.

The Public Information Meeting, Transportation Improvement Program and its accompanying document, the Air Quality Conformity Demonstration, were publicized through the following means of public outreach:

Media. Displayed an advertisement of the Public Information Meeting in the July 10, 2002 issue of The Idaho Statesman (155,000 distribution).

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News Release. A news release on the Transportation Improvement Program process and the Public Information Meeting was sent to the Treasure Valley's print, visual, and voice media.

Legal Notice. The Community Planning Association posted a legal notification for the Transportation Improvement Program and its accompanying document, the Air Quality Conformity Demonstration, on July 1, 2002 in The Idaho Statesman (155,000 distribution).

Community Planning Association's Internet Website. Information about the Public Meeting and the proposed Transportation Improvement Program was available through the Community Planning Association Website as of July 1, 2002 (www.compassidaho.org). It encouraged the public to use this medium to submit comments. Internet notification included the posting of draft project lists and the Air Quality Conformity Demonstration of the Transportation Improvement Program.

Direct Mail. The Community Planning Association mailed more than 600 postcards to the citizens and neighborhood organizations in Ada County, notifying them of the time and place of the Public Information Meeting and the availability of the draft project list. Citizens were encouraged to submit comments on the draft Transportation Improvement Program.

Special Assistance. All Community Planning Association's notifications and advertisements include the following statements for people in need of special assistance:

*"People needing special assistance can call 855-2558 - with 48 hours advance notice.
Personas que necesitan asistencia para la junta, favor de llamar al numero 855-2558 con
48 horas de participacion."*

Opportunity for Submitting Written Comments. In addition to the Public Information Meeting, the public was provided with an opportunity to submit written comments from July 1, through August 2, 2002.

AIR QUALITY CONFORMITY

This section is a summary of the Air Quality Conformity Demonstration for the FY2003-2007 Boise Urbanized Area Transportation Improvement Program. A complete Air Quality Conformity Demonstration of this document is provided under separate covers, Community Planning Association Report Numbers 15-2002 and 16-2002.

The 1990 Clean Air Act Amendment (CAAA) requires all transportation plans, programs, and projects in a nonattainment area to conform to their applicable State Implementation Plan (SIP). The Final Air Quality Conformity Rule, issued on November 24, 1993 and its 1997 amendment, provide guidelines for such a procedure.

Northern Ada County is designated as a “Not Classified” nonattainment area for carbon monoxide (CO). Under the current scenario, the area has no other designation. The County has not experienced a violation of the National Ambient Air Quality Standards (NAAQS) for CO since 1987. As such, the area is not required to comply with a submitted emission budget for CO.

In 1982 and 1984, Ada Planning Association (APA) developed an Air Quality Improvement Plan for Carbon Monoxide to satisfy the requirements of the 1977 Clean Air Act. In 1994, a revision of the Transportation Control Measures (TCM) contained in the Plan was prepared that established achievable TCM goals for the next three years. The US Environmental Protection Agency approved the 1994 Minor Revision to the 1984 SIP, the most recent CO SIP, in January 1995. The Idaho Department of Environmental Quality (DEQ) developed and submitted a *Limited Maintenance Plan for Carbon Monoxide in Northern Ada County* to the US Environmental Protection Agency in December 2001. The Department of Environmental Quality is anticipating approval of the Plan by the US Environmental Protection Agency to re-designate the area to a “maintenance area” for carbon monoxide.

Prior to March 12, 1999, Ada County was also designated a nonattainment area for Particulate Matter (PM₁₀). On that date the US Environmental Protection Agency’s Administrator signed the revocation of Ada County’s pre-existing PM₁₀ standards and its associated nonattainment designation. This ruling was challenged in the Ninth District Circuit Court. On January 31, 2001, the U.S. Department of Justice approved a settlement agreement on this legal challenge. A major component of the settlement agreement involves development of a Maintenance Plan for Ada County that must be completed and approved by the US Environmental Protection Agency prior to October 1, 2003. Until the completion of the PM₁₀ Maintenance Plan, local agencies must reduce PM₁₀ emissions through a variety of control measures. It is anticipated that a fully developed PM₁₀ Maintenance Plan will be submitted to the US Environmental Protection Agency for review by September 30, 2002 and that the US Environmental Protection Agency could review and approve such a plan by September 2003. Presently, Ada County is the only area in the nation without a NAAQS designation for PM₁₀. The County is, however, subject to the statewide

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PM₁₀ standards established by the Department of Environmental Quality.

It should be noted that the Community Planning Association conducted a voluntary test of Build/No-Build for PM₁₀ emissions of projects in the Transportation Improvement Program, as per the Community Planning Association Board's policy. The voluntary test showed the projected PM₁₀ emission levels of a Build Scenario is lower than those of a No-Build Scenario.

An Air Quality Conformity Determination was conducted, per the Federal Conformity Regulations for the FY2003-2007 Transportation Improvement Program. A Build/No-Build analysis showed projects in the FY2003-2007 Transportation Improvement Program contributed to the reduction of carbon monoxide emissions in the area. Below is a summary comparison of Baseline emissions (No-Build Scenario) vs. Action emissions (Build Scenario) for the various horizon years of the Transportation Improvement Program. (Table 1).

Table 1
Summary Comparison of CO Build-Emissions vs. No-Build-Emissions

Year	Baseline (No-Build) in kg/day	Action (Build) in kg/day	Reductions in Kg/day
2007	135,584	130,977	4,607
2015	182,146	171,937	10,209
2025	241,508	221,819	19,689

STATUS OF LOCAL PLANNING ACTIVITIES

The Transportation Improvement Program is in accordance with the area's development goals and priorities as specified in the long and short range plans. The following planning documents have been consulted in preparing this Transportation Improvement Program:

Destination 2025, Long Range Transportation Plan for Ada County, adopted by the Community Planning Association Board in July 2002.

