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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program, as Amended

Report No. 02-2007

Adopted by the COMPASS Board on October 16, 2006

Resolution No. 02-2007

Amended November 20, 2006 Resolution No. 07-2007

Amended January 22, 2007 Resolution No. 09-2007

Amended June 18, 2007 Resolution No. 12-2007

RESOLUTION No. 02-2007

FOR THE PURPOSE OF APPROVING THE FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NAMPA URBANIZED AREA

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, the public was invited to review the projects included in the documents and provided one month to comment on the Transportation Improvement Program;

WHEREAS, an open house was held to solicit public comments on the Transportation Improvement Program;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds; and

WHEREAS, the Community Planning Association has developed an FY 2007-2011 Transportation Improvement Program for Northern Ada County in compliance with all applicable State and Federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts the FY 2007-2011 Transportation Improvement Program for the Nampa Urbanized Area.

Dated this 16th day of October 2006.

APPROVED:

By:



Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

By:



Matthew J. Stoll, Executive Director
Community Planning Association

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RESOLUTION No. 07-2007

FOR THE PURPOSE OF AMENDING THE FY2007-2011
NAMPA URBANIZED AREA TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, a public comment period was held for the new or removed projects and projects with significant changes as required for this type of amendment to the Transportation Improvement Program;

WHEREAS, the Community Planning Association desires to amend the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program when significant changes occur as part of timely reviews;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds; and

WHEREAS, the attached table dated November 20, 2006, details the adjustments to the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program due to adjustments to the GARVEE program and through regular program review.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts this amendment to the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program.

Dated this 20th day of November 2007.

APPROVED:

By: 
Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

By: 
Matthew J. Stoll, Executive Director
Community Planning Association

FY 2007-2011 Nampa Urbanized Area
Transportation Improvement Program
Amendment 1, November 20, 2006
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10459	I-84, Garrity Interchange to Meridian Interchange (67% Ada and 33% Canyon Counties) Funds: Connecting Idaho – GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian to Garrity Interchange. Design includes provisions for a fourth lane.	PE	0	0					0
			16	16					32
		PC	871	0					871
			876	3,111					3,986
		RW							0
		UT							0
		CE	1,188		0				1,188
			1,873		2,407				4,280
10002	I-84, Junction SH 44 to Five Mile Road Study (50% Ada and 50% Canyon Counties) Funds: Connecting Idaho – GARVEE Start PE and environmental studies for 23 miles of I-84 from Caldwell to Meridian. Includes widening I-84 from Meridian Interchange to Garrity Interchange. (Unfunded portion: \$3,200,000 total)	PE	0	0					0
			25	25					50
		PC	3,251	0					3,251
			3,836	3,760					7,596
		RW		0					0
				1,089					1,089
		UT							0
		CE							0
10915	I-84, Garrity Interchange Funds: Connecting Idaho – GARVEE Widen mainline bridges to carry three (3) lanes each direction. (Unfunded portion: \$48,003,000)	PE		0					0
				50					50
		PC		0					0
				923					923
		RW							0
		UT							0
		CE				0			0
						1,105			1,105
Sum		0	0	0	0	0	0	0	
			973		8,470			9,443	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10916	I-84, Garrity Interchange to Franklin Interchange (Nampa) Funds: Connecting Idaho – GARVEE Widen to three (3) lanes in each direction.	PE		0					0
				50					50
		PC		0					0
				7,087					7,087
		RW		0					0
				605					605
		UT							0
									0
CE					0		0		
					8,100		8,100		
CN					0		0		
					54,000		54,000		
Sum		0	0	0	0	0	0		
			7,742		62,100		69,842		
10086	Transit – Fixed Line Operations Funds: FTA 5307 Provide transit operations and administration in Nampa Urbanized Area.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	589						589
			630						630
		Sum	589	0	0	0	0	0	589
	630						630		
10089	Transit – Preventive Maintenance Funds: FTA 5307 Provide preventive maintenance support for fixed route and demand responsive transit services.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	338						338
			420						420
		Sum	338	0	0	0	0	0	338
	420						420		

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10106	Transit – Capital Lease Funds: FTA 5307 Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	181 233						181 233
		Sum	181 233	0	0	0	0	0	181 233
10810	Transit – Capital and Safety and Security Funds: FTA 5307 Provide <u>capital</u> , associated capital maintenance, and safety and security assistance, <u>hardware/software</u> , <u>monitoring equipment</u> , <u>bus stops</u> , and <u>communication equipment</u> .	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	73 210						73 210
		Sum	73 210	0	0	0	0	0	73 210

RESOLUTION No. 09-2007

FOR THE PURPOSE OF AMENDING THE FY2007-2011
NORTHERN ADA COUNTY AND NAMPA URBANIZED AREA
TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Programs to be financially constrained;

WHEREAS, a public comment period was not necessary for these types of amendments to the Transportation Improvement Programs;

WHEREAS, the Community Planning Association desires to amend the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs when significant changes occur as part of timely reviews;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds; and

WHEREAS, the attached table dated January 19, 2007, details the amendments to the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs due to adjustments to the GARVEE program, an addition of a safety project, and removal of FTA 5309 projects for FY 2007.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts this amendment to the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs.

Dated this 22nd day of January 2007.

APPROVED:

By: 

Tom Dale, Chair

Community Planning Association Board

ATTEST:

By: 

Matthew J. Stoll, Executive Director
Community Planning Association

FY 2007-2011 Transportation Improvement Program
Nampa Urbanized Area
Amendment 2, January 19, 2007
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10002	I-84, Junction SH 44 to Five Mile Road Study (50% Ada and 50% Canyon Counties) Funds: Connecting Idaho – GARVEE Start PE and environmental studies for 23 miles of I-84 from Caldwell to Meridian. Includes widening I-84 from Meridian Interchange to Garrity Interchange. Net Change = -\$3,993,000 or -46%	PE	25	25					50
				0					25
		PC	3,836	3,761					7,597
			3,629	0					3,629
		RW		1,089					1,089
		UT							0
		CE							0
								0	
								0	
		Sum	3,861	4,875	0	0	0	8,736	
			3,654	1,089				4,743	
10459	I-84, Garrity Interchange to Meridian Interchange (67% Ada and 33% Canyon Counties) Funds: Connecting Idaho – GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian to Garrity Interchange. Design includes provisions for a fourth lane. Net Change = \$8,332,000 or 23%	PE	16	16					32
		PC	876	3,111					3,986
			879	3,114					3,993
		RW							0
		UT							0
		CE	1,873	0	2,407				4,280
			1,831	1,304	3,037				6,172
CN	12,486	0	16,052				28,538		
	10,375	7,389	17,207				34,971		
		Sum	15,251	3,127	18,459	0	0	36,836	
			13,101	11,823	20,244			45,168	
10915	I-84, Garrity Interchange Funds: Connecting Idaho – GARVEE Widen mainline bridges to carry three (3) lanes each direction. Net Change = -\$1,000 or <1%	PE		50					50
		PC		923					923
		RW							0
		UT							0
		CE				1,105			1,105
		CN				7,365			7,365
						7,364			7,364
		Sum	0	973	0	8,470	0	9,443	
					8,469			9,442	

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RESOLUTION No. 12-2007

FOR THE PURPOSE OF AMENDING THE FY2007-2011
NORTHERN ADA COUNTY AND NAMPA URBANIZED AREA
TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve Transportation Improvement Programs;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, a public comment period was held for specific projects as required for this type of amendment to the Transportation Improvement Programs;

WHEREAS, the Community Planning Association desires to amend the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs when significant changes occur as part of timely reviews;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds; and

WHEREAS, the attached tables dated June 18, 2007, detail the amendments to the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs due to administrative adjustments.

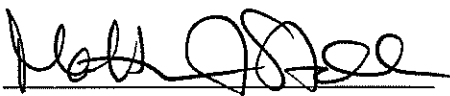
NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board of Directors adopts this amendment to the FY 2007-2011 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs.

Dated this 18th day of June 2007.

APPROVED:

By: 
Tom Dale, Chair
Community Planning Association Board

ATTEST:

By: 
Matthew J. Stoll, Executive Director
Community Planning Association

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FY 2007-2011 Transportation Improvement Program
Nampa Urbanized Area
Amendment 4, June 18, 2007
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
07673	Aviation Way, Caldwell Funding Source: STP-U Rehabilitate and resurface pavement.	PE	10						10
		PC	15						15
		RW	0						0
		UT	116						116
		CE		70					70
		CN		450					450
		Sum	25	520	0	0	0	0	545
			141						661
09195	Intersection of Linden Street and 10 th Avenue, Caldwell Funding Source: STP-U Signalization at Linden Street and 10 th Avenue intersection plus short approaches on each of the four legs.	PE							0
		PC							0
		RW	0						0
		UT	278						278
		CE		90					90
		CN		540					540
		Sum	0	630	0	0	0	0	630
			278						908
09509	Intersection of Chicago Street and 21 st Avenue, Caldwell Funding Source: STP-U Signalization at Chicago Street and 21 st Avenue intersection plus short approaches on each of the four legs.	PE							0
		PC							0
		RW	0						0
		UT	85						85
		CE	100						100
		CN	111						111
		Sum	610						610
			741	0	0	0	0	0	710
	937						937		

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10459	I-84, Garrity Interchange to Meridian Interchange Funding Source: GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garrity Interchange. Design includes provisions for a fourth lane. Total = \$111,629,000 (67% Ada County and 33% Canyon County) Nampa Urbanized Area portion.*	PE	16	16					32
		PC	879	3114					3993
		RW							0
		UT							0
		CE	1831 1812	1304	3037				6172 6153
		CN	10375 10277	7389	17207				34971 34873
		Sum	13101 12984	24007	41102	0	0	0	45168 45051
10810	Transit – Capital and Safety and Security Funding Source: FTA 5307 Provide capital, associated capital maintenance and safety and security assistance, hardware/software, monitoring equipment, bus stops, communication equipment, and fare readers.	PE						0	
		PC						0	
		RW						0	
		UT						0	
		CE						0	
		CN	210 310						210 310
		Sum	210 310	0	0	0	0	0	210 310
10940	I-84, Franklin Boulevard Overpass Rebuild Funding Source: GARVEE Reconstruct the east half of the overpass to match the new bridge on the west side.*	PE						0	
		PC	0 913	0 47				0 960	
		RW		0 1540				0 1540	
		UT						0	
		CE						0	
		CN		0 10863					0 10863
		Sum	0 913	0 12450	0	0	0	0	0 13363

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
NEW	Transportation, Community, and System Preservation (TCSP) Group Projects – FY 2007 Funding Source: TCSP Place holder for projects in the TCSP program.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	0 250						0 250
		Sum	0 250	0	0	0	0	0	0 250
NEW	I-84, Nampa to Caldwell widening Funding Source: Interstate Maintenance Place holder for projects requested in the Interstate Maintenance discretionary program.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	0 16,000						0 16,000
			0 16,000	0	0	0	0	0	0 16,000

*GARVEE funding and projects shown beyond FY 2007 are pending subject to further annual approval from the Idaho Legislature.

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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 State Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The TIP and STIP must contain consistent information about transportation projects.

The TIP 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, Canyon County, the cities of Nampa; Caldwell; and Middleton; and Valley Regional Transit, the regional public transportation agency.

The TIP must be consistent with the area's transportation plan. The COMPASS of Directors approved *Communities in Motion*, the regional long range transportation plan for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The plan is comprised of long-range transportation projects, a short-range transit component, pathway development, and Transportation System Management elements. *Communities in Motion* is consistent with the goals and objectives of the area's comprehensive plans.

