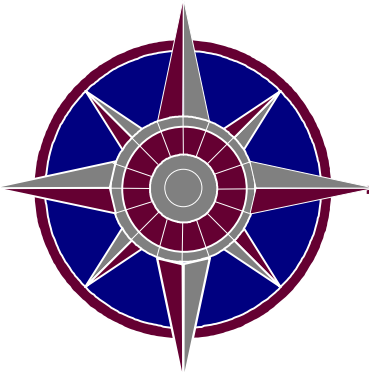


FY 2005-2009 Nampa Urbanized Area Transportation Improvement Program



Approval by the
Community Planning Association
Board of Directors
August 2004



Community Planning Association

of Southwest Idaho

RESOLUTION NO. 8-2004

FOR THE PURPOSE OF APPROVING THE FY2005-2009 NAMPA URBANIZED AREA TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the Cities of Nampa, Caldwell and Middleton, and their adjoining areas are an Urbanized Area, named the Nampa Urbanized Area; and

WHEREAS, the US Department of Transportation has declared that the Nampa Urbanized Area meets the requirements for the formation of a Metropolitan Planning Organization to perform a Continuing, Comprehensive and Cooperative Transportation Planning Process; and

WHEREAS, the mayors of the aforementioned cities, Canyon County Commissioners and Canyon County Highway Districts Commissioners have designated the Community Planning Association as the Metropolitan Planning Organization for the Nampa Urbanized Area; and

WHEREAS, among the major requirements of a Metropolitan Planning Organization is the development of a Transportation Improvement Program, as a necessary condition for receiving federal transportation dollars; and

WHEREAS, the Community Planning Association has developed a Transportation Improvement Program on behalf of the Nampa Urbanized Area in coordination with all cognizant agencies in Canyon County; and

WHEREAS, the Community Planning Association has provided reasonable opportunities for the public to comment on this document; and

WHEREAS, the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program meets all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the representatives of Canyon County on the Community Planning Association Board of Directors endorse the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program to be in compliance with all applicable state and federal regulations; and

BE IT FURTHER RESOLVED, that the Community Planning Association Board of Directors hereby directs staff to submit the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program to the Idaho Transportation Board for inclusion in the Statewide Transportation Improvement Program.

Dated this 16th day of August 2004.

APPROVED:

By: Judy M. Peavey-Derr
Judy Peavey-Derr, Chair
Community Planning Association Board

ATTEST:

By: Clair M. Bowman
Clair M. Bowman, Executive Director
Community Planning Association

TABLE OF CONTENTS

I.	INTRODUCTION	1
	Map of Nampa Urbanized Area	2
II.	PUBLIC OUTREACH EFFORTS	3
III.	STATUS OF LOCAL PLANNING ACTIVITIES	4
IV.	FEDERAL AID PROGRAMS	5
	Federal Highway Administration Programs	5
	Projects Funded Under Surface Transportation Program - Urban (STP-U)	7
	Transportation Enhancement Projects	10
	Congestion Mitigation Air Quality (CMAQ) Projects.....	11
	Transit Projects	13
V.	FINANCIAL CAPACITY ANALYSIS	14
	Status of the FY2004 Projects.....	15
	Share of Funds Allocated to Alternative Modes of Transportation.....	16
	Transportation Improvement Program.....	17

The completion of this document was financed by the US Department of Transportation (DOT) funds through the Idaho Transportation Department (ITD) and contributions from member entities within Canyon County.

I. 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 Nampa Urbanized Area and the Northern Ada County Transportation Management Area (TMA). This process involves extensive participation by the Idaho Transportation Department (ITD), the Canyon County Highway Districts (CCHDs), Canyon County, the cities of Nampa, Caldwell, and Middleton, and ValleyRide, the regional public transportation agency.

The Transportation Improvement Program must be consistent with the area's transportation plan. The Board of Directors of the Community Planning Association approved the Nampa Urbanized Area's transportation plan, *Moving People 2025, Canyon County Long-Range Transportation Plan*, in February 2003. The plan is comprised of long-range transportation projects, a short-range transit component, 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.

