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COMPASS

COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2008-2012 Northern Ada County Transportation Improvement Program

Report No. 09-2007

Adopted by the COMPASS Board on August 20, 2007

Resolution No. 14-2007

Amended November 19, December 17, 2007, February 25, 2008, March 17,
2008, April 21, 2008, and September 15, 2008.

Modified January 24, 2008, March 3, 2008, March 20, 2008, April 4, 2008,
May 1, 2008, and July 29, 2008.

The completion of this document was financed by U.S. Department of Transportation (DOT) funds through the Idaho Transportation Department (ITD) and contributions from member agencies within Ada County.

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RESOLUTION No. 14-2007

FOR THE PURPOSE OF APPROVING THE FY2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR NORTHERN ADA COUNTY AND THE ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION

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 1990 Clean Air Act Amendments require all transportation plans and programs in nonattainment areas demonstrate conformity to applicable state implementation plans for air quality improvements;

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 ensure the availability of Federal funds; and

WHEREAS, the Community Planning Association has developed an FY2008-2012 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 of Directors adopts the FY2008-2012 Transportation Improvement Program for Northern Ada County and the associated Air Quality Conformity Demonstration.

Dated this 20th day of August 2007.

APPROVED:

By: 
Tom Dale, Chair
Community Planning Association Board

ATTEST:

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



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FY2008-2012 Transportation Improvement Program
Northern Ada County

Amendment 1, Approved November 19, 2007
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|----------|------|------|------|------|----|----------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Eagle Road, I-84 to River Valley Street Funds: Private (Developer - STAR) This project will add a third lane in each direction from I-84 to River Valley Street, as well as operational improvements throughout the corridor. | CN | \$15,000 | | | | | | \$15,000 |
| | | Sum | \$15,000 | 0 | 0 | 0 | 0 | 0 | \$15,000 |

Amendment 2, Approved December 17, 2007
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|-------------------------|------|------|------|------|----|-------------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 07826 | US 20/26, Corridor Preservation, Caldwell to Boise Funds: Expansion Acquire right-of-way for corridor preservation. Total project cost is \$4,840,000 \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | PE | 37 | | | | | | 37 |
| | | RW | 705 | 530 | 530 | 530 | 530 | | 2825 |
| | | Sum | 742 | 530 | 530 | 530 | 530 | 0 | 2862 |
| 07827 | SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road Funds: Expansion Preserve corridor for additional lanes. Total project cost is \$4,450,000 \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | PC | 225 29 | | | | | | 225 29 |
| | | RW | 410 | 410 | 410 | 410 | 410 | | 2050 |
| | | Sum | 635 439 | 410 | 410 | 410 | 410 | 0 | 2275 2079 |
| 09816 | I-84, Cole Road to Broadway Avenue, North Sound Wall Funds: FY2008 GARVEE Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | CE | 846 | | | | | | 846 |
| | | CN | 5642 8208 | | | | | | 5642 8208 |
| | | Sum | 6488 9054 | 0 | 0 | 0 | 0 | 0 | 6488 9054 |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|--------------------------------|-----------------|-----------------|------|------|----|--------------------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 10000 | Allumbaugh Street Railroad Crossing, Boise Funds: Safety – SAFETEA-LU Rail Railroad gate and signal. <u>Delayed in FY2007 and moved into FY2008 with increased funding.</u> | CN | 0 <u>280</u> | | | | | | 0 <u>280</u> |
| | | Sum | 0 <u>280</u> | 0 | 0 | 0 | 0 | 0 | 0 <u>280</u> |
| | | | | | | | | | |
| 10001 | Liberty Street Railroad Crossing Funds: Safety – SAFETEA-LU Rail Railroad gate and signal. <u>Delayed in FY2007 and moved into FY2008.</u> | CN | 0 <u>200</u> | | | | | | 0 <u>200</u> |
| | | Sum | 0 <u>200</u> | 0 | 0 | 0 | 0 | 0 | 0 <u>200</u> |
| | | | | | | | | | |
| 10459 | I-84, Garrity Interchange to Meridian Interchange, Design Phase Funds: FY2008 GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garrity Interchange. Design includes provisions for a fourth lane and replacement of the Black Cat Road and Robinson Road overpasses. Total = \$5,557,000 <u>\$3,673,000</u> (50% Ada County and 50% Canyon County) Northern Ada County and FY2008 GARVEE funding portion. | PE | 25 | | | | | | 25 |
| | | PC | 2753 <u>1811</u> | | | | | | 2753 <u>1811</u> |
| | | Sum | 2778 <u>1836</u> | 0 | 0 | 0 | 0 | 0 | 2778 <u>1836</u> |
| | | | | | | | | | |
| 10552 | Locust Grove Railroad Crossing Funds: Safety – SAFETEA-LU Rail Add railroad gates and signals. <u>Delayed from FY2009 to FY2010.</u> | CN | | 350 <u>0</u> | 0 <u>350</u> | | | | 350 |
| | | Sum | 0 | 350 <u>0</u> | 0 <u>350</u> | 0 | 0 | 0 | 350 |
| | | | | | | | | | |
| 10557 | I-84, Broadway Avenue to Gowen Road Overlay Funds: FY2008 GARVEE Resurface two (2) miles of existing lanes on I-84 with "crack and seat" overlay. | PE | 827 <u>1062</u> | | | | | | 827 <u>1062</u> |
| | | CN | 8677 <u>5876</u> | | | | | | 8677 <u>5876</u> |
| | | Sum | 9504 <u>6938</u> | 0 | 0 | 0 | 0 | 0 | 9504 <u>6938</u> |
| | | | | | | | | | |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|-----------------------|------|------|------|------|----|-----------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 11004 | I-84, Garrity Interchange to Meridian Interchange Phase (10459) Funds: FY2006-2007 GARVEE Meridian Interchange phase of the widening project on I-84 between Garrity Interchange and Meridian Interchange. FY2006-2007 GARVEE funding portion. <u>The funds and work for this project were transferred to key number 11005.</u> | CE | 356 <u>0</u> | | | | | | 356 <u>0</u> |
| | | CN | 1424 <u>0</u> | | | | | | 1424 <u>0</u> |
| | | Sum | 1780 <u>0</u> | 0 | 0 | 0 | 0 | 0 | 1780 <u>0</u> |
| | | | | | | | | | |
| 11005 | I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459) Funds: FY2006-2007 GARVEE Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, <u>including ramps at the Meridian Interchange.</u> Total = \$900,000 <u>\$2,680,000</u> (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | CE | 450 <u>1340</u> | | | | | | 450 <u>1340</u> |
| | | Sum | 450 <u>1340</u> | 0 | 0 | 0 | 0 | 0 | 450 <u>1340</u> |
| | | | | | | | | | |
| | | | | | | | | | |
| 11005 | I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459) Funds: FY2008 GARVEE Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, <u>including ramps at the Meridian Interchange.</u> Total = \$81,534,000 <u>\$81,209,000</u> (50% Ada County and 50% Canyon County) Northern Ada County and FY2008 GARVEE funding portion. | CE | 8539 <u>7827</u> | | | | | | 8539 <u>7827</u> |
| | | CN | 32228 <u>32777</u> | | | | | | 32228 <u>32777</u> |
| | | Sum | 40767 <u>40604</u> | 0 | 0 | 0 | 0 | 0 | 40767 <u>40604</u> |
| | | | | | | | | | |

Administrative Modification 1, Approved January 24, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|------------------------|-------------------------|------|------|------|------|-------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 07238 | Five Mile Road, Franklin Road to Fairview Avenue Funds: STP-TMA Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | PC | 40 | | | | | | 40 |
| | | RW | 300 2279 | 2200 221 | | | | | 2500 |
| | | UT | | | 200 | 200 | | | 400 |
| | | CE | | | | 200 | | | 200 |
| | | CN | | | | 815 | 4918 | 4167 | 9900 |
| | | Sum | 340 2319 | 2200 | 200 | 1215 | 4918 | 4167 | 13040 |
| 08698 | Franklin Road, Touchmark Way to Five Mile Road Funds: STP-TMA Reconstruct and widen existing two (2) to three (3) lane roadway to four (4) to five (5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. Widen the intersection at Cloverdale Road. Advance construction beginning in 2009 with payback through 2011. | RW | 1979 0 | 0 1979 | | | | | 1979 |
| | | UT | | 35 | | | | | 35 |
| | | CE | | 594 | | | | | 594 |
| | | CN | | 3104 | 5135 | 3642 | | | 11881 |
| | | Sum | 1979 0 | 3733 5712 | 5135 | 3642 | | | 14489 |

Amendment 3, Approved February 25, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|----------------------|------|------|------|------|----|----------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 09814 | I-84, Gowen Road to Isaacs Canyon Rebuild Funding Source: FY2006-2007 GARVEE Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay between Gowen Road and Isaacs Canyon interchanges. FY2006-2007 GARVEE funding portion. | CN | 5012 0 | | | | | | 5012 0 |
| | | Sum | 5012 0 | 0 | 0 | 0 | 0 | 0 | 5012 0 |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|--------------------|------|------|------|------|----|--------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 09814 | I-84, Gowen Road to Isaacs Canyon Rebuild Funding Source: FY2008 GARVEE Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay between Gowen Road and Isaacs Canyon interchanges. FY2008 GARVEE funding portion. | PC | 0 <u>77</u> | | | | | | 0 <u>77</u> |
| | | UT | 50 <u>0</u> | | | | | | 50 <u>0</u> |
| | | CE | 410 <u>0</u> | | | | | | 410 <u>0</u> |
| | | CN | 6756 <u>373</u> | | | | | | 6756 <u>373</u> |
| | | Sum | 7216 <u>450</u> | 0 | 0 | 0 | 0 | 0 | 7216 <u>450</u> |
| | | | | | | | | | |
| 09816 | I-84, Cole Road to Broadway Avenue, North Sound Wall Funding Source: FY2006-2007 GARVEE Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | CN | 0 <u>5012</u> | | | | | | 0 <u>5012</u> |
| | | Sum | 0 <u>5012</u> | 0 | 0 | 0 | 0 | 0 | 0 <u>5012</u> |
| | | | | | | | | | |
| 11001 | I-84, Garrity Interchange to Meridian Interchange Milling and Temporary Widening (10459) Funding Source: FY2006-2007 GARVEE Project to mill and temporarily widen I-84 between the Garrity Interchange and Meridian Interchange. FY2006-2007 GARVEE funding portion. Total = \$983,000 \$1,966,000 <u>\$1,523,000</u> (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | CE | 196 <u>159</u> | | | | | | 196 <u>159</u> |
| | | CN | 786 <u>602</u> | | | | | | 786 <u>602</u> |
| | | Sum | 982 <u>761</u> | 0 | 0 | 0 | 0 | 0 | 982 <u>761</u> |
| | | | | | | | | | |

Administrative Modification 2, Approved March 3, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|---------------------|------|------|------|------|----|---------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 11349 | Transit – Vans, Park and Ride, and Facility – FY2008 Funding Source: FTA 5309 Provides for capital improvements including van replacement and/or expansion, design, and potential acquisition of park and ride lots, and construction for the Catalpa pedestrian access. | CN | 1056 <u>614</u> | | | | | | 1056 <u>614</u> |
| | | Sum | 1056 <u>614</u> | 0 | 0 | 0 | 0 | 0 | 1056 <u>614</u> |
| | | | | | | | | | |
| 11350 | Transit – Boise State University Maintenance Facility – FY2008 Funding Source: FTA 5309 Provides for a bus maintenance facility on the Boise State University campus. | CN | 1250 <u>698</u> | | | | | | 1250 <u>698</u> |
| | | Sum | 1250 <u>698</u> | 0 | 0 | 0 | 0 | 0 | 1250 <u>698</u> |
| | | | | | | | | | |
| 11351 | Transit – Vehicles, Facility Upgrade, Equipment – FY2008 Funding Source: 5309 Provides for capital improvement including new vehicles, facility upgrade, and equipment. | CN | 1862 <u>1067</u> | | | | | | 1862 <u>1067</u> |
| | | Sum | 1862 <u>1067</u> | 0 | 0 | 0 | 0 | 0 | 1862 <u>1067</u> |
| | | | | | | | | | |

Amendment 4, Approved March 17, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|----------|------|------|------|------|----|----------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Transit - Treasure Valley, Idaho Transit Facilities – FY2008 Funding Source: FTA 5309 Funds are from a FY2008 Congressional appropriation, and will be used for site location for facilities that could include transfer centers in Meridian, Nampa and Caldwell, and an administrative facility in the City of Meridian. Total = \$360,000 (50% Ada County and 50% Canyon County) Northern Ada County portion. | CN | 0 180 | | | | | | 0 180 |
| | | | | | | | | | |
| | | Sum | 0 180 | 0 | 0 | 0 | 0 | 0 | 0 |

Administrative Modification 3, Approved March 20, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|-------------------------|------|------|------|------|------|---------------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 07238 | Five Mile Road, Franklin Road to Fairview Avenue Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | PC | 40 | | | | | | 40 |
| | | RW | 2279 2748 | 221 | | | | | 2500 2969 |
| | | UT | | | 200 | 200 | | | 400 |
| | | CE | | | | 200 | | | 200 |
| | | CN | | | | 815 | 4918 | 4167 | 9900 |
| | | Sum | 2319 2788 | 221 | 200 | 1215 | 4918 | 4167 | 13040 13509 |
| 09504 | Franklin Road, Ten Mile Road to Linder Road Funds: STP-TMA Widen roadway to five (5) lanes. Remove the Meridian Road to Cherry Lane project based on a decision from the City of Meridian regarding their downtown configuration. | RW | 469 0 | | | 746 | | | 1215 746 |
| | | CE | | | | | | 600 | 600 |
| | | CN | | | | | | 3570 | 3570 |
| | | Sum | 469 0 | 0 | 0 | 746 | 0 | 4170 | 5385 4916 |

Administrative Modification 4, Approved April 4, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | | |
|--------|---|-----------------------------------|-------------------------|------|------|------|------|---------------------|---------------------------|------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM | |
| 07238 | Five Mile Road, Franklin Road to Fairview Avenue Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | PC | 40 | | | | | | 40 | |
| | | RW | 2279 2312 | 221 | | | | | 2500 2533 | |
| | | UT | | | 200 | 200 | | | 400 | |
| | | CE | | | | 200 | | | 200 | |
| | | CN | | | | | 815 | 4918 | 4167 | 9900 |
| | | Sum | 2319 2352 | 221 | 200 | 1215 | 4918 | 4167 | 13040 13073 | |
| 09503 | Federal Aid Overlay Arterials and Collectors – FY2009 Funds: STP-TMA Supplement the local overlay program. | PC | 40 5 | | | | | 40 5 | | |
| | | RW | 40 12 | | | | | 40 12 | | |
| | | CE | | 50 | | | | | 50 | |
| | | CN | | 500 | | | | | 500 | |
| | | Sum | 50 17 | 550 | 0 | 0 | 0 | 0 | 600 567 | |

Amendment 5, Approved April 21, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|----------|------|------|------|------|----|----------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Transit – Mobility Management – FY2008 Funding Source: FTA 5316 To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$695,195 (50% Ada County and 50% Canyon County). Northern Ada County portion. | CN | 0 348 | | | | | | 0 348 |
| | | Sum | 0 348 | 0 | 0 | 0 | 0 | 0 | 0 348 |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|----------------|------|------|------|------|----------------|----------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Transit – Mobility Management – FY2008 Funding Source: FTA 5317 To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$344,362 (50% Ada County and 50% Canyon County). Northern Ada County portion. | CN | 0 | | | | | | 0 |
| | | | 172 | | | | | | 172 |
| | | Sum | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 172 | | | | | 172 | |

Administrative Modification 4 CORRECTION, Approved May 1, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|------------|---|-----------------------------------|-----------------|------|------|------|------------------|------|------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 07238 | Five Mile Road, Franklin Road to Fairview Avenue Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | PC | 40 | | | | | | 40 |
| | | | 2748 | | | | | | 2969 |
| | | RW | 2781 | 221 | | | | | 3002 |
| | | UT | | | 200 | 200 | | | 400 |
| | | CE | | | | 200 | | | 200 |
| | | CN | | | | 815 | 4918 | 4167 | 9900 |
| | | Sum | 2788 | 221 | 200 | 1215 | 4918 | 4167 | 13509 |
| | | 2821 | | | | | 13542 | | |
| 09503 | Federal Aid Overlay Arterials and Collectors – FY2009 Funds: STP-TMA Supplement the local overlay program. | PC | 40 | | | | | | 40 |
| | | | 5 | | | | | | 5 |
| | | RW | 40 | | | | | | 40 |
| | | | 12 | | | | | | 12 |
| | | CE | | 50 | | | | | 50 |
| | | CN | | 500 | | | | | 500 |
| Sum | 50 | 550 | 0 | 0 | 0 | 0 | 600 | | |
| | | 17 | | | | | 567 | | |

Administrative Modification 5, Approved May 1, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|---|-----------------------------------|---|------|---------|------|------|----------|--------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 09816 | I-84, Cole Road to Broadway Avenue, North Sound Wall Funding Source: FY2006-2007 GARVEE Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | CN | 5012 4512 | | | | | | 5012 4512 |
| | | Sum | 5012 4512 | 0 | 0 | 0 | 0 | 0 | 5012 4512 |
| | | 11518 | I-84, Orchard Interchange, New York Canal (KN 09817) Funds: FY2006-2007 GARVEE This project is a breakout phase of KN 09817 for the improvements of the New York canal. | CE | ϕ 50 | | | | |
| | | CN | ϕ 450 | | | | | ϕ 450 | |
| | | Sum | ϕ 500 | 0 | 0 | 0 | 0 | ϕ 500 | |

Administrative Modification 8, Approved July 29, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|----------|------|------|------|------|----|----------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Transit – Mobility Management – FY2008 Funding Source: FTA 5316 To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$695,195 (50% Ada County and 50% Canyon County) Northern Ada County portion. | CN | 348 0 | | | | | | 348 0 |
| | | Sum | 348 0 | 0 | 0 | 0 | 0 | 0 | 348 0 |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------|--|-----------------------------------|-----------------|------|------|------|------|----|-----------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| NEW | Transit – Mobility Management – FY2008 Funding Source: FTA 5317 To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$344,362 (50% Ada County and 50% Canyon County) Northern Ada County portion. | CN | 172 <u>0</u> | | | | | | 172 <u>0</u> |
| | | Sum | 172 <u>0</u> | 0 | 0 | 0 | 0 | 0 | 172 <u>0</u> |
| | | | | | | | | | |
| 10203 | Transit – Mobility Management – FY2006 Funding Source: FTA 5316 Rural To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$265,583 (50% Ada County and 50% Canyon County) Northern Ada County portion. | CN | 0 <u>133</u> | | | | | | 0 <u>133</u> |
| | | Sum | 0 <u>133</u> | 0 | 0 | 0 | 0 | 0 | 0 <u>133</u> |
| | | | | | | | | | |
| 10204 | Transit – Mobility Management – FY2006 Funding Source: FTA 5317 Rural To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$111,219 (50% Ada County and 50% Canyon County) Northern Ada County portion. | CN | 0 <u>56</u> | | | | | | 0 <u>56</u> |
| | | Sum | 0 <u>56</u> | 0 | 0 | 0 | 0 | 0 | 0 <u>56</u> |
| | | | | | | | | | |

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|------------|--|-----------------------------------|---|------|-------------------|------|------|-------------------|-------------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| 11362 | Transit – Job Access Reverse Commute (JARC) – FY2006, FY2007, and FY2008 FY2006-2007 Funding Source: FTA 5316 Large Urban Planning for the JARC program. Includes carryover from FY2006 and FY2007. To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. | CN | 604 <u>225</u> | | | | | | 604 <u>225</u> |
| | | Sum | 604 <u>225</u> | 0 | 0 | 0 | 0 | 0 | 604 <u>225</u> |
| | | 11363 | Transit – New Freedoms Initiative – FY2006, FY2007, and FY2008 FY2006-2007 Funding Source: FTA 5317 Large Urban Planning for the New Freedoms initiative. Includes carryover from FY2006 and FY2007. To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. | CN | 348 <u>135</u> | | | | |
| Sum | 348 <u>135</u> | 0 | | 0 | 0 | 0 | 0 | 348 <u>135</u> | |

Amendment 6, Approved September 15, 2008
(phase amounts in \$1,000)

| Key No | Project | Scheduled Costs (including Match) | | | | | | | |
|--------------|---|-----------------------------------|------|-----------------|------|------|------|----|-----------------|
| | | Phase | 2008 | 2009 | 2010 | 2011 | 2012 | PD | SUM |
| Temp C902 | Phase 1 Vapor Recovery System Program Funding Source: CMAQ To fund installment of Phase 1 Vapor Recovery System, a new regulation by DEQ for gas suppliers. This is a statewide program where DEQ will reimburse half the cost of installation. Total project = \$1,000,000 (\$500,000 federal). Focus is on Ada and Canyon Counties due to Ozone non-attainment. (50% Ada County and 50% Canyon County) approximate Northern Ada County funding portion. | CN | | 0 <u>500</u> | | | | | 0 <u>500</u> |
| | | Sum | 0 | 0 <u>500</u> | 0 | 0 | 0 | 0 | 0 <u>500</u> |

| <i>Key No</i> | <i>Project</i> | <i>Scheduled Costs (including Match)</i> | | | | | | | |
|---------------|---|--|-------------|-----------------|-------------|-------------|-------------|-----------|-----------------|
| | | <i>Phase</i> | <i>2008</i> | <i>2009</i> | <i>2010</i> | <i>2011</i> | <i>2012</i> | <i>PD</i> | <i>SUM</i> |
| 09600 | FY2006 State Highway Planning | CN | | 500 <u>0</u> | | | | | 500 <u>0</u> |
| | Funding Source: State Planning and Research | | | | | | | | |
| | Planning for the state highway system. | Sum | 0 | 500 <u>0</u> | 0 | 0 | 0 | 0 | 500 <u>0</u> |

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I. INTRODUCTION

The Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Statewide 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 Ada County Highway District (ACHD), Ada County, the cities of Boise, Garden City, Meridian, Kuna, Eagle, and Star, and Valley Regional Transit, the regional public transportation agency.

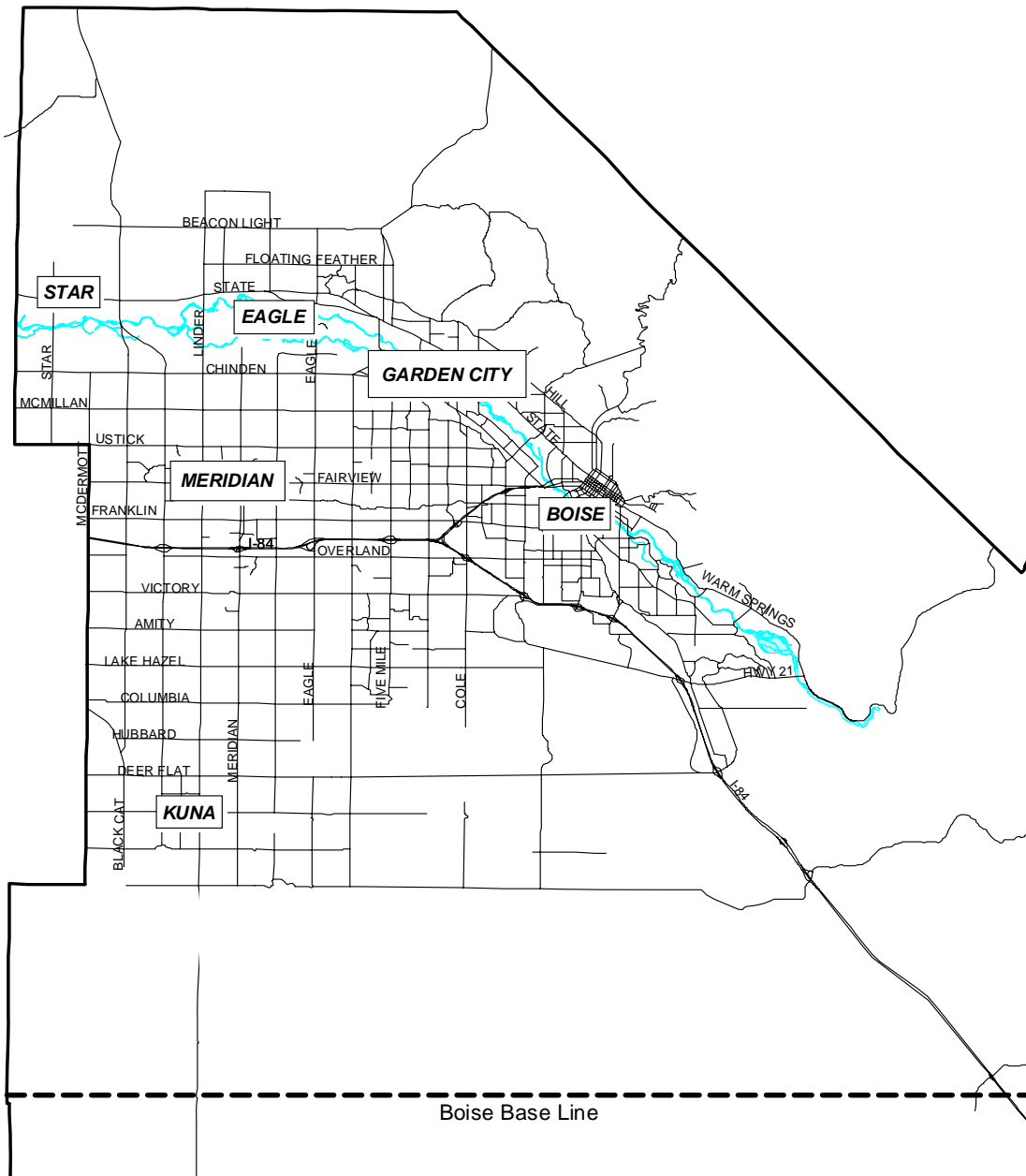
The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion*. The COMPASS Board of Directors adopted *Communities in Motion* on August 21, 2006. The plan is comprised of long-range transportation corridors, a short-range transit component, air quality conformity, 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 (see page 3).

This document includes all federally funded projects and those non-federally funded projects deemed "Regionally Significant" for air quality conformity purposes. This list is not a formal component of the TIP. 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 Boise Urbanized Area includes the cities of Boise, Eagle, Meridian, and Garden City and their adjacent densely settled area. The metropolitan planning area (Northern Ada County TMA) follows the boundaries of the Northern Ada County Maintenance Area. The Maintenance Area encompasses the entire area of Ada County north of the Boise Baseline (Figure 1), located from seven miles south of the City of Kuna to include all the county north of that line. The U.S. Environmental Protection Agency (EPA) has designated this area as an air shed in which the levels of carbon monoxide (CO) and particulate matter (PM₁₀) previously exceeded the national health standards, but now has established plans ensuring those health standards are met in the future.