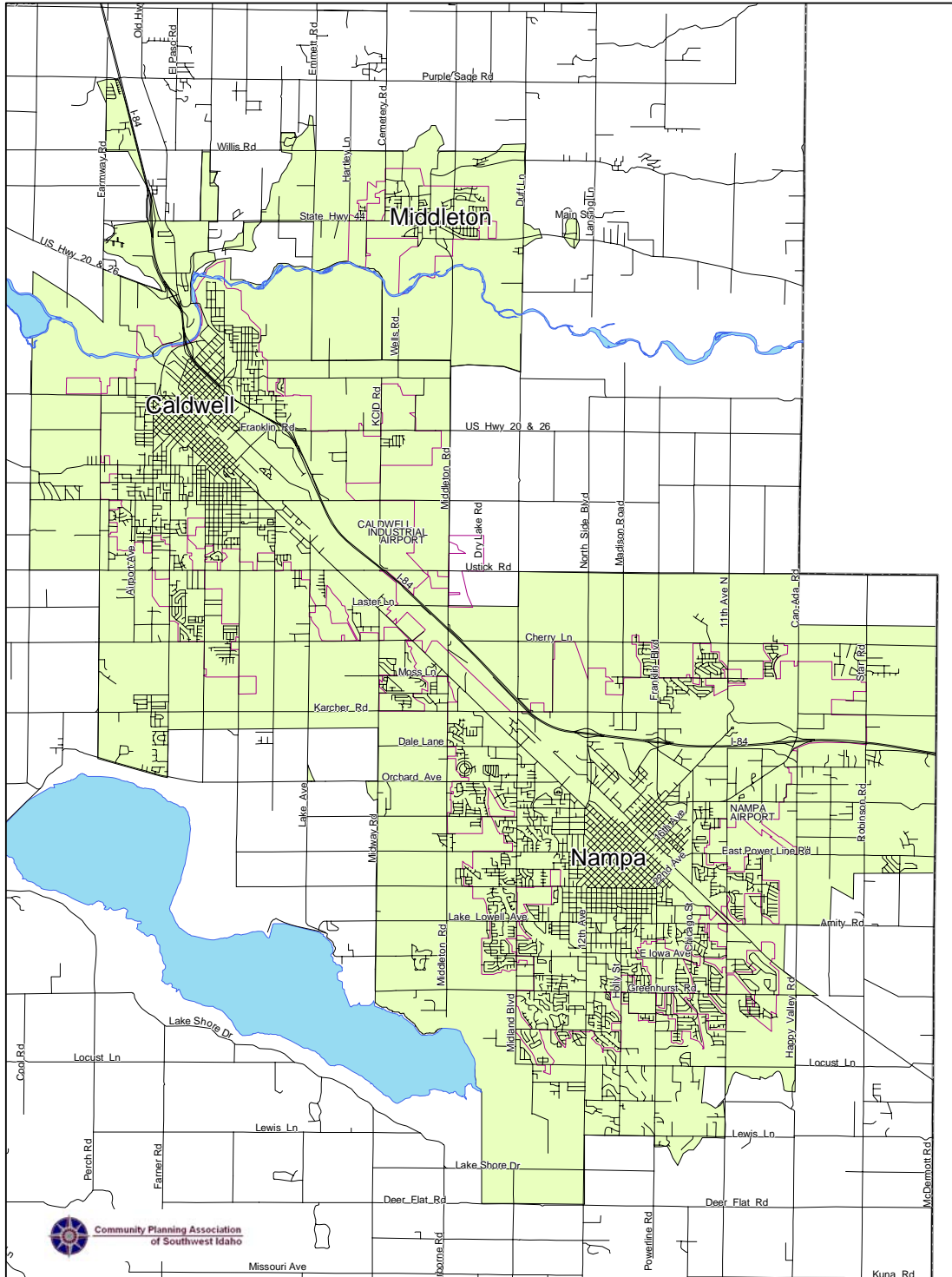
The first three years of the TIP are of special interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage.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

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 TIP 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 as shown in 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 2005 through December 2005, COMPASS staff met with representatives of governments in the Nampa Urbanized Area to solicit their desired transportation projects for inclusion in this document.

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

Public Comment Period. July 6 through August 3, 2006, was designated as the public comment period on the proposed FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program.

Public Information Meeting. COMPASS hosted an open house and public meeting for the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program on July 19, 2006 from 10:00 a.m. to 7:00 p.m., in the COMPASS conference room. Staff members from COMPASS, the City of Caldwell, ITD, Valley Regional Transit, and Commuteride presented proposed projects and provided general information on transportation planning and services. The public information meeting was attended by twenty people.

Media. Display advertisements about the public meeting appeared in the *Idaho Statesman* on July 16, 17, 18, and 19, 2006 and the *Idaho Press-Tribune* on July 17, 18, and 19, 2006.

News Release. COMPASS sent a news release about the public meeting to the Treasure Valley's print, visual, and radio media on June 28, 2006 and July 17, 2006.

Legal Notice. COMPASS published a legal notification for the Transportation Improvement Programs in *The Idaho Statesman* and the *Idaho Press-Tribune* on July 4, 5, and 6, 2006.

COMPASS Internet Website. Information about the public meeting and the proposed Transportation Improvement Programs were posted on the COMPASS website on July 6, 2006 (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. COMPASS mailed 1,138 postcards and emailed notice to 1,328 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 Programs.

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

Communities in Motion, Regional Long-Range Transportation Plan, adopted by the COMPASS Board on August 21, 2006.

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

Statewide Transportation Improvement Program, 2006-2010, Public Review Draft, Idaho Transportation Department, July 2005.

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. TRANSPORTATION REVENUES

Idaho's transportation revenue comes from two primary sources. Approximately 53% of funds are received from the National Highway Trust Fund, and approximately 46% from transportation-related taxes and fees paid by Idaho citizens.

Federal funds administered by ITD are received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the National Highway Traffic Safety Administration (NHTSA). Federal-aid projects generally require state or local matching funds of approximately 7% to 50%.

Federal and state funding combined allows ITD to preserve and improve the current transportation system. This year, ITD has begun to display the program of projects not by its funding source which ITD can often use flexibly, but by the asset management areas of preservation and improvement. What follows is a description of those programs. The abbreviation in parenthesis is the description under the funding category (TIP) and the program column (STIP) in the project sheets.

A. Highway Preservation Program

In general the Highway Preservation Program uses a combination of state funds for highway preservation with some federal funding.

1. Pavement Preservation (in STIP, referred to as: PRSVN-PV)

Pavement preservation is one of the State's most important activities. ITD is committed to "... increase pavement quality to no less than 82% of the pavement being rated good or fair by strategically scheduling and implementing major construction and minor rehabilitation projects [that] can accomplish this goal." In 1994, it was found that 37% of Idaho's roads were considered deficient, in 2006, only 19% were deficient (2007 Strategic Plan). The ITD target for 2007-2010 is 82% of pavement in fair or better condition. To meet this goal, throughout the life of this STIP, ITD has dedicated \$57 million of annual available funds to this program.

2. Bridge Preservation (in STIP, referred to as: PRSVN-BR)

Approximately \$4.5 million is directed annually to projects that provide for bridge deck rehabilitation and or bridge repair.

3. System Support (in STIP, referred to as: OPS)

Statewide preservation support of the transportation system is required on an annual basis. The system support funds a variety of preservation activities, to ensure that no part of the transportation system becomes defective or in disrepair due to lack of information or negligence.

B. Highway Improvements

In general, the ITD Highway Improvements Program uses federal funding with some state funds.

1. Bridge (in STIP, referred to as: IMP-BR)

An annual investment of approximately \$17 million, funds replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

2. System Planning (in STIP, referred to as: IMP-PLAN)

This program funds corridor studies, highway development planning, long-range transportation plans, and transportation systems analysis. Planning results in the improvement of the overall transportation system for Idaho users.

3. Rest Area (in STIP, referred to as: IMP-RA)

The Rest Area Program is intended for the scheduled rehabilitation and reconstruction of existing rest areas and construction of new rest areas. The Idaho Transportation Board has targeted an annual investment of \$10 million. It is the state's goal to increase the number of State Highway System rest areas from 29 to 39.

4. Safety (in STIP, referred to as IMP-SFTY)

The safety program uses various federal funding sources to invest in safety initiatives. The FY 2007 – 2011 STIP includes Safe Routes to School, sign upgrades, durable pavement markings, rumble strips, Intelligent Transportation Systems (ITS), Road Weather Information Systems, Work Zone Safety and Behavioral Safety, shoulder widening, high

accident location mitigation, crash event countermeasures, safety corridor enhancements, intersection improvements, guardrail blunt end upgrades and many other miscellaneous safety improvements.

Two other safety programs using surface transportation program (STP) federal aid funds invest in rail grade crossing improvements (RAIL) and highway intersection and guardrail improvements (HES). Additionally, there is a small state funded rail crossing improvement program (ST-RAIL).

5. Surface Transportation Program – Enhancement (STP-E) (referred to in STIP as: IMP-ENH)

The Transportation Enhancement Program, a statewide competitive program, invests approximately \$5.5 million in designated federal funds for eligible activities under Idaho's three primary categories: (1) bicycle and pedestrian; (2) historic; and (3) scenic and environmental. Enhancement projects must be related to the surface transportation system. Table 1 shows projects programmed with STP-E funds.

6. Congestion Mitigation / Air Quality (CMAQ) (in STIP, referred to as: IMPR-CMAQ)

The Idaho Transportation Department's Congestion Mitigation and Air Quality Improvement Program (CMAQ), a statewide competitive program, invests between \$2 to \$4 million annually in federal funds to implement cost-effective activities, plans, and projects which are mutually beneficial to transportation and air quality. Currently no area in the State of Idaho receives an entitlement under this program, as there is no formally designated carbon monoxide non-attainment 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 2 shows projects programmed under the CMAQ funds.

7. Restoration & Expansion (R&E) (in STIP, referred to as: IMP-R&E)

The restoration and expansion program funds are used for activities that reconstruct the useful life of the roadway and when needed, provide expansion of transportation facilities.

8. Connecting Idaho – Federal (in STIP, referred to as: IMP-CIF)

Projects shown in this program are restoration or expansion projects located along the Connecting Idaho corridors but not located within the 13 project areas designated in the GARVEE bonding legislation described below.

9. Connecting Idaho – GARVEE (in STIP, referred to as: IMP-CIG)

GARVEE is the acronym for Grant Anticipation Revenue Vehicle. GARVEE bonds were federally authorized under the National Highway Designation Act of 1995 as a mechanism for allowing state and local agencies to accelerate the funding of transportation projects. The agencies use their future federal highway funds to repay the principal, interest and other costs associated with the issuance of the bond.

During its 2005 Legislative session, the Idaho Legislature approved legislation making it possible to use GARVEE bonding as an alternative method of funding transportation projects. The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for 13 specific corridors.

Table 1
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.	\$178,000	\$167,320	\$10,680	09438	2007	City of Caldwell
Caldwell Oregon Short Line Train Depot Historic Rehabilitation, Phase 2	Finish restoration and preservation of the Oregon Short Line rain Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.	\$152,000	\$145,920	\$6,080	09760	2007	City of Caldwell
Canyon County Crossroads Transportation Museum	Build a transportation museum that provides educational programs and exhibits relating to the history of mankind's travels in the west.	\$410,000	\$369,000	\$41,000	09759	2008	Canyon County P& R
Outside the Urbanized Area							
Parma Enhancement and Downtown Revitalization US 95, 4th Street to Roswell Boulevard.	Downtown enhancement and revitalization in downtown Parma along US 95. Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.	\$485,000	\$388,000	\$97,000	09435	2008	City of Parma

Table 2
Congestion Mitigation Air Quality (CMAQ) Projects
Approved by the Idaho Transportation Board

Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Requesting Agency
De-Icer Truck, Nampa	Purchase one (1) magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM ₁₀ air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.	\$191,000	\$176,981	\$14,019	09738	2008	City of Nampa
Fine Particulate (PM _{2.5}) Precursor Monitoring Study	Conduct a study that will provide a database of monitored levels of PM _{2.5} precursor chemicals that can be analyzed to develop effective pollution control measures across the Treasure Valley. The study will measure levels of oxides of nitrogen (NOx), volatile organic compounds (VOC), sulfate, and nitrate at the sites that already have equipment to monitor for ozone. Project total is \$310,000. (50% Ada and 50% Canyon Counties.) Nampa Urbanized Area portion.	\$155,000	\$143,592	\$11,408	09412	2007	DEQ
Purchase one (1) Flusher / De-Icer Truck	Purchase one (1) flusher/de-icer truck to improve air quality by reducing particulate emissions through a reduction in sand application during winter, flushing sand and dust from roadways, and stabilizing temporary gravel road surfaces during construction in winter and spring.	\$198,000	\$178,200	\$19,800	10477	2009	Canyon Highway District
Flusher Truck	Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.	\$190,000	\$176,054	\$13,946	09739	2008	Nampa Highway District
Vacuum Sweeper Truck	Purchase a sweeper truck for the Canyon Highway District.	\$185,000	\$171,421	\$13,579	09736	2007	Canyon Highway District
Vacuum Sweeper Truck	Purchase a sweeper truck for the City of Nampa.	\$185,000	\$171,421	\$13,579	09737	2007	City of Nampa

10. High Priority – SAFETEA-LU (in STIP referred to as: HIPR-T21)

U. S. Congress designated improvement projects under new transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). These funds cannot be used for any other purpose without congressional action. Table 3 shows projects programmed with High Priority – SAFETEA-LU funds.