Treasure Valley Alternative Transportation Analysis: Issues, Alternatives, Evaluation, and Action Items, November 1995.

Minor Revision of the Northern Ada County, Idaho State Implementation Plan (SIP) for Carbon Monoxide (CO), 1995.

Transit Development Plan, Service Alternative, Technical Memorandum, VIATrans Board of Directors, December 2001.

ADA Paratransit Plan (as updated annually by the Boise City Council through 1996).

Ada County Highway District's Five Year Work Program, FY03-07 Funded Projects and Preliminary Development Projects, January 2002.

Statewide Transportation Improvement Program, 2003-2007, Public Review draft, Idaho Transportation Department, June 2002.

Ridge-to-Rivers Pathway Plan, endorsed by Ada planning Association Board on May 17, 1993.

Treasure Valley Intelligent Transportation System (ITS) Plan, Phase II, Final Report, Ada Planning Association, September 1999.

I-84 Corridor Study, Executive Summary, Adopted by the COMPASS Board in October 2001.

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FEDERAL AID PROGRAMS

The Transportation Equity Act of the 21st Century (TEA-21) provides federal transportation assistance dollars to states and local governments under several programs. These programs are administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Apportionment of funds to each state is done according to a formula set forth in the Transportation Equity Act of the 21st Century. The Idaho Transportation Board determines distribution and allocation of transportation funds in the State of Idaho.

National Highway System

The National Highway System (NHS) consists of approximately 155,000 miles of major roads in the United States. The National Highway System includes all interstate routes, a large percentage of urban and rural principal arterials, the defense Strategic Highway Network and strategic highway connectors. In the Boise Urbanized Area, Interstate 84, State Highway 55, Gowen Road, Vista Avenue and Broadway are eligible for the National Highway System funding.

Interstate Maintenance (IM)

As part of the National Highway System Program, the Interstate System has a separate identity and receives separate funding under the Interstate Maintenance (IM) Program. The Interstate Maintenance Program provides for completion of interstate construction, interstate substitute highway projects, and an interstate maintenance program. The Interstate Maintenance Program involves projects to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity. High-Occupancy Vehicle (HOV) and auxiliary lanes, however, can be added under this category.

Surface Transportation Program

The Surface Transportation Program (STP) is a block grant program that may be used for any roads (including National Highway System) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-Aid System (FAS) roads. Public bridge projects are exempt from this requirement. Transit capital projects are also eligible under this program through a process known as "flexibility," which allows local and State governments to determine the most effective means of meeting transportation needs in their communities.

Surface Transportation Program-Urban

The Surface Transportation Program-Urban (STP-U), a portion of Surface Transportation Program, is allocated to urban areas. The urban areas with a population of 50,000 or more are entitled to form a Metropolitan Planning Organization, such as the Community Planning Association, to prioritize the allocation of STP-U dollars. There are currently three MPOs in the State of Idaho, Boise, Pocatello and Idaho Falls. The Boise Urbanized Area is the only MPO in Idaho with a population of over 200,000. As such, it is designated as a Transportation Management Area (TMA) and annually receives an Obligation Authority of approximately \$4.7

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million under the STP-U Program. Table 2 shows allocation of STP-U funds in the Boise Urbanized Area over the next five years.

Table 2
Projects Funded Under Surface Transportation Program - Urban (STP-U)

Project	Year	Total
Federal Aid Overlay of Arterials and Collectors	PD	\$525,000
Five Mile Rd. Stage 1, from Franklin Rd. to Fairview Ave.	2007	\$3,630,000
Five Mile Rd. Stage 2, from Franklin Rd. to Fairview Ave.	PD	\$2,690,000
Franklin Rd., from Cloverdale Rd. to Five Mile Rd.	PD	\$3,805,000
Locust Grove Rd. Grade Separation	PD	\$2,000,000 of \$5,970,000
Maple Grove Rd. Stage 1, from Franklin Rd. to Fairview Ave. (Bridge #151)	2005	\$3,272,000
Maple Grove Rd. Stage 2, from Franklin Rd. to Fairview Ave. (Bridge #151)	2006	\$3,148,000
MPO Transportation Planning Activities	2004-2006, PD	\$835,000
Rail Corridor Feasibility Study, Phase II	PD	\$220,000
Rideshare Program	2003-2004, PD	\$310,000

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality Program (CMAQ) directs funds toward transportation projects that improve air quality by reducing emissions or traffic congestion. Currently no area in the State of Idaho receives an entitlement under this program, as there is no formally designated carbon monoxide nonattainment area in Idaho. The Idaho Transportation Board, however, has set a policy of directing a portion of the Congestion Mitigation and Air Quality funds to air quality projects in the areas that have a history of air quality problems or are susceptible to such a problem. For a list of projects funded under this program see Table 3.

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**Table 3
Congestion Mitigation Air Quality (CMAQ) Projects
Approved by the Idaho Transportation Board**

Project	Year	Federal Share	Local Share	Total Cost
Addition of Five Ada County Highway District Commuter Vanpools	2003	\$128,000	\$32,000	\$160,000
Addition of Five Ada County Highway District Commuter Vanpools	2005	\$128,000	\$32,000	\$160,000
B20 Bio-diesel	2004	\$14,680	\$185,320	\$200,000
Downtown Boise Traffic Signal Communication Upgrade	2003	\$400,000	\$50,000	\$450,000
Intelligent Transportation System Integration	2003	\$193,500	\$21,500	\$215,000
Signal Controller Replacement (State Street ITS)	2003	\$92,660	\$7,340	\$100,000
Statewide Fleet Data Development for Mobile6	2004	\$40,000	\$5,000	\$45,000
Transit Capital Expenditure-Bus Purchase	2004	\$602,290	\$47,710	\$650,000
Total		\$1,599,130	\$380,870	\$1,980,000

Transportation Enhancement Program

A total of 10% of Surface Transportation Plan funds must be allocated for Transportation Enhancement activities. The term "Transportation Enhancement activities" means provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff. Projects under the Transportation Enhancement Program are funded on a statewide competitive basis. The Statewide Evaluation Committee, however, gives additional merit points to the projects ranked by the Community Planning Association's Board of

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Directors as the area's highest priority projects. For a list of projects funded under this program see Table 4.