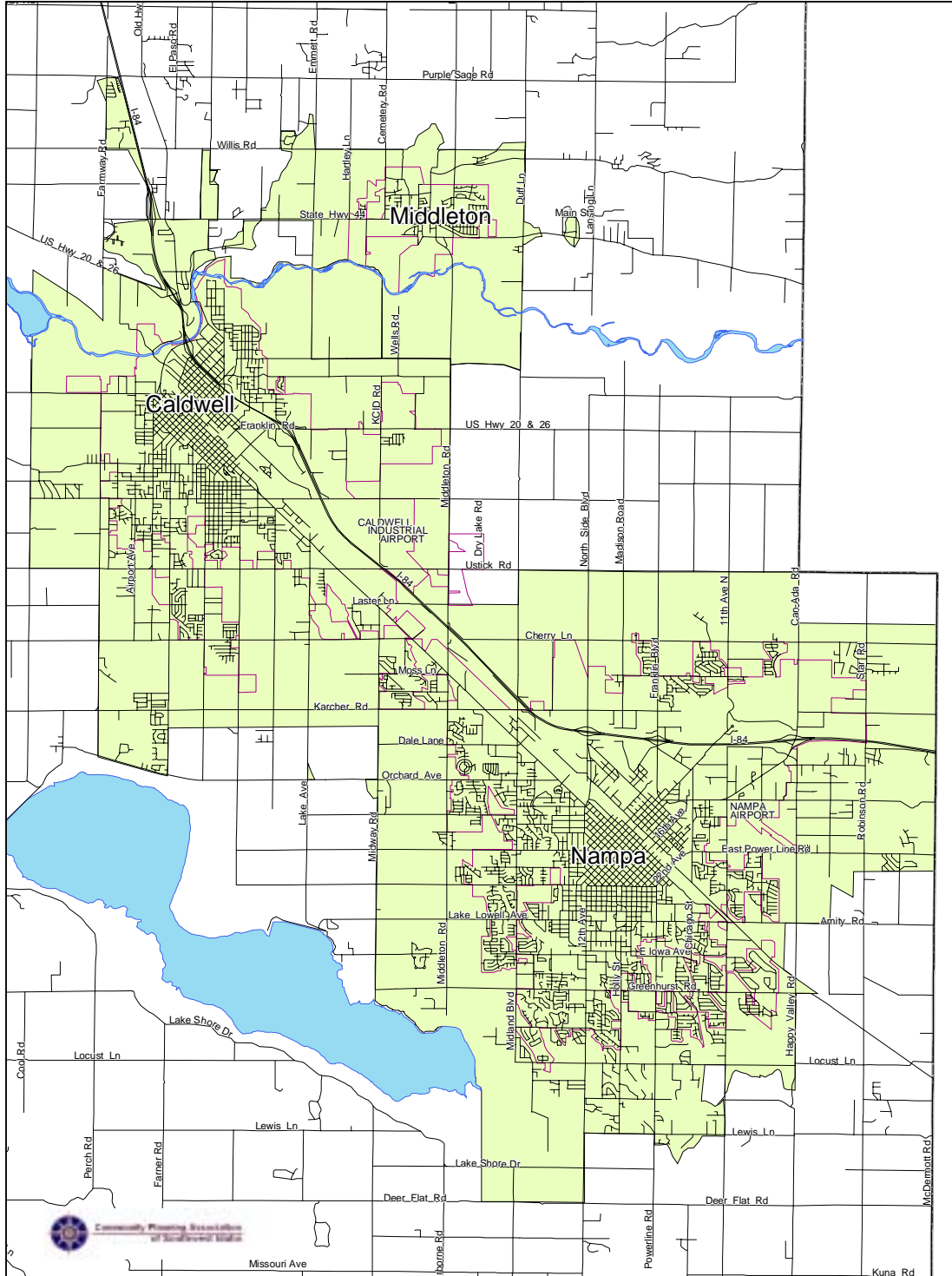
The first three years of the Transportation Improvement Program are of special interest since the years are considered as "budgeted", while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning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

This document includes all federally funded projects within the Nampa Urbanized Area with a selected number of projects outside of the Urbanized Area. The latter projects are for information only. The Transportation Improvement Program projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Nampa Urbanized Area includes the cities of Nampa, Caldwell and Middleton as well as adjacent densely settled areas (Figure 1).

Figure 1

Map of Nampa Urbanized Area



II. 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 and Nampa Urbanized Areas as well as from the general public.

Local Government Input. From August 2003 through December 2003, staff of the Community Planning Association met with representatives of governments in the Nampa Urbanized Area to solicit their desired transportation projects for inclusion in this document.

Community Planning Association's Regional Technical Advisory Committee (RTAC). The Regional Technical Advisory Committee is made up of technical experts representing counties, the cities, school districts, and various municipal service agencies in Ada and Canyon Counties. The Regional Technical Advisory Committee makes recommendations to the Community Planning Association Board of Directors regarding planning activities. The Regional Technical Advisory Committee has been involved throughout the Transportation Improvement Program development process. Committee representatives from Canyon County reviewed and made recommendations to the Community Planning Association Board on the approval of this document.

Public Comment Period. July 7 through August 5, 2004 was designated as the public comment period on the proposed FY2005-2009 Nampa Urbanized Area Transportation Improvement Program. Public outreach included:

Public Information Meeting. The Community Planning Association hosted an open house and public meeting for the FY2005-2009 Northern Ada County Urbanized Area and Nampa Urbanized Area Transportation Improvement Programs on July 14, 2004 from 10:00 am to 8:00 p.m., in the conference room of the Community Planning Association. Staff members from the Community Planning Association, Idaho Transportation Department, City of Nampa, ValleyRide, and Commuteride presented proposed projects and provided general information on transportation planning and services. Forty-one people attended the public information meeting.

Media. Advertisements about the public meeting appeared in the *Idaho Statesman* on July 12, 2004 (155,000 distribution), and in the *Idaho Press Tribune* on July 12, 2004.

News Release. The Community Planning Association sent a news release about the public meeting to the Treasure Valley's print, visual, and radio media on July 2, 2004.

Legal Notice. The Community Planning Association posted a legal notification for the Transportation Improvement Program on June 29, 2004 in *The Idaho Statesman* and *Idaho Press Tribune*.

Community Planning Association's Internet Website. Information about the public meeting and the proposed Transportation Improvement Program was posted on the Community Planning Association website on July 7, 2004 (www.compassidaho.org). The

notification encouraged the public to use this medium to submit comments. Draft project lists of the Transportation Improvement Programs were also posted on the website.

Direct Mail. The Community Planning Association mailed more than 800 postcards (and distributed 100) to the citizens and neighborhood organizations in Ada and Canyon Counties, notifying them of the time and place of the public meeting and the availability of the draft project list. Citizens were encouraged to submit comments on the Draft Transportation Improvement Program.

Written Comments. In addition to the public meeting and website, the public was encouraged to submit written comments throughout the public comment period.

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."

and

"Personas que necesitan asistencia para la junta, favor de llamar al numero 855-2558 con 48 horas de participacion."