C. Local Programs

Under the Local Programs category are federal funding resources that can be used by local agencies to improve and preserve federal functionally classified local roadways and bridges. Funding is also available to replace or rehabilitate bridges at least twenty (20) feet long that are located off the federal functionally classified system.

To help administer these funds, ITD has created unique partnerships with MPO’s and the Local Highway Technical Assistance Council (LHTAC) representing local agencies.

1. Surface Transportation Program – Urban (STP-U) (in STIP, referred to as: URBAN(L))

Local urban funds are for projects in urban areas with populations between 5,000 and 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. The urban areas with a population of 50,000 or more are entitled to form an MPO, such as COMPASS, 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. (Boise MPO is funded under the STP-TMA funds.) Projects funded with STP-U funding are listed in Table 4.

2. Surface Transportation Program - Rural (STP-R) (in STIP, referred to as: RURAL(L))

Local rural funds are for projects in rural areas with populations under 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 ITD with the administration of this federal program.

3. Surface Transportation Program - Transportation Management Area (STP-TMA) (in STIP, referred to as TMA)

Transportation Management Area funds are for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. The Northern Ada County Transportation Management Area receives \$5,600,000 to \$6,300,000 of STP-TMA funding annually.

4. Bridge Local On (Bridge) and Off System (Bridge (Off System) (in STIP, referred to as: BR-LOC and BR-OFF)

Local and Off-System funds are for the replacement or rehabilitation of bridges at least 20 feet long and have a qualifying “sufficiency rating,” generally 50 or lower. The Idaho Transportation Board makes 35% of the Federal-aid Bridge funds available for use on non-State Highway System bridges.

Table 3
For Information Only
SAFETEA-LU
Funded Discretionary (High Priority) Projects

No.	Project	Description	SAFETEA-LU Amount	Responsible/ Requesting Agency
1	Amity Road from Chestnut Road to Robinson Road (excluding King's Corner overpass)	Widen four (4) to five (5)-lane section from Chestnut Road to the west ramps of the King's Corner Overpass and from the east ramps of the overpass to Robinson Road.	\$8,600,000	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. This project was made eligible for FTA New Starts funding in SAFETEA-LU, but no specific funding identified.	\$0	Valley Regional Transit

Table 4
Projects Funded Under Surface Transportation Program - Urban (STP-U)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
10 th and Ustick Road	Install traffic signal.	\$983,000	\$910,750	\$72,250	09992	PD	City of Caldwell
21 st Avenue, Chicago Street to Franklin Road	Widen 21 st Avenue to four (4) to five (5)-lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.	\$1,300,000	\$1,204,450	\$95,550	09991	2008	City of Caldwell
Aviation Way, Caldwell	Rehabilitate and resurface pavement.	\$661,000	\$612,483	\$48,517	07673	2008	City of Caldwell
Airport Road, from Kings Road to Happy Valley Road	Rebuilt to Urban three (3)-lane typical section.	\$1,961,000	\$1,816,867	\$144,133	09990	PD	City of Nampa
Intersection of Chicago Street and 21 st Avenue	Signalization at Chicago Street and 21st Avenue intersection plus short approaches on each of the four legs.	\$937,000	\$868,224	\$68,776	09509	2007	City of Caldwell
Intersection of Franklin and 21 st Avenue, Caldwell	Minor widening and resurfacing. <i>(The City of Caldwell is seeking shared funding with the Idaho Transportation Department.)</i>	\$1,560,000	\$1,445,496	\$114,504	08075	2008	City of Caldwell
Intersection of Linden Street and 10 th Avenue	Signalization at Linden Street and 10th Avenue intersection plus short approaches on each of the four legs.	\$908,000	\$841,353	\$66,647	09195	2008	City of Caldwell
Intersection of Logan and 10 th Avenue	Signalization at Logan Street and 10 th Avenue intersection plus short approaches on each of the four legs.	\$550,000	\$509,630	\$40,370	09510	2009	City of Caldwell
Intersection of Cemetery Road and SH 44, Middleton	Realign; add turn and acceleration lanes for Urban four (4)-lane section.	\$713,000	\$660,666	\$52,334	09513	2010	City of Middleton
MPO Transportation Planning Activities – FY 2007	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	\$40,000	\$37,064	\$2,936	09197	2007	COMPASS
MPO Transportation Planning Activities – FY 2008	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	\$27,000	\$25,018	\$1,982	09198	2008	COMPASS
MPO Transportation Planning Activities – FY 2009	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	\$13,000	\$12,046	\$954	09512	2009	COMPASS
North Middleton Road – SH 44 (Main Street) north across Mill Slough	Rebuild to Urban four (4)-lane.	\$676,000	\$626,382	\$49,618	09515	2010	City of Middleton
Intersection of Star Road and Franklin Road	Intersection improvements.	\$1,435,000	\$1,329,528	\$105,472	09989	PD	City of Nampa

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Rideshare, ACHD's Rideshare Program – FY 2007	Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	09210	2007	ACHD
Rideshare, ACHD's Rideshare Program – FY 2008	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	09211	2008	ACHD
Rideshare, ACHD's Rideshare Program – FY 2009	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	09516	2009	ACHD
Rideshare, ACHD's Rideshare Program – FY 2010	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	10539	2010	ACHD
Rideshare, ACHD's Rideshare Program – FY 2011	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion. This project was advanced from FY 2011	\$55,000	\$55,000	\$0	10538	2011	ACHD
Total (including PD)		\$12,039,000	\$11,174,957	\$864,043			
Total (FY 2007-2011 only)			\$7,117,812				

V. FINANCIAL CONSTRAINT

The TIP is a financially driven document. By federal law and guidance, financial constraint is required. Financial constraint means that the TIP will only be programmed with projects to the level for which we can reasonably assume there is funding. Financial constraint also has the somewhat broader implication that our funding will be budgeted to not only improve the transportation system, but also to maintain and operate that system.

Based on COMPASS' 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 Valley Regional Transit Projects. Valley Regional Transit, 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 Valley Regional Transit and its transit system improvement programs.

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 TIP projects in this document meet the requirement of financially constrained.

The Idaho Transportation Department has used the following funding assumptions for estimating available funds for Highways and Public Transportation programs.

A. Highway Funding Assumptions

Following is a comprehensive list of assumptions used to develop the highway funding levels. Upon notification of the final FY 2007 apportionments and obligation authority the highway program is adjusted as necessary to maintain fiscal constraint.

1. Federal-Aid Funding Assumptions

Program structure is based on SAFETEA-LU. SAFETEA-LU was enacted on August 10, 2005. FY 2007 through FY 2009 total federal funding is the allocation included in SAFETEA-LU, with FY 2010-2011 a direct extension of FY 2009 funding.

FY 2007 Obligation Authority (spending limit) is assumed to be 100% of apportionments.

The FY 2007 – 2011 Program does not include any year-end distribution of obligation (spending) authority not used by other states.

The FY 2007 – 2011 Program does not include any Revenue Aligned Budget Authority (RABA) due to adjustments in the funding available to the states should the highway revenues exceed the “firewall” established under SAFETEA-LU.

The “Available with Match” amounts include the match and federal funds estimated to be available to program projects. These amounts are reduced 5% each year in some programs (FY 2008 and beyond) to allow for the estimated effects of inflation on projects costs.

2. State Funding Assumptions

A base funding level of approximately \$35 million is estimated to be available for FY 2007. Thereafter, \$17 million is available each year through FY 2010 for highway projects. The drop in available funding is to insure adequate personnel, maintenance, and operational funding. By 2011, state funding will be used almost exclusively to fund federal-aid match and operations.

3. GARVEE Bonding Assumptions

GARVEE, or Grant Anticipation Revenue Vehicle bond is a transportation financing instrument approved for use in Idaho by the 2005 Legislature. As required by the legislation authorizing use of GARVEE, a request for bonding authority must be included as a separate item in ITD’s annual budget requests and are subject to legislative approval. The requests for bonding authority shall include a list of planned highway transportation projects to be financed with such bond financing during the next succeeding fiscal year. The GARVEE Program assumes the following:

- Idaho Code requires that no more than 20% of apportionment can be used for debt service through 2010 and no more than 30% thereafter.
- The program adopted by the 2006 Idaho Legislature allows the Idaho Transportation Board to bond for projects within six specific corridors at an amount of \$200 million.
- Under this program, federal highway revenue is pledged for repayment of the bonds, and as such, GARVEE bonds are revenue bonds and do not pledge the full faith and credit of the state of Idaho.
- As required by the Legislation authorizing use of GARVEE, a request for bonding authority must be included as a separate item in ITD’s annual budget requests and are subject to Legislative approval.
- The requests for bonding authority shall include a list of planned transportation projects to be financed with such bond financing during the next succeeding fiscal year. For the FY 2008 Legislative session, \$397 million in bonding for projects on eight corridors will be proposed.

B. Public Transportation Funding Assumptions

SAFETEA-LU is the basic law under which all federal transportation programs are funded. These programs are administrated by the Federal Transit Administration (FTA) through ITD’s Division of Public Transportation.

The Public Transportation Program is a grant program. Historical funding trends are used to estimate the funds available through FY 2009. Discretionary funding is available for the actual request submitted to Congress for the current year.

Federal Transit Administration (FTA) Programs

The FTA provides federal assistance funds under its various programs to transit entities. Valley Regional Transit, 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 Metropolitan Planning Organizations. 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 the U.S. 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 the 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.

Section 5316 Job Access and Reverse Commute (JARC). Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

Section 5317 New Freedom Program. Funds encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.

Table 5 shows transit projects programmed under the Federal Transit Administration programs.

**Table 5
Transit Projects**

Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Requesting Agency
FTA 5307							
Transit - Capital and Safety and Security	Provide associated capital maintenance and safety and security assistance, computer hardware and software, and communication equipment.	\$310,000	\$248,000	\$62,000	10810	2007	Valley Regional Transit
Transit - Capital and Safety and Security	Provide associated capital maintenance and safety and security assistance.	\$39,660	\$31,728	\$7,932	10811	2008	Valley Regional Transit
Transit - Capital and Safety and Security	Provide associated capital maintenance and safety and security assistance.	\$55,156	\$44,125	\$11,031	10813	2009	Valley Regional Transit
Transit - Capital Lease	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$233,000	\$193,390	\$39,610	10106	2007	Valley Regional Transit
Transit - Capital Lease	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$337,280	\$279,942	\$57,338	10096	2008	Valley Regional Transit
Transit - Capital Lease	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$340,587	\$282,687	\$57,900	10814	2009	Valley Regional Transit
Transit - Demand Response Operations	Provide demand response service in the Nampa Urbanized Area.	\$93,551	\$74,841	\$18,710	10812	2008	Valley Regional Transit
Transit - Demand Response Operations	Provide demand response service in the Nampa Urbanized Area.	\$98,229	\$78,583	\$19,646	10815	2009	Valley Regional Transit
Transit - Demand Response Operations	Provide demand response service in the Nampa Urbanized Area.	\$88,221	\$70,577	\$17,644	10087	2007	Valley Regional Transit
Transit - Fixed Line Operations	Provide transit operations and administration in Nampa Urbanized Area.	\$630,000	\$315,000	\$315,000	10086	2007	Valley Regional Transit
Transit - Fixed Line Operations	Provide transit operations and administration in Nampa Urbanized Area.	\$638,994	\$319,497	\$319,497	10816	2009	Valley Regional Transit
Transit - Fixed Line Operations	Provide transit operations and administration in Nampa Urbanized Area.	\$608,566	\$304,283	\$304,283	10097	2008	Valley Regional Transit
Transit - Planning	Support planning efforts in the Nampa Urbanized Area.	\$164,179	\$131,343	\$32,836	10817	2009	Valley Regional Transit
Transit - Planning	Support planning efforts in the Nampa Urbanized Area.	\$121,181	\$96,945	\$24,236	10098	2008	Valley Regional Transit
Transit - Planning	Support planning efforts in the Nampa Urbanized Area.	\$92,085	\$73,668	\$18,417	10088	2007	Valley Regional Transit
Transit - Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$344,543	\$275,634	\$68,909	10099	2008	Valley Regional Transit
Transit - Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$420,000	\$336,000	\$84,000	10089	2007	Valley Regional Transit
Transit - Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$361,770	\$289,416	\$72,354	10818	2009	Valley Regional Transit

Project	Description	Cost	Federal Share	Local Share	Key No.	Year	Requesting Agency
FTA 5316							
Transit - Job Access Reverse Commute (JARC) - FY 2007	Planning (using 10% of FY 2007 appropriations). Nampa Urbanized Area portion.	\$10,408	\$10,408	\$0	10819	2007	Valley Regional Transit
FTA 5317							
Transit - New Freedoms Initiative - FY 2007	Planning (using 10% of FY 2007 appropriations). Nampa Urbanized Area portion.	\$5,777	\$5,777	\$0	10820	2007	Valley Regional Transit

