



Community
Planning
Association

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FY2003-2007 Nampa Urbanized Area Transportation Improvement Program



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INTRODUCTION

The Nampa Urbanized Area that encompasses the Cities of Nampa, Caldwell and Middleton and the areas adjacent to those cities is among the three new Urbanized areas recognized in the State of Idaho by the US Department of Transportation in July 2002. The Urbanized Areas are entitled to the formation of a Metropolitan Planning Organization (MPO). Among the responsibilities of the MPO is development of a Transportation Improvement Program (TIP). The Transportation Improvement Program is a short-range (3-5 year) capital improvement (budget) program of transportation projects. It must be consistent with the area's transportation plans.

This Transportation Improvement Program is developed through a cooperative process by local entities in the Nampa Urbanized Area and the Community Planning Association (COMPASS). This process involves extensive public and inter-agency participation. Participating agencies are the Idaho Transportation Department (ITD), the Cities of Nampa, Caldwell, and Middleton, Canyon County, the Association of Canyon County Highway Districts, ValleyRide, the Regional Public Transportation Agency and the Treasure Valley Transit.

Projects in the first three years of the Transportation Improvement Program are of special interest since these projects are considered "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs moved from the planning stage to the implementation stage.

The Nampa Urbanized Area Transportation Improvement Program is consistent with federal regulations and the area's policies and strategies. This is the first document developed on behalf of the major cities in Canyon County. The area's transportation plan of record is Moving People: 2025 Canyon County Long Range Transportation Plan that was adopted on February 2003.

This document includes all federally funded projects and all those sponsored by the Idaho Transportation Department in Canyon County. The 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 is not required to produce a formal Transportation Improvement Program until the year 2005.

PUBLIC OUTREACH EFFORTS

A public outreach was conducted to seek public input to the development of the Nampa Urbanized Area Transportation Improvement Program. This effort consisted of requesting input from local agencies in Canyon County as well as efforts aimed at reaching out to the public directly to request their input and comments.

Local Governments' Input. Staff of the Idaho Transportation Department and the Community Planning Association met frequently with representatives of local governments in the Nampa Urbanized Area to discuss transportation impacts and financial aspects of projects in this document. Therefore, this document was developed with direct participation of local governments in project selection and prioritization process.

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

Public Information Meeting. The Idaho Transportation Department and the Community Planning Association jointly sponsored an open house and public information meeting on July 16, 2001, 4:00 - 8:00 p.m., at the Caldwell Police Department in the City of Caldwell. Staff from Community Planning Association and Idaho Transportation Department were present to respond to questions on proposed projects.

The public information meeting and the availability of the Transportation Improvement Program document for public review and commenting were publicized through the following means of public outreach:

Media. Displayed an advertisement of the Public Information Meeting in the July 15, 2002 issue of The Press-Tribune.

News Release. A news release on the Transportation Improvement Program process and the Public Information Meeting was sent to Treasure Valley's newspapers and radio stations.

Legal Notice. The Community Planning Association posted a legal notification for the Nampa Urbanized Area Transportation Improvement Program on July 1, 2002 in The Idaho Press-Tribune.

Community Planning Association's Internet Website. Information about the Public Meeting on the proposed Transportation Improvement Program was available through the Community

Planning Association website as of July 1, 2002 (www.compassidaho.org). It encouraged the public to use this medium to submit comments. Internet notification included the posting of draft projects in the Transportation Improvement Program.

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

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

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

FEDERAL AID PROGRAMS

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

National Highway System

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

Interstate Maintenance (IM)

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

Surface Transportation Program

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

Surface Transportation Program-Urban

The Surface Transportation Program-Urban (STP-U), a portion of Surface Transportation Program, is allocated to urban areas. The urban areas with a population of 50,000 or more are entitled to form a Metropolitan Planning Organization, such as Community Planning Association, to prioritize the allocation of Surface Transportation Program-Urban dollars. There are currently six Metropolitan Planning Organizations in the State of Idaho: Boise, Nampa, Pocatello, Lewiston, Coeur D'Alene and Idaho Falls.

Transportation Enhancement Program

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

Safety

A total of 10% of Surface Transportation Plan funds is allocated to the Safety Program. Eligible activities include projects for the improvement of identified high-hazard locations which constitute a danger to vehicles or pedestrians. Examples of the types of projects include intersection improvements, modification of roadway cross sections, pavement skid treatments, and alignment changes. Major reconstruction of appreciable lengths of highway is not intended to be funded under this program. A major focus of this program is to target spot improvements of high accident areas. Similar to the Bridge Program, Safety Program projects can be on any public road.

Congestion Mitigation and Air Quality

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

Bridge Replacement and Rehabilitation Program

Highway bridges over waterways, railroads, other highways or other topographical barriers may be replaced or rehabilitated when the states and the Secretary of Transportation find that they are unsafe due to structural deficiencies, physical deterioration, or functional obsolescence. Preliminary engineering, construction, and construction engineering of these bridges are eligible activities under the Bridge Replacement and Rehabilitation Program. Additional eligible projects include bridge painting, seismic retrofitting, and calcium magnesium acetate applications.