III. STATUS OF LOCAL PLANNING ACTIVITIES

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

Moving People 2025, Canyon County Long Range Transportation Plan, adopted by the Community Planning Association Board in February 2003.

I-84 Corridor Study, Executive Summary, adopted by the Community Planning Association Board in October 2001.

Statewide Transportation Improvement Program, 2005-2009, Public Review Draft, Idaho Transportation Department, June 2004.

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

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

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

IV. 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 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. The transportation programs are:

Federal Highway Administration Programs:

National Highway System (NHS). It is approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways:

Interstate: The entire national highway system. The Eisenhower Interstate System of highways retains its separate identity within the NHS.

Other Principal Arterials: These are highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.

Strategic Highway Network (STRAHNET): This network of highways are important to the United States' strategic defense policy and provide defense access, continuity and emergency capabilities for defense purposes.

Major Strategic Highway Network Connectors: These highways provide access between major military installations and highways that are part of the Strategic Highway Network. A local example of this category is Gowen Road.

Intermodal Connectors: These highways provide access between major intermodal facilities and the other four subsystems making up the NHS. A local example of this category is Vista Avenue, between the Boise Air Terminal and the Boise Depot.

Interstate Maintenance (IM). As part of the NHS Program, the Interstate System has a separate identity and receives separate funding under the IM Program. The IM Program provides for completion of interstate construction, interstate substitute highway projects, and the maintenance of the Interstate System. The IM 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 (STP). The STP is a block grant program that may be used for any roads (including the NHS) 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. The

ITD subdivides STP funds into State and Local. The Local share is subdivided into Urban and Rural. The Urban portion is further subdivided into urban areas with less than 5,000 population and urban areas with 50,000 population or more (MPO Areas).

Surface Transportation Program-State (STP-State). STP-State funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

Surface Transportation Program-Urban (STP-U). The Surface Transportation Program-U (STP-U), a portion of the STP, is allocated to urban areas (5,000 or more population). The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

The urban areas with a population of 50,000 or more are entitled to form an MPO, such as Community Planning Association, to prioritize the allocation of STP-U dollars. There are currently six MPOs in the State of Idaho: Boise, Pocatello, Idaho Falls, Coeur d'Alene, Lewis-Clark Valley, and Nampa. The Local Highway Technical Assistance Council and the six MPOs assist the ITD with the administration of this fund. The Nampa Urbanized Area receives approximately \$900,000 of this fund annually. Table 1 shows projects programmed in the FY2005-2009 TIP using STP-U funding.

Surface Transportation Program-Rural (STP-R). Local Rural funds are for projects in rural areas, and in cities with population below 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. The funds may also be used for planning, enhancement, transit, bridge, or safety activities. In Idaho, the Local Highway Technical Assistance Council (LHTAC) assists the ITD with the administration of this federal program.

Surface Transportation Program-Enhancement (STP-E). Ten percent of the STP funds must be allocated for Transportation Enhancement activities. Transportation Enhancement activities provide funding for:

- 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.

Table 1
Projects Funded Under Surface Transportation Program - Urban (STP-U)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Aviation Way, Caldwell	Rehabilitate and resurface pavement. (SMA 7993)	\$470,000	\$435,502	\$34,498	7673	2008	City of Caldwell
FY06 Overlay Set-aside	Resurfacing	\$1,163,000	\$1,077,636	\$85,364	SU31	2006	CHD/NHD
Greenhurst Rd. and Powerline Rd.	Intersection improvements, including signalization.	\$480,000	\$444,768	\$35,232	9508	2006	City of Nampa
Greenhurst Rd. and Southside Blvd.	Intersection improvements, including signalization.	\$480,000	\$431,796	\$34,204	9535	2005	City of Nampa
I-84B, from Garrity Blvd. to Nampa City Limits	Minor widening and resurfacing.	\$1,640,000	\$1,519,624	\$120,376	6997	2005	City of Nampa
I-84B, Intersection of Garrity Blvd. & N. Kings Rd., Nampa	Add traffic signal.	\$200,000	\$185,320	\$14,680	9131	2005	City of Nampa
Intersection of Chicago St. and 21 st Ave.	Signalization at Chicago St. and 21st Ave. Intersection plus short approaches on each of the four legs.	\$583,000	\$540,208	\$42,792	9509	2008	City of Caldwell
Intersection of Franklin & 21st Ave., Caldwell	Minor widening and resurfacing. <i>(The City of Caldwell is seeking shared funding with the Idaho Transportation Department)</i>	\$1,421,000	\$1,316,699	\$104,301	8075	2007	City of Caldwell
Intersection of Linden St. and 10 th Ave.	Signalization at Linden St. and 10th Ave. Intersection plus short approaches on each of the four legs.	\$579,000	\$536,501	\$42,499	9195	2008	City of Caldwell
Intersection of Logan and 10 th Avenue	Signalization at Logan St. and 10 th Ave. Intersection plus short approaches on each of the four legs.	\$575,000	\$532,795	\$42,205	9510	2009	City of Caldwell
Middleton Area of Impact from Ada County to I-84	Develop Transportation Plan for local and regional road system with Canyon Highway District.	\$120,000	\$111,192	\$8,808	9511	2005	City of Middleton
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9193	2006	COMPASS
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9197	2007	COMPASS
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9198	2008	COMPASS