**Table 6
Status of the FY 2006 Projects**

Project	Description	Cost	Key No.	Status
16 th Avenue Bridge, Nampa	Miscellaneous improvements.	\$205,000	09985	Committed
21 st Avenue, Chicago Street to Franklin Road	Widen 21 st Avenue to four (4) to five (5)-lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.	\$10,000	09991	Committed
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 trails system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.	\$41,000	09438	Committed
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.	\$455,000	09157	Committed
Caldwell Oregon Short Line Train Depot Historic Rehabilitation Phase 2	Finish restoration and preservation of 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.	\$14,000	09760	Committed
Canyon County Crossroads Transportation Museum	Build a transportation museum that provides education programs and exhibits relating to the history of man-kinds travels in the West.	\$60,000	09759	Committed
Cleveland Boulevard/Blaine Street, from 10 th Avenue to Florida Street	Curb and gutter replacement.	\$1,450,000	09656	Committed
Dynamic Message Sign	Add a Dynamic Message Sign (DMS) on I-84 westbound, near Milepost 39 and east of Garrity Boulevard 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	09413	Committed
I-84 Eastbound Lanes Over Nampa Boulevard	Rehabilitate bridge.	\$150,000	08947	Committed
I-84 Westbound Lanes Over UPRR, Nampa	Rehabilitate bridge.	\$150,000	08948	Committed
I-84, Exit 29 Franklin Road Interchange, Caldwell	Reconstruct interchange bridge and acquire additional right-of-way	\$3,059,000	07795	Committed
I-84, Exit 36 Franklin Road Interchange, Nampa	Reconstruct interchange and acquire additional right-of-way.	\$213,000	07825	Moved to Horizons Plan

Project	Description	Cost	Key No.	Status
I-84, from junction of SH 44 to the city of Caldwell	Rehabilitate pavement.	\$1,935,000	08956	Committed
I-84, Junction SH 44	Rehabilitate pavement and improve guardrails.	\$2,995,000	08959	Committed
I-84, Karcher Road Interchange, Nampa	Construct new interchange.	\$20,379,000	03214	Committed
I-84, Linden Road Grade Separation	Rehabilitate bridge, westbound lane.	\$310,000	09494	Committed
I-84, Linden Road Grade Separation	Rehabilitate bridge, eastbound lane.	\$310,000	09495	Committed
Intersection of Chicago Street and 21 st Avenue	Signalization at Chicago Street and 21 st Avenue intersection plus short approaches on each of the four legs.	\$65,000	09509	Committed
Intersection of Franklin Road and 21 st Avenue, Caldwell	Minor widening and resurfacing. (The City of Caldwell is seeking shared funding with the Idaho Transportation Department.)	\$410,000	08075	Committed
Intersection of Linden Street and 10 th Avenue	Signalization at Linden Street and 10 th Avenue intersection plus short approaches on each of the four legs.	\$34,000	09195	Committed
Intersection of Logan Street and 10 th Avenue	Signalization at Logan Street and 10 th Avenue intersection plus short approaches on each of the four legs.	\$108,000	09510	Committed
Karcher Road Park & Ride	Future Park & Ride, Preliminary Development and Engineering (I-84, Karcher Interchange).	\$35,000	10062	Committed
MPO Transportation Planning Activities	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County share.	\$53,000	09193	Committed
Parma Enhancement and Downtown Revitalization US 95, 4 th Street to Roswell Boulevard	Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.	\$88,000	09435	Committed
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.	\$60,000	09209	Committed
SH 44, Corridor Preservation, from JCT I-84 Canyon County to Eagle Road	Preserve corridor for additional lanes. (This project is split 63/37 between Ada and Canyon Counties.) Canyon County portion.	\$377,400	07827	Committed
SH 45, Deer Flat Road to Roosevelt Street	Seal coat.	\$432,000	09063	Committed
SH 55 Corridor Plan	Multi-county study. Total project cost is \$550,000 (10% Canyon County).	\$35,000	09967	Committed
SH 55, Intersection of Farmway Road, near Caldwell	Improve intersection.	\$194,000	08814	Committed
SH 55, Midway to East Sundance Road, Nampa	Minor widening and resurfacing.	\$230,000	06196	Committed
SH 55, UPPR Overpass, Nampa	Rehabilitate bridge.	\$61,000	08945	Committed

Project	Description	Cost	Key No.	Status
Transit – Capital	Capital lease for fourteen (14) transit buses to operate Nampa Urbanized Area local and inter county services.	\$181,928	10081	Committed
Transit – Capital Facilities	Canyon County Transit Centers Alternate Analysis and Preliminary Design.	\$300,000	10064	Not Funded due to Budget Cuts
Transit – Demand Response Operations	Provide Demand Response Service in the Nampa Urbanized Area.	\$26,250	10083	Committed
Transit – Fixed Line Operations	Nampa Operating; Provide transit operations in Nampa Urbanized Area.	\$1,039,844	10082	Committed
Transit – Planning	Support planning efforts in the Nampa Urbanized Area.	\$209,750	10084	Committed
Transit – Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$345,000	10085	Committed
Transit – Rural Transportation, Capital	Provide preventative maintenance for regional non-urban transportation services in rural Canyon County.	\$110,000	T305*	Carryover to FY 2007
Transit – Rural Transportation, Operations	Provide regional non-urban transportation services in rural Canyon County.	\$150,000	T305*	Carryover to FY 2007
Transit – Rural Transportation, Planning/Administration	Provide regional non-urban transportation service development and administration.	\$10,000	T305*	Carryover to FY 2007
US 20/26, Corridor Preservation, from Caldwell to Boise	Acquire right-of-way for corridor preservation. (This project is split 50/50 between Ada and Canyon Counties, Canyon County portion.)	\$602,500	07826	Committed
US 95, Parma Business District	Rehabilitate pavement.	\$20,000	09347	Committed
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 Avenue, and Avenue C crossing US 95. The crossing will include pedestrian bulb outs to increase visibility by motorists and to reduce crossing distance.	\$349,000	09158	Committed

*These projects were combined into the same key number. Funded less than application. Total funding is \$178,172.

Table 7
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
2007	\$13,542,614	\$11,239,100	\$2,303,514	17.01%
2008	\$38,748,856	\$37,426,000	\$1,322,856	3.41%
2009	\$29,481,915	\$27,768,000	\$1,713,915	5.81%
2010	\$27,045,000	\$26,935,000	\$110,000	0.41%
2011	\$14,003,000	\$14,003,000	\$0	0.00%
PD	\$13,276,000	\$13,276,000	\$0	0.00%
Total	\$136,097,385	\$130,647,100	\$5,450,285	4.00%

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.

21st Avenue, Chicago Street to Franklin Road

Key #: 09991

Widen 21st Avenue to four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Last Funding Year: 2008

Local Share:	\$95,550	Local Match %:	7.35%
Federal Share:	\$1,204,450	Previous Expenditures:	\$10,000
Total Cost:	\$1,300,000		



21st Avenue/Indian Creek Bridge, Caldwell

Key #: 09188

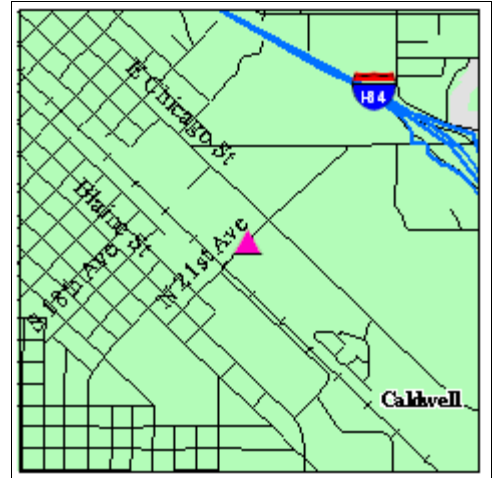
Replace bridge deck.

Requesting Agency: City of Caldwell

Funding Source: Bridge (Local)

Last Funding Year: 2008

Local Share:	\$146,800	Local Match %:	20.00%
Federal Share:	\$587,200	Previous Expenditures:	\$178,000
Total Cost:	\$734,000		



Airport Road, from Kings Road to Happy Valley Road

Key #: 09990

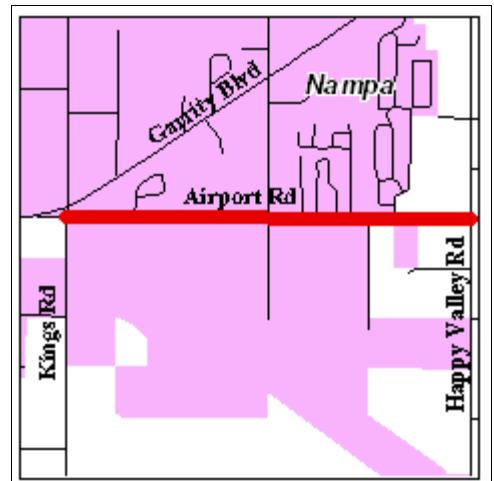
Rebuild to Urban three (3)-lane section.

Requesting Agency: City of Nampa

Funding Source: STP-U

Last Funding Year: PD

Local Share:	\$144,133	Local Match %:	7.35%
Federal Share:	\$1,816,867	Previous Expenditures:	\$0
Total Cost:	\$1,961,000		



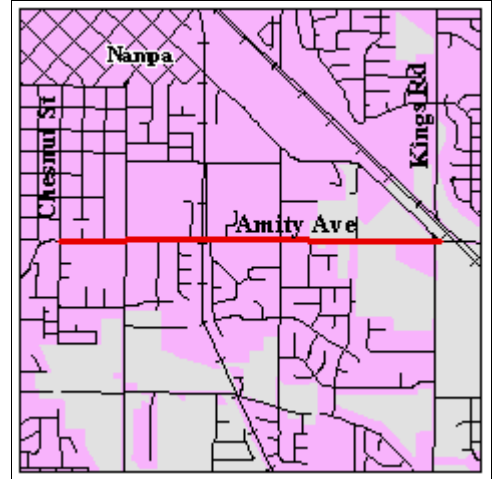
Amity Road, Chestnut Street to Kings Corner

Key #: 10541

Widen to four (4) to five (5) lane urban section. High Priority - SAFETEA-LU funding portion.

Requesting Agency: City of Nampa
Funding Source: High Priority - SAFETEA-LU
Last Funding Year: PD

Local Share:	\$2,150,000	Local Match %:	20.00%
Federal Share:	\$8,600,000	Previous Expenditures:	\$0
Total Cost:	\$10,750,000		



Aviation Way, Caldwell

Key #: 07673

Rehabilitate and resurface pavement.

Requesting Agency: City of Caldwell
Funding Source: STP-U
Last Funding Year: 2008

Local Share:	\$48,517	Local Match %:	7.34%
Federal Share:	\$612,483	Previous Expenditures:	\$524,000
Total Cost:	\$661,000		



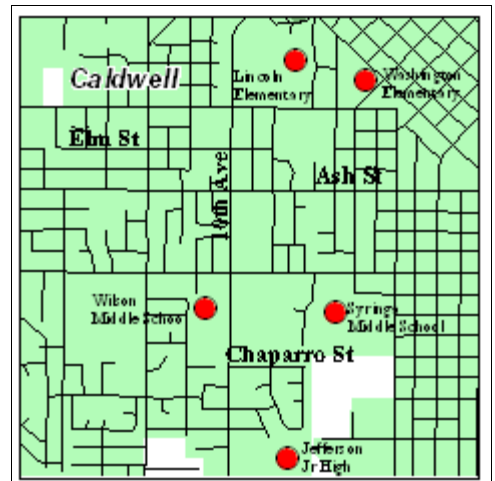
Caldwell Biking-Walking Trail System

Key #: 09438

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.

Requesting Agency: City of Caldwell
Funding Source: STP-E
Last Funding Year: 2007

Local Share:	\$10,680	Local Match %:	6.00%
Federal Share:	\$167,320	Previous Expenditures:	\$45,000
Total Cost:	\$178,000		



Caldwell Oregon Short Line Train Depot Historic Rehabilitation Phase 2

Key #: 09760

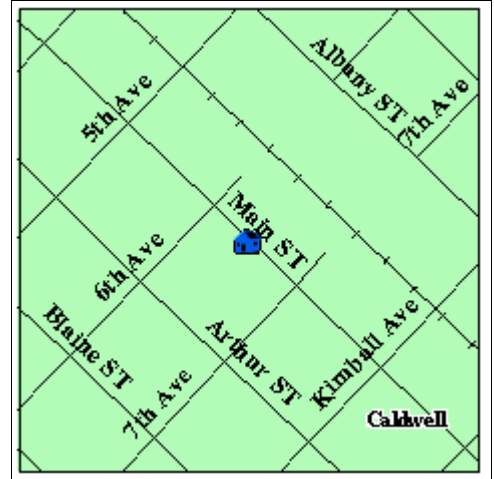
Finish restoration and preservation of the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.