Figure 1
Northern Ada County - Maintenance Area



II. STATUS OF FY2007 PROJECTS

| Project | Description | Phase | Cost | Key No. | Status |
|--|---|--------------|-----------|---------|------------------|
| 8 th Street School Sidewalks | To construct new seven (7) foot wide sidewalks on the east and west side of West 8th Street. Connect an existing pedestrian pathway to the new sidewalk. Install cross-walk with in-pavement flashers at the Meridian Middle School at a safe location that connects with the new sidewalk and pedestrian pathway. Install Americans with Disabilities Act (ADA) compliant curb ramps at the Cherry Lane intersection and other locations where necessary. | Development | \$77,000 | 10489 | Committed |
| Allumbaugh Street Railroad Crossing, Boise | Railroad gate and signal. | Construction | \$200,000 | 10000 | Delayed |
| Boise State University Greenbelt Pathway | Construct a pathway complete with lighting and landscape features that will provide safe and convenient access to Boise State University. The greenbelt path will provide a linkage to the downtown central business district as well as several nearby park open space areas. | Construction | \$599,000 | 09439 | Committed |
| Cloverdale Road Railroad Crossing, near Kuna | Railroad gate and signal. STP-Safety funding portion. | Development | \$5,000 | 09998 | Committed |
| Cloverdale Road Underpass, Boise | Replace two (2) girders than span eastbound I-84, due to the bridge being struck by a vehicle. | Construction | \$464,000 | 10949 | Committed |
| Eagle Road Underpass | Construct an underpass pathway under Eagle Road. This project includes underpass lighting, landscaping, and railing. | Right-of-Way | \$4,000 | 09758 | Funds not needed |
| Federal Aid Overlay Arterials and Collectors - FY2009 | Supplement the local overlay program. | Development | \$85,000 | 09503 | Committed |
| 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 (NO _x), volatile organic compounds (VOC), sulfate, and nitrate at sites that already have equipment to monitor for ozone. Total project cost is \$310,000. (50% Ada County and 50% Canyon County.) Ada County portion. | Planning | \$155,000 | 09412 | Committed |
| Five Mile Road, Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. | Development | \$30,000 | 07238 | Committed |
| Fleet Expansion - FY2007 | Purchase an alternative fueled, wheelchair accessible bus equipped with a bicycle rack to support expanded services in fiscal year 2007. | Purchase | \$340,000 | 09417 | Committed |
| Franklin Road, Black Cat Road to Ten Mile Road | Widen roadway to five (5) lanes. | Development | \$690,000 | 09637 | Committed |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|--|--|--------------------------|--------------|---------|---|
| Franklin Road, Ten Mile Road to Linder Road | Widen roadway to five (5) lanes. Remove the Meridian Road to Cherry Lane project based on a decision from the City of Meridian regarding their downtown configuration. | Development | \$50,000 | 09504 | Committed |
| Franklin Road, Touchmark Way to Five Mile Road | Reconstruct and widen existing two (2) to three (3) lane roadway to four (4) to five (5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. Widen the intersection at Cloverdale Road. | Right-of-Way | \$400,000 | 08698 | Delayed |
| High Volume Intersection Study | This study would 1) identify high volume arterial intersections in the Treasure Valley using the 2030 Travel Demand Model; 2) develop a prioritization system; and 3) select up to five (5) priority intersections to complete conceptual designs, cost estimates, and land use recommendations to achieve long-term preservation of right-of-way, access spacing, and project programming. | Planning | \$200,000 | 09826 | Committed |
| Historic Warm Springs Boulevard Landscape | Construct arches designating entry into Historic Warm Springs Avenue in the East End, placement of interpretive plaques at those arches, and bicycle and pedestrian improvements at the intersection of Granite Way/Old Penitentiary and Warm Springs Avenue. Project also includes the landscaping of an oval within ACHD's proposed roundabout at the intersection (the roundabout is not part of this project and is not counted toward the match of this project). | Development | \$80,000 | 09437 | Partially Committed (as negotiated) |
| I-184, Cole Road Off-Ramp | Safety improvement. | Development | \$25,000 | 09492 | Removed (No-build alternative outcome of environmental) |
| I-84, Broadway Avenue to Gowen Road Overlay | Resurface two (2) miles of existing lanes on eastbound I-84 with "crack and seat" overlay. | Development | \$358,000 | 10557 | Committed |
| I-84, Cloverdale Road Underpass, Boise | Bridge rehabilitation. | Development | \$130,000 | 09964 | Partially Committed |
| I-84, Cole Road to Broadway Avenue, North Sound Wall | Construct sound walls for 4.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | Development | \$724,000 | 09816 | Committed |
| I-84, Eagle Interchange Ramp | Widen westbound off-ramps at Eagle Road interchange. Extend ramp length on I-84, add additional right turn lane, and additional signals for right turns. | Construction | \$3,900,000 | 09980 | Committed |
| I-84, Five Mile Road Underpass, Boise | Bridge rehabilitation. | Development | \$100,000 | 09493 | Committed |
| I-84, Garrity Interchange to Meridian Interchange | 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) Northern Ada County portion. | Development Construction | \$26,362,000 | 10459 | Partially Committed – Most delayed to 2008 |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|---|--|---------------------------|-------------|---------|--|
| I-84, Gowen Road to Isaacs Canyon Rebuild | Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay between Gowen Road and Isaacs Canyon interchanges. | Development Construction | \$5,124,000 | 09814 | Partially Committed – Most delayed to 2008 |
| I-84, Intelligent Transportation System Connector, Boise | Safety improvement. | Construction | \$500,000 | 09808 | Committed |
| I-84 Joint Replacements for Ada, Canyon, Elmore, and Payette Counties | Rehabilitate bridges. This \$495,000 project is split between Ada County (25%), Canyon County (18%), Elmore County (44%), and Payette County (13%). Ada County portion. | Construction | \$123,750 | 08949 | Committed |
| I-84, Meridian Road to Garrity Boulevard | Install six (6) miles of fiber optic cable along I-84 in an existing ITD underground conduit. Install five (5) closed circuit television (CCTV) cameras at one mile intervals on 50-foot poles. Install eleven (11) vehicle detector stations at half-mile intervals. These detectors will be installed on 30-foot poles and will be able to determine vehicle speeds, vehicle counts, and determine lane occupancy. | Development | \$5,000 | 09733 | Committed |
| I-84, Orchard Interchange | Reconstruct interchange to accommodate future widening of I-84. | Development | \$2,340,000 | 09817 | Committed |
| I-84, SH 44 Junction to Five Mile Road | 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 County and 50% Canyon County). Ada County portion. | Development | \$3,655,000 | 10002 | Committed |
| I-84, Ten Mile Interchange | Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. GARVEE funding portion. | Right-of-Way Construction | \$8,069,000 | 09815 | Delayed to 2008 |
| I-84, Vista Avenue to Broadway Avenue Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. | Development | \$1,804,000 | 09823 | Committed |
| Liberty Street Railroad Crossing | Railroad gate and signal. | Construction | \$204,000 | 10001 | Delayed |
| Locust Grove Road, Grade Separation at I-84 | Construct new interstate overpass 500 feet north of Overland Road to Central Way and Bentley Avenue. Build to four (4) to five (5) lanes. STP-TMA funding portion. | Construction | \$1,200,000 | 08048 | Committed |
| Locust Grove Road, Grade Separation at I-84 | Construct new interstate overpass 500 feet north of Overland Road to Central Way and Bentley Avenue. Build to four (4) to five (5) lanes. Connecting Idaho federal funding portion. | Construction | \$2,941,029 | 08048 | Committed |
| Locust Grove Railroad Crossing | Add railroad gates and signals. | Development | \$5,000 | 10552 | Committed |
| MPO Transportation Planning Activities – FY2007 | Assist COMPASS in meeting federal transportation planning responsibilities. Ada County portion. | Planning | \$158,000 | 08962 | Committed |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|--|---|---------------------------|-------------|---------|----------------------------------|
| Maple Grove Road, Franklin Road to Fairview Avenue | Widen roadway to five (5) lanes with bike lanes, sidewalk, railroad crossing improvement, and conduit for future signal at Irving Street. This includes rebuilding Bridge #151 and the intersection of Fairview Avenue and Maple Grove Road. The Fairview Avenue intersection will include double left turns on all legs, two (2) through lanes on all legs, and right turn lanes on the east and west bound legs. | Right-of-Way Construction | \$2,545,000 | 07192 | Committed |
| Meridian Traffic Signal Upgrade | Replace eleven (11) outdated traffic signal controllers and cabinets in Meridian, and upgrade the signal communications infrastructure within the City of Meridian. | Construction | \$215,000 | 09419 | Partially Committed (not needed) |
| Merrill Park Boise River Bridge Project | Pave approximately 1,000 feet of a ten (10)-foot wide existing unpaved pedestrian pathway to link with the west edge of an existing paved pathway. This project includes landscaping, signage, and a single span bridge that will provide the only link of two regional pathway systems across the North Channel of the Boise River. | Right-of-Way | \$15,000 | 09757 | Funds not needed |
| Metropolitan Planning - FY2007 | MPO planning funds from the Federal Highway Administration. Total \$970,151. Northern Ada County portion. | Planning | \$717,718 | 10683 | Committed |
| Metropolitan Planning - Transit - FY2007 | MPO planning funds at statewide level from the Federal Transit Administration. Total \$326,000. Northern Ada County portion. | Planning | \$158,850 | 10189 | Committed |
| Milwaukee Street Railroad Crossing, Boise | Safety improvements. | Construction | \$78,000 | 09142 | Committed |
| Orchard Road Signal Upgrade | Replace eleven (11) outdated traffic signal controllers and cabinets on Orchard Road in Boise. The new signal system will allow additional traffic signal timing plans which help ease congestion and improve air quality. | Development | \$1,000 | 09735 | Committed |
| Pioneer Corridor Bicycle/Pedestrian Improvements | Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise. Work will enhance the existing pathway with grade leveling, realignment, signage, landscaping and cultural and historical elements. In addition to improving the pathway for bicycle/pedestrian commuter and recreational use, this work will catalyze nearby private development, particularly mixed-use and urban-scale residential, and bring more users to the pathway. | Development | \$112,000 | 10488 | Committed |
| Purchase Five (5) Commuter Vans - FY2007 | Purchase five (5), fifteen (15)-passenger commuter vans to be used in the Ada County Highway District Commuteride vanpool program. | Planning | \$160,000 | 09416 | Committed |
| Purchase Ten (10) Commuter Vanpool Vehicles | Purchase ten (10), fifteen (15)-passenger vans to be used in the Ada County Highway District Commuteride vanpool program. | Development | \$1,000 | 09734 | Delayed |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|--|---|--------------------------|-------------|---------|--|
| Relocating the "Big Mike" | Move "Big Mike," a locomotive steam engine and tender from Julia Davis Park to a permanent site located on the west side of the Boise Train Depot (a distance of approximately one mile). | Construction | \$281,000 | 09440 | Committed |
| Rideshare, ACHD's Rideshare Program – FY2007 | Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. | Planning | \$220,000 | 08963 | Committed |
| SH 16, I-84 to Emmett Study | Study of new route extending SH 16 between I-84 and Emmett. | Planning | \$3,826,000 | 09963 | Committed |
| SH 16, Intersection of Floating Feather Road | Improve intersection. | Development | \$50,000 | 09483 | Delayed |
| SH 21, Diversion Dam to Sandy Point | Pavement rehabilitation. | Development | \$30,000 | 10532 | Committed |
| SH 21, Junction I-84 to Federal Way | Rehabilitation from mile 0 to mile .41. | Development | \$10,000 | 10531 | Committed |
| SH 21, Turnbay at Grand Forest Drive | Construct turnbay. | Construction | \$380,000 | 09102 | Committed |
| SH 21, Mores Creek Bridge | Replace bridge deck. | Development | \$35,000 | 08669 | Committed |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$4,450,000 (50% Ada County and 50% Canyon County). Ada County portion. | Planning | \$190,000 | 07827 | Committed |
| SH 44 (Glenwood St), Glenwood Bridge to Riverside Drive | Add pathway. | Construction | \$165,000 | 10554 | Committed |
| SH 44 (Glenwood Street), State Street to Chinden Boulevard, Garden City | Rehabilitation from mile 0 to mile 1.31. | Development | \$134,000 | 09342 | Committed |
| SH 44, Intersection of Glenwood Road - Near Horizon Feasibility Study | Conduct feasibility study for base/sub-base work and resurfacing. Project is located in ITD's near term horizon program. | Planning | \$25,000 | 09482 | Committed |
| SH 44, Junction SH 55 to Glenwood Street | Pavement rehabilitation. Companion project to Key No 9342. | Development | \$210,000 | 09343 | Committed |
| SH 55 Corridor Plan | Multi-county study. Total project cost is \$175,000 (10% Ada County, 10% Canyon County). Ada County portion. | Planning | \$17,500 | 09967 | Committed |
| SH 55, I-84 Westbound Ramps to Fairview Avenue | Rehabilitation from mile 11.56 to mile 13.095. | Development | \$40,000 | 10527 | Committed |
| Star Road | Minor widening and resurfacing. | Development Right-of-Way | \$125,000 | 09519 | Partially Committed (Right-of-Way delayed) |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|--|---|--------------------------|-------------|---------|---|
| Transit – Capital | Purchase vehicles for the demand response system to expand the system. | Purchase | \$142,000 | TBD | Committed |
| Transit – Capital | Fixed line, demand response vehicle purchase, support vehicles, facility improvement, bus wash, and safety and security capital. | Purchase | \$1,020,700 | 10797 | Removed (not funded) |
| Transit – Capital and Enhancement | Purchase transit facilities, materials that will enable riders and non-riders to know how the system operates, communication equipment, and computer hardware and software. | Purchase | \$111,000 | 10092 | Committed |
| Transit – Demand Response Operations | Provide operating funds for Boise Urban Stages Demand Response Services in the Boise Urbanized Area. | Operations | \$303,720 | 10093 | Committed |
| Transit - FTA Section 5309 Discretionary - FY2007 | Place holder for projects requested in the FTA 5309 discretionary program. | Purchase Construction | \$925,000 | TBD | Removed (not funded) |
| Transit - FTA Section 5339 Discretionary - FY2007 | Place holder for projects requested in the FTA 5339 discretionary program. | Planning Construction | \$230,000 | TBD | TBD |
| Transit – Facilities and Vehicles – FY2007 | Commuteride vans, park and ride facilities in the cities of Boise and Kuna, and bus access facilities (Catalpa Drive). This is the FY 2007 5309 application request. | Construction | \$1,056,000 | 10789 | Removed (not funded) |
| Transit – Facility Planning and Construction (176 and 652) – FY2006 | Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. | Planning | \$2,243,000 | PT02 | Delayed |
| Transit – Facility Planning and Construction (176 and 652) – FY2007 | Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. | Planning | \$2,855,000 | 10807 | Delayed |
| Transit – Facility Planning, Land Purchase and Facility Construction | Provide environmental analysis and placement of a maintenance facility on the Boise State University campus; purchase the land and provide final design and construction. | Development Construction | \$1,250,000 | 10790 | Removed (not funded) |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a FY 2005 carryover/swap. | Development Construction | \$467,173 | 10111 | Delayed, (Partially Committed) |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap. | Development Construction | \$1,157,500 | 10063 | Delayed, (Partially Committed) |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap. | Development Construction | \$248,750 | 10110 | Delayed, (Partially Committed) |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap. | Development Construction | \$1,405,870 | 10108 | Removed (duplicate project – 10063 and 10110) |
| Transit – Job Access Reverse Commute (JARC) – FY2007 | Planning (using 10% of FY 2006 and 2007 appropriations). Northern Ada County portion only. | Planning | \$19,976 | 10799 | Committed |

Table 1: Status of FY2007 Projects

| Project | Description | Phase | Cost | Key No. | Status |
|---|--|----------------------|-------------|---------|-----------|
| Transit – New Freedoms Initiative – FY2007 | Planning (using 10% of FY 2007 appropriations). Northern Ada County portion only. | Planning | \$11,490 | 10800 | Committed |
| Transit – Planning | Support planning efforts in the Boise Urbanized Area. | Planning | \$210,681 | 10094 | Committed |
| Transit – Preventive Maintenance | Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area. | Maintenance | \$1,570,731 | 10095 | Committed |
| Transit – Purchase Vans, Design Sidewalk, and Park and Ride Lot Selection | Purchase commuter vans, design sidewalk for the Catalpa Road project, and determine site selection for the Karcher Park and Ride lot. Section 5309 project from a previously approved Transportation Improvement Program which will be obligated in FY 2007. | Purchase Development | \$837,500 | 10062 | Delayed |
| Transportation, Community, and System Preservation (TCSP) Group Projects - FY2007 | Place holder for projects requested in the TCSP discretionary program. | Construction | \$250,000 | TBD | TBD |
| Treasure Valley Air Quality Study | The study will determine whether the Treasure Valley is NOx or VOC “limited.” The study will develop meteorological profiles of pollution events, compile existing data into one database, validate and analyze the data, and use the data as an input to the CMAQ model to run scenarios that will enable DEQ to measure the effectiveness of control measures. | Development | \$1,000 | 09740 | Committed |
| Treasure Valley Truck Freight Travel Study | Provide data for future transportation air quality planning efforts in the Treasure Valley. Collected information could include at a minimum the origin and destination locations for goods movement; type/weight of load; frequency of trips; other modes involved in shipment; preferred route data, if the destination is within the Treasure Valley; and the method of delivery. | Planning | \$335,000 | 09825 | Committed |
| US 20/26 (Chinden Boulevard), Stafford Drive to Stone Road | Safety improvements. | Construction | \$237,000 | 09690 | Removed |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$4,840,000 (50% Ada County and 50% Canyon County). Ada County portion. | Planning | \$220,000 | 07826 | Committed |
| US 20/26 Intersection with Linder Road | Intersection improvements. | Development | \$320,000 | 10522 | Committed |
| US 20/26, Locust Grove to SH 55 (Eagle Road) - Near Horizon Feasibility Study | Conduct feasibility study for major widening. Project is located in ITD’s near-term horizon program. | Planning | \$65,000 | 10524 | Removed |
| US 20/26, Ridenbaugh Canal to Junction I-84 | Rehabilitation from mile 52.12 to mile 52.81. | Development | \$10,000 | 09480 | Committed |

III. 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's Input. Local governments in Northern Ada County have designated Transportation Task Force Committees to provide input into the development of the annual Transportation Improvement Program and the Ada County Highway District's Five-Year Work Program. During the period of August 2006 through December 2006, staff of COMPASS and Ada County Highway District met with designated Transportation Task Force Committees to solicit their desired transportation projects for inclusion in this document.

Ada County Highway District's Capital Investment Citizens Advisory Committee (CICAC). The Ada County Highway District's Citizens Advisory Committee met to review the allocation of public dollars to local roadway improvements in Ada County. The Capital Investment Citizens Advisory Committee considered communities' transportation needs and recommended funding priorities to the Ada County Highway District Commission.

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 is involved throughout the Transportation Improvement Program development process. Representatives of Ada County on the committee reviewed and made recommendations to the COMPASS Board on the approval of this document.

Public Comment Period. June 25 through July 24, 2007, was designated as the public comment period on the proposed FY2008-2012 Northern Ada County Transportation Improvement Program.

Public Information Meeting. COMPASS hosted an open house and public meeting for the FY2008-2012 Northern Ada County Transportation Improvement Program on July 18, 2007 from 10:00 a.m. to 7:00 p.m., in the COMPASS conference room. Staff members from COMPASS, the Idaho Transportation Department, Valley Regional Transit, and ACHD Commuteride presented proposed projects and provided general information on transportation planning and services. The public information meeting was attended by seventeen people.

Advertisement.. Display advertisements about the public meeting appeared in the *Idaho Statesman* on July 15, 16, 17, and 18, 2007 and the *Idaho Press-Tribune* on July 16, 17, and 18, 2007. Example of ad layout: →



News Release. COMPASS sent one news release notifying the public of the comment period and another about the public meeting; the news releases were sent to the regional print, visual, and radio media on June 21, 2007 and July 13, 2007.

Legal Notice. COMPASS published a legal notification for the Transportation Improvement Programs in *The Idaho Statesman* and the *Idaho Press-Tribune* on June 23, 24, and 25, 2007.

COMPASS Internet Website. Information about the public meeting and the proposed Transportation Improvement Programs was posted on the COMPASS website on June 25, 2007 (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 730 postcards on June 20, 2007 and sent 1,354 e-mail notifications on June 25, 2007 to 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 lists. Citizens were encouraged to submit comments on the draft Transportation Improvement Programs.

Written Comments. 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, por favor llamar al número 855-2558 con 48 horas de aviso.”

IV. AIR QUALITY CONFORMITY

The FY2008-2012 Northern Ada County Transportation Improvement Program was reviewed by COMPASS staff for air quality conformity as required by federal law. The complete Air Quality Conformity Demonstration of this document, *Conformity Demonstration of the FY2008-2012 Northern Ada County Transportation Improvement Program, Community Planning Association Report Number 11-2007*, is provided under separate cover.

Background

The 1990 Clean Air Act Amendments (CAAA) requires all transportation plans, programs, and projects in a non-attainment or maintenance area to conform to their applicable State Implementation Plans (SIP). The Final Air Quality Conformity Rule and its amendments provide guidelines for such a demonstration.

Transportation conformity is demonstrated when a non-attainment or maintenance area can show, within the applicable guidelines and regulations, that planned transportation projects listed in a transportation program or plan will not cause or contribute to exceedances of the Environmental Protection Agency (EPA) health based air quality standards. A finding of nonconformance of a transportation improvement program or plan would prevent the implementation of certain federally funded and/or regionally significant transportation projects.

In the past, Northern Ada County was designated non-attainment for two of the criteria pollutants: carbon monoxide (CO) and coarse particulate matter (PM₁₀). Over the past decades, the air quality and transportation agencies in Northern Ada County have made extensive efforts to reduce concentrations of these two pollutants:

Carbon Monoxide. Northern Ada County has not measured a violation of the National Ambient Air Quality Standards (NAAQS) for CO since 1987. In December 2002, the U.S. EPA approved a Limited Maintenance Plan for Northern Ada County. According to the federal air quality regulations, areas under a limited maintenance plan are not required to provide regional emissions analysis as part of their air quality conformity demonstration. The Idaho Department of Environmental Quality (IDEQ), however, requires a build/no-build analysis for transportation plans and programs.

Course Particulate Matter. Northern Ada County has not measured a violation of the NAAQS for PM₁₀ since January 1991. On September 30, 2003, the EPA approved the Northern Ada County maintenance plan for PM₁₀. The maintenance plan contains budgets for particulate matter (PM₁₀), nitrogen oxides (NO_x) and volatile organic compounds (VOC).

Finding

The *Northern Ada County PM₁₀ SIP Maintenance Plan and Redesignation Request* contains motor vehicle emissions budgets for three pollutants: coarse particulate matter (PM₁₀), oxides of nitrogen (NO_x), and volatile organic compounds (VOCs). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2008-2012 Northern Ada County Transportation Improvement Program from 2008 to the year 2030.

V. STATUS OF LOCAL PLANNING ACTIVITIES

The TIP is in accordance with the area's development goals and priorities as specified in the long-range transportation plans. The following planning documents have been consulted in preparing this TIP and/or *Communities in Motion*:

2008-2012 Five-Year Work Program, Ada County Highway District, February 28, 2007.

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

Communities in Motion: Regional Long Range Transportation Plan 2030 for Ada, Boise, Canyon, Elmore, Gem and Payette counties, adopted by the COMPASS Board on August 21, 2006.

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

Limited Maintenance Plan and Request for Redesignation to Attainment for the Northern Ada County Carbon Monoxide Not-Classified Nonattainment Area, IDEQ, 2001.

Northern Ada County PM₁₀ Maintenance Plan and Redesignation Request, IDEQ, 2002.

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

Statewide Transportation Improvement Program, 2008-2012, Public Review Draft, Idaho Transportation Department, June 2007.

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

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

Treasure Valley Intelligent Transportation Systems (ITS) Plan, completed by McFarland Management, LLC
In association with Iteris, September 2006.

VI. TRANSPORTATION REVENUE SHORTFALL

The following information is extracted from the FY2008-2012 Statewide Transportation Improvement Program with some breakdown of local information for regional interest.

Transportation Funding is at a Crisis Level.

Idaho transportation officials recognized a disconcerting trend long before it arrived across the nation – the cumulative effects of unprecedented growth and associated demands: flattening revenues, rampant inflation in the transportation industry, and rising costs of doing business. Because of those driving forces, Idaho transportation officials face the significant challenge of meeting increasing demands with limited resources.

The first step in confronting that funding dilemma was the creation in 2004 of a comprehensive, statewide discussion of long-term demands and anticipated resources. The Idaho Transportation Board organized the Forum on Transportation Investment. The group was composed of individuals who represented diverse interests and backgrounds – including public agencies, transportation service providers, stakeholders and elected officials. They actively engaged in discussions about the future of transportation in Idaho, both in terms of demand and resources.

A 17-month process that included meetings in every region of Idaho produced a set of sound conclusions and farsighted perspective while identifying measures that can be implemented in the coming fiscal year. The Idaho Transportation Board presented the conclusions and recommendations that emerged from the Forum during a second round of statewide meetings in 2006 to secure public responses. That public input was the foundation for a comprehensive revenue plan that will be forwarded to the governor and Idaho Legislature to consider in 2007.

How does Idaho Fund its Transportation System?

Idaho's transportation revenue comes from three primary sources: the federal fuel tax, state fuel tax, and vehicle and truck registration fees. The major source of funds for the state comes from fuel taxes. The federal fuel tax is 18.4 cents per gallon. That currently represents 57% of ITD's revenues. The state fuel tax is 25 cents per gallon.

1. Federal Fuel Tax

The federal gasoline tax has not increased since 1997, leading to a steady drawdown of the surplus balance in the Federal Highway Trust Fund. Current revenue projections for 2006 through 2011 to the Highway Trust Fund average about \$35.8 billion annually, but average projected expenditures from the fund are approximately \$39.6 billion annually, a yearly drawdown of about \$3.8 billion.

According to national experts, the Federal Highway Trust Fund cannot support the current projected level of spending without an increase in federal fuel taxes. Once the Federal Highway Trust Fund surplus balance is depleted, most likely in FY2009, expenditures from the fund will be limited to the level of annual revenue added to the fund. This would result in a decrease of anticipated federal highway funding in Idaho of 5-10% in FY2010.

2. State Fuel Tax

Idaho's fuel tax remains at 25 cents per gallon, unchanged since 1996. To keep pace with rising costs, Idaho has periodically adjusted the fuel tax upward, usually by small increments. Listed below are the fuel tax rates from 1976 to current:

| Year | Cost per Gallon |
|------|-----------------|
| 1976 | 9.5 cents |
| 1981 | 11.5 cents |
| 1982 | 12.5 cents |
| 1983 | 14.5 cents |
| 1988 | 18 cents |
| 1991 | 21 cents |
| 1996 | 25 cents |

The current fuel tax level represents the longest period without an increase since 1965. Idaho's fuel tax ranks 21st among all states. New York leads the nation at 45.13 cents per gallon.

3. Idaho's Vehicle and Truck Registration Fees

The base cost of registering a car in Idaho has not increased since 1997 and ranges from \$24 to \$48 per year, depending on the age of the vehicle. Idaho's vehicle registration fees rank 30th nationally, based on \$48 to register a 2006 Toyota Camry. Registering a similar vehicle in Maine, the nation's leader in cost of registration, would cost \$435 annually. Idahoans continue to move toward more fuel-efficient vehicles, further widening the gap between revenue and demand, and limiting the ability to make system improvements.

How are State Funds Distributed?

State funds, which come primarily from the 25 cent per gallon fuel tax and vehicle registrations, are deposited into the state's highway distribution account. From there, funds are distributed as shown below:

- Funds for tax administration, railroad crossings, bridge inspection, fuel tax refunds, and Parks and Recreation are taken "off the top" before distribution is made.
- 38% is distributed to local highway jurisdictions
- 5% is distributed to the Idaho State Police
- 57% is distributed to ITD

Explosive Growth is Straining the System.

Idaho is the third-fastest growing state in the nation. Statewide, the population is expected to grow by 58% between 2000 and 2030; unemployment is at an all-time low; creation of new jobs is among the highest in the nation. The result will be increased traffic volumes, and a corresponding increase in demand on Idaho's transportation infrastructure, including highways and bridges.

All districts within ITD are growing in the double-digit percentages. Ada County is part of ITD, District 3:

| District | Projected Growth Percentage Between 2000 and 2030 |
|------------|---|
| District 1 | 82% |
| District 2 | 19% |
| District 3 | 70% |
| District 4 | 49% |
| District 5 | 32% |
| District 6 | 59% |

Projections of growth in Ada County, as determined in the Community Choices growth scenario in *Communities in Motion*, are as follows:

| 2007 | 2010 | 2015 | 2020 | 2025 | 2030 | Projected Growth |
|---------|---------|---------|---------|---------|---------|------------------|
| 395,974 | 401,819 | 454,866 | 491,723 | 528,856 | 556,838 | 41% |

Soaring Inflation is Decreasing Buying Power.

1. Inflation leads to higher costs. The cost of maintaining and expanding Idaho's transportation system to meet the unprecedented growth continues to escalate – at a rate that exceeds available resources. The price of concrete, steel, asphalt and petroleum increased an average of 14% in 2006; the previous year costs increased an average of 11%. The price of fuel (gasoline and diesel) increased 34% from August 2005 to August 2006.

During a two-year period, the cost of concrete for bridges in northern Idaho increased by 163%, from \$298 per cubic yard on the South Fork Palouse River Bridge in 2003 to \$784 per cubic yard on the Lower Moyie Bridge in 2005. Asphalt for a segment of I-84 near Boise cost \$152 per ton in 2003. In 2006, the costs increased to \$450 per ton for a segment near Caldwell, a 196% overall increase. Aggregate for a highway base in Cassia County cost \$7.07 per ton in 2003. Two years later it cost \$14.32 per ton for a project in Twin Falls.

Those increases impact transportation budgets and services to Idaho motorists, such as snow removal and treatment, spring and summer maintenance activities and other related operations. Rising petroleum costs contribute to increased prices of herbicides and pesticides, pavement markers and oil for operating equipment.

2. Operational costs are rising. Perhaps less visible to motorists, but just as pronounced in the budget dilemma are the rapidly escalating costs of conducting normal business operations, from salaries to supplies and services. The costs of fuel and highway materials are projected to increase 202% between 2000 and 2008. During the same period, the cost of providing health insurance for employees is expected to rise 151%, salaries and benefits will climb approximately 79%, technology costs will increase 43%, and utilities will go up 29%.

Why is Tremendous Growth Statewide Not Generating More Revenue?

1. Fuel efficient vehicles. Vehicles have made increasing gains in fuel efficiency. This trend will continue as hybrid and alternative energy vehicles become more popular. The most popular vehicle in Idaho is the Ford 150 truck. It gets 18 miles per gallon. But the most popular passenger car is the Toyota Camry, getting 30-34 miles per gallon.

These trends are good for Idaho and support the country's goal of energy independence. At the same time vehicles are getting better gas mileage, more vehicles are using the state's highways.

2. Growth-demand gap widens. More drivers and more vehicles use Idaho's transportation system than ever before. Yet, there has been no corresponding growth in state resources to operate the system. Growth simply is not paying for demand.

Since 1978, Idaho has experienced a 94% increase in the annual vehicle miles traveled. Yet, fuel consumption, the largest source of state revenue, increased just 49%. The rate of fuel consumption is growing at approximately half the rate of vehicle miles traveled the past 28 years.

3. Construction costs are soaring. While transportation revenues are flat and operational costs continue to climb, construction costs are soaring. An Associated General Contractors analysis shows the cumulative change in highway construction material from September 2003 to September 2006 was 35.9%, nearly four times the rate of inflation.

Roads and Bridges are Aging.

If transportation is not adequately funded, roads and pavement deteriorate. ITD has made progress in improving Idaho's pavement condition, since it was 40% deficient in 1992. However, after achieving a goal of 15% in 2002, Idaho's percentage of deficient pavement has started to increase again.

ACHD maintains the local system. ACHD has a goal of 85% of their roads in very good to excellent condition. On July 9, 2007, ACHD reported the weighted average for the entire local system is 89% in very good to excellent condition. (Gravel roads are not considered in the calculation.)

It is far less expensive to maintain a road for 40 years than to reconstruct it every 15 years. With proper maintenance, some roads can last 40 years or more.

1. General road maintenance schedule:
 - a. Year 1: New road construction
 - b. Year 2: Seal coat
 - c. Year 12: Surface rehabilitation and seal coat
 - d. Year 24: Surface rehabilitation and seal coat
 - e. Year 36: Surface rehabilitation and seal coat
 - f. Year 40: Consider constructing new road

Without maintenance, a road may need to be reconstructed every 12 to 15 years.

Reconstruction is six times more expensive than maintenance. An un-maintained road would have to be reconstructed three times to provide 40 years of service.

2. Bridges on the state highway system are aging. Bridges are designed to last about 50 years. Once a bridge is 50 years old, work is generally needed. Some of the work includes bridge deck replacement and addressing problems associated with corrosion of the reinforcing steel. Many of Idaho's bridges were constructed in the late 1950s and early 1960s during the interstate construction era. Of the state's Structurally Deficient Bridges, 86% are 40 years old or older. Structurally deficient bridges may need work on piers, foundations, or decks. Sixty-seven percent of the state's Functionally Obsolete Bridges are 40 years or older. These bridges may need to be widened or need new bridge rails.