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$70,000	\$64,862	\$5,138	9207	2005	COMPASS
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9512	2009	COMPASS
Murphy Ave/Middleton Road to Boise Street	Increase turn lanes north and south bound.	\$559,000	\$517,969	\$41,031	9514	2009	City of Middleton
North Highland Road from Hwy 44 (Main Street) to Third Street No.	Realign; add turn and acceleration lanes for Urban 4-lane.	\$266,000	\$246,476	\$19,524	9513	2008	City of Middleton
North Middleton Road – Hwy 44 (Main Street) north across Mill Slough	Rebuild to Urban 4-lane.	\$507,000	\$469,786	\$37,214	9515	2009	City of Middleton
Notus Canal Bridge to Franklin Rd., Caldwell	Minor widening and resurfacing.	\$380,000	\$352,108	\$27,892	8076	2006	City of Caldwell
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. Canyon County share.	\$50,000	\$50,000	\$0	9208	2005	ACHD
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.	\$50,000	\$50,000	\$0	9209	2006	ACHD
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. Canyon County share.	\$50,000	\$50,000	\$0	9210	2007	ACHD
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. Canyon County share.	\$50,000	\$50,000	\$0	9211	2008	ACHD
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. Canyon County share.	\$50,000	\$50,000	\$0	9516	2009	ACHD
Total		\$10,007,000	\$9,277,866	\$715,134			
Total STP-U			\$9,277,866				

Projects under the Transportation Enhancement Program are funded on a statewide competitive basis. Per a policy of the Idaho Transportation Board, the Statewide Evaluation Committee gives additional merit points to the projects ranked by the Community Planning Association Board of Directors as the area's highest priority projects. Table 2 shows projects programmed under the STP-E (Transportation Enhancement Program).

Safety. Ten percent of STP funds are 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 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.

Congestion Mitigation and Air Quality (CMAQ). The CMAQ Program 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 CMAQ funds to air quality projects in the areas that have a history of air quality problems or are susceptible to such a problem. Table 3 shows projects programmed under the CMAQ funds.

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.

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 public lands are given priority for these discretionary funds. Idaho is one of these priority states.

Table 2
Transportation Enhancement Projects
Approved by the Idaho Transportation Board

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Caldwell Biking-Walking Trail System	Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.	\$222,993	\$209,613	\$13,380	9438	2006	City of Caldwell
Caldwell Oregon Short Line Train Depot Historic Rehabilitation	Restore and preserve the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.	\$550,000	\$495,000	\$55,000	9157	2006	City of Nampa
Outside the Urbanized Area							
Parma Enhancement and Downtown Revitalization US 95, 4th St. to Roswell Blvd.	Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.	\$614,000	\$500,000	\$114,000	9435	2007	City of Parma
US 95 Sidewalk and Pedestrian Crosswalk Improvements	Addition of sidewalks along both sides of US 95. Improve the Americans with Disabilities Act (ADA), install two flashing amber beacons with warning signals mounted on mast arms, and appropriate pavement markings at Golden Gate Ave. and Avenue C crossing US 95. The crossing will include pedestrian bulb outs to increase visibility by motorists and to reduce crossing distance.	\$409,000	\$368,000	\$41,000	9158	2006	City of Wilder

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

Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Requesting Agency
Dynamic Message Sign	Add a Dynamic Message Sign (DMS) on I-84 westbound, near milepost 39 and east of Garrity blvd in Nampa. The DMS will display air quality advisory messages during periods of poor air quality alerting commuters of the air quality forecast for the next day while they are driving home. The DMS will also be available to display traffic management messages, weather messages, and Amber Alerts when air quality alerts are not being posted.	\$175,000	\$162,155	\$12,845	9413	2006	ACHD
Garrity Blvd. ITS	Install fiber optic cables to synchronize as many traffic signals as possible. This process will make it possible to use surveillance cameras in the future.	\$166,000	\$148,968	\$17,032	8856	2005	City of Nampa
Vacuum Sweeper Truck	Purchase a sweeper truck for the City of Caldwell	\$170,000	\$157,522	\$12,478	8859	2005	City of Caldwell

Scenic Byways Program. This program began in 1991 and provides federal funding for maintenance and improvement of scenic roadways on a competitive basis throughout the Country. The ITD 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; and
- Developing and implementing a scenic byway marketing program.

Federal Transit Administration Programs. The FTA provides federal assistance funds under its various programs to transit entities. ValleyRide, a regional public transportation entity in the Treasure Valley, is the designated recipient of FTA's Section 5307 funds.

Section 5303. Provides funds for transit planning activities in the metropolitan planning areas. The funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FHWA funds under the Consolidated Planning Grants to allow multimodal planning activities.

Section 5307. These funds are allocated to the urbanized areas by statutory formula. This transit program provides federal funds for capital and operation improvement programs of transit systems. The funds could be used for planning public transportation and the development of transit services.

Section 5309. Provides discretionary funds allocated directly by US Congress to state and local transit providers for capital improvement purposes. The funds are not transferable to roadway or transit operation improvement programs.

Section 5310. Provides funds for services and rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

Section 5311. Provides funds to states for distribution to transit entities in the areas with less than 50,000 population. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

Section 5311(f). Funds are allocated to the state to be distributed to entities that provide fixed route public transportation services between cities. Funds may be used for administration, operations, planning, and capital; costs of intercity bus services.

Table 4 shows transit projects programmed under the Federal Transit Administration programs.