Requesting Agency: City of Caldwell

Funding Source: STP-E

Last Funding Year: 2007

Local Share:	\$6,080	Local Match %:	4.00%
Federal Share:	\$145,920	Previous Expenditures:	\$29,000
Total Cost:	\$152,000		



Canyon County Crossroads Transportation Museum

Key #: 09759

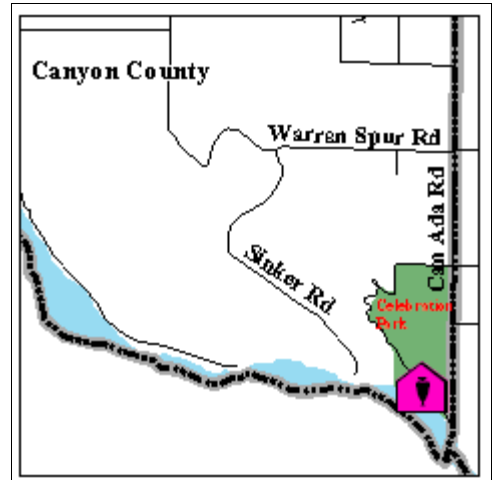
Build a transportation museum that provides educational programs and exhibits relating to the history of mankind's travels in the west.

Requesting Agency: Canyon County P&R

Funding Source: STP-E

Last Funding Year: 2008

Local Share:	\$41,000	Local Match %:	10.00%
Federal Share:	\$369,000	Previous Expenditures:	\$60,000
Total Cost:	\$410,000		



De-Icer Truck, Nampa

Key #: 09738

Purchase one magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM10 air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.

Requesting Agency: City of Nampa

Funding Source: CMAQ

Last Funding Year: 2008

Local Share:	\$14,019	Local Match %:	7.34%
Federal Share:	\$176,981	Previous Expenditures:	\$0
Total Cost:	\$191,000		



De-Icer Truck

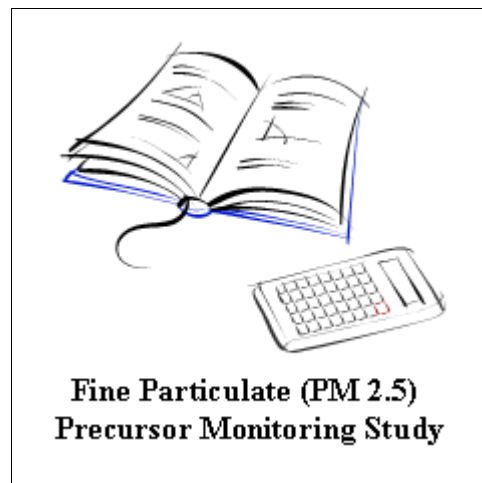
Fine Particulate (PM 2.5) Precursor Monitoring Study

Key #: 09412

Conduct a study that will provide a database of monitored levels of PM 2.5 precursor chemicals that can be analyzed to develop effective pollution control measures across the Treasure Valley. The study will measure levels of oxides of nitrogen (NOx), volatile organic compounds (VOC), sulfate, and nitrate at the sites that already have equipment to monitor for ozone. Project total is \$310,000. (50% Ada and 50% Canyon Counties.) Nampa Urbanized Area portion.

Requesting Agency: DEQ
Funding Source: CMAQ
Last Funding Year: 2007

Local Share:	\$11,408	Local Match %:	7.36%
Federal Share:	\$143,592	Previous Expenditures:	\$0
Total Cost:	\$155,000		



Flusher Truck

Key #: 09739

Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.

Requesting Agency: Nampa Highway District
Funding Source: CMAQ
Last Funding Year: 2008

Local Share:	\$13,946	Local Match %:	7.34%
Federal Share:	\$176,054	Previous Expenditures:	\$0
Total Cost:	\$190,000		



Flusher/De-Icer Truck

Key #: 10477

Purchase one (1) flusher/de-icer truck to improve air quality by reducing particulate emissions through a reduction in sand application during winter, flushing sand and dust from roadways, and stabilizing temporary gravel road surfaces during construction in the winter and spring.

Requesting Agency: Canyon Highway District
Funding Source: CMAQ
Last Funding Year: 2009

Local Share:	\$19,800	Local Match %:	10.00%
Federal Share:	\$178,200	Previous Expenditures:	\$0
Total Cost:	\$198,000		



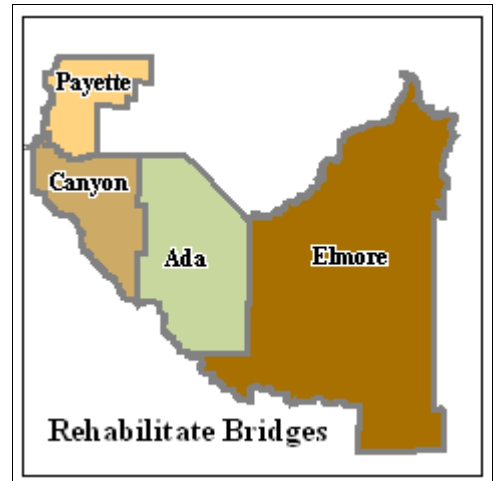
I-84 Joint Replacements for Ada, Canyon, Elmore, and Payette Counties

Key #: 08949

Rehabilitate bridges. Total project cost is \$495,000 (25% Ada, 18% Canyon, 44% Elmore, and 13% Payette Counties.) Canyon County portion.

Requesting Agency: ITD
Funding Source: Bridge Preservation
Last Funding Year: 2007

Local Share:	\$6,887	Local Match %:	7.73%
Federal Share:	\$82,213	Previous Expenditures:	\$40,000
Total Cost:	\$89,100		



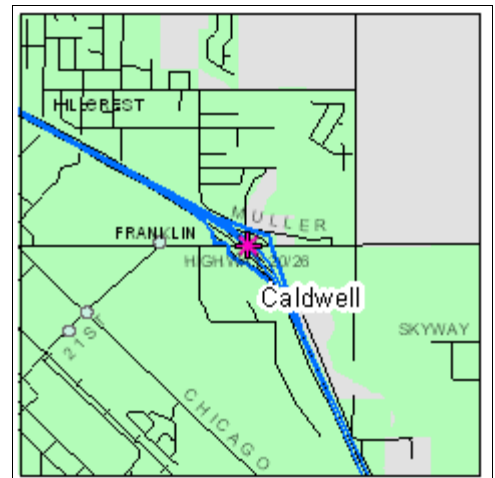
I-84, Exit 29 Franklin Road Interchange, Caldwell

Key #: 07795

Reconstruct interchange bridge and acquire additional right-of-way. Non-Participating funding portion.

Requesting Agency: City of Caldwell
Funding Source: Non-Participating
Last Funding Year: 2007

Local Share:	\$1,800,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$11,106,000
Total Cost:	\$1,800,000		



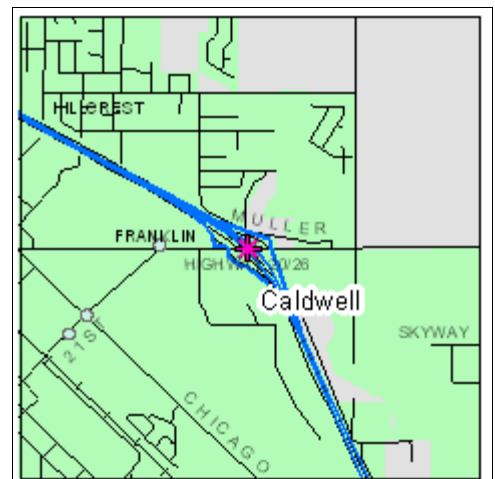
I-84, Exit 29 Franklin Road Interchange, Caldwell

Key #: 07795

Reconstruct interchange and acquire additional right-of-way. Connecting Idaho federal funding portion.

Requesting Agency: ITD
Funding Source: Connecting ID - Federal
Last Funding Year: 2008

Local Share:	\$437,827	Local Match %:	7.73%
Federal Share:	\$5,226,173	Previous Expenditures:	\$11,106,000
Total Cost:	\$5,664,000		



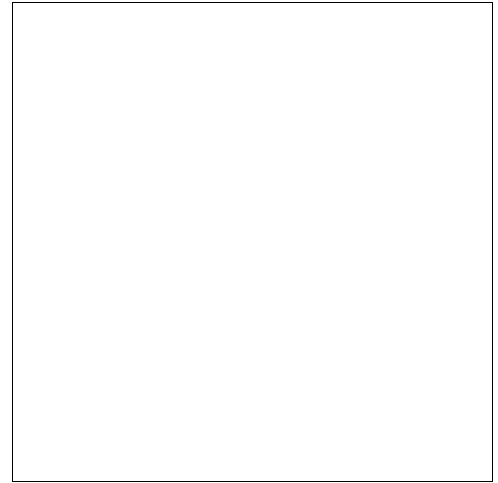
I-84, Franklin Boulevard Overpass Rebuild

Key #: 10940

Reconstruct the east half of the overpass to match the new bridge on the west side. Funding and projects shown beyond FY 2007 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: GARVEE
Last Funding Year: 2008

Local Share: \$1,032,960 **Local Match %:** 7.73%
Federal Share: \$12,330,040 **Previous Expenditures:** \$0
Total Cost: \$13,363,000



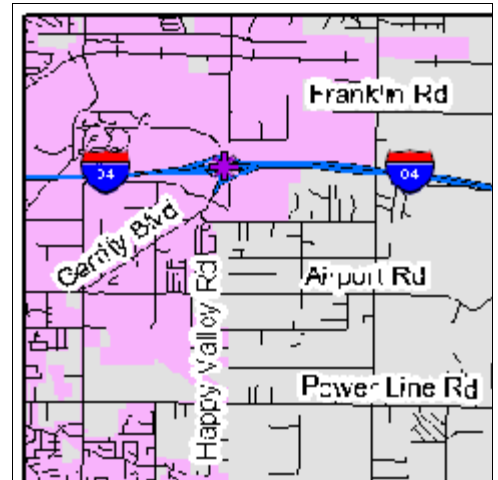
I-84, Garrity Interchange

Key #: 10915

Widen mainline bridges to carry three (3) lanes each direction. Funding and projects shown beyond FY 2007 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Connecting ID - GARVEE
Last Funding Year: 2010

Local Share: \$693,043 **Local Match %:** 7.34%
Federal Share: \$8,748,957 **Previous Expenditures:** \$0
Total Cost: \$9,442,000



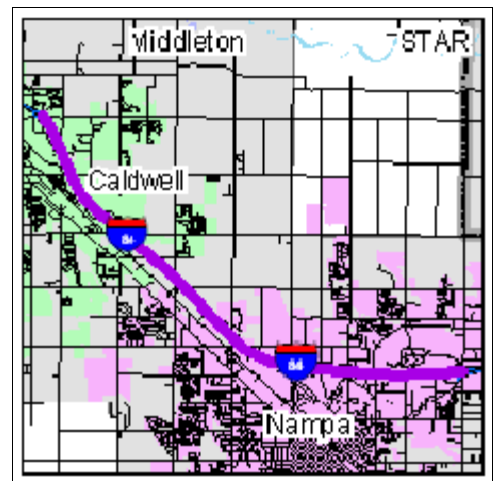
I-84, Garrity Interchange to Franklin Interchange

Key #: 10916

Widen to three (3) lanes in each direction. Funding and projects shown beyond FY 2007 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Connecting ID - GARVEE
Last Funding Year: 2010

Local Share: \$5,126,403 **Local Match %:** 7.34%
Federal Share: \$64,715,597 **Previous Expenditures:** \$0
Total Cost: \$69,842,000



I-84, Garrity Interchange to Meridian Interchange

Key #: 10459

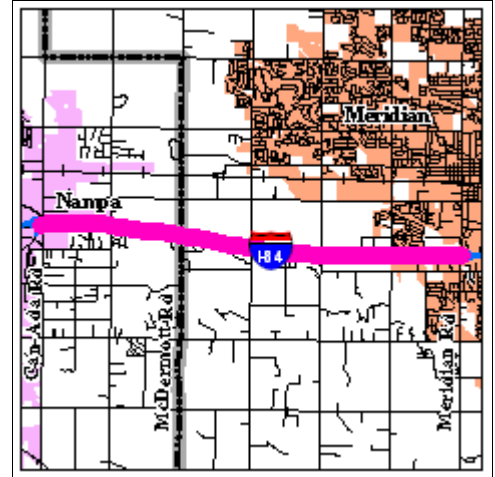
Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garrity Interchange. Design includes provisions for a fourth lane. Total = \$136,522,000 (67% Ada County and 33% Canyon County) Nampa Urbanized Area portion. Funding and projects shown beyond FY 2007 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD

Funding Source: Connecting ID - GARVEE

Last Funding Year: 2009

Local Share:	\$3,306,743	Local Match %:	7.34%
Federal Share:	\$41,744,257	Previous Expenditures:	\$1,000,000
Total Cost:	\$45,051,000		



I-84, Karcher Road Interchange, Nampa

Key #: 03214

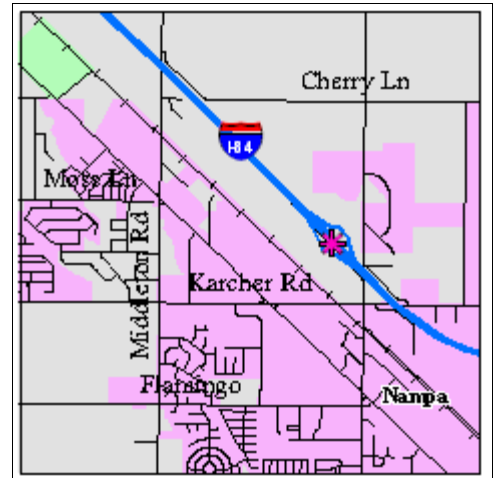
Construct new interchange. Connecting Idaho federal funding portion.