Of the bridges that restrict commercial traffic (weight restricted bridges) eight out of nine are 50 years or older. About half of Idaho's bridges will be 50 years or older over the next 10 years. These bridges will require an infusion of funds for maintenance, rehabilitation, reconstruction, and replacement.

Daily Traffic Continues to Grow.

Growth means more and more vehicles on the road. More vehicles mean congestion. Congestion is occurring in urban areas where traffic is bumper-to-bumper and a single accident may bring traffic to a halt for hours. Continued congestion can affect the ability to conform to air quality constraints. Traffic, particularly along the I-84 corridor in Ada County, has grown substantially.

A Funding Plan to Increase State and Local Revenues.

Federal revenue will not solve the problem. Idaho should not count on the federal government to solve the state's transportation funding problems. Federal revenue for transportation funding is flat and will likely decrease. By 2010, Idaho will likely see a drop in federal funds that could bring funding levels back to what they were in 2006.

Transportation Funding is at a Crisis Level.

The Idaho Transportation Board organized the Forum on Transportation Investment and asked a cross section of state and community leaders to participate in multiple meetings around the state to address transportation funding challenges. The Forum found:

- A backlog in transportation needs from 1994-2000 of \$8.65 billion
- Idaho's 30-year transportation needs exceed \$20 billion
- Transportation revenue is falling more than \$200 million a year short of meeting the state's needs.

Transportation Board Offers Revenue Plan.

After considering extensive public input and the conclusions and recommendations of the Forum on Transportation Investment, the Idaho Transportation Board prepared a revenue proposal for consideration by the governor and the 2007 Idaho Legislature. They have been asked to invest in the future of Idaho's transportation system by authorizing the following revenue plan:

- Implement a 7% highway preservation fuel tax to the wholesale price
- Increase vehicle registration fees by 75%
- Eliminate the state ethanol exemption
- Add a rental car fee to be dedicated to the transportation system
- Increase permit fees
- Increase fees for transportation department services
- Share impact fees from the state's growth in development

The Idaho Transportation Board's funding plan will help all transportation partners.

The solutions listed above would generate \$203.1 million annually in additional revenue, the amount the Forum on Transportation Investment identified. The Idaho State Police will receive \$9.2 million of these funds, and \$69.5 million will go to local road jurisdictions. Idaho is not unique in looking to increase its transportation funding. Almost every state in the nation is searching for ways to raise more money for transportation.

What will Happen if Funding is Not Increased?

If funding is not increased for transportation, transportation jurisdictions will be forced to make hard choices. Ultimately, the jurisdictions will not be able to meet the expectations of their customers.

Transportation jurisdictions will be forced to reduce: To the public, this means:

- | | |
|--|---|
| <ul style="list-style-type: none">• New construction• Maintenance work (snowplowing, road repair, etc.)• Staffing levels• Programs and services | <ul style="list-style-type: none">• Rougher pavement• Increased congestion• Lower safety levels• No ability to address rapid growth• Reduced services |
|--|---|

Similar Efforts for Additional Transit Funding.

The following information was provided by Valley Regional Transit.

The *Treasure Valley in Transit Plan* is a six-year vision to develop a comprehensive and robust regional public transportation system for Ada and Canyon counties. A system that:

- Provides bus service to all cities and communities in Ada and Canyon Counties,
- Offers much more frequent service that will operate later in the day,
- Will one day include a high capacity transit corridor along the existing railway,
- Provides a viable transportation alternative to single-occupant vehicles,
- Helps preserve the high quality of life that Treasure Valley residents now enjoy.

How was the Plan Developed?

Valley Regional Transit staff, working with a consultant, completed planning for both phases of its Regional Operations and Capitol Improvement Plan in 2005. This plan proposes improvements in the use of existing resources and offers an exciting vision for a true regional system for all parts of Ada and Canyon counties.

Phase 1 involved the reorganization of existing transit resources in Nampa/Caldwell, Boise/Garden City and inter-county service. That reorganization was completed by fall 2005. Phase 2 involved the development of a comprehensive transit system in the Treasure Valley that meets the needs of young and old alike. This plan provides details for both a modest and more extensive regional public transportation system. With these two "bookends" defined, it will be easy to select elements from the two scenarios to hit any other financial target between them or shift priorities within the scenarios.

After much discussion, the Valley Regional Transit Board of Directors in September 2006 approved the more comprehensive option, which would provide about 500 percent more service, and extend the service area to include all cities in the two-county region. This proposal will cost about \$44.5 million a year to implement and operate. This plan is now called *Treasure Valley in Transit Plan*.

Coalition for Regional Public Transportation.

There is a growing awareness in the Treasure Valley business community that public transportation is an important component of both economic success and maintaining a high quality of life. A viable public transportation system provides residents with commuting alternatives, helps mitigate traffic congestion, and contributes to a reduction in pollutants in the air.

Through the efforts of the Boise Metro Chamber of Commerce and other business organizations in the region, the Coalition for Regional Public Transportation (CRPT) was formed in the fall of 2005. The goal of the CRPT is to develop local funding options for regional public transportation with the leadership of Valley Regional Transit, enlist support from companies, business leaders, chambers of commerce, legislators and other interested community organizations and achieve passage of state legislation.

The CRPT was initially divided into three groups:

- The Leadership Group, which met in November and December 2005. The Leadership Group, co-chaired by developer Chuck Winder and Dan Stevens from Home Federal Bank, included dozens of chamber and business leaders and agency representatives.
- The Local Elected Officials Group, which met for the first time on January 24, 2006. This group then combined with the leadership group at its February 17, 2006 meeting. Caldwell Mayor Garret Nancolas was the co-chair of this combined group, called the Joint Leadership Group. This group, which met five times, kept busy exploring transportation funding alternatives and developing draft legislation that would allow ballot referendums seeking voter approval of a local transit tax. The Joint Leadership Group completed work on its final report and recommendations on October 27, 2006 (see 2007 Idaho Legislative Session section below).
- The Community Resource Group - Representatives from various interest groups (such as the elderly and persons with disabilities) will be invited to attend four public information meetings designed to educate attendees about the importance of public transportation in the region, both now and in the future. This is the grass-roots segment of the CRPT and will become active in lobbying state legislators, local officials during the summer, fall and winter months

In the overall plan, statewide transit providers hoped to get legislation passed during the 2007 legislative session that would give regional public transportation authorities the ability to take a referendum to voters to approve a dedicated local funding source (sales tax) for public transportation. Idaho is one of just a few states that currently cannot do so.

There is a sense of urgency locally to get a local transit tax approved by voters. Under the current federal funding regulations, the amount of federal grant monies Valley Regional Transit can use to pay for operating costs is decreasing in Northern Ada County. For FY2006 (which ended Sept. 30, 2006) the amount was 50 percent. In FY2007 (Oct. 1, 2006 - Sept. 30, 2007), the percentage dropped to 25 percent. The amount will drop to zero beginning October 1, 2007.

As an area grows, federal regulations on how grant dollars can be spent become more restrictive. Boise became a large urban area as a result of the 2000 Census (the clock on the funding restrictions did not begin until recently because of a long delay in passing a new federal highway bill, which includes funding for public transportation). Valley Regional Transit anticipates that after the 2010 Census, the Boise/Meridian/ Nampa/Caldwell, etc. region will be one large urban area, which will affect federal funds for operations in Nampa/Caldwell.

The 2007 Idaho Legislative Session.

After months of discussion and research, the CRPT approved a funding recommendation. Proposed legislation was drafted based on CRPT recommendations. These recommendations included a simple majority needed for passage:

- Provide a regional public transportation authority (RPTA) the ability to ask voters to approve a one-tenth and one-half of one percent sales tax increase in an initial ballot request,
- Set a total funding cap of three-quarters of one percent sales tax,
- Tax for public transit would sunset after 20 years (or until bond obligations are paid off), unless an extension is approved by voters, and
- Citizens could vote on the funding request during the general election of even-numbered years (to ensure a strong voter turnout).

Those "sideboards" to the draft legislation were modified based in large part to further discussions with state legislators. The simple majority requirement for passage became a two-thirds supermajority. Also, the RPTAs could get the proposal on the ballot in May and October of any year.

A print hearing for the proposed legislation was held February 27, 2007 before the House Revenue & Taxation Committee. The committee voted to print House Bill 246. The committee scheduled a merit hearing on HB 246 on March 6, 2007. So many people signed up to testify that the committee chairman allowed the hearing to continue into a second day. Despite overwhelming testimony in favor of the proposed legislation, the committee voted 11-7 to keep the bill in committee, thereby killing it for the session.

The CRPT is currently considering its options on how to proceed regarding the proposed legislation and the 2008 Legislative Session.

The Bottom Line.

Idaho is growing fast, but the growth is not solving the state's revenue issues. Revenue is flat and costs are increasing. Not as much funding can be put toward the state's deteriorating, but heavily used transportation system. This is evident as demonstrated by the nature of the projects listed in the transportation improvement program.

This all means the future of Idaho's transportation system is at a critical juncture. Use of roads and bridges has never been greater and continued increase in demand is a certainty. Failing to meet that demand will threaten Idaho's ability to compete in the marketplace, damage the state's economy, jeopardize jobs, and our quality of life.

VII. TRANSPORTATION IMPROVEMENT PROGRAM

Idaho's transportation revenue for the federal aid program 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 7-50%.

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)

The Pavement Preservation program is one of the State's most important activities. ITD is committed to "... increase pavement quality to no less that 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. ITD surveys all state roads annually. The most recent results show 20% are deficient. The ITD target for 2008 continues to be 82% of pavement in fair or better condition. To meet this goal throughout the life of the transportation program, the Idaho Transportation Board has committed using more revenue on preservation. To offset the impact of inflation, at least \$66 million per year, up from \$57 million, is dedicated to preserving Idaho's state highways. The following are projects programmed in Northern Ada County only.

| Table 2: Pavement Preservation Projects | | | | | | | |
|--|---|--------------------|--------------------|------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$6,148,000 | \$5,696,737 | \$451,263 | | | |
| SH 21, Junction I-84 to Federal Way | Rehabilitation from mile 0 to mile .41. | \$40,000 | \$37,064 | \$2,936 | 10531 | 2008 | ITD |
| SH 44 (Glenwood Street), SH 44 (State Street) to US 20/26, Garden City | Rehabilitation from mile 0 to mile 1.31. | \$2,013,000 | \$1,865,246 | \$147,754 | 09342 | 2008 | ITD |
| SH 44, Junction SH 55 to Glenwood Street | Pavement rehabilitation. Companion project to Key Number 09342. | \$4,025,000 | \$3,729,565 | \$295,435 | 09343 | 2008 | ITD |
| US 20/26, Ridenbaugh Canal to Junction I-84 | Rehabilitation from mile 52.12 to mile 52.81. | \$70,000 | \$64,862 | \$5,138 | 09480 | 2008 | ITD |
| Total FY2008 Programmed | | \$6,148,000 | \$5,696,737 | \$451,263 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$25,000 | \$23,068 | \$1,933 | | | |

| Table 2: Pavement Preservation Projects | | | | | | | |
|--|--|--------------------|--------------------|------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| I-84, Regina to Cleft | Pavement rehabilitation. Total project cost is \$8,175,000 (20% Ada County and 80% Elmore County). Ada County portion. | \$25,000 | \$23,068 | \$1,933 | 11045 | 2009 | ITD |
| Total FY2009 Programmed | | \$25,000 | \$23,068 | \$1,933 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$1,030,00 | \$954,398 | \$75,602 | | | |
| US 20/26, Ridenbaugh Canal to Junction I-84 | Rehabilitation from mile 52.12 to mile 52.81. | \$1,030,00 | \$954,398 | \$75,602 | 09480 | 2010 | ITD |
| Total FY2010 Programmed | | \$1,030,000 | \$954,398 | \$75,602 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$2,140,000 | \$1,976,645 | \$163,355 | | | |
| I-84, Regina to Cleft | Pavement rehabilitation. Total project cost is \$8,175,000 (20% Ada County and 80% Elmore County). Ada County portion. | \$1,610,000 | \$1,485,547 | \$124,453 | 11045 | 2011 | ITD |
| SH 21, Junction I-84 to Federal Way | Rehabilitation from mile 0 to mile .41. | \$530,000 | \$491,098 | \$38,902 | 10531 | 2011 | ITD |
| Total FY2011 Programmed | | \$2,140,000 | \$1,976,645 | \$163,355 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$9,343,000 | \$8,650,848 | \$692,153 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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 bridge repair. The following are projects programmed in Northern Ada County only.

| Table 3: Bridge Preservation Projects | | | | | | | |
|---|------------------------|-----------------|-----------------|----------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$30,000 | \$24,000 | \$6,000 | | | |
| I-84, Five Mile Road Underpass, Boise | Bridge rehabilitation. | \$30,000 | \$24,000 | \$6,000 | 09493 | 2008 | ITD |
| Total FY2008 Programmed | | \$30,000 | \$24,000 | \$6,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$575,000 | \$460,000 | \$115,000 | | | |
| I-84, Five Mile Road Underpass, Boise | Bridge rehabilitation. | \$575,000 | \$460,000 | \$115,000 | 09493 | 2009 | ITD |

| Table 3: Bridge Preservation Projects | | | | | | | |
|---|------------------------|-------------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Total FY2009 Programmed | | \$575,000 | \$460,000 | \$115,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$510,000 | \$408,000 | \$102,000 | | | |
| I-84, Cloverdale Road Underpass, Boise | Bridge rehabilitation. | \$510,000 | \$408,000 | \$102,000 | 09964 | 2011 | ITD |
| Total FY2011 Programmed | | \$510,000 | \$408,000 | \$102,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$1,115,000 | \$892,000 | \$223,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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 along 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. The following are projects programmed in Northern Ada County only.

| Table 4: Bridge Projects | | | | | | | |
|---|----------------------|-------------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2010 Allocation | | \$4,390,000 | \$3,512,000 | \$878,000 | | | |
| SH 21, Mores Creek Bridge | Replace bridge deck. | \$4,390,000 | \$3,512,000 | \$878,000 | 08669 | 2010 | ITD |
| Total FY2011 Programmed | | \$4,390,000 | \$3,512,000 | \$878,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$4,390,000 | \$3,512,000 | \$878,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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

This program funds corridor studies, highway development planning, long-range transportation plans, transportation systems analysis, etc. Planning results in the improvement of the overall transportation system for Idaho users. The following are projects programmed in Northern Ada County only.

| Table 5: Systems Planning Projects | | | | | | | |
|--|---|------------------|------------------|-----------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2009 Allocation | | \$225,000 | \$208,485 | \$16,515 | | | |
| SH 69 Corridor Plan | Conduct corridor study. | \$225,000 | \$208,485 | \$16,515 | 9969 | 2009 | ITD |
| Total FY2009 Programmed | | \$225,000 | \$208,485 | \$16,515 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$26,000 | \$24,092 | \$1,908 | | | |
| SH 21, Boise to Lowman Corridor Plan | Study. Total project cost is \$200,000 (13% Ada County and 87% Boise County). Ada County portion. | \$26,000 | \$24,092 | \$1,908 | 9974 | 2010 | ITD |
| Total FY2010 Programmed | | \$26,000 | \$24,092 | \$1,908 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$251,000 | \$232,577 | \$18,423 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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. Constructing new rest areas will likely require public/private or other government partnerships. In the FY2008-2012 transportation improvement program, the Idaho Transportation Board has targeted an annual investment of \$5 million.

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

The Safety program uses various federal funding sources to invest in safety initiatives. The FY2008 - 2012 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 Improvements program (ST-RAIL). In the FY2008-2012 STIP, the Idaho Transportation Board has targeted an annual investment of \$8 million. The following are projects programmed in Northern Ada County only.

Table 6: Safety Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|--|--------------------|--------------------|------------------|--------|------|-------------------|
| FY2008 Allocation | | \$1,549,620 | \$1,260,332 | \$289,288 | | | |
| Allumbaugh Street Railroad Crossing, Boise | Railroad gate and signal. | \$280,000 | \$280,000 | \$0 | 10000 | 2008 | ITD |
| Cloverdale Road Railroad Crossing, near Kuna | Railroad gate and signal. STP-Safety funding portion. | \$240,000 | \$240,000 | \$0 | 09998 | 2008 | ITD |
| I-84, FY2008 District wide Pavement Striping | Restripe pavement on I-84. Total project cost is \$290,000 (20% Ada County, 20% Canyon County, and 60% Elmore County). Ada County portion. | \$58,000 | \$53,517 | \$4,483 | 10534 | 2008 | ITD |
| I-84, FY2009 District wide Pavement Striping | Restripe pavement on I-84. Total project cost is \$296,000 (27% Ada County, 19% Canyon County, 40% Elmore County, and 14% Payette County). Ada County portion. | \$1,620 | \$1,495 | \$125 | 09500 | 2008 | ITD |
| Liberty Street Railroad Crossing | Railroad gate and signal. | \$200,000 | \$200,000 | \$0 | 10001 | 2008 | ITD |
| SH 69, Intersection of Deer Flat Road, Kuna | Install traffic signal. (ACHD pay back with state funds.) Project completed in 2006. | \$270,000 | \$0 | \$270,000 | 09491 | 2008 | ITD |
| SH 69, Intersection of SH 69 and Columbia Road, Kuna | Safety improvement. Payment to ACHD for intersection improvements. Improvements are complete. | \$10,000 | \$10,000 | \$0 | 11054 | 2008 | ITD |
| Stroebel Road Railroad Crossing Near Kuna | Add railroad gate and signal. | \$290,000 | \$290,000 | \$0 | 09634 | 2008 | ITD |
| US 20/26 Intersection with Linder Road | Intersection improvements. | \$200,000 | \$185,320 | \$14,680 | 10522 | 2008 | ITD |
| FY2008 Total Programmed | | \$1,549,620 | \$1,260,332 | \$289,288 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$508,300 | \$470,685 | \$37,615 | | | |
| I-84, FY2009 District wide Pavement Striping | Restripe pavement on I-84. Total project cost is \$296,000 (27% Ada County, 19% Canyon County, 40% Elmore County, and 14% Payette County). Ada County portion. | \$78,300 | \$72,247 | \$6,053 | 09500 | 2009 | ITD |
| SH 16, Intersection of Floating Feather Road | Improve intersection. | \$430,000 | \$398,438 | \$31,562 | 09483 | 2009 | ITD |
| FY2009 Total Programmed | | \$508,300 | \$470,685 | \$37,615 | | | |

| Table 6: Safety Projects | | | | | | | |
|--|---|--------------------|--------------------|------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$1,050,000 | \$1,020,640 | \$29,360 | | | |
| Locust Grove Railroad Crossing | Add railroad gates and signals. | \$350,000 | \$350,000 | \$0 | 10552 | 2010 | ITD |
| SH 69, Intersection of SH 69 and Columbia Road, Kuna | Safety improvement. Payment to ACHD for intersection improvements. Improvements are complete. | \$300,000 | \$300,000 | \$0 | 11054 | 2010 | ITD |
| US 20/26 Intersection with Linder Road | Intersection improvements. | \$400,000 | \$370,640 | \$29,360 | 10522 | 2010 | ITD |
| Total FY2010 Programmed | | \$1,050,000 | \$1,020,640 | \$29,360 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$3,107,920 | \$2,751,657 | \$356,263 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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

The STP-E program must be related to the surface transportation system and is a statewide competitive program that 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. The following are projects programmed in Northern Ada County only.

| Table 7: Surface Transportation Program - Enhancement (STP-E) Projects | | | | | | | |
|--|--|-------------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$1,064,000 | \$872,347 | \$191,653 | | | |
| Eagle Road Underpass Pathway | Construct an underpass pathway under Eagle Road. This project includes underpass lighting, landscaping, and railing. | \$533,000 | \$411,902 | \$121,098 | 09758 | 2008 | City of Eagle |
| Historic Warm Springs Boulevard Landscape | Construct arches designating entry into Historic Warm Springs Avenue in the East End, placement of interpretive plaques at those arches, and bicycle and pedestrian improvements at the intersection of Granite Way/Old Penitentiary and Warm Springs Avenue. Project also includes the landscaping of an oval within ACHD's proposed roundabout at the intersection (the roundabout is not part of this project and is not counted toward the match of this project). | \$72,000 | \$60,610 | \$11,390 | 09437 | 2009 | ACHD |
| Merrill Park Boise River Bridge Project | Pave approximately 1,000 feet of a ten (10)-foot wide existing unpaved pedestrian pathway to link with the west end of an | \$459,000 | \$399,835 | \$59,165 | 09757 | 2008 | City of Eagle |

| Table 7: Surface Transportation Program – Enhancement (STP-E) Projects | | | | | | | |
|--|--|--------------------|------------------|------------------|--------|------|--------------------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| | existing paved pathway. This project includes landscaping, signage, and a single span bridge that will provide the only link of two regional pathway systems across the North Channel of the Boise River. | | | | | | |
| Total FY2008 Programmed | | \$1,064,000 | \$872,347 | \$191,653 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Total FY2009 Allocation | | \$281,000 | \$237,330 | \$43,670 | | | |
| 8th Street School Sidewalks | To construct new seven (7) foot wide sidewalks on the east and west side of West 8th Street. Connect an existing pedestrian pathway to the new sidewalk. Install cross-walk with in-pavement flashers at the Meridian Middle School at a safe location that connects with the new sidewalk and pedestrian pathway. Install Americans with Disabilities act (ADA) compliant curb ramps at the Cherry Lane intersection and other locations where necessary. | \$8,000 | \$7,519 | \$481 | 10489 | 2010 | ACHD |
| Historic Warm Springs Boulevard Landscape | Construct arches designating entry into Historic Warm Springs Avenue in the East End, placement of interpretive plaques at those arches, and bicycle and pedestrian improvements at the intersection of Granite Way/Old Penitentiary and Warm Springs Avenue. Project also includes the landscaping of an oval within ACHD's proposed roundabout at the intersection (the roundabout is not part of this project and is not counted toward the match of this project). | \$273,000 | \$229,811 | \$43,189 | 09437 | 2009 | ACHD |
| Total FY2009 Programmed | | \$281,000 | \$237,330 | \$43,670 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Total FY2010 Allocation | | \$654,000 | \$597,418 | \$56,582 | | | |
| Pioneer Corridor Bicycle/Pedestrian Improvements | Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise. Work will enhance the existing pathway with grade leveling, realignment, signage, landscaping and cultural | \$443,000 | \$399,099 | \$43,901 | 10488 | 2010 | Capital City Development Corporation |
| 8th Street School Sidewalks | To construct new seven (7) foot wide sidewalks on the east and west side of West 8th Street. Connect an existing pedestrian pathway to the new sidewalk. Install cross-walk with in-pavement flashers at the Meridian Middle School at a safe location that connects with the new sidewalk and pedestrian pathway. Install Americans with Disabilities act (ADA) compliant curb ramps at the Cherry Lane intersection and other locations where necessary. | \$211,000 | \$198,319 | \$12,681 | 10489 | 2010 | ACHD |

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|-------------|-------------|---------------|-------------|--------|------|-------------------|
| FY2010 Total Programmed | | \$654,000 | \$597,418 | \$56,582 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$1,999,000 | \$1,707,095 | \$291,905 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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

The Idaho Transportation Department’s CMAQ program is a statewide competitive program that invests between \$2-4 million annually in federal funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. The following are projects programmed in Northern Ada County only.

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|-----------|---------------|-------------|--------|------|-------------------|
| FY2008 Allocation | | \$997,100 | \$923,236 | \$73,864 | | | |
| I-84, Meridian Road to Garrity Boulevard | Install six (6) miles of fiber optic cable along I-84 in an existing ITD underground conduit. Install five (5) closed circuit television (CCTV) cameras at one mile intervals on 50-foot poles. Install eleven (11) vehicle detector stations at half-mile intervals. These detectors will be installed on 30-foot poles and will be able to determine vehicle speeds, vehicle counts, and determine lane occupancy. Total project cost is \$430,000 (67% Ada County and 33% Canyon County). Canyon County portion. | \$288,100 | \$266,953 | \$21,147 | 09733 | 2008 | ITD |
| Orchard Road Signal Upgrade | Replace eleven (11) outdated traffic signal controllers and cabinets on Orchard Road in Boise. The new signal system will allow additional traffic signal timing plans which help ease congestion and improve air quality. | \$159,000 | \$147,329 | \$11,671 | 09735 | 2008 | ACHD |
| Purchase Ten (10) Commuter Vanpool Vehicles | Purchase ten (10), fifteen (15)-passenger vans to be used in the Ada County Highway District Commuteride vanpool program. | \$320,000 | \$296,512 | \$23,488 | 09734 | 2008 | ACHD |
| Replace Ten (10) Traffic Signal Controllers, Franklin Road | Replace ten (10) outdated traffic signal controllers and cabinets on Franklin Road between Allumbaugh Street and Eagle Road. The new signal system will allow additional traffic signal timing plans which will help ease congestion and improve air quality. | \$5,000 | \$4,305 | \$695 | 10476 | 2009 | ACHD |
| Replace Thirteen (13) Traffic Signal Controllers, Overland Road | Replace thirteen (13) outdated traffic signal controllers and cabinets on Overland Road between Overland Park and Eagle Road. The new signal system will allow additional traffic signal timing plans, which will help ease congestion and improve air quality. | \$5,000 | \$4,285 | \$715 | 10475 | 2009 | ACHD |

| Table 8: Congestion Mitigation Air Quality (CMAQ) Projects | | | | | | | |
|---|--|--------------------|--------------------|------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Treasure Valley Air Quality Study | The study will determine whether the Treasure Valley is NOx or VOC "limited." The study will develop meteorological profiles of pollution events, compile existing data into one database, validate and analyze the data, and use the data as an input to the CMAQ model to run scenarios that will enable DEQ to measure the effectiveness of control measures. | \$220,000 | \$203,852 | \$16,148 | 09740 | 2008 | DEQ |
| FY2008 Total Programmed | | \$997,100 | \$923,236 | \$73,864 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$1,038,000 | \$723,898 | \$316,153 | | | |
| Phase I Vapor Recovery System Program | To fund installment of Phase I Vapor Recovery System, a new regulation by DEQ for gas suppliers. This is a statewide program where DEQ will reimburse half the cost of installation. Total project = \$1,000,000 (\$500,000 federal). Focus is on Ada and Canyon Counties due to Ozone non-attainment. (50% Ada County and 50% Canyon County) approximate Canyon County funding portion. | \$500,000 | \$250,000 | \$250,000 | C902 | 2009 | DEQ |
| Replace Ten (10) Traffic Signal Controllers, Franklin Road | Replace ten (10) outdated traffic signal controllers and cabinets on Franklin Road between Allumbaugh Street and Eagle Road. The new signal system will allow additional traffic signal timing plans which will help ease congestion and improve air quality. | \$158,000 | \$136,038 | \$21,962 | 10476 | 2009 | ACHD |
| Replace Thirteen (13) Traffic Signal Controllers, Overland Road | Replace thirteen (13) outdated traffic signal controllers and cabinets on Overland Road between Overland Park and Eagle Road. The new signal system will allow additional traffic signal timing plans, which will help ease congestion and improve air quality. | \$205,000 | \$175,705 | \$31,346 | 10475 | 2009 | ACHD |
| Treasure Valley Air Quality Study | The study will determine whether the Treasure Valley is NOx or VOC "limited." The study will develop meteorological profiles of pollution events, compile existing data into one database, validate and analyze the data, and use the data as an input to the CMAQ model to run scenarios that will enable DEQ to measure the effectiveness of control measures. | \$175,000 | \$162,155 | \$12,845 | 09740 | 2008 | DEQ |
| FY2009 Total Programmed | | \$1,038,000 | \$723,898 | \$316,153 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Total | | \$2,035,100 | \$1,647,134 | \$390,017 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

7. Restoration (in STIP, referred to as: IMP-RESTORE)

The Restoration program funds are used for activities that reconstruct the useful life of the roadway. The following are projects programmed in Northern Ada County only.

| Table 9: Restoration Projects | | | | | | | |
|--|--|--------------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$3,920,000 | \$3,632,272 | \$287,728 | | | |
| Broadway Avenue, Rossie Street to Ridenbaugh Canal | Rehabilitation from mile 50.429 to mile 51.96. | \$1,790,000 | \$1,658,614 | \$131,386 | 9812 | 2008 | ITD |
| Eagle Road, Automated Traffic Monitoring System (ATMS) | Safety improvements. | \$1,880,000 | \$1,742,008 | \$137,992 | 10523 | 2008 | ITD |
| SH 21, Diversion Dam to Sandy Point | Pavement rehabilitation. | \$40,000 | \$37,064 | \$2,936 | 10532 | 2008 | ITD |
| SH 55, I-84 Westbound Ramps to Fairview Avenue | Rehabilitation from mile 11.56 to mile 13.095. | \$210,000 | \$194,586 | \$15,414 | 10527 | 2008 | ITD |
| FY2008 Total Programmed | | \$3,920,000 | \$3,632,272 | \$287,728 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$3,280,000 | \$3,039,248 | \$240,752 | | | |
| SH 55, I-84 Westbound Ramps to Fairview Avenue | Rehabilitation from mile 11.56 to mile 13.095. | \$3,280,000 | \$3,039,248 | \$240,752 | 10527 | 2010 | ITD |
| FY2010 Total Programmed | | \$3,280,000 | \$3,039,248 | \$240,752 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$2,070,000 | \$1,918,062 | \$151,938 | | | |
| SH 21, Diversion Dam to Sandy Point | Pavement rehabilitation. | \$2,070,000 | \$1,918,062 | \$151,938 | 10532 | 2011 | ITD |
| FY2011 Total Programmed | | \$2,070,000 | \$1,918,062 | \$151,938 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Total | | \$9,270,000 | \$8,589,582 | \$680,418 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

8. Expansion (in STIP, referred to as: IMP-EXPAND)

Projects shown in this program provide expansion of transportation facilities to better serve transportation customers. The following are projects programmed in Northern Ada County only.