Table 4
Transportation Enhancement Projects
Approved by the Idaho Transportation Board

Project	Year	Federal Share	Local Share	Total Cost
Capital Boulevard Streetscape Enhancement	2004	\$514,263	\$40,737	\$555,000
Garden City Pathway to Main Street Bridge Pathway	2003	\$112,119	\$8,881	\$121,000
Oregon Trail /Boise Avenue Parkway (Boise Ave., from Law Ave. to Holcomb Rd.)	2005	\$445,000	\$55,000	\$500,000
Oregon Trail Enhancement Project Extension	2004	\$296,512	\$23,488	\$320,000
Total		\$1,367,894	\$128,106	\$1,496,000

Bridge Replacement and Rehabilitation Program

Highway bridges over waterways, railroads, other highways, or other topographical barriers may be replaced or rehabilitated when the states and the Secretary of Transportation find that they are unsafe due to structural deficiencies, physical deterioration, or functional obsolescence.

Preliminary engineering, construction, and construction engineering of these bridges are eligible activities under the Bridge Replacement and Rehabilitation Program. Additional eligible projects include bridge painting, seismic retrofitting, and calcium magnesium acetate applications.

Bridge Program Funds may not be used for costs of right-of-way, utility relocation or adjustments, long approach fills or similar items. Approach costs are limited to 10% of total costs. (Note: Other Federal-aid highway funds may share in the cost of these items.) The structure to be replaced may be on or off the Federal-Aid Highway System. The structure must be inspected, rated and determined to be deficient, submitted as a replacement candidate, and considered as having a high priority for replacement.

Safety

A total of 10% of Surface Transportation Plan funds is allocated to the Safety Program. Eligible activities include projects for the improvement of identified high-hazard locations that constitute a danger to vehicles or pedestrians. Examples of the types of projects include intersection improvements, modification of roadway cross-sections, pavement skid treatments, and alignment

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changes. Any reconstruction of appreciable lengths of roadway is not intended for funding under this program. The major focus of this program is to target spot improvements of high accident areas. Similar to the Bridge Program, safety projects can be on any public road.

Federal Lands Program

Funding authorizations under the Federal Lands Program are now provided through three categories: Indian Reservation Roads, Parkways and Park Roads, and Public Land Highways. Funds are allocated on the basis of relative needs. States containing at least 3% of the Nation's total of public lands are given priority for these discretionary funds. Idaho is one of these priority states.

Scenic Byways Program

This program began in 2001 and provides federal funding for maintenance and improvement of scenic roadways on a competitive basis throughout the Country. The Idaho Transportation Department provides up to 80% of the cost of projects under the Scenic Byways Program. The project must be on a highway or local road designated as a scenic, historic, or backcountry byway. Eligible projects include:

- Developing and implementing a corridor management plan.
- Safety improvements required as a result of scenic byway designation
- Pedestrian/bicyclist facilities, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities
- Enhancing access to an area for recreation purposes
- Protecting scenic, historic, recreation, cultural, natural, and archaeological resources
- Developing and providing tourist information; including interpretive exhibits/kiosks, brochures, audio/video tapes
- Developing and implementing a scenic byway marketing program

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FINANCIAL CAPACITY ANALYSIS

The Transportation Improvement Program is a financially driven document. Based on the Community Planning Association’s following analysis, funding is reasonably available for the projects contained in this document.

Financial Status of Ada County Highway District’s Projects

The Ada County Highway District’s projects are derived from the agency’s annual Five Year Work Program, a capital improvement program. This document is developed based on a reasonable balancing of projected revenues and expenses over the next five years. Sources of Ada County Highway District’s revenue are local property taxes, local highway user funds (State’s Gas Tax), Impact Fees, vehicle registration fees, the federal transportation funds distributed by Idaho Transportation Department through Community Planning Association Board’s recommendation, and other miscellaneous public revenues. Table 5 shows Ada County Highway District’s projected revenues and expenditures for the next five years.

**Table 5
Ada County Highway District Budget Program, 2003 - 2007
Projected Revenues and Expenditures (\$1000)**

Year	Programmed	Revenue	Reimbursements	Difference	Programmed/ Revenue
2003	\$29,660	\$26,236	\$3,308	- 116	100.39%
2004	\$29,983	\$27,346	\$2,098	- 539	101.83%
2005	\$31,387	\$28,501	\$2,125	- 761	102.48%
2006	\$29,126	\$29,593	\$0	467	98.42%
2007	\$29,693	\$30,109	\$128	544	98.20%
Total	\$149,849	\$141,785	\$7,659	- 405	100.27%

Source: Ada County Highway District Budget and Five Year Work Program (January, 2002)

Commuteride Program

Ada County Highway District’s Commuteride Program is an applicant for the Rideshare vans and park-and-ride facility projects listed in this document. The Commuteride Program is

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managed by the Ada County Highway District and its budget is included in the Ada County Highway District's Five-Year Work Program.