Requesting Agency: ITD

Funding Source: Connecting ID - Federal

Last Funding Year: 2008

Local Share:	\$386,500	Local Match %:	7.73%
Federal Share:	\$4,613,500	Previous Expenditures:	\$42,491,000
Total Cost:	\$5,000,000		



I-84, Karcher Road Interchange, Nampa

Key #: 03214

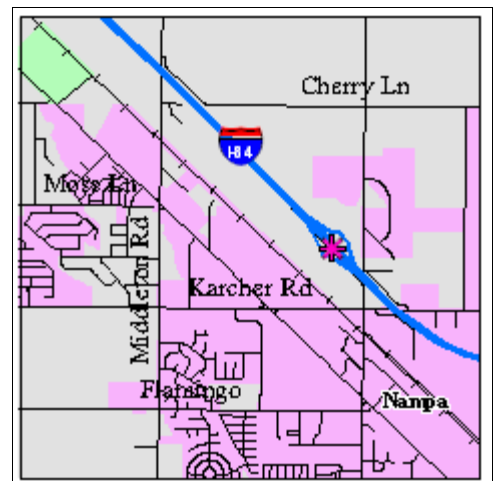
Construct new interchange. Non-Participating funding portion.

Requesting Agency: ITD

Funding Source: Non-Participating

Last Funding Year: 2008

Local Share:	\$153,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$42,391,000
Total Cost:	\$153,000		



I-84, Nampa to Caldwell Widening

Key #: TBD

Place holder for project requested in the Interstate Maintenance discretionary program.

Requesting Agency: ITD

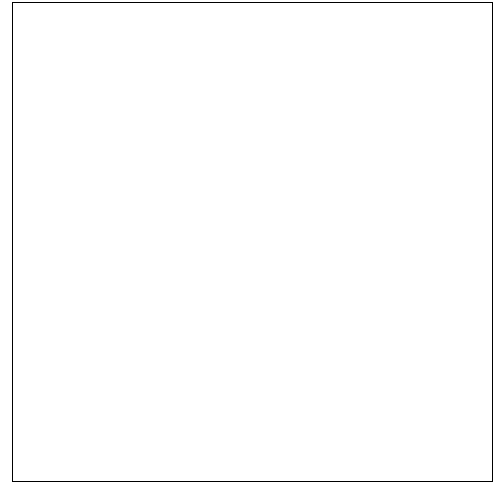
Funding Source: IM

Last Funding Year: 2007

Local Share: \$1,236,800 **Local Match %:** 7.73%

Federal Share: \$14,763,200 **Previous Expenditures:** \$0

Total Cost: \$16,000,000



I-84, SH 44 Junction to Five Mile Road

Key #: 10002

Start preliminary engineering and environmental studies for twenty-three (23) miles of I-84 from Caldwell to Meridian. Includes widening I-84 from Meridian Interchange to Garrity Interchange. Total project cost is \$17,471,000 (50% Ada and 50% Canyon Counties). Nampa Urbanized Area portion. Funding and projects shown beyond FY 2007 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD

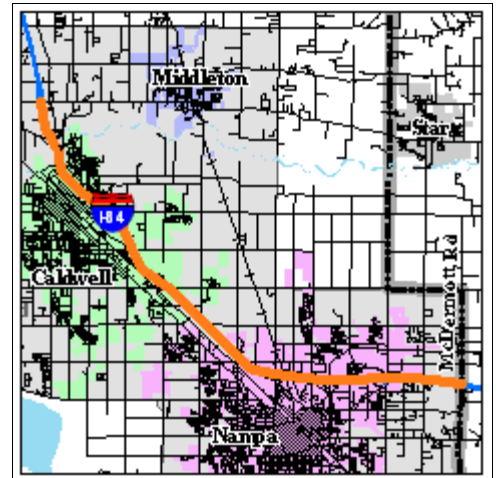
Funding Source: Connecting ID - GARVEE

Last Funding Year: 2008

Local Share: \$366,634 **Local Match %:** 7.73%

Federal Share: \$4,376,366 **Previous Expenditures:** \$490,000

Total Cost: \$4,743,000



I-84B, Blaine Street, Caldwell

Key #: 08828

Pavement rehabilitation. Companion project to Key No 8827.

Requesting Agency: ITD

Funding Source: Pavement Preservation

Last Funding Year: 2007

Local Share: \$885,000 **Local Match %:** 100.00%

Federal Share: \$0 **Previous Expenditures:** \$150,000

Total Cost: \$885,000



I-84B, Blaine Street, Caldwell

Key #: 08828

Pavement rehabilitation. Companion project to Key No 8827.

Requesting Agency: ITD
Funding Source: R & E
Last Funding Year: 2007

Local Share:	\$68,996	Local Match %:	7.34%
Federal Share:	\$871,004	Previous Expenditures:	\$150,000
Total Cost:	\$940,000		



I-84B, Cleveland Boulevard, Caldwell

Key #: 08827

Pavement rehabilitation. Companion project to Key No 8828.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Last Funding Year: 2007

Local Share:	\$1,350,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$187,000
Total Cost:	\$1,350,000		



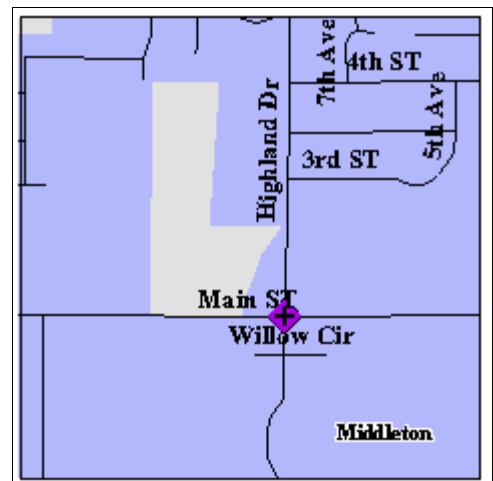
Intersection of Cemetery Road and SH 44, Middleton

Key #: 09513

Realign; add turn and acceleration lanes for Urban four (4)-lane.

Requesting Agency: City of Middleton
Funding Source: STP-U
Last Funding Year: 2010

Local Share:	\$52,334	Local Match %:	7.34%
Federal Share:	\$660,666	Previous Expenditures:	\$25,000
Total Cost:	\$713,000		



Intersection of Chicago Street and 21st Avenue

Key #: 09509

Signalization at Chicago Street and 21st Avenue intersection plus short approaches on each of the four legs.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Last Funding Year: 2007

Local Share: \$68,776

Local Match %: 7.34%

Federal Share: \$868,224

Previous Expenditures: \$216,000

Total Cost: \$937,000



Intersection of Franklin Road and 21st Avenue, Caldwell

Key #: 08075

Minor widening and resurfacing. The City of Caldwell is seeking shared funding with the Idaho Transportation Department.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Last Funding Year: 2008

Local Share: \$114,504

Local Match %: 7.34%

Federal Share: \$1,445,496

Previous Expenditures: \$410,000

Total Cost: \$1,560,000



Intersection of Linden Street and 10th Avenue

Key #: 09195

Signalization at Linden Street and 10th Avenue intersection plus short approaches on each of the four legs.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Last Funding Year: 2008

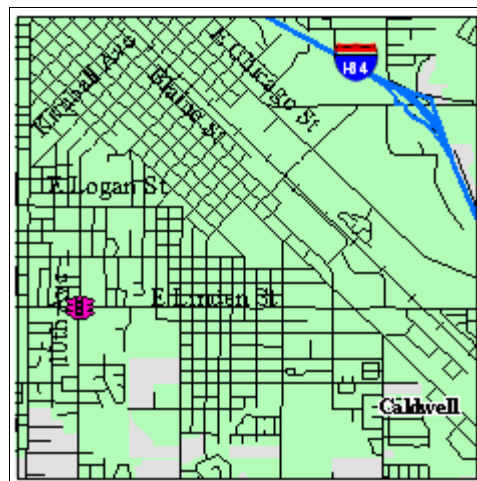
Local Share: \$66,647

Local Match %: 7.34%

Federal Share: \$841,353

Previous Expenditures: \$134,000

Total Cost: \$908,000



Intersection of Logan Street and 10th Avenue

Key #: 09510

Signalization at Logan Street and 10th Avenue intersection plus short approaches on each of the four legs.

Requesting Agency: City of Caldwell

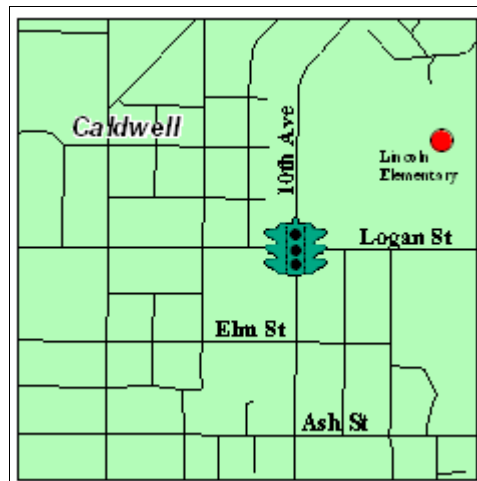
Funding Source: STP-U

Last Funding Year: 2009

Local Share: \$40,370 **Local Match %:** 7.34%

Federal Share: \$509,630 **Previous Expenditures:** \$153,000

Total Cost: \$550,000



Intersection of Star Road and Franklin Road

Key #: 09989

Intersection improvements.

Requesting Agency: City of Nampa

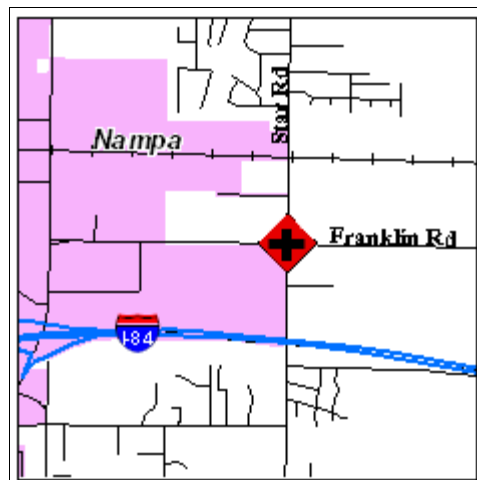
Funding Source: STP-U

Last Funding Year: PD

Local Share: \$105,472 **Local Match %:** 7.35%

Federal Share: \$1,329,528 **Previous Expenditures:** \$0

Total Cost: \$1,435,000



Metropolitan Planning - FY2007

Key #: 10683

MPO planning funds from the Federal Highway Administration. Total \$970,151. (Nampa Urbanized Area portion.)