| Table 10: Expansion Projects | | | | | | | |
|--|---|--------------------|--------------------|--------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$6,126,000 | \$5,676,351 | \$449,649 | | | |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | \$439,000 | \$406,777 | \$32,223 | 07827 | 2008 | ITD |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | \$742,000 | \$687,537 | \$54,463 | 07826 | 2008 | ITD |
| US 20/26, Cloverdale Road to Hewlett Packard Main Entrance | Reconstruct and realign from mile 41.23 to mile 42.15. | \$4,945,000 | \$4,582,037 | \$362,963 | 07148 | 2008 | ITD |
| FY2008 Total Programmed | | \$6,126,000 | \$5,676,351 | \$449,649 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$6,980,000 | \$5,703,004 | \$1,276,996 | | | |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | \$410,000 | \$379,906 | \$30,094 | 07827 | 2009 | ITD |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | \$530,000 | \$491,098 | \$38,902 | 07826 | 2009 | ITD |
| US 20/26, Boise River & Broadway Avenue Bridge | Bridge rehabilitation. | \$6,040,000 | \$4,832,000 | \$1,208,000 | 09497 | 2009 | ITD |
| FY2009 Total Programmed | | \$6,980,000 | \$5,703,004 | \$1,276,996 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$1,994,000 | \$1,847,640 | \$146,360 | | | |
| SH 16 Freezeout Hill South, Gem and Ada Counties | Build slow-vehicle turnout lanes. Total project cost is \$3,001,000 (66% Gem County and 34% Ada County.) Ada County portion. | \$1,054,000 | \$976,636 | \$77,364 | 08433 | 2010 | ITD |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | \$410,000 | \$379,906 | \$30,094 | 07827 | 2010 | ITD |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | \$530,000 | \$491,098 | \$38,902 | 07826 | 2010 | ITD |

| Table 10: Expansion Projects | | | | | | | |
|--|---|--------------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2010 Total Programmed | | \$1,994,000 | \$1,847,640 | \$146,360 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$940,000 | \$871,004 | \$68,996 | | | |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | \$410,000 | \$379,906 | \$30,094 | 07827 | 2011 | ITD |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | \$530,000 | \$491,098 | \$38,902 | 07826 | 2011 | ITD |
| FY2011 Total Programmed | | \$940,000 | \$871,004 | \$68,996 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2012 Allocation | | \$940,000 | \$871,004 | \$68,996 | | | |
| SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road | Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion. | \$410,000 | \$379,906 | \$30,094 | 07827 | 2012 | ITD |
| US 20/26, Corridor Preservation, Caldwell to Boise | Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion. | \$530,000 | \$491,098 | \$38,902 | 07826 | 2012 | ITD |
| FY2012 Total Programmed | | \$940,000 | \$871,004 | \$68,996 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$16,980,000 | \$14,969,003 | \$2,010,997 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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. The abbreviations indicate the year of bond approval by the Idaho legislature. The following are projects programmed in Northern Ada County only.

| Table 11: FY2006-2007 GARVEE Projects | | | | | | | |
|---------------------------------------|-------------|--------------|---------------|--------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$20,973,000 | \$0 | \$20,973,000 | | | |

Table 11: FY2006-2007 GARVEE Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|--|-------------|---------------|-------------|--------|------|-------------------|
| I-84, Cole Road to Broadway Avenue, North Sound Wall | Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | \$4,512,000 | \$0 | \$4,512,000 | 09816 | 2008 | ITD |
| I-84, Cole Road to Orchard Road Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2006-2007 GARVEE funding portion. | \$119,000 | \$0 | \$119,000 | 09819 | 2008 | ITD |
| I-84, Garrity Interchange to Meridian Interchange, Median Phase (10459) | Median phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange. Total = \$3,544,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | \$1,771,000 | \$0 | \$1,771,000 | 11003 | 2008 | |
| I-84, Garrity Interchange to Meridian Interchange Milling and Temporary Widening (10459) | Project to mill and temporarily widen I-84 between the Garrity Interchange and Meridian Interchange. FY2006-2007 GARVEE funding portion. Total = \$1,965,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | \$761,000 | \$0 | \$761,000 | 11001 | 2008 | ITD |
| I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459) | Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, including ramps at the Meridian interchange. Total = \$2,680,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | \$1,340,000 | \$0 | \$1,340,000 | 11005 | 2008 | ITD |
| I-84, Garrity Interchange to Meridian Interchange, Traffic Control Phase (10459) | Traffic control phase for the widening project on I-84 between Garrity Interchange and Meridian Interchange. Total = \$4,023,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | \$2,011,000 | \$0 | \$2,011,000 | 11006 | 2008 | ITD |
| I-84, Orchard Interchange | Reconstruct interchange to accommodate future widening of I-84. FY2008 GARVEE funding portion. | \$457,000 | \$0 | \$457,000 | 09817 | 2008 | ITD |
| I-84, Orchard Interchange, New York Canal (KN 09817) | This project is a breakout phase of KN 09817 for the improvements to the New York canal. | \$500,000 | \$0 | \$500,000 | 11518 | 2008 | ITD |
| I-84, Orchard Street to Vista Avenue Widening | Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2006-2007 GARVEE funding portion. | \$800,000 | \$0 | \$800,000 | 09820 | 2008 | ITD |
| I-84, Robinson Road and Black Cat Road Bridge Reconstruction | Widen the Robinson Road and Black Cat Road bridges to accommodate the widening project on I-84 from Garrity Interchange to Meridian Interchange. Total = | \$8,262,000 | \$0 | \$8,262,000 | 11007 | 2008 | ITD |

| Table 11: FY2006-2007 GARVEE Projects | | | | | | | |
|--|---|---------------------|---------------|---------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| (10459) | \$16,526,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion. | | | | | | |
| I-84, Ten Mile Creek Widening, Meridian (10459) | Widen the bridge over Ten Mile Creek on I-84. FY2006-2007 GARVEE funding portion. | \$440,000 | \$0 | \$440,000 | 11002 | 2008 | ITD |
| FY2008 Total Programmed | | \$20,973,000 | \$0 | \$20,973,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$8,669,000 | \$0 | \$8,669,000 | | | |
| I-84, Ten Mile Interchange | Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. | \$8,669,000 | \$0 | \$8,669,000 | 09815 | 2009 | ITD |
| FY2009 Total Programmed | | \$8,669,000 | \$0 | \$8,669,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$29,642,000 | \$0 | \$29,642,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

| Table 12: FY2008 GARVEE Projects | | | | | | | |
|--|--|---------------------|---------------|---------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$83,238,000 | \$0 | \$83,238,000 | | | |
| I-84, Broadway Avenue to Gowen Road Overlay | Resurface two (2) miles of existing lanes on I-84 with "crack and seat" overlay. | \$6,938,000 | \$0 | \$6,938,000 | 10557 | 2008 | ITD |
| I-84, Cole Road to Broadway Avenue, North Sound Wall | Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue. | \$9,054,000 | \$0 | \$9,054,000 | 09816 | 2008 | ITD |
| I-84, Cole Road to Orchard Road Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. | \$1,079,000 | \$0 | \$1,079,000 | 09819 | 2008 | ITD |
| I-84, Garrity Interchange to Meridian Interchange | Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garrity Interchange. Design includes provisions for a fourth lane and replacement of the Black Cat Road and Robinson Road overpasses. Total = \$3,673,000 (50% Ada County and 50% Canyon County). Ada County portion. | \$1,836,000 | \$0 | \$1,836,000 | 10459 | 2008 | ITD |

Table 12: FY2008 GARVEE Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|---------------------|---------------|---------------------|--------|------|-------------------|
| I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459) | Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, including ramps at the Meridian interchange Total = \$81,209,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2008 GARVEE funding portion. | \$40,604,000 | \$0 | \$40,604,000 | 11005 | 2008 | ITD |
| I-84, Gowen Road to Isaacs Canyon Rebuild | Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay between Gowen Road and Isaacs Canyon interchanges. FY2008 GARVEE funding portion. | \$450,000 | \$0 | \$450,000 | 09814 | 2008 | ITD |
| I-84, Karcher Interchange to Five Mile Road | Start preliminary engineering and environmental studies for sixteen (16) miles of I-84 from Karcher Interchange to Five Mile Road. Total project cost is \$1,452,000 (35% Ada County and 65% Canyon County). Ada County portion. | \$508,000 | \$0 | \$508,000 | 10002 | 2008 | ITD |
| I-84, Orchard Street to Vista Avenue Widening | Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. | \$1,912,000 | \$0 | \$1,912,000 | 09820 | 2008 | ITD |
| I-84, Ten Mile Interchange | Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. | \$11,397,000 | \$0 | \$11,397,000 | 09815 | 2008 | ITD |
| I-84, Vista Avenue to Broadway Avenue Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. | \$605,000 | \$0 | \$605,000 | 09823 | 2008 | ITD |
| I-84, Vista Interchange | Reconstruct interchange to accommodate future widening of I-84. | \$2,472,000 | \$0 | \$2,472,000 | 09818 | 2008 | ITD |
| SH 16, I-84 to Emmett Study | Preliminary engineering and environmental study for SH 16 from I-84 to SH 44 (State Street). | \$4,326,000 | \$0 | \$4,326,000 | 09963 | 2008 | ITD |
| SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing | Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. | \$2,057,000 | \$0 | \$2,057,000 | 11236 | 2008 | ITD |
| FY2008 Total Programmed | | \$83,238,000 | \$0 | \$83,238,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$83,238,000 | \$0 | \$83,238,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Table 13: Future GARVEE Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|--|----------------------|---------------|----------------------|--------|------|-------------------|
| FY2009 Allocation | | \$171,263,000 | \$0 | \$171,263,000 | | | |
| I-84, Cole Road to Orchard Road Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$21,094,000 | \$0 | \$21,094,000 | 09819 | 2009 | ITD |
| I-84, Orchard Interchange | Reconstruct interchange to accommodate future widening of I-84. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$39,941,000 | \$0 | \$39,941,000 | 09817 | 2009 | ITD |
| I-84, Orchard Street to Vista Avenue Widening | Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$31,147,000 | \$0 | \$31,147,000 | 09820 | 2009 | ITD |
| I-84, Ten Mile Interchange | Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$60,834,000 | \$0 | \$60,834,000 | 09815 | 2009 | ITD |
| SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing | Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$18,247,000 | \$0 | \$18,247,000 | 11236 | 2009 | ITD |
| FY2009 Total Programmed | | \$171,263,000 | \$0 | \$171,263,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Programmed | | \$7,321,000 | \$0 | \$7,321,000 | | | |
| I-84, Vista Interchange | Reconstruct interchange to accommodate future widening of I-84. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$7,321,000 | \$0 | \$565,913 | 09818 | 2010 | ITD |
| FY2010 Total Programmed | | \$7,321,000 | \$0 | \$7,321,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$175,797,000 | \$0 | \$175,797,000 | | | |
| I-84, Vista Avenue to Broadway Avenue Widening | Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. Funding and projects shown beyond FY2008 are pending | \$25,006,000 | \$0 | \$25,006,000 | 09823 | 2011 | ITD |

Table 13: Future GARVEE Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|--|----------------------|---------------|----------------------|--------|------|-------------------|
| | subject to further review and annual approval from the Idaho Legislature. | | | | | | |
| I-84, Vista Interchange | Reconstruct interchange to accommodate future widening of I-84. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$72,958,000 | \$0 | \$72,958,000 | 09818 | 2011 | ITD |
| SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing | Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature. | \$77,833,000 | \$0 | \$77,833,000 | 11236 | 2011 | ITD |
| FY2011 Total Programmed | | \$175,797,000 | \$0 | \$175,797,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$354,381,000 | \$0 | \$354,381,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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. The following are projects programmed in Northern Ada County only.

Table 14: Summary SAFETEA-LU Funded Discretionary (High Priority) Projects, For Information Only

| No. | Project | Description | SAFETEA-LU Amount | Responsible/ Requesting Agency |
|-----|---|--|-------------------|--------------------------------|
| 1 | Multi-modal Center | Construct a multi-modal center that includes facilities for bus transfers, bike storage, and a parking structure for approximately 600 to 1,200 cars. | \$9,500,000 | Valley Regional Transit |
| 2 | Downtown Boise Transit Circulator | Create a Downtown Boise Circulator, a key link in the regional transportation system. The project is a fixed guide-way transit system within downtown Boise. This project was made eligible for FTA New Starts funding in SAFETEA-LU, but no specific funding identified. | \$0 | CCDC |
| 3 | Right-of-Way Acquisition of the Union Pacific Short Line Railroad | Purchase the right-of-way and existing infrastructure in and along the forty-four (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 |

| No. | Project | Description | SAFETEA-LU Amount | Responsible/ Requesting Agency |
|-----|--|---|-------------------|--------------------------------|
| 4 | Three Cities River Crossing, from US 20/26 to SH 55 Corridor Study | This project would cross the Boise River from Boise northbound between Eagle and Garden City, and is currently shown in the 2030 Functional Classification map as a principal arterial. High Priority – SAFETEA-LU funding program. | \$3,000,000 | ACHD |
| 5 | I-84, Ten Mile Interchange | Construct new I-84 Interchange at Ten Mile Road. High Priority – SAFETEA-LU funding portion. | \$19,600,000 | ITD |

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|--|---------------------|--------------------|--------------------|--------|------|-------------------------|
| FY2008 Allocation | | \$8,195,325 | \$6,556,260 | \$1,639,065 | | | |
| Transit - Facility Construction (176 and 652) - FY2006 (PT02) | Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. Carryover funds from FY2006. | \$2,242,825 | \$1,794,260 | \$448,565 | T348 | 2008 | Valley Regional Transit |
| Transit - Facility Construction (176 and 652) - FY2007 | Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. Carryover funds from FY2007. | \$2,854,850 | \$2,283,880 | \$570,970 | 10807 | 2008 | Valley Regional Transit |
| Transit - Facility Construction (176 and 652) - FY2008 | Design and construction for a multi-modal center and an alternative analysis for a downtown circulator. | \$3,097,650 | \$2,478,120 | \$619,530 | 10808 | 2008 | Valley Regional Transit |
| FY2008 Total Programmed | | \$8,195,325 | \$6,556,260 | \$1,639,065 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Programmed | | \$3,257,175 | \$2,605,740 | \$651,435 | | | |
| Transit - Facility Construction (176 and 652) - FY2009 | Design and construction for a multi-modal center and an alternative analysis for a downtown circulator. | \$3,257,175 | \$2,605,740 | \$651,435 | 10809 | 2009 | Valley Regional Transit |
| FY2009 Total Programmed | | \$3,257,175 | \$2,605,740 | \$651,435 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$11,452,500 | \$9,162,000 | \$2,290,500 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Table 16: High Priority - SAFETEA-LU Projects (Three Cities River Crossing)

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|---|--------------------|--------------------|------------------|--------|------|-------------------|
| FY2008 Allocation | | \$3,000,000 | \$2,400,000 | \$600,000 | | | |
| Three Cities River Crossing, US 20/26 to SH 55 Corridor Preservation | This project would cross the Boise River from Boise northbound between Eagle and Garden City, and is currently shown on the 2030 functional Classification map as a principal arterial. | \$3,000,000 | \$2,400,000 | \$600,000 | 09189 | 2008 | ACHD |
| FY2008 Total Programmed | | \$3,000,000 | \$2,400,000 | \$600,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Programmed | | \$750,000 | \$600,000 | \$150,000 | | | |
| Three Cities River Crossing, US 20/26 to SH 55 Corridor Preservation | This project would cross the Boise River from Boise northbound between Eagle and Garden City, and is currently shown on the 2030 functional Classification map as a principal arterial. | \$750,000 | \$600,000 | \$150,000 | 09189 | 2009 | ACHD |
| FY2009 Total Programmed | | \$750,000 | \$600,000 | \$150,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$3,750,000 | \$3,000,000 | \$750,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

The I-84, Ten Mile Interchange project was rolled into the GARVEE program.

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 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 STP-U program funds are for projects in urban areas with populations between 5,000 and up to 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, Coeur d'Alene, Idaho Falls, Lewis-Clark Valley, Nampa, and Pocatello. (Boise MPO is funded under the STP-TMA funds.)

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

Local STP-R program 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. In Idaho, the Local Highway Technical Assistance Council (LHTAC) assists ITD with the administration of this federal program. The following are projects programmed in Northern Ada County only.

| Table 17: Surface Transportation Program – Rural (STP-R) Projects | | | | | | | |
|---|---------------------------------|-----------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$280,000 | \$259,448 | \$20,552 | | | |
| Star Road | Minor widening and resurfacing. | \$280,000 | \$259,448 | \$20,552 | 09519 | 2008 | ACHD |
| FY2008 Total Programmed | | \$280,000 | \$259,448 | \$20,552 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$280,000 | \$259,448 | \$20,552 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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

The STP-TMA program 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. Projects removed from the STP-TMA program are listed in the following table. The following are projects programmed in Northern Ada County only.

| Table 18: Surface Transportation Program – Transportation Management Area (STP-TMA) Projects | | | | | | | |
|--|---|-------------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$6,561,000 | \$6,079,423 | \$481,577 | | | |
| Federal Aid Overlay Arterial and Collectors – FY 2006 | Supplement the local overlay program. Advance construction beginning in 2006 with payback through 2008. | \$523,000 | \$484,612 | \$38,388 | 09502 | 2008 | ACHD |
| Federal Aid Overlay Arterial and Collectors – FY 2009 | Supplement the local overlay program. | \$17,000 | \$15,752 | \$1,248 | 09503 | 2008 | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$2,821,000 | \$2,613,939 | \$207,061 | 07238 | 2008 | ACHD |

Table 18: Surface Transportation Program – Transportation Management Area (STP-TMA) Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|--|--------------------|--------------------|------------------|--------|------|---------------------------|
| Locust Grove Road, Grade Separation at I-84 | Construct new interstate overpass 500 feet north of Overland Road to Central Way and Bentley Avenue. Build to four to five (4/5) lanes. Advance construction beginning in 2007 with payback through 2008. | \$350,000 | \$324,310 | \$25,690 | 08048 | 2008 | ITD/ Meridian/ ACHD |
| Maple Grove Road, Franklin Road to Fairview Avenue | Widen roadway to five (5) lanes with bike lanes, sidewalk, railroad crossing improvement, and conduit for future signal at Irving Street. This includes rebuilding Bridge #151 and the intersection of Fairview Avenue and Maple Grove Road. The Fairview Avenue intersection will include double left turns on all legs, two (2) through lanes on all legs, and right turn lanes on the east and west bound legs. Advance construction beginning in 2007 with payback through 2008. | \$2,200,000 | \$2,038,520 | \$161,480 | 07192 | 2008 | ACHD |
| MPO Transportation Planning Activities – FY 2008 | Assist COMPASS in meeting federal transportation planning responsibilities. Ada County portion. | \$106,000 | \$98,220 | \$7,780 | 09204 | 2008 | COMPASS |
| 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. | \$220,000 | \$220,000 | \$0 | 09199 | 2008 | ACHD |
| Total FY2008 Programmed | | \$6,237,000 | \$5,795,352 | \$441,648 | | | |
| Difference in Allocation and Programmed | | \$324,000 | \$284,071 | \$39,929 | | | |
| FY2009 Allocation | | \$6,332,000 | \$5,867,231 | \$464,769 | | | |
| Federal Aid Overlay Arterial and Collectors – FY 2009 | Supplement the local overlay program. | \$550,000 | \$509,630 | \$40,370 | 09503 | 2009 | ACHD |
| Federal Aid Overlay Arterial and Collectors – FY 2010 | Supplement the local overlay program. | \$52,000 | \$48,183 | \$3,817 | 10537 | 2009 | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$221,000 | \$204,779 | \$16,221 | 07238 | 2009 | ACHD |

Table 18: Surface Transportation Program – Transportation Management Area (STP-TMA) Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|--|--------------------|--------------------|------------------|--------|------|-------------------|
| Franklin Road, Touchmark Way to Five Mile Road | Reconstruct and widen existing two to three (2/3)-lane roadway to four to five (4/5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquired 96 feet of right-of-way. Widen the intersection at Cloverdale Road. Advance construction beginning in 2009 with payback through 2011. | \$5,712,000 | \$5,292,739 | \$419,261 | 08698 | 2009 | ACHD |
| MPO Transportation Planning Activities – FY 2009 | Assist COMPASS in meeting federal transportation planning responsibilities. Ada County portion. | \$53,000 | \$49,110 | \$3,890 | 09506 | 2009 | COMPASS |
| 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. | \$220,000 | \$220,000 | \$0 | 09507 | 2009 | ACHD |
| Total FY2009 Programmed | | \$6,808,000 | \$6,324,441 | \$483,559 | | | |
| Difference in Allocation and Programmed | | -\$476,000 | -\$457,210 | -\$18,790 | | | |
| FY2010 Allocation | | \$6,031,000 | \$5,588,325 | \$442,675 | | | |
| Federal Aid Overlay Arterial and Collectors – FY 2010 | Supplement the local overlay program. | \$500,000 | \$463,300 | \$36,700 | 10537 | 2010 | ACHD |
| Federal Aid Overlay Arterial and Collectors – FY 2011 | Supplement the local overlay program. | \$52,000 | \$48,183 | \$3,817 | 10559 | 2010 | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$200,000 | \$185,320 | \$14,680 | 07238 | 2010 | ACHD |
| Franklin Road, Touchmark Way to Five Mile Road | Reconstruct and widen existing two to three (2/3)-lane roadway to four to five (4/5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. Widen the intersection at Cloverdale Road. Advance construction beginning in 2009 with payback through 2011. | \$5,135,000 | \$4,758,091 | \$376,909 | 08698 | 2010 | 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. | \$220,000 | \$220,000 | \$0 | 10540 | 2010 | ACHD |
| Total FY2010 Programmed | | \$6,107,000 | \$5,674,894 | \$432,106 | | | |

Table 18: Surface Transportation Program – Transportation Management Area (STP-TMA) Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|--------------------|--------------------|------------------|--------|------|-------------------|
| Difference in Allocation and Programmed | | -76,000 | -86,569 | \$10,569 | | | |
| FY2011 Allocation | | \$5,744,000 | \$5,322,390 | \$421,610 | | | |
| Federal Aid Overlay Arterial and Collectors – FY 2011 | Supplement the local overlay program. | \$500,000 | \$463,300 | \$36,700 | 10559 | 2011 | ACHD |
| Federal Aid Overlay Arterial and Collectors – FY 2012 | Supplement the local overlay program. | \$52,000 | \$48,183 | \$3,817 | 11065 | 2011 | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$1,215,000 | \$1,125,819 | \$89,181 | 07238 | 2011 | ACHD |
| Franklin Road, Ten Mile Road to Linder Road | Widen roadway to five (5) lanes. Remove the Meridian Road to Cherry Lane project, pending a decision from the City of Meridian regarding their downtown configuration. | \$746,000 | \$691,244 | \$54,756 | 09504 | 2011 | ACHD |
| Franklin Road, Touchmark Way to Five Mile Road | Reconstruct and widen existing two to three (2/3)-lane roadway to four to five (4/5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. Widen the intersection at Cloverdale Road. Advance construction beginning in 2009 with payback through 2011. | \$3,642,000 | \$3,374,677 | \$267,323 | 08698 | 2011 | ACHD |
| Household Travel Survey, Phase 1 | Conduct a study to collect household travel characteristics to update and expand the COMPASS travel demand model. Data will be collected in six-county region. | \$300,000 | \$277,980 | \$22,020 | 09827 | 2011 | COMPASS |
| 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. | \$220,000 | \$220,000 | \$0 | 10560 | 2011 | ACHD |
| Total FY2011 Programmed | | \$6,675,000 | \$6,201,203 | \$473,797 | | | |
| Difference in Allocation and Programmed | | -931,000 | -878,813 | -52,187 | | | |
| FY2012 Allocation | | \$5,470,000 | \$5,068,502 | \$401,498 | | | |
| Federal Aid Overlay Arterial and Collectors – FY 2012 | Supplement the local overlay program. | \$500,000 | \$463,300 | \$36,700 | 11065 | 2012 | ACHD |

Table 18: Surface Transportation Program – Transportation Management Area (STP-TMA) Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|--------------------|--------------------|------------------|--------|------|-------------------|
| Federal Aid Overlay Arterial and Collectors – PD | Supplement the local overlay program. | \$52,000 | \$48,183 | \$3,817 | TMA1 | PD | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$4,918,000 | \$4,557,019 | \$360,981 | 07238 | 2012 | ACHD |
| Household Travel Survey, Phase 2 | Conduct a study to collect household travel characteristics to update and expand the COMPASS travel demand model. Data will be collected in six-county region. | \$300,000 | \$277,980 | \$22,020 | 09828 | 2012 | COMPASS |
| Rideshare, ACHD's Rideshare Program – FY 2012 | Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. | \$220,000 | \$220,000 | \$0 | 11066 | 2012 | ACHD |
| Total FY2012 Programmed | | \$5,990,000 | \$5,566,482 | \$423,518 | | | |
| Difference in Allocation and Programmed | | -\$520,000 | -\$497,980 | -\$22,020 | | | |
| PD Allocation | | \$5,470,000 | \$5,068,502 | \$401,498 | | | |
| Federal Aid Overlay Arterial and Collectors – PD | Supplement the local overlay program. | \$500,000 | \$463,300 | \$36,700 | TMA1 | PD | ACHD |
| Five Mile Road, from Franklin Road to Fairview Avenue | Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD. | \$4,167,000 | \$3,861,142 | \$305,858 | 07238 | PD | ACHD |
| Franklin Road, Black Cat Road to Ten Mile Road | Widen roadway to five (5) lanes. | \$5,850,000 | \$5,420,610 | \$429,390 | 09637 | PD | ACHD |
| Franklin Road, Ten Mile Road to Linder Road | Widen roadway to five (5) lanes. Remove the Meridian Road to Cherry Lane project, pending a decision from the City of Meridian regarding their downtown configuration. | \$4,170,000 | \$3,863,922 | \$306,078 | 09504 | PD | ACHD |
| Rideshare, ACHD's Rideshare Program – PD | Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. | \$220,000 | \$220,000 | \$0 | TMA3 | PD | ACHD |

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|---|----------------------|----------------------|--------------------|--------|------|-------------------|
| Three Cities River Crossing, from US 20/26 to SH 55 Corridor Study | This project would cross the Boise River from the City of Boise northbound between Eagle and Garden City, and is currently shown on the 2030 Functional Classification map as a "principal arterial." | \$1,050,000 | \$972,930 | \$77,070 | 09189 | PD | ACHD |
| Total PD Programmed | | \$15,957,000 | \$14,801,904 | \$1,155,096 | | | |
| Difference in Allocation and Programmed | | -\$10,487,000 | -\$9,733,402 | -\$753,598 | | | |
| Overall Program Total (Including PD) | | \$47,774,000 | \$44,364,276 | \$3,409,724 | | | |
| Total Difference in Allocation and Programmed (Including PD) | | -\$12,166,000 | -\$11,369,903 | -\$796,097 | | | |
| Overall Program Total (FY2008 - FY2012) | | \$31,817,000 | \$29,562,372 | \$2,254,628 | | | |
| Total Difference in Allocation and Programmed (FY2008 - FY2012) | | -\$1,679,000 | -\$1,636,501 | -\$42,499 | | | |

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|--|--------------------|--------------------|------------------|--------|------|-------------------|
| East Downtown Boise LED Signal Replacement | Replace standard signals with emitting diode (LED) signals from State Street to River Street and from 16 th Street to 8 th Street. | \$483,000 | \$447,500 | \$35,500 | 09836 | PD | ACHD |
| Franklin Road & Liberty Street Intersection | Install left turn lanes on Franklin Road and modify Liberty Street legs. Project is planned to be designed to Federal Aid standards in preparation for potential increase in Federal allocation. | \$2,535,000 | \$2,348,931 | \$186,069 | 09830 | PD | ACHD |
| Franklin Road & Phillippi Street Intersection | Construct a five (5)-lane approach on Franklin Road and a three (3)-lane section on Phillippi Street. | \$1,004,000 | \$930,306 | \$73,694 | 09831 | PD | ACHD |
| South Bench LED Signal Replacement | Replace the existing traffic signals in the area from Emerald Street to Victory Road and from Cole Road to Eagle Road. | \$482,000 | \$446,573 | \$35,427 | 09835 | 2011 | ACHD |
| Traffic Management Center | Build a new 10,000 square foot. facility to house staff and equipment. | \$620,000 | \$574,492 | \$45,508 | 09186 | PD | ACHD |
| Total | | \$5,124,000 | \$4,747,802 | \$376,198 | | | |

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 Bridge program 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 thirty-five percent of the Federal-aid Bridge funds available for use on non-State Highway System bridges.