**Table 4
Transit Projects**

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Transit Capital	Construct Phase II of the administration and maintenance facility.	\$200,000			PD3028	2005	ValleyRide
Transit - Capital	Nampa Capital Vehicles: Purchase approximately 2 medium-duty (25+ passenger) ADA equipped transit vehicles.	\$295,000	\$244,850	\$50,150	PU3074	2006	ValleyRide
Transit- Capital	Nampa Capital Vehicles: Purchase approximately 2 medium-duty (25+ passenger) ADA equipped transit vehicles.	\$300,000	\$249,000	\$51,000	PU3127	2007	ValleyRide
Transit - Demand Response Operations	Nampa Demand Response: Provide demand response service in the Nampa Urbanized Area.	\$100,000	\$80,000	\$20,000	PU3129	2007	ValleyRide
Transit - Demand Response Operations	Nampa Demand Response: Provide: Demand Response Service in the Nampa Urbanized Area.	\$110,000	\$88,000	\$22,000	PI3011	2005	ValleyRide
Transit - Demand Response Operations	Nampa Demand Response: Provide: Demand Response Service in the Nampa Urbanized Area.	\$114,000	\$91,200	\$22,800	PU3077	2006	ValleyRide
Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$580,000	\$290,000	\$290,000	PI3010	2005	ValleyRide
Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$299,000	\$149,500	\$149,500	PU3076	2006	ValleyRide
Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$400,000	\$200,000	\$200,000	PU3128	2007	ValleyRide
Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$355,859	\$284,687	\$71,172	PI3012	2005	ValleyRide
Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$196,000	\$156,000	\$39,200	PU3079	2006	ValleyRide
Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$235,000	\$188,000	\$47,000	PU3130	2007	ValleyRide
Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$562,875	\$450,300	\$112,575	PI3013	2005	ValleyRide
Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$378,000	\$302,400	\$75,600	PU3082	2006	ValleyRide
Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$480,000	\$384,000	\$96,000	PU3131	2007	ValleyRide

V. 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 Project Sponsoring Entities. The mayors and city councils of the cities of Nampa, Caldwell and Middleton have discussed sponsoring of projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budget. All of these sponsors are on a solid financial standing and are determined to provide the required local match.

Financial Status of ValleyRide's Transit Projects. ValleyRide, the 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 have functioned as a supplemental source of funding transit projects. Efforts are underway to legislate a steady source of income for the operation and expansion of the transit system in the Treasure Valley. Meanwhile, local governments in the Treasure Valley are committed to supporting ValleyRide and its transit system improvement programs.

Financial Status of Treasure Valley Transit. Treasure Valley Transit is a financially solvent agency with steady revenue from a variety of public and private sources. The cities of Nampa, Caldwell and Meridian regularly provide annual contributions to the Treasure Valley Transit. The agency is under contract with the State of Idaho for provision of transit services to recipients of the Medicaid Program. It also provides transit services to certain private enterprises under contractual agreements. These contracts provide notable amounts of revenue for the agency.

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.

**Table 5
Status of the FY2004 Projects**

Project	Description	Cost	ITD Key #	Status
I-84 Intelligent Transportation Oregon Department Of Transportation Cooperative	Improve safety. The Idaho Transportation Department and the Oregon Department of Transportation will enter an agreement to add a variable message board to the interstate. This message board will alert motorists that the interstate is closed and they should get off at the next exit.	\$36,000	8966	Committed
I-84, from Karcher Rd. JCT to Nampa Blvd.	Rehabilitate pavement.	\$1,318,000	8628	Delayed
MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	9206	Completed
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. Canyon County share.	\$20,000	9205	Committed
Transit Fixed Route & Demand Response Transit Operations	Provide transit operations in Nampa Urbanized Area	\$281,000	PI3006	Delayed
Transit ADA Paratransit Capital/Nampa Urbanized Area	Provide operation: Demand Response Service.	\$107,000	PI3007	Delayed
Transit Capital	Construct Phase II of the administration and maintenance facility.	\$200,000	PD3029	Delayed
Transit Planning	Provide a Regional Commuter Services Program.	\$125,000	PU3080	Delayed
Transit Planning	Provide a Regional Commuter Services Program.	\$56,250	PU3115	Delayed
Transit Planning	Provide a Regional Commuter Services Program.	\$56,250	PU3115	Delayed
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$180,277	PI3004	Committed
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$281,000	PI3009	Committed

Table 6
Share of Funds Allocated to Alternative Modes of Transportation

Year	Total Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Percent Allocated to Alternative Solutions
2005	\$ 24,318,734	\$ 21,675,250	\$ 2,643,484	11%
2006	\$ 16,351,993	\$ 14,492,750	\$ 1,859,243	11%
2007	\$ 20,413,000	\$ 18,240,750	\$ 2,172,250	11%
2008	\$ 35,080,000	\$ 34,381,250	\$ 698,750	2%
2009	\$ 2,377,000	\$ 1,745,250	\$ 631,750	27%
PD	\$ 29,843,000	\$ 29,050,500	\$ 792,500	3%
Total	\$ 128,383,727	\$ 119,585,750	\$ 8,797,977	6.85%

Note:

1. Based on engineering judgments, an appropriate percentage of the cost of projects with pedestrian and bikeway component was calculated as the share of alternative modes.
2. Projects that are neutral to roadway/alternative mode (installation of guard rail or traffic lights, purchase of sweeper truck) were not included in this calculation.