Bridge Program Funds may not be used for costs of right-of-way, utility relocation or adjustments, long approach fills or similar items. Approach costs are limited to 10% of total

costs. (Note: Other Federal-aid highway funds may share in the cost of these items.) The structure to be replaced may be on or off the Federal-Aid Highway System. It must be inspected, rated and determined to be deficient, submitted as a replacement candidate, and must be considered as having a high priority for replacement.

Federal Lands Program

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

Scenic Byways Program

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

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

FINANCIAL CAPACITY ANALYSIS

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

Financial Status of Project Sponsoring Entities

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

Financial Status of ValleyRide's Transit Projects

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

Financial Status of Treasure Valley Transit

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

General Statement of Financial Constraint

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

FY 2003-2007 Transportation Improvement Program

ID	Project	Description	Cost	Year	Funding Source	ITD Key #	Responsible Agency/ Project No.
1	10th Ave. Overpass, Caldwell	Bridge replacement	\$920,000	2003	Bridge (Local Road System)	8091	City of Caldwell 8091
2	FY03 Canyon County Transit	Purchase 2 buses	\$140,000	2003	CMAQ	8342	ITD 8342
3	Amity Rd. & Kings Rd. Railroad Crossing	Conduct the Preliminary Engineering only, for this project.	\$500,000	PD	Local		City of Nampa
4	Amity Rd. & Kings Rd. Railroad Crossing	Build Railroad Overpass.	\$18,000,000	PD	Discretionary <i>(subject to congressional action)</i>		City of Nampa
5	Aviation Way, Caldwell	Rehabilitate and resurface pavement. (SMA 7993)	\$429,000	2008	STP-U	7673	City of Caldwell 7673
6	Canyon County Planning	Assist Community Planning Association in meeting federal transportation planning responsibilities.	\$688,000	2003	STP-U	9134	COMPASS 9134
7	Garrity Blvd. ITS	Install fiber optic cables to synchronize as many traffic signals as possible. This process will make it possible to use surveillance cameras in the future.	\$195,000	2005	CMAQ	8856	City of Nampa 8856
8	Homedale Rd., Canyon County	Resurface and rehabilitate pavement	\$2,499,000	PD	STP-R	8080	Golden Gate Highway District 8080
9	I-84, Ada, Canyon and Elmore Counties Joint Replacement	Rehabilitate bridges.	\$310,000	2007	IM	8949	ITD 8949
10	I-84, from Black Canyon to Sand Hollow	Groove and grind pavement	\$2,900,000	2005	IM	8955	ITD 8955
11	I-84, End of Concrete Caldwell to RR Bridge, Nampa	Rehabilitate pavement	\$5,494,000	PD	IM	8401	ITD 8401

FY 2003-2007 Transportation Improvement Program

ID	Project	Description	Cost	Year	Funding Source	ITD Key #	Responsible Agency/ Project No.
12	I-84, Franklin Rd. IC, Caldwell	Reconstruct interchange bridge and acquire additional right-of-way	\$8,500,000	2006	IM	7795	ITD 7795
13	I-84, Franklin Rd. IC Stage 2, Caldwell	Interchange improvements	\$10,800,000	2007	IM	8655	ITD 8655
14	I-84, Franklin IC, Nampa	Reconstruct interchange and acquire additional right-of-way	\$8,290,000	PD	IM	7825	ITD 7825
15	I-84, Guard Rail End Replacement	Replace guardrail.	\$220,000	2003	STP-HZD ELM	8942	ITD 8942
16	I-84 Intelligent Transportation Oregon Department Of Transportation Cooperative	Improve safety. The Idaho Transportation Department and the Oregon Department of Transportation will enter an agreement to add a variable message board to the interstate. This message board will alert motorists that the interstate is closed and they should get off at the next exit.	\$30,000	2004	IM	8966	ITD 8966
17	I-84, JCT SH-44	Rehabilitate pavement and improve guard rails.	\$2,566,000	2007	STP-State	8959	ITD 8959
18	I-84, from JCT SH-44 to the City of Caldwell	Rehabilitate pavement	\$1,370,000	2006	STP-State	8956	ITD 8956
19	I-84, Karcher IC, Nampa	Construct new interchange	\$33,600,000	2004	IM	3214	ITD 3214
20	I-84, from Karcher JCT to Nampa Blvd.	Pavement rehabilitation	\$1,070,000	2004	STP-State	8628	ITD 8628
21	I-84 Eastbound Lanes over Nampa Blvd	Rehabilitate bridge	\$357,000	2007	IM	8947	ITD 8947
22	I-84, from Sand Hollow to Mile Post 21	Rehabilitate pavement	\$2,565,000	2006	STP-State	8957	ITD 8957