Financial Status of ValleyRide's Transit Projects

ValleyRide, a newly created regional transit agency, is the recipient of the Federal Transit Administration's funds in the Treasure Valley, more specifically those under the Section 5307 and 5309 Programs. In recent years, the Congestion Mitigation and Air Quality Program has functioned as a supplemental source of funding transit capital projects. Efforts are underway to legislate a steady source of income for the operation and expansion of a transit system in the Treasure Valley. Meanwhile, the City of Boise and other local governments in the Treasure Valley are committed to supporting ValleyRide and its transit system improvement programs.

The City of Boise, a prominent member of ValleyRide, has long been supportive of the transit system and other alternative modes of transportation. This support mainly stems from the City's policy of providing for the transportation of transit-dependent people as well as helping to maintain better air quality standards in the area. To this end, the City has regularly provided financial support to Boise's transit system. There is currently no indication that the local governments in the Treasure Valley would withdraw their support of ValleyRide.

Commuteride Program

Commuteride Program is a component of the Ada County Highway District operation. The agency's budget was discussed above.

General Statement of Financial Constraint

Overall, the projects programmed in this document can reasonably be funded through anticipated funding sources. Projection of local revenues is based on assumptions of continued development and economic activities in the area. No evidence of sudden interruption of these activities is in sight. In light of these facts, it is concluded that the Transportation Improvement Program projects in this document meet the requirement of financially constrained.

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**Table 6
Status of the First-Year Projects in the Last-Year TIP Document**

Project	Description	Status
Ada County PM-10 Maintenance Plan	Develop PM-10 Maintenance Plan that will be submitted to EPA as an update to the PM-10 SIP for Ada County.	Near Completion
Garden St. Pathway, from Orchard St. to Garden St.	Add bicycle/pedestrian pathway.	Moved to FY2003 (Delayed)
MPO Transportation Planning Activities	Assist Community Planning Association in completing the Regional Transportation Plan update and related transportation planning support.	Destination2025 Completed 2030 is underway
Rideshare, ACHD's Rideshare Program	Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate owner/operator vanpools.	Completed
Rideshare, Statewide Ridesharing Coordination	Coordinate statewide rideshare activities including statewide vanpool program.	Completed
Transit Capital – Other	Construct six new accessible bus shelters along the Boise State University campus.	Completed
Transit Capital Expenditures – Support Equipment\Boise Urban Stages	Purchase eight CNG demand-response buses, replacing an existing fleet.	Completed
Transit Fixed Route and Demand Response Operations	Provide operating and maintenance funds for Boise Urban Stages fixed route service.	Completed
Transit – Paratransit Demand Response Capital	Provide operating and maintenance funds for Boise Urban Stages Demand Response services.	Completed
Transit Planning	Supports transit planning efforts.	Completed
Transit Preventive Maintenance	Provide preventative maintenance support.	Completed
Transit – Van Purchase	Purchase eight 15-passenger vans to replace vehicles over 100,000 miles.	Moved to 2003 (Delayed)

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**Table 7
List of Transit Projects, FY2003-2005**

Project	Description	Key#	Cost	Source	Year
Transit - Downtown Circulation Feasibility Study	Conduct a study to look at the entire downtown circulation and possible park & ride lots for a shuttle service.	PU3043	\$400,000	FTA 5307	2003
Transit - Eagle Senior Center Van	Purchase an ADA accessible van for the Eagle Senior Center.	PU3044	\$50,000	FTA 5310	2003
Transit Capital (BUS)	Purchase scheduling software for motorbus or demand response services and farebox collection system, communication equipment, and money counting equipment.	PD3031	\$865,000	FTA 5309	2003
Transit Capital (BUS)	Purchase transit software, tracking system, and web based bus pass and purchase system.	PU3046	\$216,200	FTA 5307	2003
Transit Capital (BUS)	Implement bus stop system: fixed stop, shelter locations, and signage.	PU3047	\$320,000	FTA 5307	2004
Transit Capital - Other	Construct a new Multi-Modal Center and related parking facility on the main campus in Boise, Idaho and a park & ride lot at the new Boise State University Campus located in Nampa, Idaho. These facilities will serve the need of commuters and students who attend Boise State University and work and live in the ten-county area of Southwest Idaho that are served by the University.	PD3029	\$500,000	FTA 5309	2003

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Project	Description	Key#	Cost	Source	Year
Transit Capital – Van Purchase	Purchase eight to ten 15-passenger vans, with attachable bicycle racks that accommodate one to two bikes each. These vans will serve as replacement vehicles for existing units with over 100,000 plus miles, and allow the opportunity to expand service to more commuters traveling to or from areas with no other public transportation providers.	PD3030	\$300,000	FTA 5309	2003
Transit Enhancement	Improve shelters.	PU3051	\$25,000	FTA 5307	2003
Transit Enhancement	Purchase bus stops and shelters.	PU3052	\$25,000	FTA 5307	2004
Transit Enhancement	Purchase bus stops and shelters.	PU3053	\$25,000	FTA 5307	2005
Transit Fixed Route and Demand Response Operations	Provide operating and maintenance funds for Boise Urban Stages fixed route service.	P091	\$1,684,336	FTA 5307	2003
Transit Fixed Route and Demand Response Operations	Provide operating and maintenance funds for Boise Urban Stages fixed route service.	P090	\$254,062	FTA 5307	2003
Transit - Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	PU3009	\$62,500	FTA 5307	2003
Transit – Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	PU3010	\$251,000	FTA 5307	2003