Other Federal Transportation Funding (Other Federal)

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide funding for the operation of the metropolitan planning organization. The following are projects programmed in Northern Ada County only.

| Table 20: Other Federal Projects | | | | | | | |
|--|--|--------------------|--------------------|------------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$921,589 | \$853,906 | \$67,683 | | | |
| Metropolitan Planning – FY2008 | MPO planning funds from the Federal Highway Administration. Total \$985,574. Northern Ada County portion. | \$729,128 | \$675,610 | \$53,518 | 10688 | 2008 | COMPASS |
| Metropolitan Planning – Transit – FY2008 | MPO planning funds at statewide level from the Federal Transit Administration. Total \$353,000. Northern Ada County portion. | \$192,461 | \$178,296 | \$14,165 | 10194 | 2008 | COMPASS |
| FY2008 Total Programmed | | \$921,589 | \$853,906 | \$67,683 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$740,722 | \$686,353 | \$54,369 | | | |
| Metropolitan Planning – FY2009 | MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Northern Ada County portion. | \$740,722 | \$686,353 | \$54,369 | 10693 | 2009 | COMPASS |
| FY2009 Total Programmed | | \$740,722 | \$686,353 | \$54,369 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$740,722 | \$686,353 | \$54,369 | | | |
| Metropolitan Planning – FY2010 | MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Northern Ada County portion. | \$740,722 | \$686,353 | \$54,369 | 10698 | 2010 | COMPASS |
| FY2010 Total Programmed | | \$740,722 | \$686,353 | \$54,369 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$740,722 | \$686,353 | \$54,369 | | | |
| Metropolitan Planning – FY2011 | MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Northern Ada County portion. | \$740,722 | \$686,353 | \$54,369 | H942 | 2011 | COMPASS |
| FY2011 Total Programmed | | \$740,722 | \$686,353 | \$54,369 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2012 Allocation | | \$740,722 | \$686,353 | \$54,369 | | | |
| Metropolitan Planning – FY2012 | MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Northern Ada County portion. | \$740,722 | \$686,353 | \$54,369 | H950 | 2012 | COMPASS |
| FY2012 Total Programmed | | \$740,722 | \$686,353 | \$54,369 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$3,884,477 | \$3,599,318 | \$285,159 | | | |

| Table 20: Other Federal Projects | | | | | | | |
|---|-------------|------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Stated Funded Unallocated

The Idaho Transportation Department reserves \$2 million each year for emergency situations. Projects are identified, prioritized, and selected by the Idaho Transportation Board, and developed and managed by the District.

| Table 21: State Funded Unallocated Projects | | | | | | | |
|---|---|-----------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$700,000 | \$0 | \$700,000 | | | |
| I-84, Ten Mile Overpass, Meridian | Replace girders that span westbound I-84 due to the bridge being struck by a vehicle. | \$700,000 | \$0 | \$700,000 | 10975 | 2008 | ITD |
| FY2008 Total Programmed | | \$700,000 | \$0 | \$700,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | | | | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

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 (FTA 5303). Funds from this program are 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 (FTA 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. The following are projects programmed in Northern Ada County only.

| Table 22: Transit - FTA 5307 Projects | | | | | | | |
|---|---|-------------|---------------|-------------|--------|------|-------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$2,829,533 | \$2,271,000 | \$558,533 | | | |
| Transit - Capital Facility/Equipment - FY2008 | Boise Capital Facility/Equipment: Use associated capital maintenance funds to maintain/repair equipment and facility. | \$217,500 | \$174,000 | \$43,500 | 10103 | 2008 | Valley Regional Transit |

Table 22: Transit – FTA 5307 Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|--|--------------------|--------------------|------------------|--------|------|-------------------------|
| Transit - Demand Response Operations – FY2008 | Provide operating funds for Boise Urban Stages Demand Response Services in the Boise Urbanized Area. | \$330,000 | \$264,000 | \$66,000 | 10101 | 2008 | Valley Regional Transit |
| Transit - Enhancement, Safety and Security – FY2008 | Purchase transit facilities and materials that will enable riders and non-riders to know how the system operates. | \$245,783 | \$204,000 | \$41,783 | 10104 | 2008 | Valley Regional Transit |
| Transit – Planning – FY2008 | Support planning efforts in the Boise Urbanized Area. | \$432,500 | \$346,000 | \$86,500 | 10105 | 2008 | Valley Regional Transit |
| Transit - Preventive Maintenance – FY2008 | Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area. | \$1,603,750 | \$1,283,000 | \$320,750 | 10102 | 2008 | Valley Regional Transit |
| FY2008 Total Programmed | | \$2,829,533 | \$2,271,000 | \$558,533 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$3,497,078 | \$2,802,000 | \$695,078 | | | |
| Transit - Capital Enhancement Fuel Island – FY2009 | Purchase capital equipment and materials that will enable riders and non-riders to know how the system operates, and provide system safety and security equipment. | \$937,500 | \$750,000 | \$187,500 | 10802 | 2009 | Valley Regional Transit |
| Transit - Capital Vehicle – FY2009 | Provide vehicles for fixed line and demand response in the Boise Urbanized Area. | \$144,578 | \$120,000 | \$24,578 | 10803 | 2009 | Valley Regional Transit |
| Transit - Demand Response Operations – FY2009 | Provide operating funds for Demand Response Services in the Boise Urbanized Area. | \$351,250 | \$281,000 | \$70,250 | 10806 | 2009 | Valley Regional Transit |
| Transit – Planning – FY2009 | Support planning efforts in the Boise Urbanized Area. | \$396,250 | \$317,000 | \$79,250 | 10804 | 2009 | Valley Regional Transit |
| Transit - Preventive Maintenance – FY2009 | Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area. | \$1,667,500 | \$1,334,000 | \$333,500 | 10805 | 2009 | Valley Regional Transit |
| FY2009 Total Programmed | | \$3,497,078 | \$2,802,000 | \$695,078 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$3,636,611 | \$2,942,000 | \$694,611 | | | |
| Transit – Capital Vehicle – FY2010 | Provide vehicles for fixed line and demand response in the Boise Urbanized Area. | \$1,090,361 | \$905,000 | \$185,361 | T335 | 2010 | Valley Regional Transit |
| Transit – Demand Response | Provide operating funds for Demand Response Services in the Boise Urbanized Area. | \$368,750 | \$295,000 | \$73,750 | T338 | 2010 | Valley Regional Transit |

| Table 22: Transit – FTA 5307 Projects | | | | | | | |
|--|---|---------------------|---------------------|--------------------|--------|------|-------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Operations – FY2010 | | | | | | | |
| Transit – Enhancement, Safety and Security – FY2010 | Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system. | \$291,250 | \$233,000 | \$58,250 | T334 | 2010 | Valley Regional Transit |
| Transit – Planning – FY2010 | Support planning efforts in the Boise Urbanized Area. | \$152,500 | \$122,000 | \$30,500 | T336 | 2010 | Valley Regional Transit |
| Transit – Preventive Maintenance – FY2010 | Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area. | \$1,733,750 | \$1,387,000 | \$346,750 | T337 | 2010 | Valley Regional Transit |
| FY2009 Total Programmed | | \$3,636,611 | \$2,942,000 | \$694,611 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$3,743,810 | \$3,030,000 | \$713,810 | | | |
| Transit – Capital Vehicle – FY2011 | Provide vehicles for fixed line and demand response in the Boise Urbanized Area. | \$1,165,060 | \$967,000 | \$198,060 | T342 | 2011 | Valley Regional Transit |
| Transit – Demand Response Operations – FY2011 | Provide operating funds for demand response services in the Boise Urbanized Area. | \$380,000 | \$304,000 | \$76,000 | T345 | 2011 | Valley Regional Transit |
| Transit – Enhancement, Safety and Security – FY2011 | Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system. | \$190,000 | \$152,000 | \$38,000 | T341 | 2011 | Valley Regional Transit |
| Transit – Planning – FY2011 | Support planning efforts in the Boise Urbanized Area. | \$205,000 | \$164,000 | \$41,000 | T343 | 2011 | Valley Regional Transit |
| Transit – Preventive Maintenance – FY2011 | Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area. | \$1,803,750 | \$1,443,000 | \$360,750 | T344 | 2011 | Valley Regional Transit |
| FY2011 Total Programmed | | \$3,743,810 | \$3,030,000 | \$713,810 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$13,707,032 | \$11,045,000 | \$2,662,032 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Section 5309 (FTA 5309). This program allocates discretionary funds 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. FY2007 funds were

allocated through a nationwide competitive process because Congress did not allocate discretionary funds. The following are projects programmed in Northern Ada County only.

| Table 23: Transit – FTA 5309 Projects (not including SAFETEA-LU projects) | | | | | | | |
|---|---|--------------------|--------------------|------------------|--------|------|-----------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$2,559,000 | \$2,090,000 | \$469,000 | | | |
| Transit – BSU Maintenance Facility – FY2008 | Provides for a bus maintenance facility on the Boise State University campus. | \$698,000 | \$558,000 | \$140,000 | 11350 | 2008 | Boise State University |
| Transit – Treasure Valley, Idaho Transit Facilities – FY2008 | Funds are from a FY2008 Congressional Appropriation, and will be used for site location for facilities that could include transfer centers in Meridian, Nampa and Caldwell, and an administrative facility in the City of Meridian. Total = \$360,000 (50% Ada County and 50% Canyon County) Northern Ada County portion. | \$180,000 | \$144,000 | \$36,000 | NEW | 2008 | Valley Regional Transit |
| Transit – Vans, Parks and Ride, and Facility – FY2008 | Provides for capital improvements including van replacement and/or expansion, design and potential acquisition of park and ride lots, and construction for the Catalpa pedestrian access. | \$614,000 | \$511,000 | \$103,000 | 11349 | 2008 | Ada County Highway District |
| Transit – Vehicles, Facility Upgrade, Equipment – FY2008 | Provides for capital improvements including new vehicles, facility upgrade, and equipment. | \$1,067,000 | \$877,000 | \$190,000 | 11351 | 2008 | Valley Regional Transit |
| FY2008 Total Programmed | | \$2,559,000 | \$2,090,000 | \$469,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$ | | | |
| Overall Program Total | | \$2,559,000 | \$2,090,000 | \$469,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$ | | | |

| Table 24: Transit - FTA 5309 Projects Programmed in FY2006 and FY2007 that will be Obligated in FY2008 | | | | | | | |
|--|--|-----------|---------------|-------------|--------|------|------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Transit - Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a FY2005 carryover/swap. | \$374,000 | \$299,200 | \$74,800 | 10111 | 2005 | Boise State University |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap. | \$926,000 | \$740,800 | \$185,200 | 10063 | 2006 | Boise State University |
| Transit – Final Engineering and Construction | Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap. | \$199,000 | \$159,200 | \$39,800 | 10110 | 2006 | Boise State University |

Table 24: Transit - FTA 5309 Projects Programmed in FY2006 and FY2007 that will be Obligated in FY2008

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|-----------|---------------|-------------|--------|------|-------------------|
| Transit - Purchase Vans, Design Sidewalk, and Park and Ride Lot Selection | Purchase commuter vans, design sidewalk for the Catalpa Road project, and determine site selection for the Karcher Park and Ride lot. Section 5309 project from a previously approved Transportation Improvement Program which will be obligated in FY2008. | \$837,500 | \$670,000 | \$167,500 | 10062 | 2006 | ACHD |

Section 5310 (FTA 5310). These funds provide 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. The following are projects programmed in Northern Ada County only.

Table 25: Transit - FTA 5310 Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|---|---|-----------------|-----------------|----------------|--------|------|-------------------|
| FY2008 Allocation | | \$65,000 | \$59,800 | \$5,200 | | | |
| Transit - Capital, Meridian Senior Center - FY2008 | Transit capital for the Meridian Senior Center. Pending completion of a coordination public transportation plan. | \$52,000 | \$47,840 | \$4,160 | T312 | 2008 | ITD |
| Transit, Capital, St. Mark's Catholic Community, Boise - FY2008 | Transit capital for St. Mark's Catholic Community. Pending completion of a coordination public transportation plan. | \$13,000 | \$11,960 | \$1,040 | T313 | 2008 | ITD |
| FY2008 Total Programmed | | \$65,000 | \$59,800 | \$5,200 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$65,000 | \$59,800 | \$5,200 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Section 5311 (FTA 5311). Funds from this program are distributed to the state for transit entities in areas with a population of less than 50,000. Funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

Section 5311(f) (FTA 4311f). These program 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) (FTA 5316). This program provides funds 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. The following are projects programmed in Northern Ada County only.

| Table 26: Transit – FTA 5316 Projects | | | | | | | |
|---|--|--------------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$388,000 | \$286,400 | \$71,600 | | | |
| Transit – Mobility Management – FY2006 - 2007 | To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. | \$225,000 | \$180,000 | \$45,000 | 11362 | 2008 | Valley Regional Transit |
| Transit – Mobility Management – FY2006 | To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$265,583 (50% Ada County and 50% Canyon County) Northern Ada County portion. | \$133,000 | \$106,400 | \$26,600 | 10203 | 2008 | Valley Regional Transit |
| FY2008 Total Programmed | | \$388,000 | \$286,400 | \$71,600 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$236,000 | \$118,000 | \$118,000 | | | |
| Transit - Job Access Reverse Commute (JARC) - FY 2009 | Planning and operations for the JARC program. | \$236,000 | \$118,000 | \$118,000 | T320 | 2009 | Valley Regional Transit |
| FY2009 Total Programmed | | \$236,000 | \$118,000 | \$118,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$242,000 | \$121,000 | \$121,000 | | | |
| Transit – Job Access Reverse Commute (JARC) – FY2010 | Planning and operations for the JARC program. | \$242,000 | \$121,000 | \$121,000 | T339 | 2010 | Valley Regional Transit |
| FY2010 Total Programmed | | \$242,000 | \$121,000 | \$121,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$250,000 | \$125,000 | \$125,000 | | | |
| Transit – Job Access Reverse Commute (JARC) – FY2011 | Planning and operations for the JARC program. | \$250,000 | \$125,000 | \$125,000 | T346 | 2011 | Valley Regional Transit |
| FY2011 Total Programmed | | \$250,000 | \$125,000 | \$125,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| Overall Program Total | | \$1,116,000 | \$650,400 | \$435,600 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Section 5317 New Freedom Program (FTA 5317). This program encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Funds provide a new formula

grant program for associated capital and operating costs. The following are projects programmed in Northern Ada County only.

| Table 27: Transit - FTA 5317 Projects | | | | | | | |
|---|--|------------------|------------------|-----------------|--------|------|-------------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| FY2008 Allocation | | \$191,000 | \$152,000 | \$38,000 | | | |
| Transit - Mobility Management - FY2006 - 2007 | To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$111,219 (50% Ada County and 50% Canyon County) Northern Ada County portion. | \$135,000 | \$108,000 | \$27,000 | 11363 | 2008 | Valley Regional Transit |
| Transit - Mobility Management - FY2006 | To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system that will improve access to and efficiency of services, and allow for enhancements of services. Total = \$111,219 (50% Ada County and 50% Canyon County) Northern Ada County portion. | \$56,000 | \$44,000 | \$11,000 | 10204 | 2008 | Valley Regional Transit |
| FY2008 Total Programmed | | \$191,000 | \$152,000 | \$38,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2009 Allocation | | \$136,000 | \$68,000 | \$68,000 | | | |
| Transit - New Freedoms Initiative - FY2009 | Planning for the New Freedoms initiative. | \$136,000 | \$68,000 | \$68,000 | T321 | 2009 | Valley Regional Transit |
| FY2009 Total Programmed | | \$136,000 | \$68,000 | \$68,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2010 Allocation | | \$140,000 | \$70,000 | \$70,000 | | | |
| Transit - New Freedoms Initiative - FY2010 | Planning and operations for the New Freedoms Initiative. | \$140,000 | \$70,000 | \$70,000 | T340 | 2010 | Valley Regional Transit |
| FY2010 Total Programmed | | \$140,000 | \$70,000 | \$70,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |
| FY2011 Allocation | | \$144,000 | \$72,000 | \$72,000 | | | |
| Transit - New Freedoms Initiative - FY2011 | Planning and operations for the New Freedoms Initiative. | \$144,000 | \$72,000 | \$72,000 | T347 | 2011 | Valley Regional Transit |
| FY2011 Total Programmed | | \$144,000 | \$72,000 | \$72,000 | | | |
| Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

| Table 27: Transit - FTA 5317 Projects | | | | | | | |
|---|-------------|-----------|---------------|-------------|--------|------|-------------------|
| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
| Overall Program Total | | \$611,000 | \$362,000 | \$248,000 | | | |
| Total Difference in Allocation and Programmed | | \$0 | \$0 | \$0 | | | |

Regionally Significant Projects

The transportation improvement program and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area.

40CFR93.101 defines a regionally significant project as:

“... a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

The State of Idaho Administrative Code (IDAPA 58.01.01.566) further defines a regionally significant project as:

“A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:

- a. All principal arterial highways;
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.”

On January 30, 2002, the Interagency Consultation Committee (ICC) developed the following definition of a “Regionally Significant” project:

"A transportation project in Ada County, Idaho is designated 'Regionally Significant' if:

- a. The project is for the improvement of either:
 - i. A principal arterial or higher functional classification; or
 - ii. A minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- b. The project will add at least one new continuous vehicular lane which either:
 - i. Extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
 - ii. In the case of an interstate, extends from the on-ramp of one interstate interchange to a point beyond the off ramp of the next adjacent interstate interchange.”

Despite these definitions, the ICC maintains discretionary authority in interpreting and applying them to the area's transportation programs, plans, and projects. For the purposes of this conformity determination, all applicable roadway projects, despite their significance, were included in the travel demand model networks.

On August 31, 2005, the Northern Ada County Interagency Consultation Committee on Air Quality Conformity adopted the following definition of a "Regionally Significant" transit project:

"A transit project in Ada County, Idaho is designated 'Regionally Significant' if the transit project:

- a. Has the potential to change the vehicle demand of an existing roadway classified as a principal arterial or higher by 400 vehicles per hour, or 4,000 vehicles per weekday; and
- b. Is a transit service or facility that provides services to (or connects) at a minimum:
 - i. Two counties and;
 - ii. Three incorporated cities."

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|---|--------------|---------------|--------------|----------|------|-------------------|
| Eagle Road, I-84 to River Valley Street | This project will add a third lane in each direction from I-84 to River Valley Street, as well as operational improvements throughout the corridor. | \$15,000,000 | \$0 | \$15,000,000 | NEW | 2008 | City of Meridian |
| Eagle Road, Victory Road to Ridenbaugh Canal | Widen roadway from two (2) to five (5) lanes, including curb, gutter, sidewalks, and bike lanes. Acquire 96 feet of right-of-way. Includes signals at Easy Jet Road and Eagle Road and bridge number 248 over the Ridenbaugh Canal. | \$2,708,000 | \$0 | \$2,708,000 | RD203-07 | 2008 | ACHD |
| Meridian Road and Main Street, I-84 to Franklin Road | Construct the southern portion (south of Franklin Road) of the Split Corridor roadway project (Phase 1). Includes the reconstruction of the Main/Waltman/Central intersection. | \$4,262,000 | \$0 | \$4,262,000 | RD205-06 | 2009 | ACHD |
| ParkCenter Boulevard Bridge, East River Crossing | Construct river crossing connecting ParkCenter Boulevard with Warm Springs Avenue. The structure will have four (4) vehicular lanes and the connecting roadway will be a five (5) lane section. The project will include bike lanes, sidewalk, and a curb and gutter along the length of the project, including Greenbelt connections on both sides of the river. | \$17,500,000 | \$0 | \$17,500,000 | MA203-02 | 2009 | ACHD |
| Fairview Avenue, Five Mile Road to Maple Grove Road | Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). | \$6,263,000 | \$0 | \$6,263,000 | RC0131 | 2011 | ACHD |

Table 28: Summary of Locally-Funded Regionally Significant Projects

| Project | Description | Cost | Federal Share | Local Share | Key No | Year | Requesting Agency |
|--|--|---------------------|---------------|---------------------|-----------|------|-------------------|
| Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue | Construct the northern portion (north of Franklin Road) of the Split Corridor roadway project (Phase 2). Includes the cross-over portion between Main and Meridian Road. | \$8,838,000 | \$0 | \$8,838,000 | RD205-07 | 2012 | ACHD |
| Fairview Avenue, Cloverdale Road to Five Mile Road | Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). | \$6,932,000 | \$0 | \$6,932,000 | RC0127 | PD | ACHD |
| Fairview Avenue, Eagle Road (SH 55) to Cloverdale Road | Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). | \$6,632,000 | \$0 | \$6,632,000 | RC0130 | PD | ACHD |
| Fairview Avenue Pavement Rehabilitation #2 (Cole/Milwaukee) | Pavement rehabilitation project may be completed with the Fairview/Cole intersection, which is scheduled in preliminary development. Subject to further scoping. | \$4,456,000 | \$0 | \$4,456,000 | RD200-02b | UF | ACHD |
| Fairview Avenue, Locust Grove Road to Eagle Road | Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). | \$7,054,000 | \$0 | \$7,054,000 | RC0133 | UF | ACHD |
| Fairview Avenue, Meridian Road to Locust Grove Road | Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). | \$6,268,000 | \$0 | \$6,268,000 | RC0135 | UF | ACHD |
| Overall Program Total | | \$85,913,000 | \$0 | \$85,913,000 | | | |

PD = Preliminary Development

UF = Unfunded

VIII. 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 the Idaho Transportation Department Projects. The FY2008-2012 Statewide Transportation Improvement Program provides financial data and financial constraint for the Idaho Transportation Department projects. Summary information regarding ITD's financial data is shown in the graphical representations below:

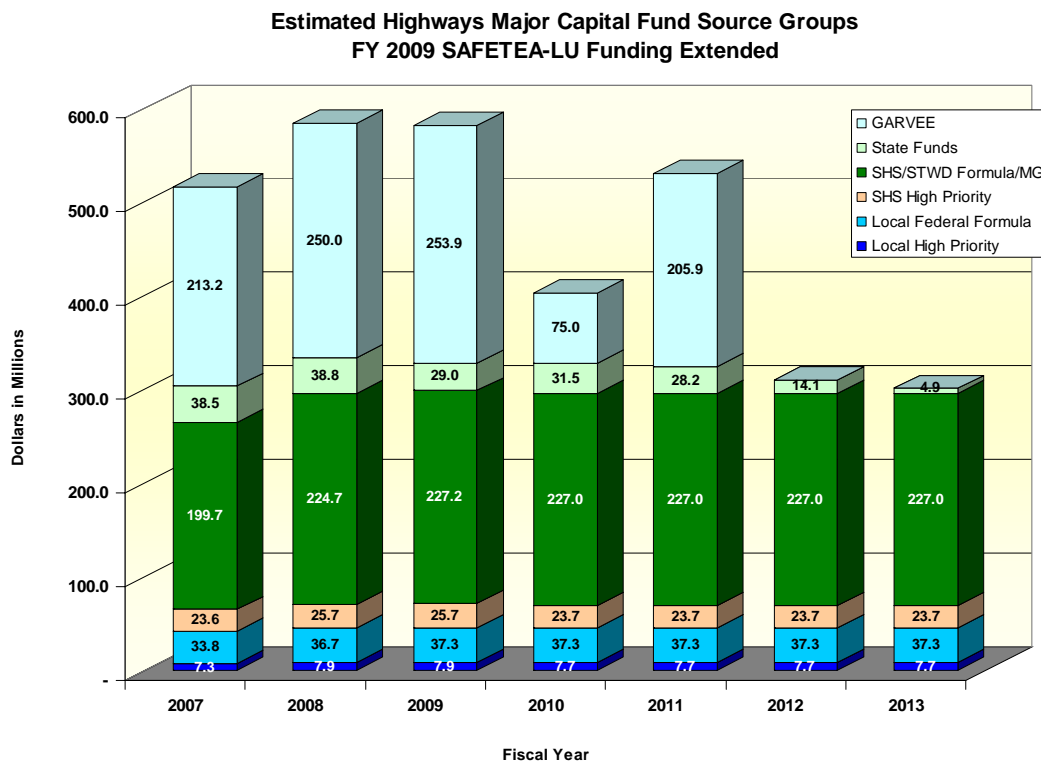


Figure 2: Estimated Highways Major Capital Fund Source Groups. Source: Idaho Transportation Board Workshop, June 2007.

Federal Highway Apportionments FY 2009 SAFETEA-LU Funding Extended

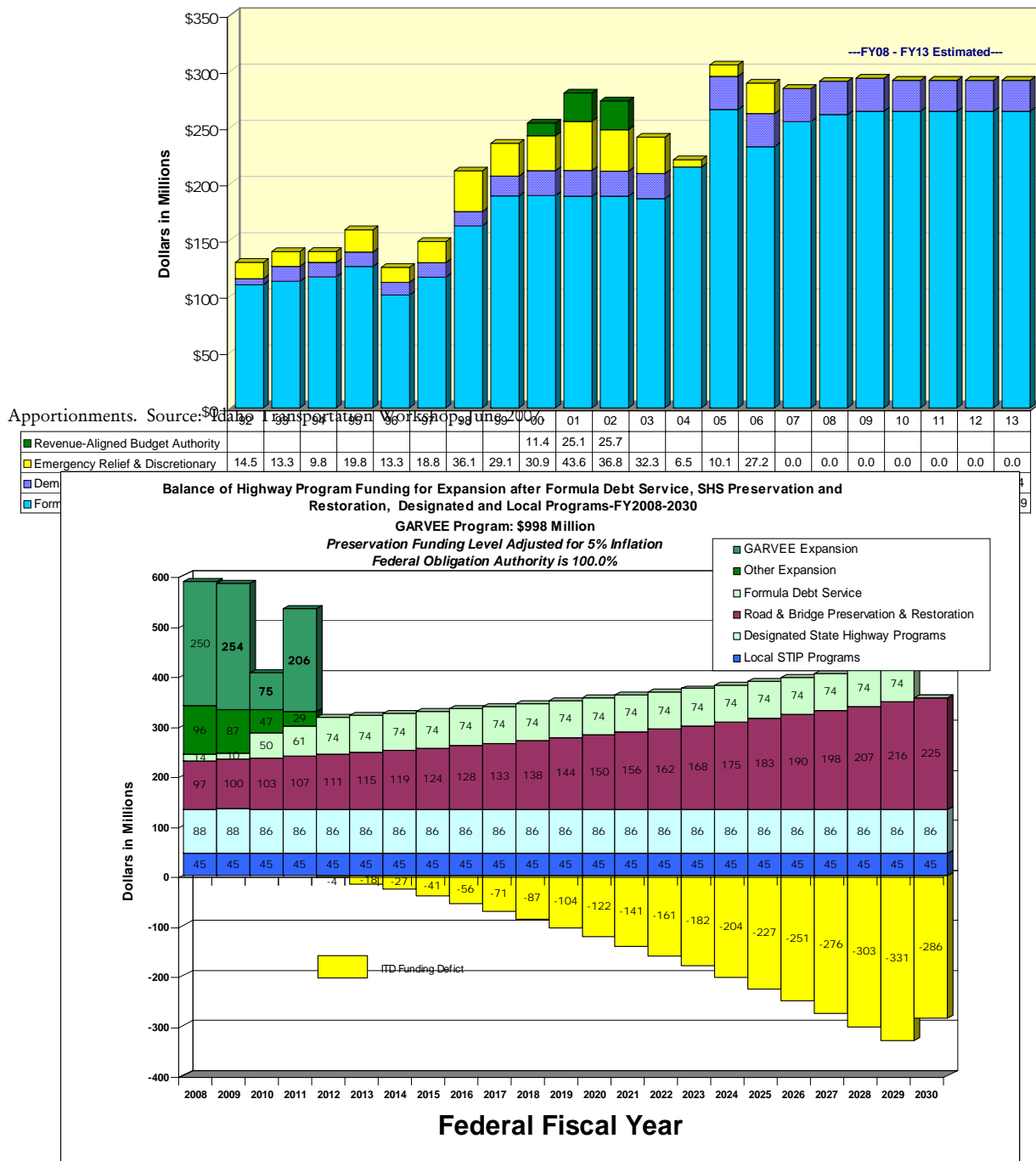


Figure 4: Balance of Highway Program Funding for Expansion. Source: Idaho Transportation Board Workshop (ITD), June 2007.

Financial Status of Ada County Highway District Projects. The Ada County Highway District (ACHD) projects are derived from the agency’s annual Five-Year Work Program, a capital improvement program. The Five-Year Work Program is a fiscally-constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. Each year, ACHD staff develops revenue projects for the program. These projections are based on anticipated growth in ACHD’s various revenue sources, which include property taxes, vehicle registration fees, the Highway Distribution Account (gas tax), state sales tax and

impact fees. The total revenue projection is then divided into two subcategories – Maintenance and Operations and Capital Projects. The amount identified for Capital Projects serves as the amount available for the Five-Year Work Program and matches the revenue column in Table 30. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

Table 29: Ada County Highway District Budget History, FY2000 - FY2006

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 2000 | \$11,307,447 | \$53,383,860 | \$52,819,119 | \$564,741 | \$11,872,188 | \$0 | \$0 |
| 2001 | \$11,872,187 | \$57,217,331 | \$57,054,929 | \$162,402 | \$12,034,589 | \$6,182,300 | \$1,406,321 |
| 2002 | \$12,034,589 | \$52,732,215 | \$58,925,379 | -\$6,193,164 | \$5,841,425 | \$5,841,425 | \$0 |
| 2003 | \$7,012,894 | \$53,044,690 | \$52,745,014 | \$299,676 | \$7,312,570 | \$6,182,300 | \$1,406,321 |
| 2004 | \$7,588,621 | \$64,679,096 | \$59,690,797 | \$4,988,299 | \$12,576,920 | \$0 | \$0 |
| 2005 | \$13,482,339 | \$70,921,109 | \$61,866,316 | \$9,054,793 | \$22,537,132 | \$12,362,826 | \$10,502,919 |
| 2006 | \$22,537,132 | \$68,223,534 | \$72,654,655 | -\$4,431,121 | \$18,106,011 | \$17,898,142 | \$1,179,627 |

Source: Local Jurisdiction Financial Report Summary, 2001-2006.

**Table 30: Ada County Highway District Budget Program, FY2008 - FY2012
Projected Revenues and Expenditures**

| Year | Programmed | Revenue | Reimbursements | Total Revenue | Difference |
|-------|---------------|---------------|----------------|---------------|---------------|
| 2008 | \$52,760,000 | \$35,750,000 | \$12,750,000 | \$48,500,000 | -\$4,260,000 |
| 2009 | \$42,490,000 | \$37,240,000 | \$3,540,000 | \$40,780,000 | -\$1,710,000 |
| 2010 | \$42,510,000 | \$38,760,000 | \$1,830,000 | \$40,590,000 | -\$1,920,000 |
| 2011 | \$39,890,000 | \$35,450,000 | \$2,100,000 | \$37,550,000 | -\$2,340,000 |
| 2012 | \$39,050,000 | \$36,970,000 | -- | \$36,970,000 | -\$2,080,000 |
| PD | \$84,110,000 | \$78,820,000 | \$1,020,000 | \$79,840,000 | -\$4,270,000 |
| Total | \$300,810,000 | \$262,990,000 | \$21,240,000 | \$284,230,000 | -\$16,580,000 |

Source: Ada County Highway District FY2008-2012 Five Year Work Program (February 28, 2007)

More details regarding financial analysis are available online in the Transportation Financial Report (July 2007):

<http://www.compassidaho.org/documents/prodserv/trans/transportationfinancial%20report.pdf>.

Commuteride Program. The Commuteride Program is a component of the ACHD operation. The agency’s financial capability is discussed above.