Table 7
FY 2005-2009 Nampa Urbanized Area
Transportation Improvement Program

ALPHABETICAL LISTING OF ALL PROJECTS

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
1.	11th Ave./Indian Creek Bridge, Caldwell	Replace bridge deck.	\$854,000	\$683,200	\$170,800	9187	2008	Bridge-Off System	City of Caldwell
2.	21st Ave./Indian Creek Bridge, Caldwell	Replace bridge deck.	\$867,000	\$693,600	\$173,400	9188	2008	Bridge-Local	City of Caldwell
3.	Kings Rd. Railroad Crossing	Conduct the Preliminary Engineering only for this project.	\$550,000	\$0	\$550,000	Nampa01	PD	Local	City of Nampa
4.	Aviation Way, Caldwell	Rehabilitate and resurface pavement.	\$470,000	\$435,502	\$34,498	7673	2008	STP-U	City of Caldwell
5.	Caldwell Biking-Walking Trail System	Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.	\$222,993	\$209,613	\$13,380	9438	2006	STP-E	City of Caldwell
6.	Caldwell Oregon Short Line Train Depot Historic Rehabilitation	Restore and preserve the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.	\$550,000	\$495,000	\$55,000	9157	2006	STP-E	City of Caldwell

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
7.	Dynamic Message Sign	Add a Dynamic Message Sign (DMS) on I-84 westbound, near milepost 39 and east of Garrity blvd in Nampa. The DMS will display air quality advisory messages during periods of poor air quality alerting commuters of the air quality forecast for the next day while they are driving home. The DMS will also be available to display traffic management messages, weather messages, and Amber Alerts when air quality alerts are not being posted.	\$175,000	\$162,155	\$12,845	9413	2006	CMAQ	DEQ
8.	FY06 Overlay Set-aside	Resurfacing	\$1,163,000	\$1,077,636	\$85,364	SU31	2006	STP-U	CHD/NHD
9.	Garrity Blvd. ITS	Install fiber optic cables to synchronize as many traffic signals as possible. This process will make it possible to use surveillance cameras in the future.	\$166,000	\$148,256	\$11,744	8856	2005	CMAQ	City of Nampa
10.	Greenhurst Rd. and Powerline Rd.	Intersection improvements, including signalization.	\$466,000	\$431,796	\$34,204	9508	2006	STP-U	City of Nampa
11.	Greenhurst Rd. and Southside Blvd.	Install traffic signal.	\$478,000	\$444,768	\$35,232	9535	2005	STP-U	City of Nampa
12.	I-84 Eastbound lanes over Nampa Blvd	Rehabilitate bridge.	\$404,000	\$372,771	\$31,229	8947	2007	IM	ITD
13.	I-84 Eastbound ramp, Garrity Blvd.	Minor widening and resurfacing. (<i>\$547,000 is funded by an Idaho Highway Alcohol Grant</i>)	\$211,000	\$194,690	\$16,310	9183	2005	STP-State	ITD
14.	I-84 Westbound lanes over UPRR, Nampa	Rehabilitate bridge.	\$538,000	\$496,413	\$41,587	8948	2007	IM	ITD
15.	I-84, End of Concrete Caldwell to RR Bridge, Nampa	Rehabilitate pavement.	\$17,232,000	\$15,899,966	\$1,332,034	8401	PD	IM	ITD
16.	I-84, Exit 29 Franklin Rd. IC Stage 2, Caldwell	Improve Interchange.	\$12,095,000	\$11,160,057	\$934,944	8655	2008	IM	ITD
17.	I-84, Exit 29 Franklin Rd. IC Stage 2, Caldwell	Advance Construction Franklin IC Key #8665.	\$10,978,000	\$10,129,401	\$848,599	A302	2007	IM	ITD
18.	I-84, Exit 29 Franklin Rd. IC, Caldwell Stage 1	Reconstruct interchange bridge and acquire additional right-of-way.	\$10,674,000	\$9,848,900	\$825,100	7795	2006	IM	ITD

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
19.	I-84, Exit 36 Franklin IC, Nampa	Reconstruct interchange and acquire additional right-of-way.	\$8,891,000	\$8,203,726	\$687,274	7825	PD	IM	ITD
20.	I-84, from JCT SH-44 to the City of Caldwell	Rehabilitate pavement.	\$1,568,000	\$1,446,794	\$121,206	8956	2006	STP-State	ITD
21.	I-84, from Karcher Rd JCT to Nampa Blvd.	Rehabilitate pavement.	\$1,996,000	\$1,841,709	\$154,291	8628	2005	STP-State	ITD
22.	I-84, JCT SH-44	Rehabilitate pavement and improve guardrails.	\$3,051,000	\$2,815,158	\$235,842	8959	2007	STP-State	ITD
23.	I-84, Karcher Rd. IC, Nampa	Construct new interchange.	\$17,353,000	\$16,011,613	\$1,341,387	3214	2006	IM	ITD
24.	I-84, Karcher Rd. IC, Nampa	Advance construction for Key # 3214	\$9,150,000	\$8,442,705	\$707,295	A301	2005	IM	ITD
25.	I-84, Linden Rd. Grade Separation	Rehabilitate bridge, eastbound lane.	\$310,000	\$248,000	\$62,000	9494	2009	Bridge-State	ITD
26.	I-84, Linden Rd. Grade Separation	Rehabilitate bridge, westbound lane.	\$310,000	\$248,000	\$62,000	9495	2009	Bridge-State	ITD
27.	I-84B, from Garrity Blvd. to Nampa City Limits	Minor widening and resurfacing.	\$1,640,000	\$1,519,624	\$120,376	6997	2005	STP-U	City of Nampa
28.	I-84B, Intersection of Garrity Blvd. & N. Kings Rd., Nampa	Add traffic signal.	\$200,000	\$185,320	\$14,680	9131	2005	STP-U	City of Nampa
29.	Intersection of Chicago St. and 21 st Ave.	Signalization at Chicago St. and 21st Ave. Intersection plus short approaches on each of the four legs.	\$583,000	\$540,208	\$42,792	9509	2008	STP-U	City of Caldwell
30.	Intersection of Franklin & 21st Ave., Caldwell	Minor widening and resurfacing. <i>(The City of Caldwell is seeking shared funding with the Idaho Transportation Department)</i>	\$1,421,000	\$1,316,699	\$104,301	8075	2007	STP-U	City of Caldwell
31.	Intersection of Linden St. and 10 th Ave.	Signalization at Linden St. and 10th Ave. Intersection plus short approaches on each of the four legs.	\$579,000	\$536,501	\$42,499	9195	2008	STP-U	City of Caldwell
32.	Intersection of Logan and 10 th Avenue	Signalization at Logan St. and 10 th Ave. Intersection plus short approaches on each of the four legs.	\$575,000	\$532,795	\$42,205	9510	2009	STP-U	City of Caldwell
33.	Middleton Area of Impact from Ada County to I-84	Develop Transportation Plan for local and regional road system with Canyon Highway District.	\$120,000	\$111,192	\$8,808	9511	2005	STP-U	City of Middleton