Requesting Agency: COMPASS

Funding Source: Other Federal

Last Funding Year: 2007

Local Share: \$18,525 **Local Match %:** 7.34%

Federal Share: \$233,854 **Previous Expenditures:** \$0

Total Cost: \$252,379



Metropolitan Planning - FY2008

Key #: 10688

MPO planning funds from the Federal Highway Administration. Total \$985,574.
(Nampa Urbanized Area portion.)

Requesting Agency: COMPASS
Funding Source: Other Federal
Last Funding Year: 2008

Local Share:	\$18,874	Local Match %:	7.36%
Federal Share:	\$237,572	Previous Expenditures:	\$0
Total Cost:	\$256,446		



Metropolitan Planning - FY2009

Key #: 10693

MPO planning funds from the Federal Highway Administration. Total \$1,001,246.
(Nampa Urbanized Area portion.)

Requesting Agency: COMPASS
Funding Source: Other Federal
Last Funding Year: 2009

Local Share:	\$19,175	Local Match %:	7.36%
Federal Share:	\$241,349	Previous Expenditures:	\$0
Total Cost:	\$260,524		



Metropolitan Planning - FY2010

Key #: 10698

MPO planning funds from the Federal Highway Administration. Total \$1,001,246.
(Nampa Urbanized Area portion.)

Requesting Agency: COMPASS
Funding Source: Other Federal
Last Funding Year: 2010

Local Share:	\$19,175	Local Match %:	7.36%
Federal Share:	\$241,349	Previous Expenditures:	\$0
Total Cost:	\$260,524		



Metropolitan Planning - Transit - FY2007

Key #: 10189

MPO planning funds at statewide level from the Federal Transit Administration. Total \$326,000. (Nampa Urbanized Area portion.)

Requesting Agency: COMPASS
Funding Source: Other Federal
Last Funding Year: 2007

Local Share:	\$4,100	Local Match %:	7.34%
Federal Share:	\$51,758	Previous Expenditures:	\$0
Total Cost:	\$55,858		



Metropolitan Planning - Transit - FY2008

Key #: 10194

MPO planning funds at statewide level from the Federal Transit Administration. Total \$353,000. (Nampa Urbanized Area portion.)

Requesting Agency: COMPASS
Funding Source: Other Federal
Last Funding Year: 2008

Local Share:	\$4,442	Local Match %:	7.36%
Federal Share:	\$55,913	Previous Expenditures:	\$0
Total Cost:	\$60,355		



MPO Transportation Planning Activities - FY2007

Key #: 09197

Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.

Requesting Agency: COMPASS
Funding Source: STP-U
Last Funding Year: 2007

Local Share:	\$2,936	Local Match %:	7.34%
Federal Share:	\$37,064	Previous Expenditures:	\$0
Total Cost:	\$40,000		



MPO Transportation Planning Activities - FY2008

Key #: 09198

Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.

Requesting Agency: COMPASS

Funding Source: STP-U

Last Funding Year: 2008

Local Share: \$1,982 **Local Match %:** 7.34%

Federal Share: \$25,018 **Previous Expenditures:** \$0

Total Cost: \$27,000



MPO Transportation Planning Activities - FY2009

Key #: 09512

Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.

Requesting Agency: COMPASS

Funding Source: STP-U

Last Funding Year: 2009

Local Share: \$954 **Local Match %:** 7.34%

Federal Share: \$12,046 **Previous Expenditures:** \$0

Total Cost: \$13,000



North Middleton Road, SH 44 (Main Street) North Across Mill Slough

Key #: 09515

Rebuild to Urban four (4)-lane.

Requesting Agency: City of Middleton

Funding Source: STP-U

Last Funding Year: 2010

Local Share: \$49,618 **Local Match %:** 7.34%

Federal Share: \$626,382 **Previous Expenditures:** \$120,000

Total Cost: \$676,000



Rideshare, ACHD's Rideshare Program - FY2007

Key #: 09210

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.

Requesting Agency: ACHD
Funding Source: STP-U
Last Funding Year: 2007

Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2008

Key #: 09211

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.

Requesting Agency: ACHD
Funding Source: STP-U
Last Funding Year: 2008

Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2009

Key #: 09516

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.

Requesting Agency: ACHD
Funding Source: STP-U
Last Funding Year: 2009

Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2010

Key #: 10539

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.

Requesting Agency: ACHD

Funding Source: STP-U

Last Funding Year: 2010

Local Share: \$0 **Local Match %:** 0.00%

Federal Share: \$55,000 **Previous Expenditures:** \$0

Total Cost: \$55,000



Rideshare, ACHD's Rideshare Program - FY2011

Key #: 10538

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. This project was advanced from FY 2011.

Requesting Agency: ACHD

Funding Source: STP-U

Last Funding Year: 2010

Local Share: \$0 **Local Match %:** 0.00%

Federal Share: \$55,000 **Previous Expenditures:** \$0

Total Cost: \$55,000



SH 19, Wilder to Caldwell, Corridor Plan

Key #: 09973

Study. Total project cost is \$200,000 (10% Nampa Urbanized Area, 90% Other Canyon County). Nampa Urbanized Area portion.

Requesting Agency: ITD

Funding Source: Systems Planning

Last Funding Year: 2008

Local Share: \$1,468 **Local Match %:** 7.34%

Federal Share: \$18,532 **Previous Expenditures:** \$0

Total Cost: \$20,000



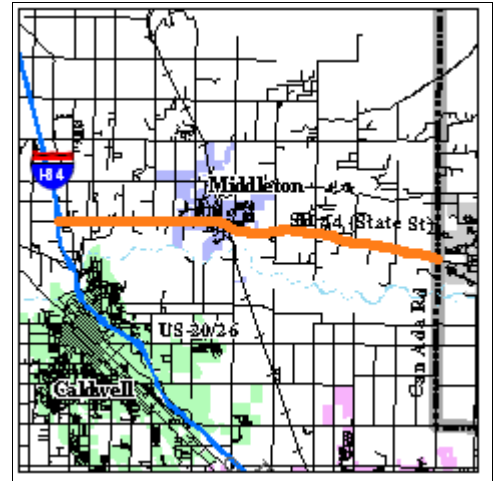
SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road

Key #: 07827

Preserve corridor for additional lanes. Total project cost is \$4,450,000 (50% Ada and 50% Canyon Counties). Canyon County portion.

Requesting Agency: ITD
Funding Source: R & E
Last Funding Year: 2011

Local Share: \$163,315 Local Match %: 7.34%
Federal Share: \$2,061,685 Previous Expenditures: \$2,835,000
Total Cost: \$2,225,000



SH 45, Corridor Plan from Junction SH 78 to City of Nampa

Key #: 09971

Develop a corridor plan for SH 45 from SH 78 to the City of Nampa. Total project cost is \$225,000. (4% Owyhee County, 48% Canyon County, 48% Nampa Urbanized Area.) Nampa Urbanized Area portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2009

Local Share: \$7,927 Local Match %: 7.34%
Federal Share: \$100,073 Previous Expenditures: \$0
Total Cost: \$108,000



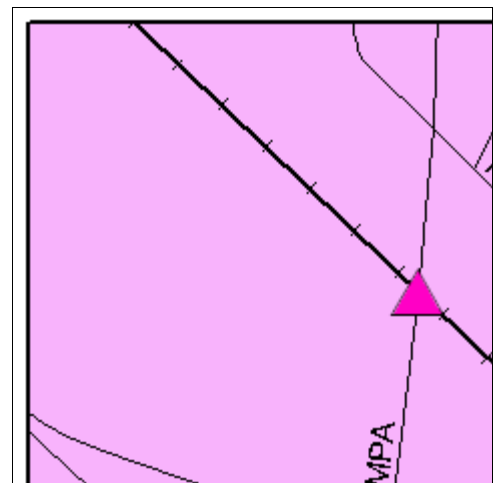
SH 55, UPRR Overpass, Nampa

Key #: 08945

Rehabilitate bridge.

Requesting Agency: ITD
Funding Source: Bridge
Last Funding Year: 2008

Local Share: \$94,686 Local Match %: 7.34%
Federal Share: \$1,195,314 Previous Expenditures: \$61,000
Total Cost: \$1,290,000



Transit - Capital and Safety and Security

Key #: 10810

Provide capital, associated capital maintenance and safety and security assistance, hardware/software, monitoring equipment, bus stops, communication equipment, and fare readers.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2007

Local Share: \$62,000 **Local Match %:** 20.00%

Federal Share: \$248,000 **Previous Expenditures:** \$0

Total Cost: \$310,000



Transit - Capital and Safety and Security

Key #: 10811

Provide associated capital maintenance and safety and security assistance.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2008

Local Share: \$7,932 **Local Match %:** 20.00%

Federal Share: \$31,728 **Previous Expenditures:** \$0

Total Cost: \$39,660



Transit - Capital and Safety and Security

Key #: 10813

Provide associated capital maintenance and safety and security assistance.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2009

Local Share: \$11,031 **Local Match %:** 20.00%

Federal Share: \$44,125 **Previous Expenditures:** \$0

Total Cost: \$55,156



Transit - Capital Lease

Key #: 10096

Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2008

Local Share: \$57,338 **Local Match %:** 17.00%

Federal Share: \$279,942 **Previous Expenditures:** \$0

Total Cost: \$337,280



Transit - Capital Lease

Key #: 10106

Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2007

Local Share: \$39,610 **Local Match %:** 17.00%

Federal Share: \$193,390 **Previous Expenditures:** \$0

Total Cost: \$233,000



Transit - Capital Lease

Key #: 10814

Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2009

Local Share: \$57,900 **Local Match %:** 17.00%

Federal Share: \$282,687 **Previous Expenditures:** \$0

Total Cost: \$340,587



Transit - Demand Response Operations

Key #: 10087

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2007

Local Share: \$17,644 **Local Match %:** 20.00%

Federal Share: \$70,577 **Previous Expenditures:** \$0

Total Cost: \$88,221



Transit - Demand Response Operations

Key #: 10812

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2008

Local Share: \$18,710 **Local Match %:** 20.00%

Federal Share: \$74,841 **Previous Expenditures:** \$0

Total Cost: \$93,551



Transit - Demand Response Operations

Key #: 10815

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2009

Local Share: \$19,646 **Local Match %:** 20.00%

Federal Share: \$78,583 **Previous Expenditures:** \$0

Total Cost: \$98,229



Transit - Fixed Line Operations

Key #: 10086

Provide transit operations and administration in Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2007

Local Share: \$315,000 **Local Match %:** 50.00%

Federal Share: \$315,000 **Previous Expenditures:** \$0

Total Cost: \$630,000



Transit - Fixed Line Operations

Key #: 10097

Provide transit operations and administration in Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2008

Local Share: \$304,283 **Local Match %:** 50.00%

Federal Share: \$304,283 **Previous Expenditures:** \$0

Total Cost: \$608,566



Transit - Fixed Line Operations

Key #: 10816

Provide transit operations and administration in Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2009

Local Share: \$319,497 **Local Match %:** 50.00%

Federal Share: \$319,497 **Previous Expenditures:** \$0

Total Cost: \$638,994



Transit - Job Access Reverse Commute (JARC) - FY 2007

Key #: 10819

Planning (using 10% of FY 2007 appropriation). Nampa Urbanized Area portion only.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5316

Last Funding Year: 2007

Local Share: \$0 **Local Match %:** 0.00%

Federal Share: \$10,408 **Previous Expenditures:** \$0

Total Cost: \$10,408



Transit - New Freedoms Initiative - FY 2007

Key #: 10820

Planning (using 10% of Fiscal Year 2007 appropriations). Nampa Urbanized Area portion.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5317

Last Funding Year: 2007

Local Share: \$0 **Local Match %:** 0.00%

Federal Share: \$5,777 **Previous Expenditures:** \$0

Total Cost: \$5,777



Transit - Planning

Key #: 10088

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2007

Local Share: \$18,417 **Local Match %:** 20.00%

Federal Share: \$73,668 **Previous Expenditures:** \$0

Total Cost: \$92,085



Transit - Planning

Key #: 10098

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Last Funding Year: 2008

Local Share:	\$24,236	Local Match %:	20.00%
Federal Share:	\$96,945	Previous Expenditures:	\$0
Total Cost:	\$121,181		



Transit - Planning

Key #: 10817

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Last Funding Year: 2009

Local Share:	\$32,836	Local Match %:	20.00%
Federal Share:	\$131,343	Previous Expenditures:	\$0
Total Cost:	\$164,179		



Transit - Preventive Maintenance

Key #: 10089

Provide preventive maintenance support for fixed route and demand responsive transit services.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Last Funding Year: 2007

Local Share:	\$84,000	Local Match %:	20.00%
Federal Share:	\$336,000	Previous Expenditures:	\$0
Total Cost:	\$420,000		



Transit - Preventive Maintenance

Key #: 10099

Provide preventive maintenance support for fixed route and demand responsive transit services.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2008

Local Share: \$68,909 **Local Match %:** 20.00%

Federal Share: \$275,634 **Previous Expenditures:** \$0

Total Cost: \$344,543



Transit - Preventive Maintenance

Key #: 10818

Provide preventive maintenance support for fixed route and demand responsive transit services.