FY 2003-2007 Transportation Improvement Program

ID	Project	Description	Cost	Year	Funding Source	ITD Key #	Responsible Agency/ Project No.
23	I-84 Westbound Lanes over UPRR, Nampa	Rehabilitate bridge	\$425,000	2007	IM	8948	ITD 8948
24	I-84B, from Garrity Blvd. to Nampa CL	Minor widening and resurfacing	\$1,505,000	2005	STP-U	6997	City of Nampa 6997
25	I-84B, from Garrity Blvd. to Nampa CL	Minor widening and resurfacing	\$1,505,000	2005	STP-State	6997	City of Nampa 6997
26	I-84B, Intersection of Garrity & N Kings Rd., Nampa	Add traffic signal	\$599,000	2005	STP-U	7184	City of Nampa 7184
27	I-84B, Intersection of Garrity & N Kings Rd., Nampa	Add traffic signal	\$599,000	2005	STP-State	7184	City of Nampa 7184
28	Intersection of Franklin & 21st Ave., Caldwell	Minor widening and resurfacing	\$1,421,000	PD	STP-U	8075	City of Caldwell 8075
29	Middleton Alternate Route Study	Conduct a corridor location and environmental study	\$955,000	2005	STP-Rural	9032	ITD 9032
30	Notus Canal Bridge to Franklin Rd., Caldwell	Minor widening and resurfacing	\$343,000	2006	STP-U	8076	City of Caldwell 8076
31	SH-44, Corridor Preservation, Jct. I-84 to Eagle	Miscellaneous improvements and right-of-way acquisition	\$1,100,000	2003-2006	STP-State	7827	ITD 7827
32	SH-55, from Mile Post 6.4 to the Indian Creek Bridge	Replace metal guardrail	\$185,000	2005	STP- HAZ ELM	8938	ITD 8938
33	SH-55, Marsing	Remove unsafe bridge piers from old bridge	\$180,000	2006	STP- State	8953	ITD 8953
34	SH-55, Marsing to Sunnyslope Curve	Reconstruction and realignment	\$7,404,000	2006	NHS	0088	ITD 0088

FY 2003-2007 Transportation Improvement Program

ID	Project	Description	Cost	Year	Funding Source	ITD Key #	Responsible Agency/ Project No.
35	SH-55, Midway to E. Sundance Rd., Nampa	Minor widening and resurfacing	\$2,155,000	PD	NHS	6196	ITD 6196
36	SH-55, Sunnyslope Rd. Turnbay	Add turnbay for safety	\$1,080,000	2006	NHS	8428	ITD 8423
37	SH-55, UPPR Overpass, Nampa	Rehabilitate bridge	\$974,000	PD	NHS	8945	ITD 8945
38	Transit Capital	Construct Phase II of the administration and maintenance facility.	\$200,000	2004	FTA 5309*	PD3028	NUA PD3028
39	Transit Capital	Purchase approximately 2 medium-duty (25- passenger) ADA equipped transit vehicles.	\$210,000	2004	FTA 5307	PI3005	NUA PI3005
40	Transit Fixed Route Operations	Provide operating funds for Treasure Valley Transit fixed-route services.	\$419,460	2003	FTA 5307	PI3001	NUA PI3001
41	Transit Fixed Route Operations	Provide operating funds for Treasure Valley Transit fixed-route services.	\$700,000	2004	FTA 5307	PI3006	NUA PI3006
42	Transit Fixed Route Operations	Provide operating Treasure Valley Transit fixed-route services.	\$728,000	2005	FTA 5307	PI3010	NUA PI3010
43	Transit Paratransit Demand Response Service	Provide operating funds for Treasure Valley Transit fixed-route services.	\$100,499	2003	FTA 5307	PI3002	NUA PI3002
44	Transit Paratransit Demand Response Service	Provide operating funds for Treasure Valley Transit fixed-route services.	\$103,514	2004	FTA 5307	PI3007	NUA PI3007
45	Transit Paratransit Demand Response Service	Provide operating funds for Treasure Valley Transit fixed-route services.	\$106,619	2005	FTA 5307	PI3011	NUA PI3011
46	Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$747,751	2003	FTA 5307	PI3003	NUA PI3003

FY 2003-2007 Transportation Improvement Program

ID	Project	Description	Cost	Year	Funding Source	ITD Key #	Responsible Agency/ Project No.
47	Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$75,000	2004	FTA 5307	PI3008	NUA PI3008
48	Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$75,000	2005	FTA 5307	PI3012	NUA PI3012
49	Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$120,700	2003	FTA 5307	PI3004	NUA PI3004
50	Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$90,000	2004	FTA 5307	PI3009	NUA PI3009
51	Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$93,600	2005	FTA 5307	PI3013	NUA PI3013
52	US 20, Corridor Preservation, Caldwell to Boise	Miscellaneous improvements and right-of-way acquisition	\$1,100,000	2003-2006	STP-State	7826	ITD 7826
53	US 95, Snake River Bridge to Jct. SH 19, Canyon County	Pavement rehabilitation and minor widening	\$1,340,000	2003	NHS	8094	ITD 8094
54	Vacuum Sweeper Truck	Purchase a sweeper truck for the City of Caldwell	\$170,000	2005	CMAQ	8859	City of Caldwell 8859

GLOSSARY OF ACRONYMS

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