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 / Air Quality Program has functioned as a supplemental source for funding transit capital projects. Efforts are underway to secure a steady source of revenue for the operation and expansion of the Treasure Valley transit system. In February 2004, the Idaho Task Force on Public Transportation provided to the Idaho Legislature a comprehensive report that recommends strategies for providing private and public funding of public transportation services. The City of Boise and other local

governments in the Treasure Valley are committed to supporting Valley Regional Transit and its transit system improvement programs.

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

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|------|-------------------|--------------|---------------|----------------------|
| 2003 | | \$7,920,303 | \$6,559,557 | \$1,360,746 |
| 2004 | \$1,360,746 | \$7,159,563 | \$7,832,096 | \$688,213 |
| 2005 | \$688,213 | \$8,171,597 | \$7,838,530 | \$1,021,280 |
| 2006 | \$1,021,280 | \$9,265,807 | \$7,724,977 | \$2,562,110 |

Source: Valley Regional Transit budget reports, 2003-2006.

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|------|-------------------|--------------|---------------|----------------------|
| 2008 | | \$11,639,920 | \$12,939,020 | -\$1,299,100 |
| 2009 | -\$1,299,100 | \$16,201,943 | \$17,501,043 | -\$2,598,200 |
| 2010 | -\$2,598,200 | \$18,762,294 | \$20,064,394 | -\$3,900,300 |
| 2011 | -\$3,900,300 | \$16,724,402 | \$18,023,502 | -\$5,199,400 |
| 2012 | -\$5,199,400 | \$15,965,278 | \$17,264,378 | -\$6,498,500 |
| 2013 | -\$6,498,500 | \$14,415,301 | \$15,714,401 | -\$7,797,600 |

Source: Valley Regional Transit, Fiscal Year 2008 – Six Year Operating/Capital Budget Projects (summary), 2007.

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 sponsoring agencies listed in this document are capable of providing for the required local match and that the document meets the requirement of financially constrained. Table 33, on the next page, demonstrates financial constraint within the FY2008-2012 Northern Ada County Transportation Improvement Program.

Table 33: Summary Demonstrating Financial Constraint for FY2008-2012 Northern Ada County Transportation Improvement Program (Costs in \$1,000)

| Program | FY2008 Allocation | FY2008 Programmed | FY2009 Allocation | FY2009 Programmed | FY2010 Allocation | FY2010 Programmed | FY2011 Allocation | FY2011 Programmed | FY2012 Allocation | FY2012 Programmed | PD Allocation | PD Programmed | Total Allocation | Total Programmed | Difference |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|------------------|------------------|------------|
| Bridge Preservation Projects | 30 | 30 | 575 | 575 | | | 510 | 510 | | | | | 1,115 | 1,115 | 0 |
| Bridge Projects | | | | | 4,390 | 4,390 | | | | | | | 4,390 | 4,390 | 0 |
| Congestion Mitigation Air Quality (CMAQ) Projects | 997 | 997 | 1,038 | 1,038 | | | | | | | | | 2,035 | 2,035 | 0 |
| Expansion Projects | 6,126 | 6,126 | 6,980 | 6,980 | 1,994 | 1,994 | 940 | 940 | 940 | 940 | | | 16,980 | 16,980 | 0 |
| Future GARVEE Projects | | | 171,263 | 171,263 | 7,321 | 7,321 | 175,797 | 175,797 | | | | | 354,381 | 354,381 | 0 |
| FY2006-2007 GARVEE Projects | 20,973 | 20,973 | 8,669 | 8,669 | | | | | | | | | 29,642 | 29,642 | 0 |
| FY2008 GARVEE Projects | 83,238 | 83,238 | | | | | | | | | | | 83,238 | 83,238 | 0 |
| High Priority – SAFETEA-LU Projects (Multi-Modal Center) | 8,195 | 8,195 | 3,257 | 3,257 | | | | | | | | | 11,452 | 11,452 | 0 |
| High Priority – SAFETEA-LU Projects (Three Cities River Crossing) | 3,000 | 3,000 | 750 | 750 | | | | | | | | | 3,750 | 3,750 | 0 |
| Other Federal Projects | 922 | 922 | 741 | 741 | 741 | 741 | 741 | 741 | 741 | 741 | | | 3,885 | 3,885 | 0 |
| Pavement Preservation Projects | 6,148 | 6,148 | 25 | 25 | 1,030 | 1,030 | 2,140 | 2,140 | | | | | 9,343 | 9,343 | 0 |
| Restoration Projects | 3,920 | 3,920 | | | 3,280 | 3,280 | 2,070 | 2,070 | | | | | 9,270 | 9,270 | 0 |
| Safety Projects | 1,550 | 1,550 | 508 | 508 | 1,050 | 1,050 | | | | | | | 3,108 | 3,108 | 0 |
| State Funded Unallocated Projects | 700 | 700 | | | | | | | | | | | 700 | 700 | 0 |
| Surface Transportation Program – Enhancement (STP-E) Projects | 1,064 | 1,064 | 281 | 281 | 654 | 654 | | | | | | | 1,999 | 1,999 | 0 |
| Surface Transportation Program – Rural (STP-R) Projects | 280 | 280 | | | | | | | | | | | 280 | 280 | 0 |
| Surface Transportation Program – Transportation Management Area (STP-TMA) Projects | 6,561 | 6,237 | 6,332 | 6,808 | 6,031 | 6,107 | 5,744 | 6,675 | 5,470 | 5,990 | 5,470 | 15,957 | 35,608 | 47,774 | -12,166 |

Table 33: Summary Demonstrating Financial Constraint for FY2008-2012 Northern Ada County Transportation Improvement Program (Costs in \$1,000)

| Program | FY2008 Allocation | FY2008 Programmed | FY2009 Allocation | FY2009 Programmed | FY2010 Allocation | FY2010 Programmed | FY2011 Allocation | FY2011 Programmed | FY2012 Allocation | FY2012 Programmed | PD Allocation | PD Programmed | Total Allocation | Total Programmed | Difference |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|------------------|------------------|------------|
| Systems Planning Projects | | | 225 | 225 | 26 | 26 | | | | | | | 251 | 251 | 0 |
| Transit – FTA 5307 Projects | 2,830 | 2,830 | 3,497 | 3,497 | 3,637 | 3,637 | 3,744 | 3,744 | | | | | 13,708 | 13,708 | 0 |
| Transit – FTA 5309 Projects (not including SAFETEA-LU projects) | 2,559 | 2,559 | | | | | | | | | | | 2,559 | 2,559 | 0 |
| Transit – FTA 5310 Projects | 65 | 65 | | | | | | | | | | | 65 | 65 | 0 |
| Transit – FTA 5316 Projects | 388 | 388 | 236 | 236 | 242 | 242 | 250 | 250 | | | | | 1,116 | 1,116 | 0 |
| Transit - FTA 5317 Projects | 191 | 191 | 136 | 136 | 140 | 140 | 144 | 144 | | | | | 611 | 611 | 0 |

The Idaho Transportation Department uses the following funding assumptions for estimating available funds for highways and public transportation programs:

A. Highway Funding Assumptions

The highway funding program establishes individual funding source levels from apportionment levels provided in SAFETEA-LU and from ITD forecasts of state funding levels. Actual funding levels are often not known until after the beginning of each fiscal year (October 1). Therefore, assumptions are made regarding future funding to allow uninterrupted development of projects. Funding for projects is reduced by 5% each year to allow for the estimated affects of inflation on project costs. The following list of highway assumptions and guidelines is used to develop the highway funding levels shown here in the transportation improvement program.

1. Federal-Aid Funding Assumptions

- a. Program structure is based on SAFETEA-LU. SAFETEA-LU was enacted on August 10, 2005. FY2008 through FY2009 total federal funding is the allocation included in SAFETEA-LU, with FY2010-2011 a direct extension of FY2009 funding.
- b. Obligation authority is equal to 100% of estimated apportionments and does not take into account the Revenue Aligned Budget Authority (RABA) funds as established in the previous transportation bill known as the Transportation Equity Act of the 21st Century (TEA-21), and as it continues under SAFETEA-LU.
- c. The FY2008-2012 Program does not include any year-end distribution of obligation (spending) authority not used by other states.
- d. The “Available with Match” amounts include the match and federal funds estimated to be available to program projects.

2. State Funding Assumptions

- a. Estimates take into account projected revenues, the reservation of funds for state-match and federal-aid and other operational needs not shown.
- b. \$38.8 million in state revenues is estimated to be available in FY2008, \$29 million in FY2009, \$31.5 million in FY2010, \$28.2 million in FY2011, and \$14.1 million in FY2012. By 2013, state funding will be used almost exclusively for state matching funds for federal-aid revenue and operations activities.

3. GARVEE Bonding Assumptions

A GARVEE, or Grant Anticipation Revenue Vehicle bond, is a transportation financing instrument approved for use in Idaho by the 2005 Legislature. 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 (6) specific corridors at an amount of \$200 million.
- The program adopted by the 2007 Idaho Legislature allows the Idaho Transportation Board to bond for projects on the same six (6) corridors for the additional amount of \$249,455,000.
- 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.

B. Public Transportation Funding Assumptions

SAFETEA-LU provides guaranteed funding for federal surface transportation programs over several years through FY2009, including \$52.6 billion for federal transit programs, a 46% increase over transit funding guaranteed in TEA-21. The Public Transportation Program assumes the following:

- SAFETEA-LU is the basic law under which all federal transportation programs are funded. The programs are administrated by FTA through the Idaho Transportation Department's Division of Public Transportation.
- The Public Transportation Program is a grant program. SAFETEA-LU apportionments are used to estimate the funds available through FY2009. Discretionary funding is available for the actual requests submitted to Congress for the current year. For additional information about the grant programs available through public transportation go to <http://itd.idaho.gov/PublicTransportation/grants.htm>.
- Forecasted federal funding beyond SAFETEA-LU (FY2009) is flat lined at the FY2009 SAFETEA-LU levels.
- No dedicated state general revenue funds have been made available for public transportation services.

IX. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal funds into roadway and alternative solutions. This information is provided in the table below. Information regarding allocations to air quality elements is also included for informational purposes.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing this data:

- Roadway projects that do not include some aspect of transit, sidewalks, bicycle lanes, and/or air quality improvements are shown as 100% roadway.
- Projects dedicated to transit, pathway, bicycle lanes, or sidewalk improvements are shown as 100% alternative solutions.
- Air quality projects dedicated that include no other elements are shown as 100% air quality.
- Roadway projects that also have some aspect of transit, pathway, bicycle lanes, and/or sidewalks are shown as 75% roadway and 25% alternative solutions.
- Projects dedicated to both roadway and air quality improvements are shown as 50% roadway and 50% air quality.
- Other projects that cannot be classified into one of the above categories are not included.

Table 34: Share of Federal Funds Allocated to Alternative Modes of Transportation and Air Quality

| Year | Total Funds | Amount Allocated to Roadway Solutions | Amount Allocated to Alternative Solutions | Percent to Alternative Solutions | Amount Allocated to Air Quality | Percent to Air Quality |
|--------------|----------------------|--|--|---|--|-------------------------------|
| 2008 | \$171,184,437 | \$150,127,870 | \$20,288,967 | 11.85% | \$767,600 | 0.45% |
| 2009 | \$206,087,553 | \$193,733,300 | \$12,172,753 | 5.91% | \$181,500 | 0.09% |
| 2010 | \$35,050,611 | \$28,374,250 | \$6,676,361 | 19.05% | \$0 | 0.00% |
| 2011 | \$198,576,810 | \$191,278,000 | \$7,148,810 | 3.60% | \$150,000 | 0.08% |
| 2012 | \$12,694,000 | \$10,763,000 | \$1,781,000 | 14.03% | \$150,000 | 1.18% |
| PD | \$28,003,000 | \$23,742,750 | \$4,260,250 | 15.21% | \$0 | 0.00% |
| UF | \$15,726,000 | \$12,895,500 | \$2,830,500 | 18.00% | \$0 | 0.00% |
| Total | \$667,322,411 | \$610,914,670 | \$55,158,641 | 8.27% | \$1,249,100 | 0.19% |

PD = Preliminary Development

UF = Unfunded

APPENDIX A
SUMMARY LIST OF PROJECTS WITH MAPS

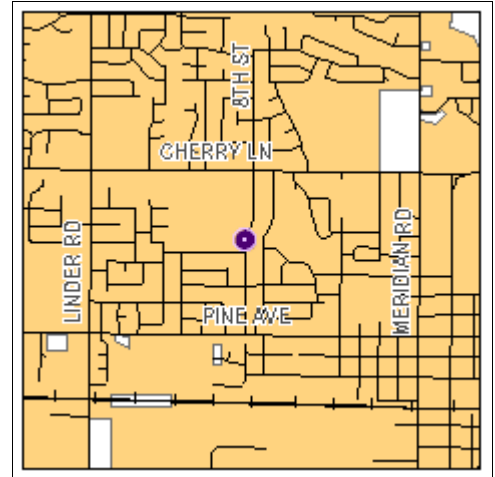
FY2008 - 2012 Transportation Improvement Program Northern Ada County: Summary Project List

8th Street School Sidewalks

Key #: 10489

To construct new seven (7) foot wide sidewalks on the east and west side of West 8th Street. Connect an existing pedestrian pathway to the new sidewalk. Install cross-walk with in-pavement flashers at the Meridian Middle School at a safe location that connects with the new sidewalk and pedestrian pathway. Install Americans with Disabilities Act (ADA) compliant curb ramps at the Cherry Lane intersection and other locations where necessary.

| | | | |
|---------------------------|------------------|-------------------------------|----------|
| Requesting Agency: | ACHD | | |
| Funding Source: | STP-E | | |
| Project Year: | 2010 | | |
| Local Share: | \$13,162 | Local Match %: | 6.01% |
| Federal Share: | \$205,838 | Previous Expenditures: | \$77,000 |
| Total Cost: | \$219,000 | | |



Allumbaugh Street Railroad Crossing, Boise

Key #: 10000

Railroad gate and signal

| | | | |
|---------------------------|--------------------------|-------------------------------|-------|
| Requesting Agency: | ITD | | |
| Funding Source: | Safety - SAFETEA-LU Rail | | |
| Project Year: | 2008 | | |
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$280,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$280,000 | | |

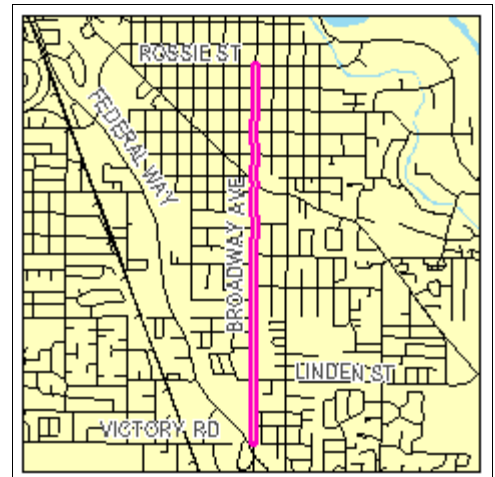


Broadway Avenue, Rossie Street to Ridenbaugh Canal

Key #: 09812

Rehabilitation from mile 50.429 to mile 51.96.

| | | | |
|---------------------------|--------------------|-------------------------------|-----------|
| Requesting Agency: | ITD | | |
| Funding Source: | Restoration | | |
| Project Year: | 2008 | | |
| Local Share: | \$131,386 | Local Match %: | 7.34% |
| Federal Share: | \$1,658,614 | Previous Expenditures: | \$119,000 |
| Total Cost: | \$1,790,000 | | |

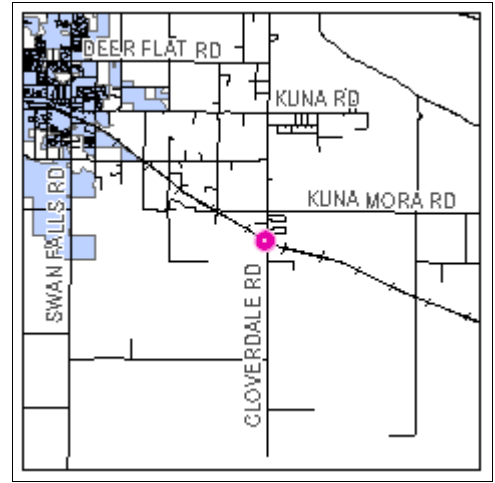


Cloverdale Road Railroad Crossing, near Kuna

Key #: 09998

Railroad gate and signal. Non-Participating funding portion.

Requesting Agency: UPRR
Funding Source: Non-Participating
Project Year: 2008
Local Share: \$25,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$5,000
Total Cost: \$25,000

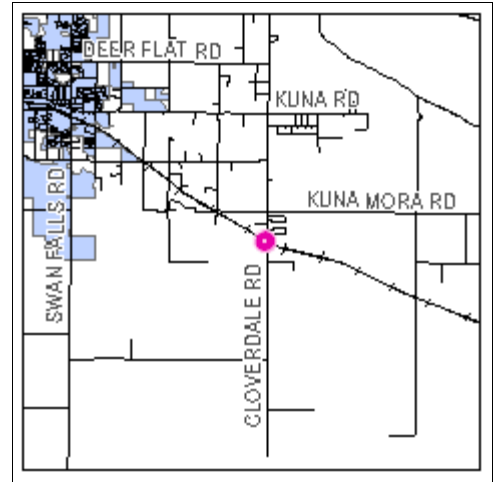


Cloverdale Road Railroad Crossing, near Kuna

Key #: 09998

Railroad gate and signal. STP-Safety funding portion.

Requesting Agency: ITD
Funding Source: Safety - SAFETEA-LU Rail
Project Year: 2008
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$240,000 **Previous Expenditures:** \$5,000
Total Cost: \$240,000

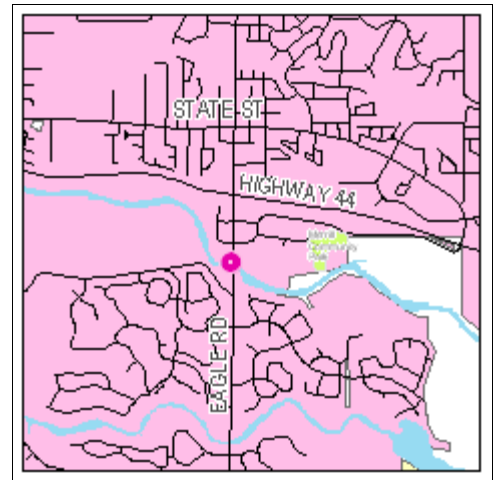


Eagle Road Underpass Pathway

Key #: 09758

Construct an underpass pathway under Eagle Road. This project includes underpass lighting, landscaping, and railing.

Requesting Agency: City of Eagle
Funding Source: STP-E
Project Year: 2008
Local Share: \$121,098 **Local Match %:** 22.72%
Federal Share: \$411,902 **Previous Expenditures:** \$110,000
Total Cost: \$533,000



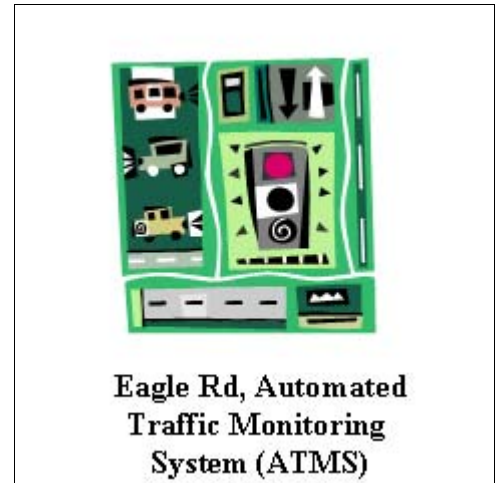
Eagle Road, Automated Traffic Monitoring System (ATMS)

Key #: 10523

Safety improvements.

Requesting Agency: ITD
Funding Source: Restoration
Project Year: 2008
Local Share: \$137,992
Federal Share: \$1,742,008
Total Cost: \$1,880,000

Local Match %: 7.34%
Previous Expenditures: \$0



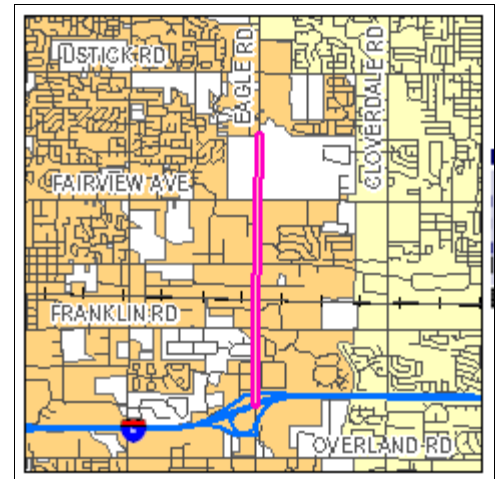
Eagle Road, I-84 to River Valley Street

Key #: NEW

This project will add a third lane in each direction from I-84 to River Valley Street, as well as operational improvements throughout the corridor.

Requesting Agency: City of Meridian
Funding Source: Non-Participating
Project Year: 2008
Local Share: \$15,000,000
Federal Share: \$0
Total Cost: \$15,000,000

Local Match %: 100.00%
Previous Expenditures: \$0



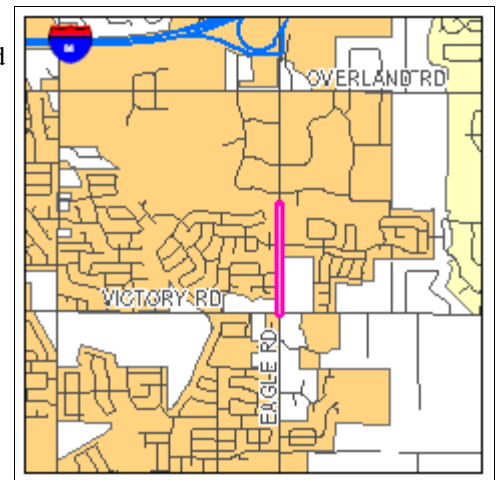
Eagle Road, Victory Road to Ridenbaugh Canal

Key #: RD203-07

Widen roadway from two (2) to five (5) lanes, including curb, gutter, sidewalks, and bike lanes. Acquire 96 feet of right-of-way. Includes signals at Easy Jet Road and Eagle Road and bridge number 248 over the Ridenbaugh Canal.

Requesting Agency: ACHD
Funding Source: Local
Project Year: 2008
Local Share: \$2,708,000
Federal Share: \$0
Total Cost: \$2,708,000

Local Match %: 100.00%
Previous Expenditures: \$0

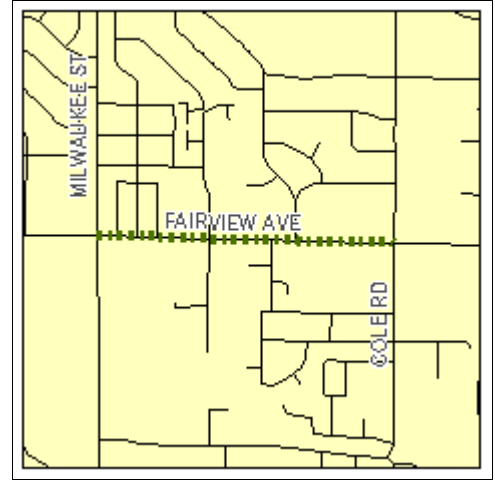


Fairview Avenue Pavement Rehabilitation #2 (Cole/Milwaukee)

Key #: RD200-02b

Pavement rehabilitation project may be completed with the Fairview/Cole intersection, which is scheduled in preliminary development. Subject to further scoping. Construction, totaling \$4,404,000, is currently unfunded.

Requesting Agency: ACHD
Funding Source: Local
Project Year: UF
Local Share: \$4,456,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$4,456,000

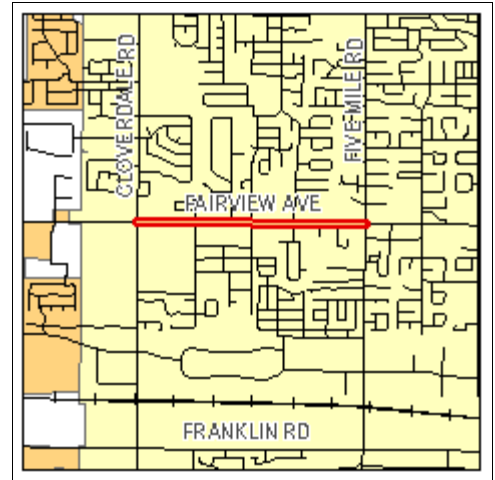


Fairview Avenue, Cloverdale Road to Five Mile Road

Key #: RC0127

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).

Requesting Agency: ACHD
Funding Source: Local
Project Year: PD
Local Share: \$6,932,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$6,932,000

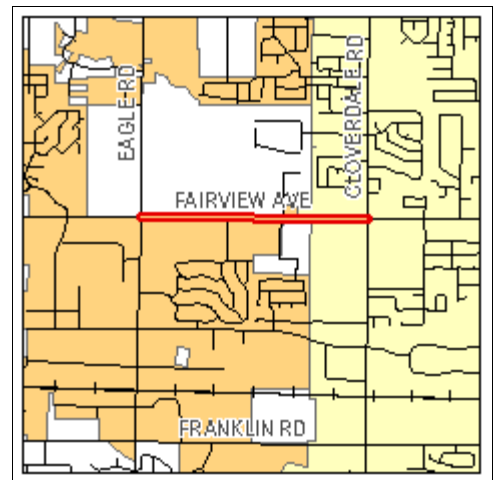


Fairview Avenue, Eagle Road (SH 55) to Cloverdale Road

Key #: RC0130

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).

Requesting Agency: ACHD
Funding Source: Local
Project Year: PD
Local Share: \$6,632,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$6,632,000



Fairview Avenue, Five Mile Road to Maple Grove Road

Key #: RC0131

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).

Requesting Agency: ACHD

Funding Source: Local

Project Year: 2011

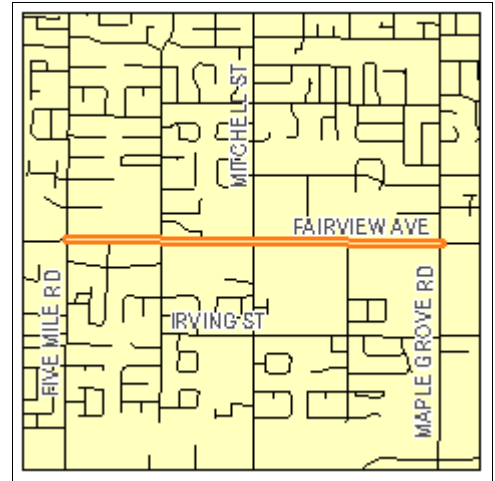
Local Share: \$6,263,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$0

Total Cost: \$6,263,000



Fairview Avenue, Locust Grove Road to Eagle Road

Key #: RC0133

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). Construction, totaling \$5,954,000, is currently unfunded.

Requesting Agency: ACHD

Funding Source: Local

Project Year: UF

Local Share: \$7,054,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$0

Total Cost: \$7,054,000



Fairview Avenue, Meridian Road to Locust Grove Road

Key #: RC0135

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road). Construction, totaling \$5,368,000, is currently unfunded.