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Project	Description	Key#	Cost	Source	Year
Transit – Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	PU3013	\$250,000	FTA 5307	2004
Transit – Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	PU3048	\$293,334	FTA 5307	2005
Transit Planning	Supports transit planning efforts.	PO94	\$63,750	FTA 5307	2003
Transit Planning	Supports transit planning efforts.	PO95	\$489,000	FTA 5307	2003
Transit Planning	Supports transit planning efforts.	PU3014	\$125,000	FTA 5307	2004
Transit Planning	Supports transit planning efforts.	PU3049	\$125,000	FTA 5307	2005
Transit Preventive Maintenance	Provide preventive maintenance support.	PD3035	\$737,000	FTA 5309	2003
Transit Preventative Maintenance	Provide preventative maintenance support.	PO88	\$176,665	FTA 5307	2003
Transit Preventative Maintenance	Provide preventative maintenance support.	PU3015	\$347,500	FTA 5307	2003
Transit Preventative Maintenance	Provide preventative maintenance support.	PU3016	\$1,047,539	FTA 5307	2004
Transit Preventative Maintenance	Provide preventative maintenance support.	PU3050	\$1,078,965	FTA 5307	2005

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Breakdown of Approved Section 5309 Grant to the State of Idaho (FY2003)				
Project	Description	Key#	Cost	Year
Transit Capital – Other	Construct a new Multi-Modal Center and related parking facility on the main campus in Boise, Idaho and a park & ride lot at the new Boise State University Campus located in Nampa, Idaho. These facilities will serve the needs of commuters and students who attend Boise State University and work and live in the ten county area of Southwest Idaho that are served by the University.	PD3029	\$500,000	2003
Transit Capital – Van Purchase	Purchase eight to ten 15-passenger vans, with attachable bicycle racks that accommodate one to two bikes each. These vans will serve as replacement vehicles for existing units with over 100,000 plus miles, and allow the opportunity to expand service to more commuters traveling to or from areas with no other public transportation providers.	PD3030	\$300,000	2003
Transit Capital (BUS)	Purchase scheduling software for motorbus or demand response services and farebox collection system, communication equipment, and money counting equipment.	PD3031	\$865,000	2003
Transit Preventive Maintenance	Provide preventive maintenance support.	PD3035	\$1,055,3350	2003
Total			\$2,407,309	

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

**Table 8
Federal Funds Allocated to Alternative Modes of Transportation**

The table below demonstrates the portion of federal transportation funds programmed for alternative modes of transportation. The table includes only those funds that are programmed according to the recommendations of the Community Planning Association Board of Directors.

Year	Total Federal Dollars*	Amount Allocated to Traditional Solutions	Amount Allocated to Alternative Solutions	Percent for Alternative Solutions
2003	\$8,527,869	\$1,673,750	\$6,854,119	80%
2004	\$8,442,539	\$4,780,000	\$3,662,539	43%
2005	\$22,091,299	\$19,073,500	\$3,017,799	14%
2006	\$16,642,000	\$15,717,500	\$924,500	6%
2007	\$4,502,000	\$3,594,500	\$907,500	20%
Total	\$60,205,707	\$44,839,250	\$15,366,457	25.52%

Funding sources for projects considered in these calculations were:

- National Highway System
- Surface Transportation Program
- Surface Transportation Program - Enhancement
- Surface Transportation Program - Urban
- Surface Transportation Program - Rural
- Congestion Mitigation/Air Quality (CM/AQ)
- Federal Transit Administration Section 5307
- Federal Transit Administration Section 5309

Roadway projects with sidewalks and bikeway component were calculated as having 75% Traditional and 25% Alternative Mode Solutions. Funding sources NOT included in this calculation were:

- Local
- Interstate Maintenance
- State Funds
- Demonstration
- Bridge Program
- Safety Program

TABLE 9

**FY 2003-2007 Boise Urbanized Area
Transportation Improvement Program**

ALPHABETICAL LISTING OF ALL PROJECTS

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
1	Addition of Five ACHD Commuter Vanpools	Purchase 5 additional vanpool vehicles for new routes in Ada, Boise, Canyon, Elmore, and Gem counties.	\$160,000	2003	CMAQ	8336	ACHD
2	Addition of Five ACHD Commuter Vanpools	Purchase 5 commuter vanpool vehicles, fueled by alternative fuel sources. These vans will be driven by volunteer drivers as part of the commuter group, and serve residents in Ada, Canyon, Elmore, and Gem counties.	\$160,000	2005	CMAQ	8855	ACHD 8855
3	B20 Biodiesel	Provide buy down funds for B20 Biodiesel for the Meridian School District and other fleets across the Treasure Valley. Conduct public education programs on the benefits of Biodiesel.	\$200,000	2004	CMAQ	8858	COMPASS 8858
4	Boise State University Multi-modal Center	Construct a multi-modal center that includes facilities for bus transfers, bike storage, and a parking structure for approximately 600 to 1,200 cars.	\$10,000,000	PD	Discretionary <i>(subject to congressional action)</i>		Boise State University
5	Broadway Ave. Bridge	Widen bridge to 6 lanes with bike lanes.	\$3,400,000	PD	To be determined		ITD
6	Capitol Boulevard Streetscape Enhancement	Realign curbs with common street widths, widen sidewalks, replace streetlights, modify overhead signage and signalization, and plant trees.	\$555,000	2004	STP-E	8717	City of Boise 8717
7	Chip Seal	Apply chip seal to selected roadways in the southwest portion of Ada County.	\$305,000	2004	STP-R	8683	ACHD 8683
8	Downtown Boise Traffic Signal Communication Upgrade	Replace copper cables with fiber optic cable to interconnect high-speed modems to 90 intersections in downtown Boise.	\$450,000	2003	CMAQ	8332	ACHD 8332
9	Downtown Boise Transit Circulator	Create a Downtown Boise Circulator, a key link in the regional transportation system. The project is a fixed-guideway transit system within downtown Boise.	\$50,000,000	PD	Discretionary <i>(subject to congressional action)</i>		CCDC