Requesting Agency: Valley Regional Transit

Funding Source: FTA 5307

Last Funding Year: 2009

Local Share: \$72,354 **Local Match %:** 20.00%

Federal Share: \$289,416 **Previous Expenditures:** \$0

Total Cost: \$361,770



Transportation, Community, and System Preservation (TCSP) Group Projects - FY2007 Key #: TBD

Place holder for projects in the TCSP program.

Requesting Agency: Various

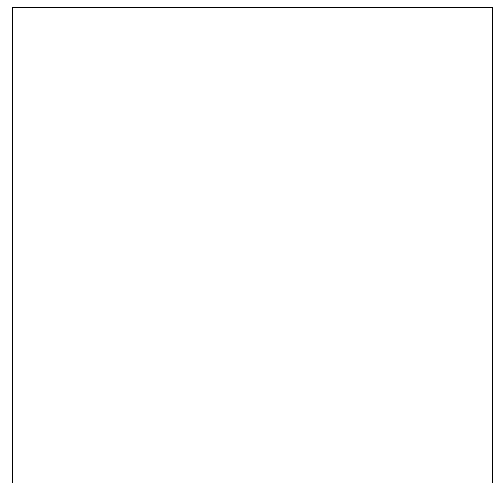
Funding Source: TCSP

Last Funding Year: 2007

Local Share: \$18,350 **Local Match %:** 7.34%

Federal Share: \$231,650 **Previous Expenditures:** \$0

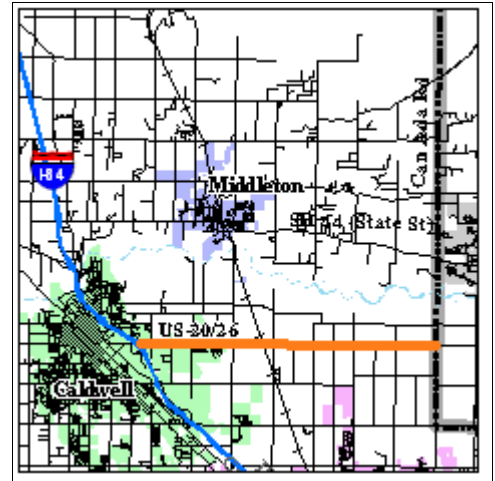
Total Cost: \$250,000



US 20/26, Corridor Preservation, Caldwell to Boise

Key #: 07826

Acquire right-of-way for corridor preservation. Total project cost is \$4,840,000 (50% Ada and 50% Canyon Counties). Canyon County portion.



Requesting Agency: ITD
Funding Source: R & E
Last Funding Year: 2011

Local Share: \$177,628 **Local Match %:** 7.34%
Federal Share: \$2,242,372 **Previous Expenditures:** \$2,503,000
Total Cost: \$2,420,000

US 20/26, Parma to Caldwell, Corridor Plan

Key #: 09972

Study. Total project cost is \$200,000 (10% Nampa Urbanized Area, 90% Other Canyon County). Nampa Urbanized Area portion.



US 20/26, Parma to Caldwell
Corridor Plan

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2008

Local Share: \$1,468 **Local Match %:** 7.34%
Federal Share: \$18,532 **Previous Expenditures:** \$0
Total Cost: \$20,000

Vacuum Sweeper Truck

Key #: 09736

Purchase a sweeper truck for the Canyon Highway District.



Vacuum Sweeper Truck

Requesting Agency: Canyon Highway District
Funding Source: CMAQ
Last Funding Year: 2007

Local Share: \$13,579 **Local Match %:** 7.34%
Federal Share: \$171,421 **Previous Expenditures:** \$0
Total Cost: \$185,000

Vacuum Sweeper Truck

Key #: 09737

Purchase a sweeper truck for the City of Nampa.

Requesting Agency: City of Nampa

Funding Source: CMAQ

Last Funding Year: 2007

Local Share: \$13,579

Local Match %: 7.34%

Federal Share: \$171,421

Previous Expenditures: \$0

Total Cost: \$185,000



Other Canyon County: Summary Project List

Bowmont Road, SH 45 to Kuna Mora Road

Key #: 10556

Add a new connection from SH 45 to Kuna Mora Road.

Requesting Agency: Nampa Highway District

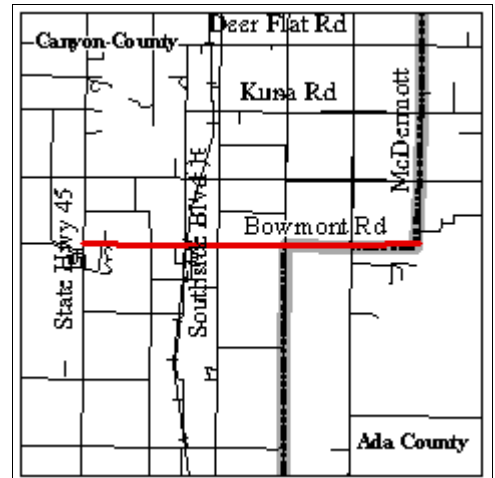
Funding Source: STP-Rural

Last Funding Year: PD

Local Share: \$284,865 **Local Match %:** 7.34%

Federal Share: \$3,596,135 **Previous Expenditures:** \$0

Total Cost: \$3,881,000



Homedale Road

Key #: 09983

Pavement rehabilitation.

Requesting Agency: Canyon Highway District

Funding Source: STP-R

Last Funding Year: PD

Local Share: \$52,041 **Local Match %:** 7.34%

Federal Share: \$656,959 **Previous Expenditures:** \$0

Total Cost: \$709,000



Homedale Road, Canyon County

Key #: 08080

Resurface and rehabilitate pavement.

Requesting Agency: Golden Gate Highway District

Funding Source: STP-R

Last Funding Year: 2007

Local Share: \$171,609 **Local Match %:** 7.34%

Federal Share: \$2,166,391 **Previous Expenditures:** \$576,000

Total Cost: \$2,338,000



I-84, Mile Post 17.6 to 23, Canyon County

Key #: 08957

Pavement rehabilitation.

Requesting Agency: ITD

Funding Source: R & E

Last Funding Year: 2007

Local Share: \$8,834,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$30,000

Total Cost: \$8,834,000



Parma Enhancement and Downtown Revitalization, US 95, 4th Street to Roswell Boulevard Key #: 09435

Downtown enhancement and revitalization in downtown Parma along US 95. Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.

Requesting Agency: City of Parma

Funding Source: STP-E

Last Funding Year: 2008

Local Share: \$97,000

Local Match %: 20.00%

Federal Share: \$388,000

Previous Expenditures: \$88,000

Total Cost: \$485,000



SH 19, Wilder to Caldwell, Corridor Plan

Key #: 09973

Study. Total project cost is \$200,000 (10% Nampa Urbanized Area, 90% Other Canyon County). Other Canyon County portion.

Requesting Agency: ITD

Funding Source: Systems Planning

Last Funding Year: 2008

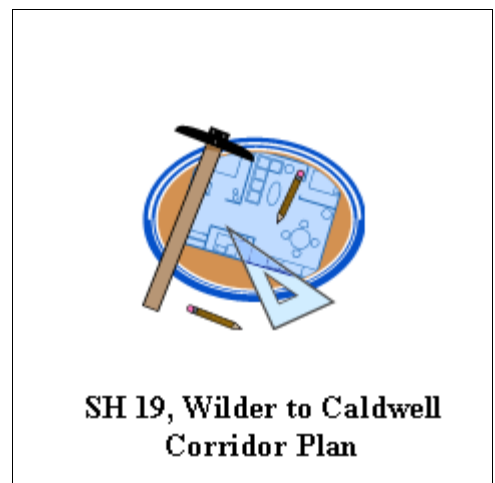
Local Share: \$13,212

Local Match %: 7.34%

Federal Share: \$166,788

Previous Expenditures: \$0

Total Cost: \$180,000



SH 19, Wilder to Caldwell
Corridor Plan

SH 45, Corridor Plan from Junction SH 78 to City of Nampa

Key #: 09971

Develop a corridor plan for SH 45 from SH 78 to the City of Nampa. Total project cost is \$225,000. (4% Owyhee County, 48% Canyon County, 48% Nampa Urbanized Area.) Canyon County portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2009

Local Share:	\$7,927	Local Match %:	7.34%
Federal Share:	\$100,073	Previous Expenditures:	\$0
Total Cost:	\$108,000		



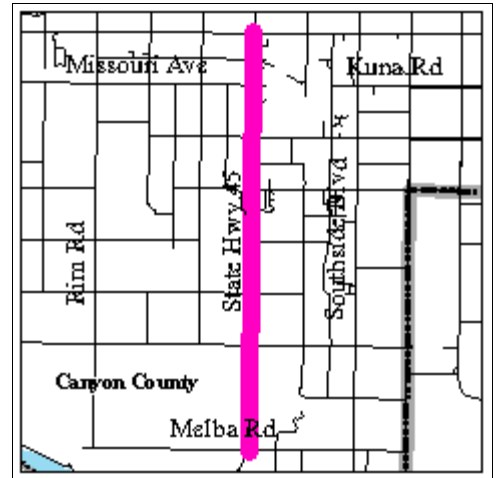
SH 45, Melba Road to Deer Flat Road

Key #: 09341

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Last Funding Year: 2008

Local Share:	\$2,465,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$82,000
Total Cost:	\$2,465,000		



SH 55 Corridor Plan

Key #: 09967

Multi-county study. Total project cost is \$175,000 (10% Ada, 10% Canyon Counties). Canyon County portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2007

Local Share:	\$1,284	Local Match %:	7.34%
Federal Share:	\$16,216	Previous Expenditures:	\$350,000
Total Cost:	\$17,500		



Transit - Rural Transportation Capital - Valley Regional Transit

Key #: 10796

Provide regional non-urban transportation services in rural Canyon County including operations, administration and preventive maintenance.

Requesting Agency: ITD
Funding Source: FTA 5311
Last Funding Year: 2007

Local Share:	\$37,500	Local Match %:	20.00%
Federal Share:	\$150,000	Previous Expenditures:	\$0
Total Cost:	\$187,500		



US 20/26, Junction US 95 to Notus

Key #: 09392

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Last Funding Year: 2007

Local Share:	\$195,244	Local Match %:	7.34%
Federal Share:	\$2,464,756	Previous Expenditures:	\$132,000
Total Cost:	\$2,660,000		



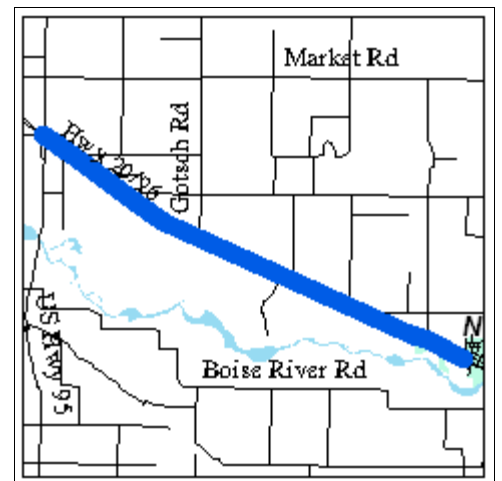
US 20/26, Junction US 95 to Notus

Key #: 09392

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Non-Participating
Last Funding Year: 2007

Local Share:	\$9,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$132,000
Total Cost:	\$9,000		



US 20/26, Parma to Caldwell, Corridor Plan

Key #: 09972

Study. Total project cost is \$200,000 (10% Nampa Urbanized Area, 90% Other Canyon County). Other Canyon County portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2008

Local Share:	\$13,212	Local Match %:	7.34%
Federal Share:	\$166,788	Previous Expenditures:	\$0
Total Cost:	\$180,000		



US 95 Corridor Plan

Key #: 09968

Corridor study of US 95 in District 3. Total project cost is \$175,000 (11% Canyon County). Canyon County portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Last Funding Year: 2007

Local Share:	\$1,413	Local Match %:	7.34%
Federal Share:	\$17,837	Previous Expenditures:	\$350,000
Total Cost:	\$19,250		



US 95, Parma Business District

Key #: 09347

Rehabilitate pavement.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Last Funding Year: 2008

Local Share:	\$530,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$60,000
Total Cost:	\$530,000		