Requesting Agency: ACHD

Funding Source: Local

Project Year: UF

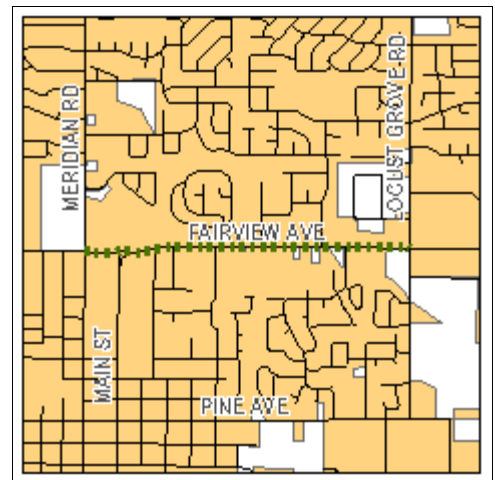
Local Share: \$6,268,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$0

Total Cost: \$6,268,000

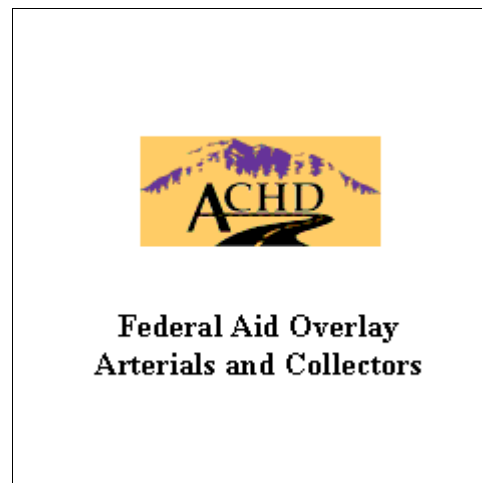


Federal Aid Overlay Arterials and Collectors - FY2006

Key #: 09502

Supplement the local overlay program. Advance construction beginning in 2006 with payback through 2008.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2006
Local Share: \$38,388 **Local Match %:** 7.34%
Federal Share: \$484,612 **Previous Expenditures:** \$1,350,000
Total Cost: \$523,000

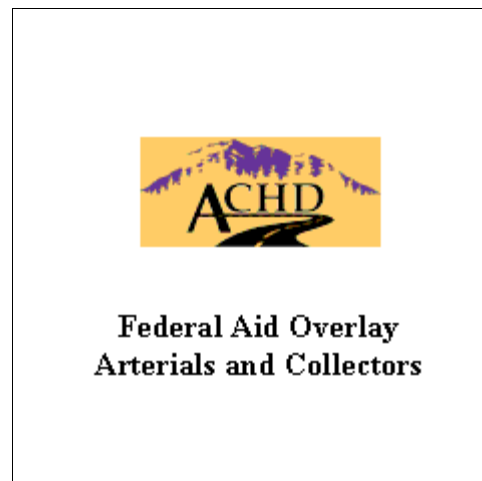


Federal Aid Overlay Arterials and Collectors - FY2009

Key #: 09503

Supplement the local overlay program.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2009
Local Share: \$41,618 **Local Match %:** 7.34%
Federal Share: \$525,382 **Previous Expenditures:** \$85,000
Total Cost: \$567,000

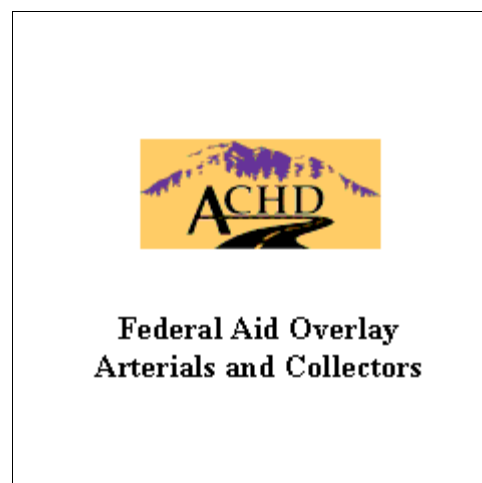


Federal Aid Overlay Arterials and Collectors - FY2010

Key #: 10537

Supplement the local overlay program.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2010
Local Share: \$40,517 **Local Match %:** 7.34%
Federal Share: \$511,483 **Previous Expenditures:** \$0
Total Cost: \$552,000

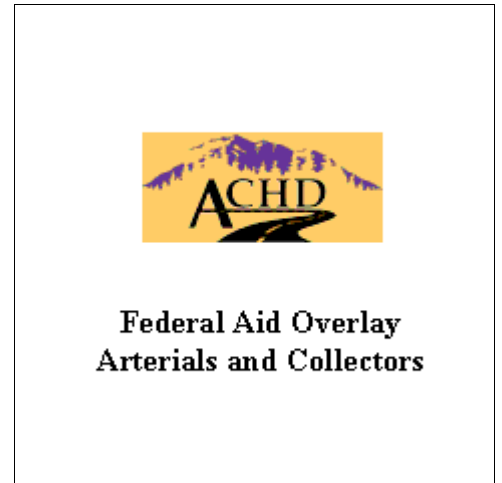


Federal Aid Overlay Arterials and Collectors - FY2011

Key #: 10559

Supplement the local overlay program.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2011
Local Share: \$40,517 **Local Match %:** 7.34%
Federal Share: \$511,483 **Previous Expenditures:** \$0
Total Cost: \$552,000

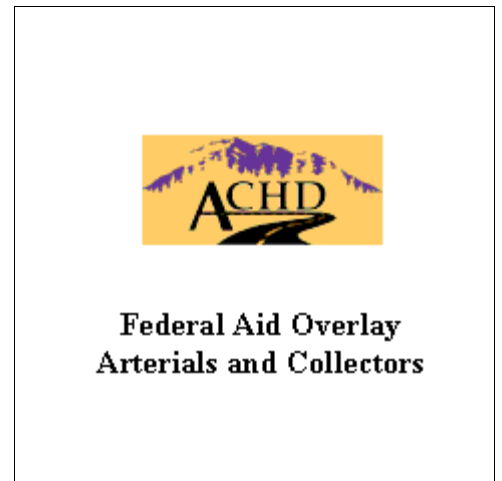


Federal Aid Overlay Arterials and Collectors - FY2012

Key #: 11065

Supplement the local overlay program.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2012
Local Share: \$40,517 **Local Match %:** 7.34%
Federal Share: \$511,483 **Previous Expenditures:** \$0
Total Cost: \$552,000

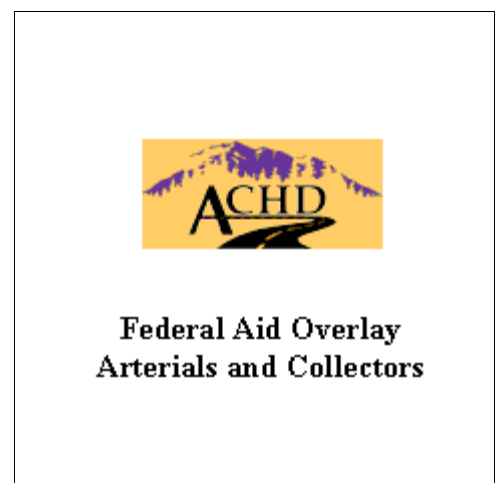


Federal Aid Overlay Arterials and Collectors - PD

Key #: TMA1

Supplement the local overlay program.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: PD
Local Share: \$40,517 **Local Match %:** 7.34%
Federal Share: \$511,483 **Previous Expenditures:** \$0
Total Cost: \$552,000

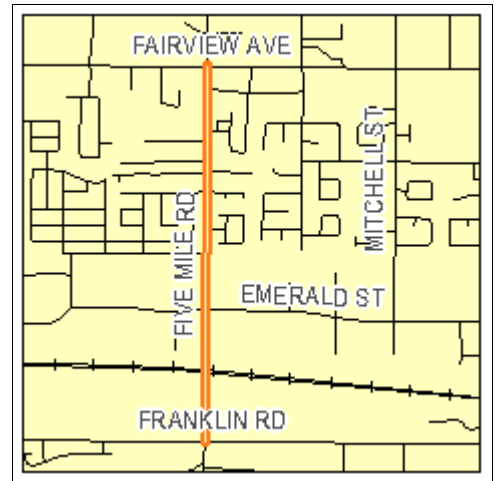


Five Mile Road, Franklin Road to Fairview Avenue

Key #: 07238

Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Major intersection and signal modifications including double left-turn lanes on all legs at the Five Mile Road and Fairview Avenue intersection. Advance construction beginning in 2011 with payback through PD.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2011
Local Share: \$993,983 **Local Match %:** 7.34%
Federal Share: \$12,548,017 **Previous Expenditures:** \$902,000
Total Cost: \$13,542,000



Franklin Road, Black Cat Road to Ten Mile Road

Key #: 09637

Widen roadway to five (5) lanes.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: PD
Local Share: \$429,390 **Local Match %:** 7.34%
Federal Share: \$5,420,610 **Previous Expenditures:** \$745,000
Total Cost: \$5,850,000



Franklin Road, Ten Mile Road to Linder Road

Key #: 09504

Widen roadway to five (5) lanes. Remove the Meridian Road to Cherry Lane project based on a decision from the City of Meridian regarding their downtown configuration.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: PD
Local Share: \$360,834 **Local Match %:** 7.34%
Federal Share: \$4,555,166 **Previous Expenditures:** \$555,000
Total Cost: \$4,916,000



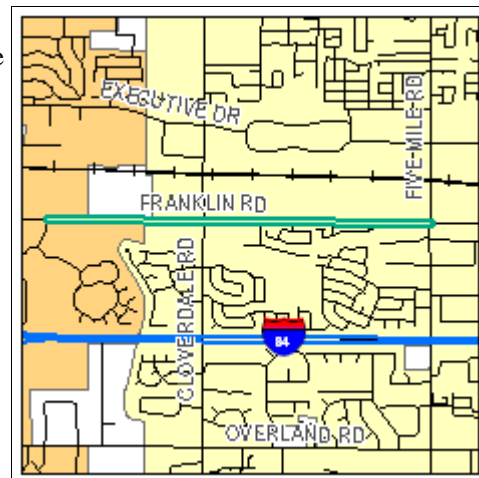
Franklin Road, Touchmark Way to Five Mile Road

Key #: 08698

Reconstruct and widen existing two (2) to three (3) lane roadway to four (4) to five (5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. Widen the intersection at Cloverdale Road. Advance construction beginning in 2009 with payback through 2011.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: 2009
Local Share: \$1,063,493
Federal Share: \$13,425,507
Total Cost: \$14,489,000

Local Match %: 7.34%
Previous Expenditures: \$1,128,000



Historic Warm Springs Boulevard Landscape

Key #: 09437

Construct arches designating entry into Historic Warm Springs Avenue in the East End, placement of interpretive plaques at those arches, and bicycle and pedestrian improvements at the intersection of Granite Way/Old Penitentiary and Warm Springs Avenue. Project also includes the landscaping of an oval within ACHD's proposed roundabout at the intersection (the roundabout is not part of this project and is not counted toward the match of this project).

Requesting Agency: ACHD
Funding Source: STP-E
Project Year: 2009
Local Share: \$54,579
Federal Share: \$290,421
Total Cost: \$345,000

Local Match %: 15.82%
Previous Expenditures: \$61,000



Household Travel Survey, Phase 1

Key #: 09827

Conduct a study to collect household travel characteristics to update and expand the COMPASS travel demand model. Data will be collected in the Communities in Motion six-county region.

Requesting Agency: COMPASS
Funding Source: STP-TMA
Project Year: 2011
Local Share: \$22,020
Federal Share: \$277,980
Total Cost: \$300,000

Local Match %: 7.34%
Previous Expenditures: \$0

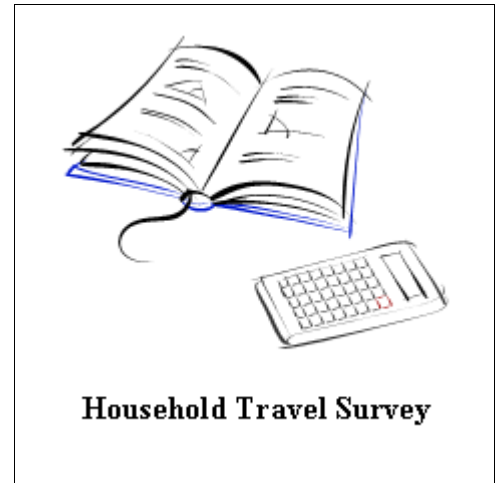


Household Travel Survey, Phase 2

Key #: 09828

Conduct a study to collect household travel characteristics to update and expand the COMPASS travel demand model. Data will be collected in the Communities in Motion six-county region.

Requesting Agency: COMPASS
Funding Source: STP-TMA
Project Year: 2012
Local Share: \$22,020 **Local Match %:** 7.34%
Federal Share: \$277,980 **Previous Expenditures:** \$0
Total Cost: \$300,000



I-84, Broadway Avenue to Gowen Road Overlay

Key #: 10557

Resurface two (2) miles of existing lanes on I-84 with "crack and seat" overlay.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008
Local Share: \$6,938,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$358,000
Total Cost: \$6,938,000

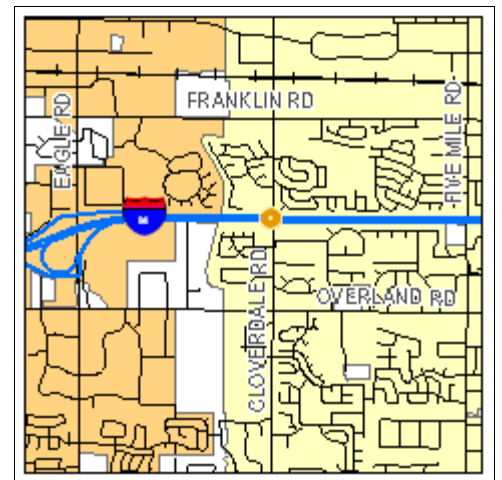


I-84, Cloverdale Road Underpass, Boise

Key #: 09964

Bridge rehabilitation.

Requesting Agency: ITD
Funding Source: Bridge Preservation
Project Year: 2011
Local Share: \$102,000 **Local Match %:** 20.00%
Federal Share: \$408,000 **Previous Expenditures:** \$123,000
Total Cost: \$510,000

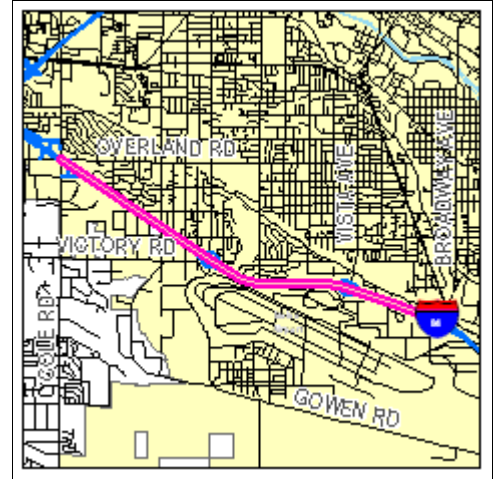


I-84, Cole Road to Broadway Avenue, North Sound Wall

Key #: 09816

Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$4,512,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$4,512,000

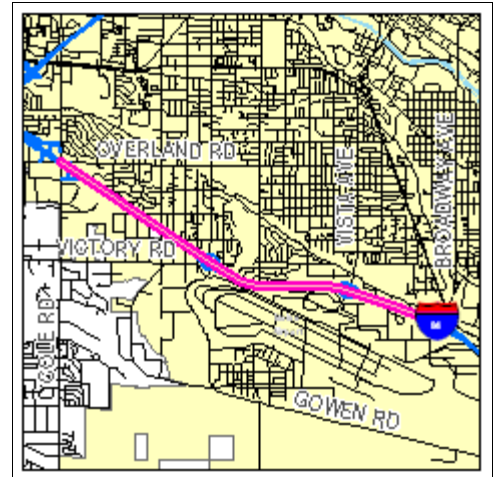


I-84, Cole Road to Broadway Avenue, North Sound Wall

Key #: 09816

Construct sound walls for 3.5 miles along north side of I-84 between Cole Road and Broadway Avenue.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008
Local Share: \$9,054,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,024,000
Total Cost: \$9,054,000



I-84, Cole Road to Orchard Road Widening

Key #: 09819

Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$119,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,200,000
Total Cost: \$119,000



I-84, Cole Road to Orchard Road Widening

Key #: 09819

Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2008 GARVEE funding portion.



Requesting Agency: ITD

Funding Source: FY2008 GARVEE

Project Year: 2009

| | | | |
|--------------------|--------------------|------------------------|-------------|
| Local Share: | \$1,079,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$1,200,000 |
| Total Cost: | \$1,079,000 | | |

I-84, Cole Road to Orchard Road Widening

Key #: 09819

Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.



Requesting Agency: ITD

Funding Source: Future GARVEE

Project Year: 2009

| | | | |
|--------------------|---------------------|------------------------|-------------|
| Local Share: | \$21,094,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$1,200,000 |
| Total Cost: | \$21,094,000 | | |

I-84, Five Mile Road Underpass, Boise

Key #: 09493

Bridge rehabilitation.



Requesting Agency: ITD

Funding Source: Bridge Preservation

Project Year: 2009

| | | | |
|--------------------|------------------|------------------------|-----------|
| Local Share: | \$121,000 | Local Match %: | 20.00% |
| Federal Share: | \$484,000 | Previous Expenditures: | \$130,000 |
| Total Cost: | \$605,000 | | |

I-84, FY2008 District wide Pavement Striping

Key #: 10534

Restripe pavement on I-84. Total project cost is \$290,000 (20% Ada County, 20% Canyon County, and 60% Elmore County). Ada County portion.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2008

| | | | |
|-----------------------|-----------------|-------------------------------|----------|
| Local Share: | \$4,483 | Local Match %: | 7.73% |
| Federal Share: | \$53,517 | Previous Expenditures: | \$10,000 |
| Total Cost: | \$58,000 | | |



I-84, FY2009 District wide Pavement Striping

Key #: 09500

Restripe pavement on I-84. Total project cost is \$296,000 (27% Ada County, 19% Canyon County, 40% Elmore County, and 14% Payette County). Ada County portion.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2009

| | | | |
|-----------------------|-----------------|-------------------------------|-------|
| Local Share: | \$6,178 | Local Match %: | 7.73% |
| Federal Share: | \$73,742 | Previous Expenditures: | \$0 |
| Total Cost: | \$79,920 | | |

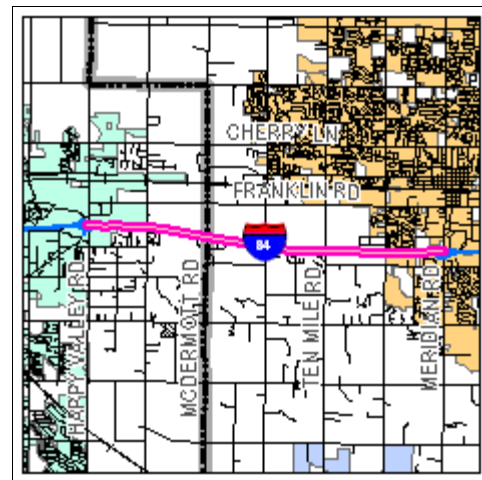


I-84, Garrity Interchange to Meridian Interchange Milling and Temporary Widening (Key #: 11001

Project to mill and temporarily widen I-84 between the Garrity Interchange and Meridian Interchange. FY2006-2007 GARVEE funding portion. Total = \$1,523,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008

| | | | |
|-----------------------|------------------|-------------------------------|-------------|
| Local Share: | \$761,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$761,000 | | |



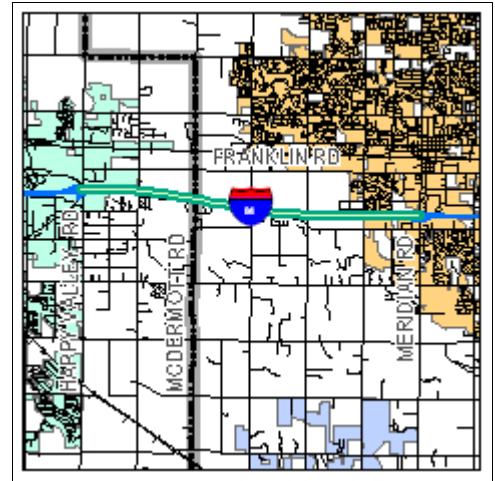
I-84, Garrity Interchange to Meridian Interchange, Design Phase

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 and replacement of the Black Cat Road and Robinson Road overpasses. Total = \$3,673,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008

| | | | |
|-----------------------|--------------------|-------------------------------|-------------|
| Local Share: | \$1,836,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$1,836,000 | | |



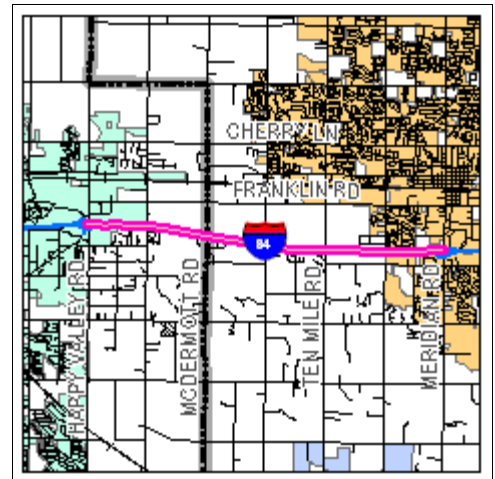
I-84, Garrity Interchange to Meridian Interchange, Median Phase (10459)

Key #: 11003

Median phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange. Total = \$3,544,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008

| | | | |
|-----------------------|--------------------|-------------------------------|-------------|
| Local Share: | \$1,771,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$1,771,000 | | |



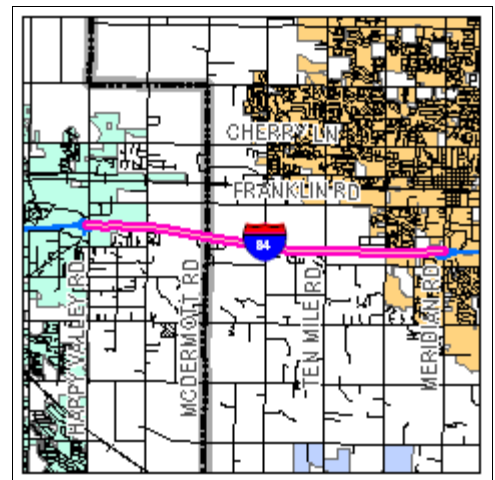
I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459)

Key #: 11005

Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, including ramps at the Meridian Interchange. Total = \$81,209,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008

| | | | |
|-----------------------|---------------------|-------------------------------|-------------|
| Local Share: | \$40,604,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$40,604,000 | | |

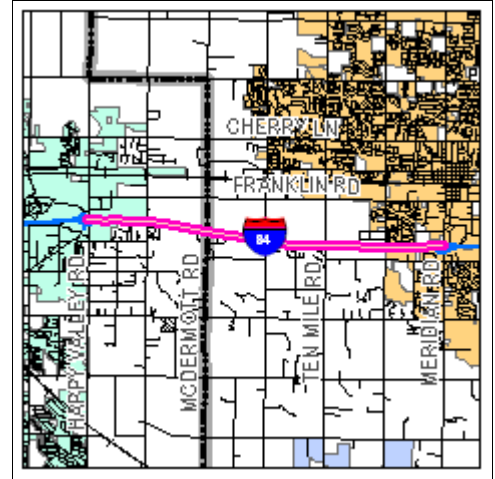


I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459)**Key #: 11005**

Reconstruction phase of the widening project on I-84 between the Garrity Interchange and Meridian Interchange, including ramps at the Meridian Interchange. Total = \$2,680,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008

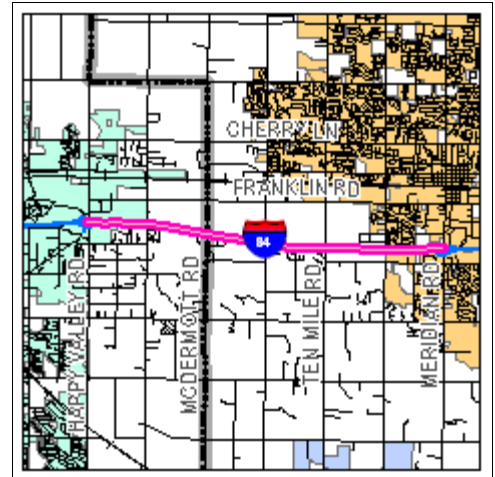
| | | | |
|-----------------------|--------------------|-------------------------------|-------------|
| Local Share: | \$1,340,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$1,340,000 | | |

**I-84, Garrity Interchange to Meridian Interchange, Traffic Control Phase (10459)****Key #: 11006**

Traffic control phase for the widening project on I-84 between Garrity Interchange and Meridian Interchange. Total = \$4,023,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008

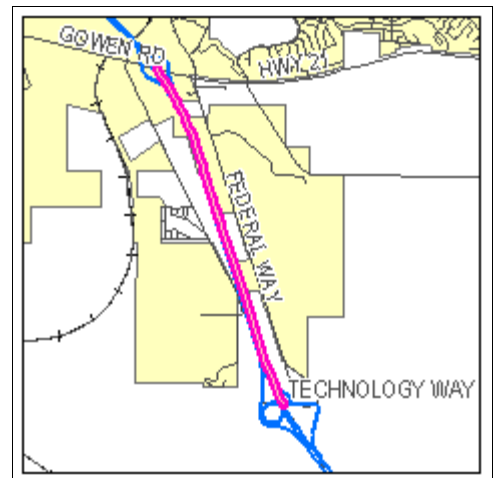
| | | | |
|-----------------------|--------------------|-------------------------------|-------------|
| Local Share: | \$2,011,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$9,459,000 |
| Total Cost: | \$2,011,000 | | |

**I-84, Gowen Road to Isaacs Canyon Rebuild****Key #: 09814**

Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay between Gowen Road and Isaacs Canyon interchanges. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008

| | | | |
|-----------------------|------------------|-------------------------------|--------------|
| Local Share: | \$450,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$12,690,000 |
| Total Cost: | \$450,000 | | |

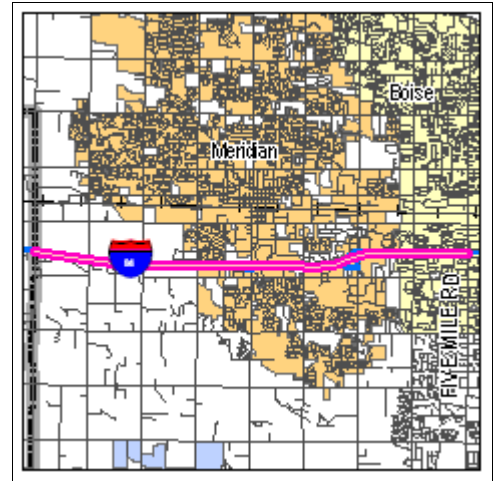


I-84, Karcher Interchange to Five Mile Road

Key #: 10002

Start preliminary engineering and environmental studies for sixteen (16) miles of I-84 from Karcher Interchange to Five Mile Road. Total project cost is \$1,452,000 (35% Ada County and 65% Canyon County). Ada County portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008
Local Share: \$508,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$7,778,000
Total Cost: \$508,000

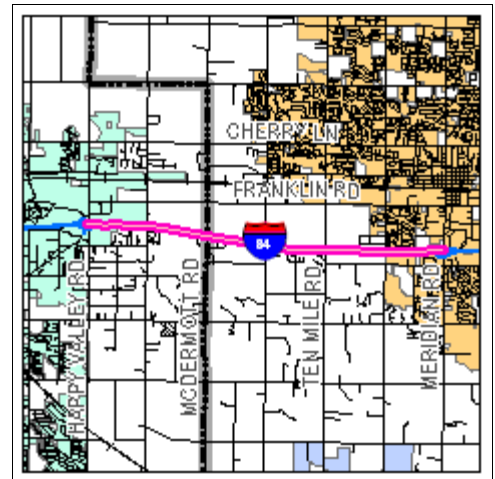


I-84, Meridian Road to Garrity Boulevard

Key #: 09733

Install six (6) miles of fiber optic cable along I-84 in an existing ITD underground conduit. Install five (5) closed circuit television (CCTV) cameras at one mile intervals on 50-foot poles. Install eleven (11) vehicle detector stations at half-mile intervals. These detectors will be installed on 30-foot poles and will be able to determine vehicle speeds, vehicle counts, and determine lane occupancy. Total project cost is \$430,000 (67% Ada County and 33% Canyon County). Ada County portion.

Requesting Agency: ITD
Funding Source: CMAQ
Project Year: 2008
Local Share: \$21,147 **Local Match %:** 7.34%
Federal Share: \$266,953 **Previous Expenditures:** \$5,000
Total Cost: \$288,100



I-84, Orchard Interchange

Key #: 09817

Reconstruct interchange to accommodate future widening of I-84. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Future GARVEE
Project Year: 2009
Local Share: \$39,941,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$2,340,000
Total Cost: \$39,941,000



I-84, Orchard Interchange

Key #: 09817

Reconstruct interchange to accommodate future widening of I-84. FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$457,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$2,340,000
Total Cost: \$457,000



I-84, Orchard Interchange, New York Canal (KN 09817)

Key #: 11518

This project is a breakout phase of Key Number 09817 for the improvements to the New York canal.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$500,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$500,000

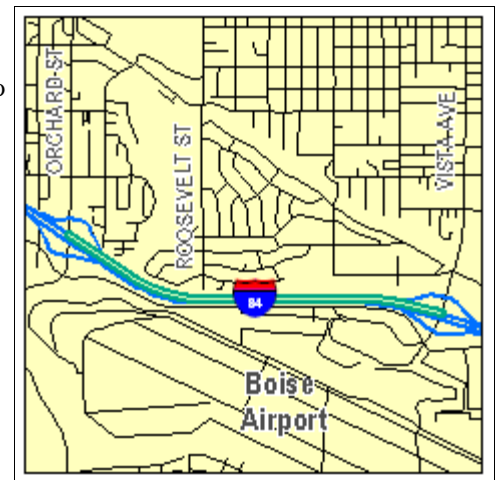


I-84, Orchard Street to Vista Avenue Widening

Key #: 09820

Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Future GARVEE
Project Year: 2009
Local Share: \$31,147,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,000,000
Total Cost: \$31,147,000

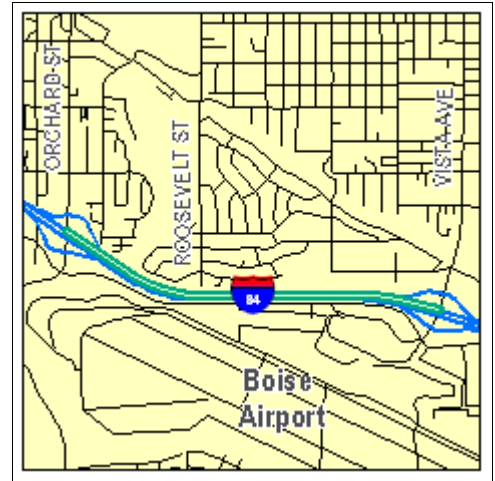


I-84, Orchard Street to Vista Avenue Widening

Key #: 09820

Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2009
Local Share: \$147,798 **Local Match %:** 7.73%
Federal Share: \$1,764,202 **Previous Expenditures:** \$1,000,000
Total Cost: \$1,912,000

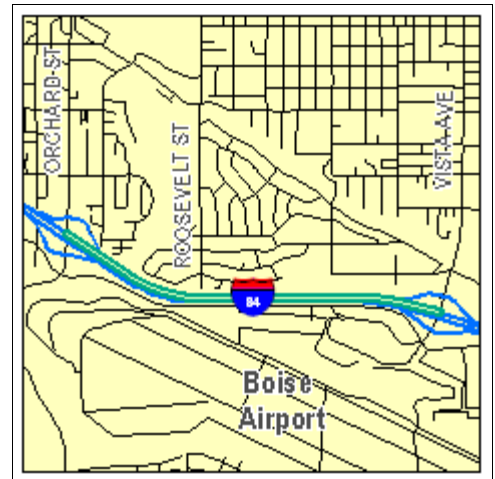


I-84, Orchard Street to Vista Avenue Widening

Key #: 09820

Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$800,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,000,000
Total Cost: \$800,000

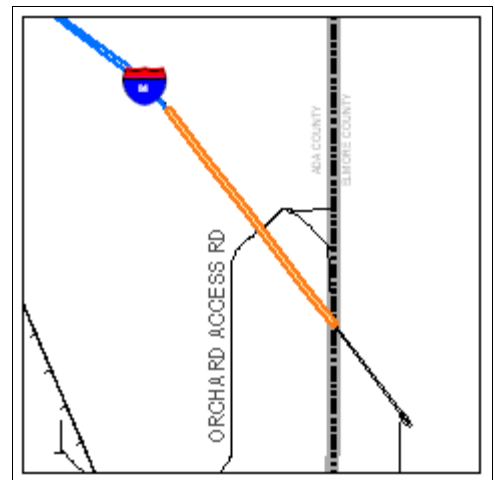


I-84, Regina to Cleft

Key #: 11045

Pavement rehabilitation. Total project cost is \$8,175,000 (20% Ada County and 80% Elmore County). Ada County portion.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2011
Local Share: \$126,385 **Local Match %:** 7.73%
Federal Share: \$1,508,615 **Previous Expenditures:** \$0
Total Cost: \$1,635,000

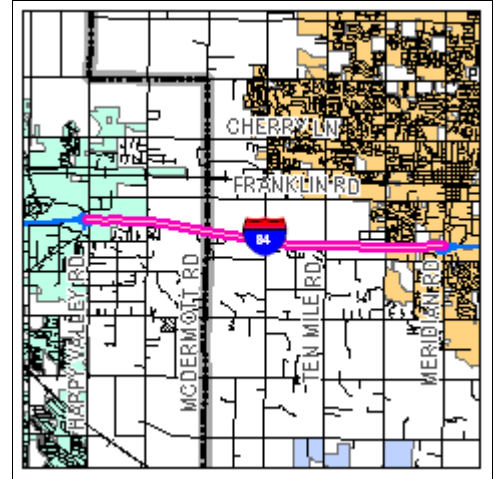


I-84, Robinson Road and Black Cat Road Bridge Reconstruction (10459)

Key #: 11007

Widen the Robinson Road and Black Cat Road bridges to accommodate the widening project on I-84 from Garrity Interchange to Meridian Interchange. Total = \$16,526,000 (50% Ada County and 50% Canyon County) Northern Ada County and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$8,262,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$9,459,000
Total Cost: \$8,262,000

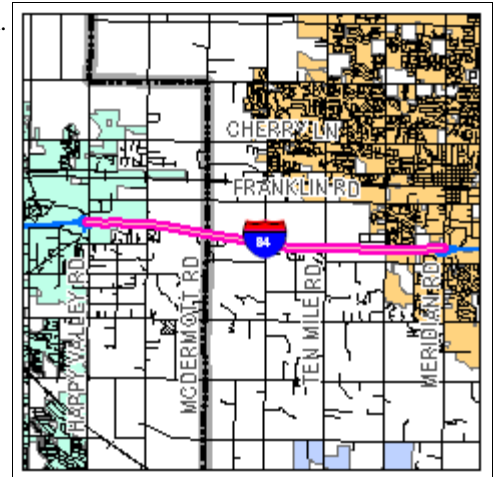


I-84, Ten Mile Creek Widening, Meridian (10459)

Key #: 11002

Widen the bridge over Ten Mile Creek on I-84. FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$440,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$9,459,000
Total Cost: \$440,000



I-84, Ten Mile Interchange

Key #: 09815

Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. GARVEE funding portion. FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2009
Local Share: \$8,669,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$7,000,000
Total Cost: \$8,669,000



I-84, Ten Mile Interchange

Key #: 09815

Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD

Funding Source: Future GARVEE

Project Year: 2009

Local Share: \$4,702,468

Local Match %: 7.73%

Federal Share: \$56,131,532

Previous Expenditures: \$7,000,000

Total Cost: \$60,834,000



I-84, Ten Mile Interchange

Key #: 09815

Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. GARVEE funding portion. FY2008 GARVEE funding portion.