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
10	Federal Aid Overlay Arterial and Collectors	Supplement the local overlay program.	\$525,000	PD	STP-U	8961	ACHD FAO2005/8961
11	Five Mile Rd. Stage 1, from Franklin Rd. to Fairview Ave.	Widen to 5 lanes with shoulder, sidewalk, railroad crossing, and possible signal at Emerald St. Improve Five Mile Rd. and Fairview Ave. intersection.	\$3,810,000	2007	STP-U	7238	ACHD F038
12	Five Mile Rd. Stage 2, from Franklin Rd. to Fairview Ave.	Payback Key No. 7238, Five Mile Rd. Stage 2, from Franklin Rd. to Fairview Ave.	\$2,690,000	PD	STP-U	AC04	ACHD AC04
13	Franklin Rd., from Cloverdale Rd. to Five Mile Rd.	Widen from 2 lanes to 5 lanes with drainage, curb, gutter, sidewalk, and shoulder. Widen the intersection at Cloverdale Rd.	\$3,855,000	PD	STP-U	8698	ACHD RD282
14	Franklin Rd., from 1,100 feet east of Eagle Rd. to Cloverdale Rd.	Reconstruct and widen existing 2/3-lane roadway to 4/5 lanes with an urban section.	\$3,900,000	2007	Local		ACHD RD 201-04
15	Franklin Rd., from East 1st St. to 1110 feet east of Eagle Rd. (Combined projects RD264 and RD3000)	Reconstruct and widen existing 2/3-lane roadway to 5 lanes with an urban section. Fully improve intersections at East 1 st St. and Locust Grove Rd. also at Eagle Rd. which includes double left turn lanes and one right turn lane in both directions on Franklin Rd.	\$10,873,000	2004	Local		ACHD R202-02
16	Garden City Pathway to the Main St. Bridge Pathway	Add bicycle/pedestrian pathway. (deferred until 2003)	\$121,000	2003	STP-E	8033	Boise 8033
17	I-184, Curtis Rd. IC	Rehabilitate bridge.	\$565,000	2006	IM	8950	ITD 8950
18	I-184, from the WYE IC to Curtis Rd.	Construct drainage slope stabilization and landscaping.	\$3,655,000	2006	IM	8793	ITD 8793
19	I-84, Ada, Canyon and Elmore Counties	Rehabilitate bridges.	\$310,000	2007	IM	8949	ITD 8949

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
20	I-84, Blacks Creek Rest Area, east of Boise	Reconstruct restroom facility and ramps to restrooms, increase size of parking lot, add drain field, and security.	\$9,113,000	PD	IM	4160	ITD 4160
21	I-84, from Orchard IC to Gowen IC	Conduct Preliminary Engineering/Environmental Study. <i>(This project combined Key Numbers 6480, 8430, and 8431.)</i>	\$2,877,000	2005	NHS	6492	ITD 6492
22	I-84, from Orchard Rd. to Isaac's Canyon IC	Preventive maintenance (joint and slab replacement). This includes ramp work at the Orchard, Broadway, and Gowen IC's.	\$11,230,000	2005	NHS	8616	ITD 8616
23	I-84 Micron EB off ramp, from UPRR Bridge to Gowen Rd.	Widen and resurface the off ramp.	\$2,020,000	2003	IM	7043	ITD 7043
24	I-84, from the WYE IC to Cole Rd.	Landscaping	\$7,905,000	PD	IM ¹	8794	ITD 8794
25	I-84, Orchard Overpass	Rehabilitate bridge.	\$608,000	2007	IM	8951	ITD 8951
26	I-84, from Regina to Cleft, Eastbound lanes	Resurfacing	\$17,475,000	PD	IM	8656	ITD 8656
27	I-84, Guard Rail End Replacement	Replace guard rail.	\$220,000	2003	STP-HZD ELM	8942	ITD 8942
28	I-84, Vista Overpass	Rehabilitate bridge.	\$530,000	2007	IM	8951	ITD 8951
29	Intelligent Transportation System Integration	Install ITS devices (i.e. CCTV) on arterials parallel to I-84 and in the ACHD Traffic Management Center (TMC).	\$215,000	2003	CMAQ	8333	ACHD 8333

¹ Reflects the COMPASS Board commitment to finding a way to replace a substantial portion of funding for this project with a source other than Interstate Maintenance funds before the project is constructed.

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
30	Locust Grove Rd. grade separation at I-84	Construct new interstate overpass. Build to 4/5 lanes. <i>(2.7 million IM/2 million STP-U)</i>	\$5,970,000	PD	IM, STP-U, Local	8048	ITD/Meridian/ ACHD 8048
31	Maple Grove Rd. Stage 1, from Franklin Rd. to Fairview Ave. (Bridge #151)	Widen to 5 lanes with bike lanes, sidewalk, railroad crossing improvement, and a possible signal at Irving St. This includes rebuilding Bridge #151 and the intersection of Fairview Ave./Maple Grove Rd. The Fairview Ave. intersection will include double left turns on all legs, 2-through lanes on all legs, and right turn lanes on the east/west bound legs.	\$3,272,000	2005	STP-U	7192	ACHD F040
32	Maple Grove Rd. Stage 2, from Franklin Rd. to Fairview Ave. (Bridge #151)	Payback Key No. 7192, Maple Grove Rd. Stage 2, from Franklin Rd. to Fairview Ave. (Bridge #151).	\$3,148,000	2006	STP-U	AC303	ACHD AC303
33	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities.	\$100,000	2004	STP-U	8138	COMPASS 8138
34	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities.	\$70,000	2005	STP-U	8468	COMPASS 8468
35	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities.	\$550,000	2006	STP-U	8697	COMPASS 8697
36	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities.	\$115,000	PD	STP-U	8962	COMPASS 896254
37	Oregon Trail/Boise Ave. Parkway (Boise Ave., from Law Ave. to Holcomb Rd.)	Construct a brick paver plaza featuring 2 kiosks describing the significance of Boise Ave. as an important historic transportation corridor. The kiosks will be situated to take advantage of the scenic view of historic Table Rock and the surrounding Boise foothills.	\$500,000	2005	STP-E	8909	City of Boise 8909
38	Oregon Trail Enhancement Project Extension	Acquire the remaining 1.5 miles of Oregon Trail historic remnants between the Oregon Trail Monument at Bonneville Point and the Oregon Trail Reserve.	\$320,000	2004	STP-E	8716	Ada County 8716