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
34.	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9193	2006	STP-U	COMPASS
35.	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9197	2007	STP-U	COMPASS
36.	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9198	2008	STP-U	COMPASS
37.	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9207	2005	STP-U	COMPASS
38.	MPO Transportation Planning Activities	Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.	\$66,000	\$61,156	\$4,844	9512	2009	STP-U	COMPASS
39.	Murphy Ave/Middleton Road to Boise Street	Increase turn lanes north and south bound.	\$559,000	\$517,969	\$41,031	9514	2009	STP-U	City of Middleton
40.	North Highland Road from Hwy 44 (Main Street) to Third Street No.	Realign; add turn and acceleration lanes for Urban 4-lane.	\$266,000	\$246,476	\$19,524	9513	2008	STP-U	City of Middleton
41.	North Middleton Road – Hwy 44 (Main Street) north across Mill Slough	Rebuild to Urban 4-lane.	\$507,000	\$469,786	\$37,214	9515	2009	STP-U	City of Middleton
42.	Notus Canal Bridge to Franklin Rd., Caldwell	Minor widening and resurfacing.	\$380,000	\$352,108	\$27,892	8076	2006	STP-U	City of Caldwell
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. Canyon County share.	\$50,000	\$50,000	\$0	9208	2005	STP-U	ACHD
44.	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.	\$50,000	\$50,000	\$0	9209	2006	STP-U	ACHD
45.	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. Canyon County share.	\$50,000	\$50,000	\$0	9210	2007	STP-U	ACHD

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
46.	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. Canyon County share.	\$50,000	\$50,000	\$0	9211	2008	STP-U	ACHD
47.	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. Canyon County share.	\$50,000	\$50,000	\$0	9516	2009	STP-U	ACHD
48.	SH 45, Melba Rd to Deer Flat Rd	Rehabilitate pavement.	\$2,850,000	\$0	\$2,850,000	9341	2008	State Funds	ITD
49.	SH 55, Intersection of Farmway Rd, near Caldwell	Improve intersection.	\$305,000	\$0	\$305,000	8814	2006	State Funds	ITD
50.	SH-55, from Mile Post 6.4 to the Indian Creek Bridge	Replace metal guardrail.	\$180,000	\$162,000	\$18,000	8938	2005	STP-Haz Elm	ITD
51.	SH-55, Midway to E. Sundance Rd., Nampa	Minor widening and resurfacing.	\$3,170,000	\$2,937,322	\$232,678	6196	PD	NHS	ITD
52.	SH-55, UPRR Overpass, Nampa	Rehabilitate bridge.	\$1,101,000	\$1,020,187	\$80,813	8945	2008	NHS	ITD
53.	Transit - Capital	Nampa Capital Vehicles: Purchase approximately 2 medium-duty (25+ passenger) ADA equipped transit vehicles.	\$295,000	\$244,850	\$50,150	PU3074	2006	FTA 5307	ValleyRide
54.	Transit - Demand Response Operations	Nampa Demand Response: Provide demand response service in the Nampa Urbanized Area.	\$100,000	\$80,000	\$20,000	PU3129	2007	FTA 5307	ValleyRide
55.	Transit - Demand Response Operations	Provide Demand Response Service in the Nampa Urbanized Area.	\$110,000	\$88,000	\$22,000	PI3011	2005	FTA 5307	ValleyRide
56.	Transit - Demand Response Operations	Provide Demand Response Service in the Nampa Urbanized Area.	\$114,000	\$91,200	\$22,800	PU3077	2006	FTA 5307	ValleyRide
57.	Transit- Capital	Nampa Capital Vehicles: Purchase approximately 2 medium-duty (25+ passenger) ADA equipped transit vehicles.	\$300,000	\$249,000	\$51,000	PU3127	2007	FTA 5307	ValleyRide
58.	Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$580,000	\$290,000	\$290,000	PI3010	2005	FTA 5307	ValleyRide

No.	Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Funding Source	Requesting Agency
59.	Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$299,000	\$149,500	\$149,500	PU3076	2006	FTA 5307	ValleyRide
60.	Transit Fixed Line Operations	Nampa Operating: Provide transit operations in Nampa Urbanized Area.	\$400,000	\$200,000	\$200,000	PU3128	2007	FTA 5307	ValleyRide
61.	Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$355,859	\$284,687	\$71,172	PI3012	2005	FTA 5307	ValleyRide
62.	Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$196,000	\$156,000	\$39,200	PU3079	2006	FTA 5307	ValleyRide
63.	Transit Planning	Support planning efforts in the Nampa Urbanized Area.	\$235,000	\$188,000	\$47,000	PU3130	2007	FTA 5307	ValleyRide
64.	Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$562,875	\$450,300	\$112,575	PI3013	2005	FTA 5307	ValleyRide
65.	Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$378,000	\$302,400	\$75,600	PU3082	2006	FTA 5307	ValleyRide
66.	Transit Preventive Maintenance	Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.	\$480,000	\$384,000	\$96,000	PU3131	2007	FTA 5307	ValleyRide
67.	Vacuum Sweeper Truck	Purchase a sweeper truck for the City of Caldwell	\$170,000	\$157,522	\$12,478	8859	2005	CMAQ	City of Caldwell

Section 5309 Projects that will be funded in F2005

No.	Project	Description	Cost	Federal Share	Local Share	Key No	Year	Funding Source	Requesting Agency
68.	Transit Capital	Construct Phase II of the administration and maintenance facility.	\$200,000	\$160,000	\$40,000	PD3028*	2003	FTA 5309	ValleyRide

* *FY2005 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.