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
39	ParkCenter Bridge East	Construct a new 2-lane bridge over the Boise River to include bike lanes, sidewalk, and greenbelt.	\$3,155,000	2003	Local, Developer		ACHD MA013
40	Rail Corridor Feasibility Study, Phase II	Conduct Phase II Feasibility Study of a railroad corridor between the cities of Nampa/Caldwell and Boise.	\$220,000	PD	STP-U	8960	BUA 8960
41	Rideshare, ACHD's Rideshare Program	Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools.	\$95,000	2003	STP-U	7764	ACHD 7764
42	Rideshare, ACHD's Rideshare Program	Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools.	\$100,000	2004	STP-U	8135	ACHD 8135
43	Rideshare, ACHD's Rideshare Program	Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools.	\$115,000	PD	STP-U	8963	ACHD 8963
44	Right-of-Way Acquisition of the Union Pacific Short Line Railroad	Purchase the right-of-way and existing infrastructure in and along the 44 miles of rail corridor. Conduct an environmental analysis in accordance with the applicable federal regulations. Make essential infrastructure improvements. <i>(20 million Federal, 9 million Local)</i>	\$29,000,000	PD	Discretionary <i>(subject to congressional action)</i>		ValleyRide
45	SH-16, Corridor Study	Preserve right-of-way.	\$4,044,000	2006	STP-State	8630	ITD 8630
46	SH-16 Firebird Raceway south passing lanes	Build passing lanes.	\$1,420,000	2004	STP-State	8429	ITD 8429
47	SH-16 Freezeout Hill South, Gem, Ada and Elmore Counties	Build slow-vehicle turnout lanes.	\$2,710,000	2006	STP-State	8433	ITD 8433

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
48	SH-21 Moores Creek Bridge	Replace bridge.	\$8,780,000	2007	Bridge-State	8669	ITD 8669
49	SH-44, Corridor Preservation, from JCT. I-84 (Canyon County) to Eagle Rd.	Preserve corridor for additional lanes.	\$1,100,000	2003-2006	STP-State	7827	ITD 7827
50	SH-55, Mile Post 50.3 to 50.6	Replace substandard guardrail.	\$185,000	2005	STP- HZD ELM	8941	ITD 8941
51	SH-55, Mile Post 50.6 to Overhead Utility	Replace substandard guardrail.	\$220,000	2005	STP- HZD ELM	8940	ITD 8940
52	SH-69, Meridian Road Overpass	Rehabilitate bridge.	\$872,000	2007	STP- State	8946	ITD 8946
53	Signal Controller Replacement	Replace 10 existing ACHD traffic signal controllers on State Street with new state-of-the-art signal controllers and cabinets.	\$100,000	2003	CMAQ	8743	ACHD 8743
54	Statewide Fleet Data Development for Mobile6	Develop Mobile6 data for Ada County and an analysis will be performed to determine how statewide fleet data could be developed with available data and whether it is appropriate and cost effective.	\$45,000	2004	CMAQ	8857	DEQ 8857
55	Three Cities River Crossing, from US 20/26 to SH-55	Extend SH-55 south to Five Mile Rd. The extension would improve north-south connections, and right-of-way needs to be acquired before the opportunity is lost.	\$38,000,000	PD	Discretionary <i>(subject to congressional action)</i>		ACHD/ITD

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
56	Transit - Downtown Circulation Feasibility Study	Conduct a study to look at the entire downtown circulation and possible park & ride lots for a shuttle service.	\$400,000	2003	FTA 5307	PU3043	BUA/ CCDC PU3043
57	Transit - Eagle Senior Center Van	Purchase an ADA accessible van for the Eagle Senior Center.	\$50,000	2003	FTA 5310 ²	PU3044	BUA/ Ada County PU3044
58	Transit Capital (BUS)	Purchase scheduling software for motor bus or demand response services and farebox collection system, communication equipment, and money counting equipment.	\$865,000	2003	FTA 5309*	PD3031	BUA PD3031
59	Transit Capital (BUS)	Purchase transit software, tracking system, and web based bus pass and purchase system.	\$216,200	2003	FTA 5307	PU3046	BUA PU3046
60	Transit Capital (BUS)	Implement bus stop system: fixed stop, shelter locations, and signage.	\$320,000	2004	FTA 5307	PU3047	BUA PU3047
61	Transit Capital - Other	Construct a new Multi-Modal Center and related parking facility on the main campus in Boise, Idaho and a Park and Ride Lot at the new Boise State University Campus located in Nampa, Idaho. These facilities will serve the need of commuters and students who attend Boise State University and work and live in the ten county area of Southwest Idaho that are served by the university.	\$500,000	2003	FTA 5309*	PD3029	Boise State University PD3029
62	Transit Capital – Van Purchase	Purchase eight to ten 15-passenger vans, with attachable bicycle racks that accommodate 1-2 bikes each. These vans will serve as replacement vehicles for existing units with over 100,000 plus miles, and allow the opportunity to expand service to more commuters traveling to or from areas with no other public transportation providers.	\$300,000	2003	FTA 5309*	PD3030	ACHD PD3030
63	Transit Enhancement	Improve shelters.	\$25,000	2003	FTA 5307	PU3051	BUA PU3051