Multi County

No.	Project	Description	Cost	Federal Share	Local Share	Key No	Year	Funding Source	Requesting Agency
69.	I-84, Ada, Canyon and Elmore Counties	Rehabilitate bridges. <i>(This project is split between between Ada (25%), Canyon (18%), Elmore (44%), and Payette (13%) with \$95,000 programmed in Ada and \$68,400. Total cost of project is \$380,000)</i>	\$380,000	\$350,626	\$29,374	8949	2007	IM	ITD
70.	I-84, from JCT SH-44 to Five Mile Rd.	Conduct an Environmental Study. Ada and Canyon Counties. <i>(This project is split 50/50 between Ada and Canyon counties with \$1,005,000 programmed for each county)</i>	\$2,010,000	\$1,854,627	\$155,373	9481	2007	IM	ITD
71.	I-84, Garrity Rd. to Meridian Rd.	Pavement rehabilitation. <i>(This project is split between Ada and Canyon counties with 67% in Ada and 33% in Canyon with \$4,798,540 programmed for Ada County and \$2,363,460 programmed for Canyon County.)</i>	\$7,162,000	\$6,608,377	\$553,623	9525	2008	IM	ITD
72.	I-84, RR Bridge to Garrity Interchange	Pavement rehabilitation.	\$1,916,000	\$1,583,353	\$132,647	9524	2008	IM	ITD
73.	Rail Corridor Feasibility Study, Phase II	Conduct Phase II Feasibility Study of a railroad corridor between the cities of Nampa/Caldwell and Boise.	\$240,000	\$222,384	\$17,616	8960	2006	STP-TMA	ValleyRide
74.	SH-44, Corridor Preservation, from JCT I-84 Canyon County to Eagle Rd.	Preserve corridor for additional lanes. <i>(This project is split 63/37 between Ada and Canyon counties with \$1,327,560 programmed in Ada County and \$2,260,440 programmed for Canyon County)</i>	\$3,588,000	\$3,310,648	\$277,352	7827	2008	STP-State	ITD
75.	US 20/26, Corridor Preservation, from Caldwell to Boise	Acquire right-of-way for corridor preservation. <i>(This project is split 50/50 between Ada and Canyon counties with \$1,316,500 programmed for each county)</i>	\$2,633,000	\$2,429,469	\$203,531	7826	2008	STP-State	ITD

Information Only
Projects in Canyon County Outside of the Nampa Urbanized Area Metropolitan Planning Boundaries

No.	Project	Description	Cost	Federal Share	Local Share	Key No	Year	Funding Source	Requesting Agency
76.	Homedale Rd., Canyon County	Resurface and rehabilitate pavement.	\$2,499,000	\$2,305,827	\$193,173	8080	2007	STP-R	Golden Gate Highway District
77.	Region 3 Blunt End Guardrail Replacement	Replace metal guardrail.	\$1,105,000	\$994,500	\$110,500	9178	2005	STP-Haz Elm	ITD
78.	SH-55, Marsing to Sunnyslope Curve	Reconstruction and realignment.	\$8,172,000	\$7,572,175	\$599,825	0088	2006	NHS	ITD
79.	SH-55, Sunnyslope Rd. Turnbay	Add turnbay for safety.	\$1,155,000	\$1,070,223	\$84,777	8428	2006	NHS	ITD
80.	Parma Enhancement and Downtown Revitalization US 95, 4th St. to Roswell Blvd.	Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.	\$595,000	\$476,000	\$119,000	9435	2007	STP-E	City of Parma
81.	US 95, Parma Business District	Rehabilitate pavement.	\$570,000	\$0	\$570,000	9347	2008	State Funds	ITD
82.	US 95 Sidewalk and Pedestrian Crosswalk Improvements	Addition of sidewalks along both sides of US 95. Improve the Americans with Disabilities Act (ADA), install two flashing amber beacons with warning signals mounted on mast arms, and appropriate pavement markings at Golden Gate Ave. and Avenue C crossing US 95. The crossing will include pedestrian bulb outs to increase visibility by motorists and to reduce crossing distance.	\$409,000	\$368,000	\$41,000	9158	2006	STP-E	City of Wilder

For Information Only
Requested Discretionary Projects
Note: These projects are subject to congressional action.

No.	Project	Description	Cost	Year	Responsible/ Requesting Agency
1	Amity Rd. & Kings Rd. Railroad Crossing	Build Railroad Overpass.	\$18,000,000	PD	City of Nampa
2	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. The cost of this project includes conducting an environmental analysis in accordance with the applicable federal regulations, making essential infrastructure improvements, and purchasing right-of-way. <i>(\$20 million Federal, \$9 million Local) The funding for this project will be split 70/30 between Ada and Canyon Counties.</i>	\$29,000,000	PD	ValleyRide