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
64	Transit Enhancement	Purchase bus stops and shelters.	\$25,000	2004	FTA 5307	PU3052	BUA PU3052
65	Transit Enhancement	Purchase bus stops and shelters.	\$25,000	2005	FTA 5307	PU3053	BUA PU3053
66	Transit Capital Expenditures- Bus Purchase	Purchase 2 CNG, wheelchair accessible, bike rack equipped buses in order to increase trips and reduce the use of single occupancy vehicles.	\$650,000	2004	CMAQ	8744	BUA 8744
67	Transit Fixed Route and Demand Response Operations	Provide operating and maintenance funds for Boise Urban Stages fixed route service.	\$1,938,398	2003	FTA 5307	P091	BUA P091
68	Transit Fixed Route and Demand Response Operations	Provide operating and maintenance funds for Boise Urban Stages fixed route service.	\$254,062	2003	FTA 5307	P090	BUA P090
69	Transit - Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	\$62,600	2003	FTA 5307	PU3009	BUA PU3009
70	Transit - Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	\$251,000	2003	FTA 5307	PU3010	BUA PU3010
71	Transit - Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	\$250,000	2004	FTA 5307	PU3013	BUA PU3013
72	Transit - Paratransit Demand Response Capital	Provide operating funds for Boise Urban Stages Demand Response Services.	\$293,334	2005	FTA 5307	PU3048	BUA PU3048
73	Transit Planning	Support transit planning efforts.	\$63,750	2003	FTA 5307	P094	BUA P094
74	Transit Planning	Support transit planning efforts in the Boise urbanized area.	\$489,000	2003	FTA 5307	P095	BUA P095
75	Transit Planning	Support transit planning efforts in the Boise urbanized area.	\$125,000	2004	FTA 5307	PU3014	BUA PU3014

FY 2003-2007 Boise Urbanized Area Transportation Improvement Program

No.	Project	Description	Cost	Year	Funding Source	ITD Key#	Responsible Agency/ Project No.
76	Transit Planning	Support regional transit planning efforts in the Boise urbanized area.	\$125,000	2005	FTA 5307	PU3049	BUA PU3049
77	Transit Preventive Maintenance	Provide preventive maintenance support.	\$1,055,335	2003	FTA 5309*	PD3035	BUA PD3035
78	Transit Preventive Maintenance	Provide preventive maintenance support.	\$347,500	2003	FTA 5307	PU3015	BUA PU3015
79	Transit Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services to Boise Urban Stages.	\$524,165	2003	FTA 5307	P088	BUA PO88
80	Transit Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services to Boise Urban Stages.	\$1,047,539	2004	FTA 5307	PU3016	BUA PU3016
81	Transit Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services to Boise Urban Stages.	\$1,078,965	2005	FTA 5307	PU3050	BUA PU3050
82	US 20/26, Corridor Preservation, from Caldwell to Boise	Acquire right-of-way for corridor preservation.	\$1,100,000	2003-2006	STP-State	7826	ITD 7826
83	US 20/26, from Cloverdale Rd. to HP Main Entrance	Widen to 5 lanes.	\$2,980,000	2004	STP-State	7148	ITD 7148
84	US 20/26, from Glenwood St. to 44 th St.	Rehabilitate pavement.	\$2,460,000	2005	STP-State	7700	ITD 7700
85	US 20/26, from HP Main Entrance to Joplin Rd.	Widen to 4/5 lanes.	\$5,090,000	2006	STP-State	6299	ITD 6299
86	US 20/26 (Broadway Ave.), New York Canal Bridge	Rehabilitate bridge.	\$1,650,000	2003	Bridge-State	8668	ITD 8668

*FY2003 Discretionary Funding for Section 5309 projects has been requested from Congress but has not yet been approved. If approved, the final cost of the project is dependent upon congressional funding levels.

GLOSSARY OF ACRONYMS

Access Program.....	Name of the ValleyRide's Specialized Service
ACHD	Ada County Highway District
ADA.....	Americans with Disabilities Act
BUS.....	Boise Urban Stages
CCC	Closed Circuit Camera
CCDC.....	Capital City Development Corporation
CCTV.....	Closed Circuit Television
CMAQ.....	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CNG.....	Compressed Natural Gas
COMPASS.....	Community Planning Association of Southwest Idaho
DEQ	Department of Environmental Quality
EPA.....	Environmental Protection Agency
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
HZD.ELM.....	Hazard Elimination
IC.....	Interchange
IM.....	Interstate Maintenance
ITD.....	Idaho Transportation Department
ITS.....	Intelligent Transportation System
JCT.....	Junction
MPO.....	Metropolitan Planning Organization
NHS	National Highway System
NTCIP.....	National Transportation Communications for ITS Protocol
PD.....	Preliminary Development
PE.....	Preliminary Engineering
PM ₁₀	Particulate Matter equal or smaller than 10 microns in diameter
R/W.....	right-of-way
SEC 5307.....	Federal Transit Administration Fund for Operation and Capital Needs of Transit Agencies
SEC 5309.....	Federal Transit Administration Fund for Capital Needs of Transit Agencies
SH	State Highway
SIP.....	State Implementation Plan
STIP.....	Statewide Transportation Improvement Program
STP.....	Surface Transportation Program
STP-E.....	Surface Transportation Program-Enhancement
STP-R.....	Surface Transportation Program-Rural
STP-U	Surface Transportation Program-Urban
TEA-21	Transportation Equity Act for 21 st Century
TIP.....	Transportation Improvement Program
UPRR.....	Union Pacific Railroad