Requesting Agency: ITD

Funding Source: FY2008 GARVEE

Project Year: 2009

Local Share: \$11,397,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$7,000,000

Total Cost: \$11,397,000



I-84, Ten Mile Road Overpass, Meridian

Key #: 10975

Replace girders that span westbound I-84 due to the bridge being struck by a vehicle.

Requesting Agency: ITD

Funding Source: State Funded Unallocated

Project Year: 2008

Local Share: \$700,000

Local Match %: 100.00%

Federal Share: \$0

Previous Expenditures: \$288,000

Total Cost: \$700,000



I-84, Vista Avenue to Broadway Avenue Widening

Key #: 09823

Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Future GARVEE
Project Year: 2011

| | | | |
|-----------------------|---------------------|-------------------------------|---------|
| Local Share: | \$25,006,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$0 |
| Total Cost: | \$25,006,000 | | |



I-84, Vista Avenue to Broadway Avenue Widening

Key #: 09823

Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2011

| | | | |
|-----------------------|------------------|-------------------------------|---------|
| Local Share: | \$605,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$0 |
| Total Cost: | \$605,000 | | |



I-84, Vista Interchange

Key #: 09818

Reconstruct interchange to accommodate future widening of I-84. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2011

| | | | |
|-----------------------|--------------------|-------------------------------|---------|
| Local Share: | \$2,472,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$0 |
| Total Cost: | \$2,472,000 | | |



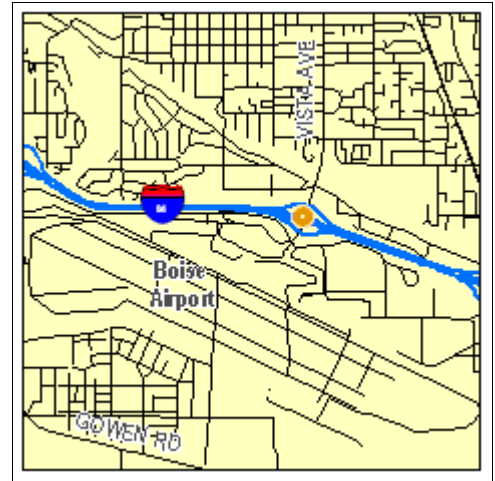
I-84, Vista Interchange

Key #: 09818

Reconstruct interchange to accommodate future widening of I-84. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Future GARVEE
Project Year: 2011

| | | | |
|-----------------------|---------------------|-------------------------------|---------|
| Local Share: | \$80,279,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$0 |
| Total Cost: | \$80,279,000 | | |



Liberty Street Railroad Crossing

Key #: 10001

Railroad gate and signal.

Requesting Agency: ITD
Funding Source: Safety - SAFETEA-LU Rail
Project Year: 2008

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$200,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$200,000 | | |



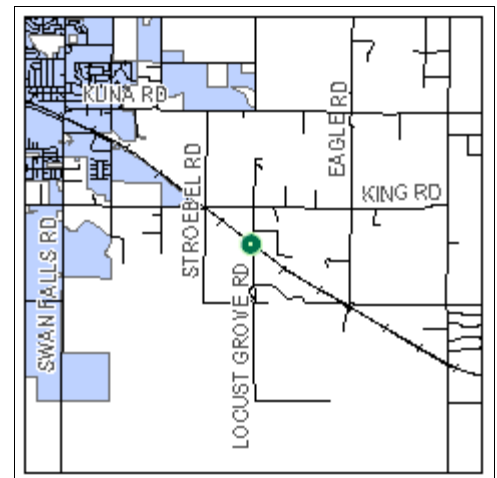
Locust Grove Railroad Crossing

Key #: 10552

Add railroad gates and signals.

Requesting Agency: ITD
Funding Source: Safety - SAFETEA-LU Rail
Project Year: 2010

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$350,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$350,000 | | |



Locust Grove Road, Grade Separation at I-84

Key #: 08048

Construct new interstate overpass 500 feet north of Overland Road to Central Way and Bentley Avenue. Build to four (4) to five (5) lanes. STP-TMA funding portion. Advance construction beginning in 2007 with payback through 2008.

Requesting Agency: ACHD/ITD/Meridian

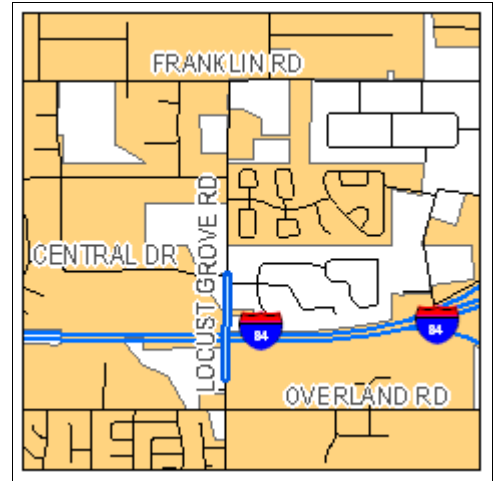
Funding Source: STP-TMA

Project Year: 2007

Local Share: \$27,055 **Local Match %:** 7.73%

Federal Share: \$322,945 **Previous Expenditures:** \$8,830,000

Total Cost: \$350,000



Maple Grove Road, Franklin Road to Fairview Avenue

Key #: 07192

Widen roadway to five (5) lanes with bike lanes, sidewalk, railroad crossing improvement, and conduit for future signal at Irving Street. This includes rebuilding Bridge #151 and the intersection of Fairview Avenue and Maple Grove Road. The Fairview Avenue intersection will include double left turns on all legs, two (2) through lanes on all legs, and right turn lanes on the east and west bound legs. Advance construction beginning in 2007 with payback through 2008.

Requesting Agency: ACHD

Funding Source: STP-TMA

Project Year: 2007

Local Share: \$161,480 **Local Match %:** 7.34%

Federal Share: \$2,038,520 **Previous Expenditures:** \$14,226,000

Total Cost: \$2,200,000



Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue

Key #: RD205-07

Construct the northern portion (north of Franklin Road) of the Split Corridor roadway project (Phase 2). Includes the cross-over portion between Main and Meridian Road.

Requesting Agency: ACHD

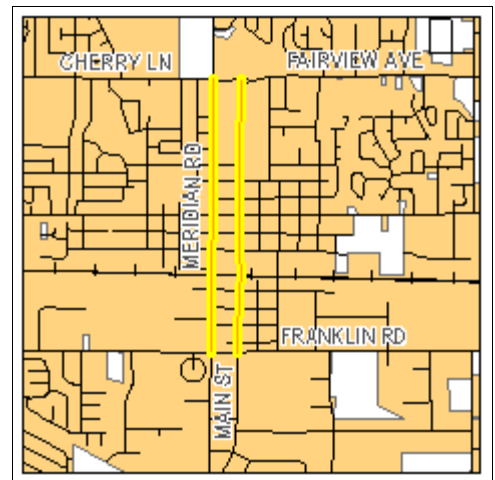
Funding Source: Local

Project Year: 2012

Local Share: \$8,838,000 **Local Match %:** 100.00%

Federal Share: \$0 **Previous Expenditures:** \$0

Total Cost: \$8,838,000

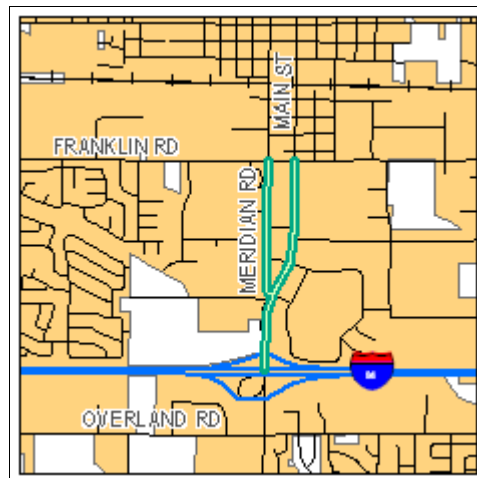


Meridian Road and Main Street, I-84 to Franklin Road

Key #: RD205-06

Construct the southern portion (south of Franklin Road) of the Split Corridor roadway project (Phase 1). Includes the reconstruction of the Main/Waltman/Central intersection.

Requesting Agency: ACHD
Funding Source: Local
Project Year: 2009
Local Share: \$4,262,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$4,262,000

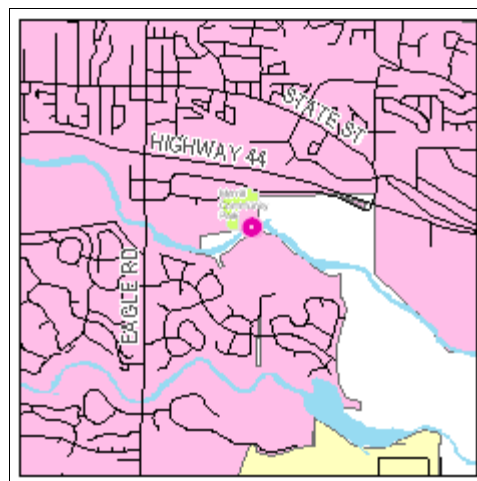


Merrill Park Boise River Bridge Project

Key #: 09757

Pave approximately 1,000 feet of a ten (10)-foot wide existing unpaved pedestrian pathway to link with the west edge of an existing paved pathway. This project includes landscaping, signage, and a single span bridge that will provide the only link of two regional pathway systems across the North Channel of the Boise River.

Requesting Agency: City of Eagle
Funding Source: STP-E
Project Year: 2008
Local Share: \$59,165 **Local Match %:** 12.89%
Federal Share: \$399,835 **Previous Expenditures:** \$100,000
Total Cost: \$459,000



Metropolitan Planning - FY2008

Key #: 10688

MPO planning funds from the Federal Highway Administration. Total \$985,574. Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2008
Local Share: \$53,518 **Local Match %:** 7.34%
Federal Share: \$675,610 **Previous Expenditures:** \$0
Total Cost: \$729,128



Metropolitan Planning - FY2009

Key #: 10693

MPO planning funds from the Federal Highway Administration. Total \$1,001,246.
Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2009
Local Share: \$54,369 **Local Match %:** 7.34%
Federal Share: \$686,353 **Previous Expenditures:** \$0
Total Cost: \$740,722



Metropolitan Planning - FY2010

Key #: 10698

MPO planning funds from the Federal Highway Administration. Total \$1,001,246.
Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2010
Local Share: \$54,369 **Local Match %:** 7.34%
Federal Share: \$686,353 **Previous Expenditures:** \$0
Total Cost: \$740,722



Metropolitan Planning - FY2011

Key #: H942

MPO planning funds from the Federal Highway Administration. Total \$1,001,246.
Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2011
Local Share: \$54,369 **Local Match %:** 7.34%
Federal Share: \$686,353 **Previous Expenditures:** \$0
Total Cost: \$740,722



Metropolitan Planning - FY2012

Key #: H950

MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2012
Local Share: \$54,369 **Local Match %:** 7.34%
Federal Share: \$686,353 **Previous Expenditures:** \$0
Total Cost: \$740,722



Metropolitan Planning - Transit - FY2008

Key #: 10194

MPO planning funds at statewide level from the Federal Transit Administration. Total \$353,000. Northern Ada County portion.

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2008
Local Share: \$14,165 **Local Match %:** 7.36%
Federal Share: \$178,296 **Previous Expenditures:** \$0
Total Cost: \$192,461



MPO Transportation Planning Activities - FY2008

Key #: 09204

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

Requesting Agency: COMPASS
Funding Source: STP-TMA
Project Year: 2008
Local Share: \$7,780 **Local Match %:** 7.34%
Federal Share: \$98,220 **Previous Expenditures:** \$0
Total Cost: \$106,000



MPO Transportation Planning Activities - FY2009

Key #: 09506

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

Requesting Agency: COMPASS
Funding Source: STP-TMA
Project Year: 2009
Local Share: \$3,890 **Local Match %:** 7.34%
Federal Share: \$49,110 **Previous Expenditures:** \$0
Total Cost: \$53,000

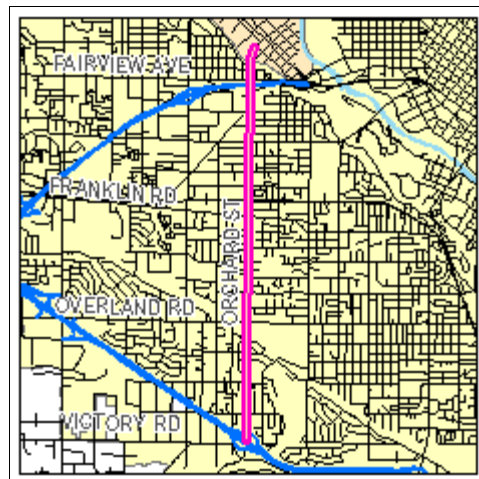


Orchard Road Signal Upgrade

Key #: 09735

Replace eleven (11) outdated traffic signal controllers and cabinets on Orchard Road in Boise. The new signal system will allow additional traffic signal timing plans which help ease congestion and improve air quality.

Requesting Agency: ACHD
Funding Source: CMAQ
Project Year: 2008
Local Share: \$11,671 **Local Match %:** 7.34%
Federal Share: \$147,329 **Previous Expenditures:** \$1,000
Total Cost: \$159,000

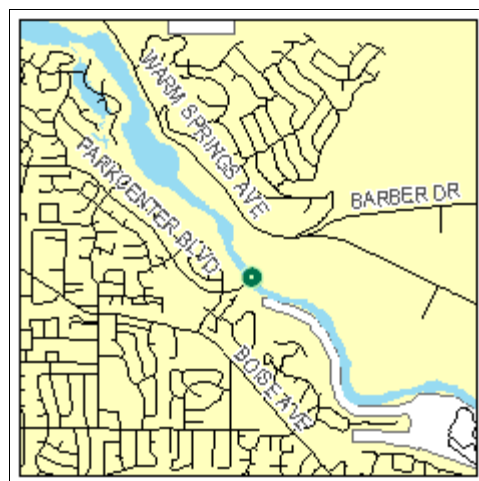


ParkCenter Boulevard Bridge, East River Crossing

Key #: MA203-02

Construct river crossing connecting ParkCenter Boulevard with Warm Springs Avenue. The structure will have four (4) vehicular lanes and the connecting roadway will be a five (5) lane section. The project will include bike lanes, sidewalk, and a curb and gutter along the length of the project, including Greenbelt connections on both sides of the river.

Requesting Agency: ACHD
Funding Source: Local
Project Year: 2009
Local Share: \$17,500,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,522,542
Total Cost: \$17,500,000



Phase I Vapor Recovery System Program

Key #: C902

To fund installment of Phase I Vapor Recovery System, a new regulation by DEQ for gas suppliers. This is a statewide program where DEQ will reimburse half the cost of installation. Total project = \$1,000,000 (\$500,000 federal). Focus is on Ada and Canyon Counties due to Ozone non-attainment. (50% Ada County and 50% Canyon County) approximate Ada County funding portion.

Requesting Agency: DEQ
Funding Source: CMAQ
Project Year: 2009

| | | | |
|-----------------------|------------------|-------------------------------|--------|
| Local Share: | \$250,000 | Local Match %: | 50.00% |
| Federal Share: | \$250,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$500,000 | | |



Pioneer Corridor Bicycle/Pedestrian Improvements

Key #: 10488

Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise. Work will enhance the existing pathway with grade leveling, realignment, signage, landscaping and cultural and historical elements. In addition to improving the pathway for bicycle/pedestrian commuter and recreational use, this work will catalyze nearby private development, particularly mixed-use and urban-scale residential, and bring more users to the pathway.

Requesting Agency: Capital City Development Corporation
Funding Source: STP-E
Project Year: 2010

| | | | |
|-----------------------|------------------|-------------------------------|-----------|
| Local Share: | \$43,901 | Local Match %: | 9.91% |
| Federal Share: | \$399,099 | Previous Expenditures: | \$112,000 |
| Total Cost: | \$443,000 | | |



Pioneer Corridor Bicycle/Pedestrian Improvements

Key #: 10488

Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise. Work will enhance the existing pathway with grade leveling, realignment, signage, landscaping and cultural and historical elements. In addition to improving the pathway for bicycle/pedestrian commuter and recreational use, this work will catalyze nearby private development, particularly mixed-use and urban-scale residential, and bring more users to the pathway.

Requesting Agency: Capital City Development Corporation
Funding Source: Non-Participating
Project Year: 2010

| | | | |
|-----------------------|----------------|-------------------------------|-----------|
| Local Share: | \$5,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$112,000 |
| Total Cost: | \$5,000 | | |



Purchase Ten (10) Commuter Vanpool Vehicles

Key #: 09734

Purchase ten (10), fifteen (15)-passenger vans to be used in the Ada County Highway District Commuteride vanpool program.

Requesting Agency: ACHD
Funding Source: CMAQ
Project Year: 2008
Local Share: \$23,488 **Local Match %:** 7.34%
Federal Share: \$296,512 **Previous Expenditures:** \$0
Total Cost: \$320,000




Purchase Commuter Vans

Replace Ten (10) Traffic Signal Controllers, Franklin Road

Key #: 10476

Replace ten (10) outdated traffic signal controllers and cabinets on Franklin Road between Allumbaugh Street and Eagle Road. The new signal system will allow additional traffic signal timing plans which will help ease congestion and improve air quality.

Requesting Agency: ACHD
Funding Source: CMAQ
Project Year: 2009
Local Share: \$22,657 **Local Match %:** 13.90%
Federal Share: \$140,343 **Previous Expenditures:** \$0
Total Cost: \$163,000




**Traffic Signal
Controllers
Franklin Road**

Replace Thirteen (13) Traffic Signal Controllers, Overland Road

Key #: 10475

Replace thirteen (13) outdated traffic signal controllers and cabinets on Overland Road between Overland Park and Eagle Road. The new signal system will allow additional traffic signal timing plans, which will help ease congestion and improve air quality.

Requesting Agency: ACHD
Funding Source: CMAQ
Project Year: 2009
Local Share: \$30,009 **Local Match %:** 14.29%
Federal Share: \$179,991 **Previous Expenditures:** \$0
Total Cost: \$210,000



**Traffic Signal
Controllers
Overland Road**

Rideshare, ACHD's Rideshare Program - FY2008**Key #: 09199**

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-TMA
Project Year: 2008

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$220,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |

**Rideshare, ACHD's Rideshare Program - FY2009****Key #: 09507**

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-TMA
Project Year: 2009

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$220,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |

**Rideshare, ACHD's Rideshare Program - FY2010****Key #: 10540**

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-TMA
Project Year: 2010

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$220,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |



Rideshare, ACHD's Rideshare Program - FY2011**Key #: 10560**

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-TMA
Project Year: 2011

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$220,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2012**Key #: 11066**

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-TMA
Project Year: 2012

| | | | |
|-----------------------|------------------|-------------------------------|-------|
| Local Share: | \$0 | Local Match %: | 0.00% |
| Federal Share: | \$220,000 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |



Rideshare Program

Rideshare, ACHD's Rideshare Program - PD**Key #: TMA3**

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-TMA
Project Year: PD

| | | | |
|-----------------------|------------------|-------------------------------|---------|
| Local Share: | \$220,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$0 |
| Total Cost: | \$220,000 | | |



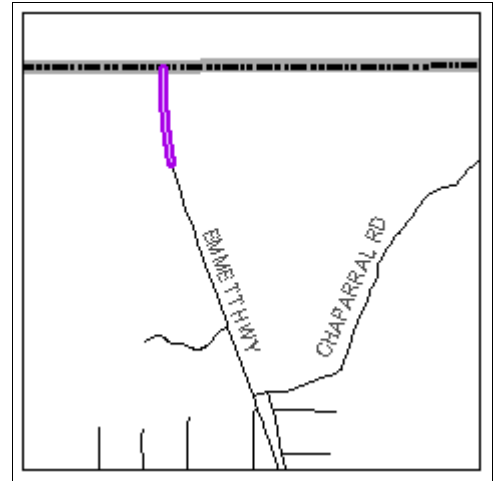
Rideshare Program

SH 16 Freezeout Hill South, Gem and Ada Counties

Key #: 08433

Build slow-vehicle turnout lanes. Total project cost is \$3,001,000 (66% Gem County and 34% Ada County.) Ada County portion.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2010
Local Share: \$77,364 **Local Match %:** 7.34%
Federal Share: \$976,636 **Previous Expenditures:** \$630,000
Total Cost: \$1,054,000

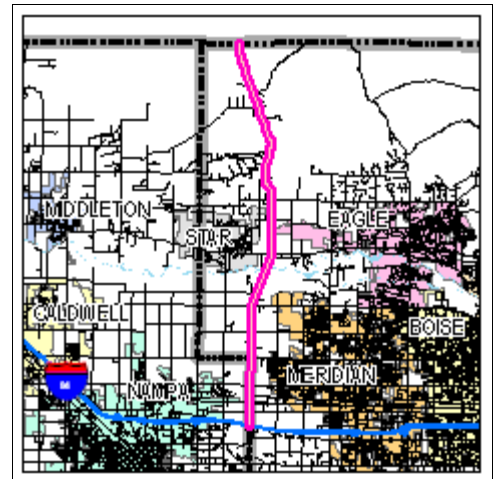


SH 16, I-84 to Emmett Study

Key #: 09963

Preliminary engineering and environmental study for SH 16 from I-84 to SH 44 (State Street).

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008
Local Share: \$4,326,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$4,676,000
Total Cost: \$4,326,000

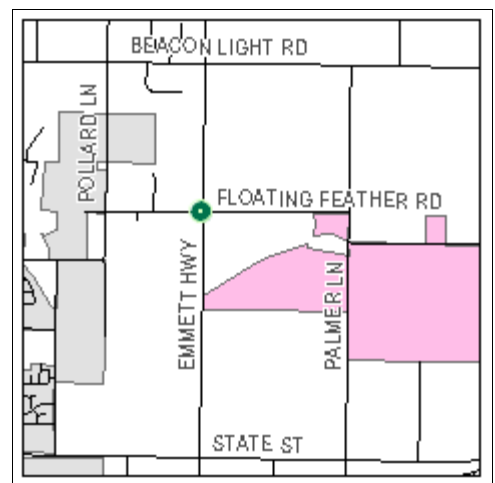


SH 16, Intersection of Floating Feather Road

Key #: 09483

Improve intersection.

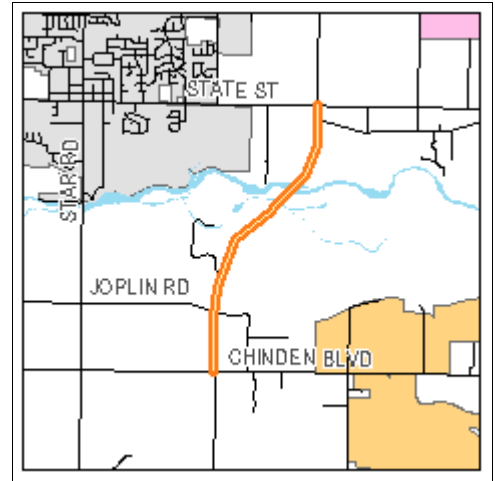
Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2009
Local Share: \$31,562 **Local Match %:** 7.34%
Federal Share: \$398,438 **Previous Expenditures:** \$70,000
Total Cost: \$430,000



SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing**Key #: 11236**

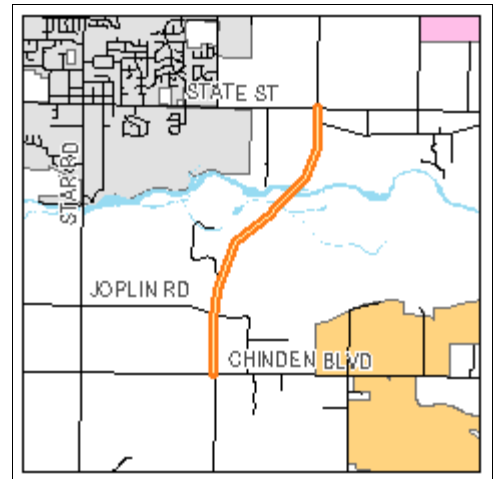
Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.

Requesting Agency: ITD
Funding Source: Future GARVEE
Project Year: 2011
Local Share: \$96,080,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$96,080,000

**SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing****Key #: 11236**

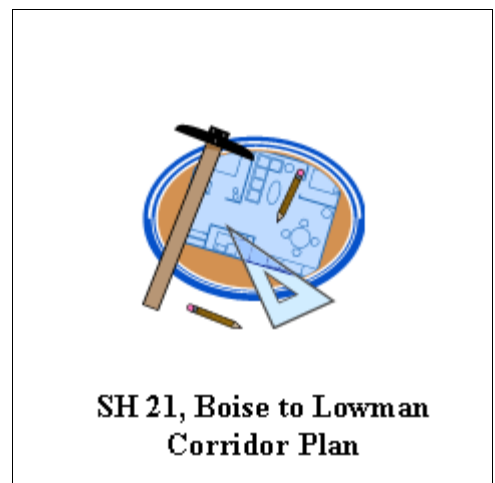
Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2011
Local Share: \$2,057,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$0
Total Cost: \$2,057,000

**SH 21, Boise to Lowman Corridor Plan****Key #: 09974**

Study. Total project cost is \$200,000 (13% Ada County and 87% Boise County). Ada County portion.

Requesting Agency: ITD
Funding Source: Systems Planning
Project Year: 2010
Local Share: \$1,908 **Local Match %:** 7.34%
Federal Share: \$24,092 **Previous Expenditures:** \$0
Total Cost: \$26,000



SH 21, Diversion Dam to Sandy Point

Key #: 10532

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Restoration
Project Year: 2011
Local Share: \$154,874 **Local Match %:** 7.34%
Federal Share: \$1,955,126 **Previous Expenditures:** \$30,000
Total Cost: \$2,110,000



SH 21, Junction I-84 to Federal Way

Key #: 10531

Rehabilitation from mile 0 to mile .41.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2011
Local Share: \$41,838 **Local Match %:** 7.34%
Federal Share: \$528,162 **Previous Expenditures:** \$10,000
Total Cost: \$570,000

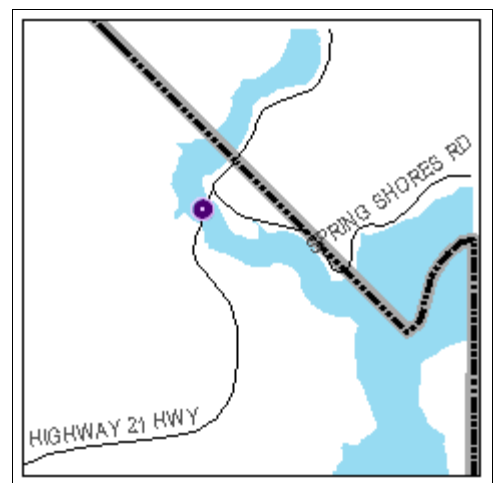


SH 21, Mores Creek Bridge

Key #: 08669

Replace bridge deck.

Requesting Agency: ITD
Funding Source: Bridge
Project Year: 2010
Local Share: \$878,000 **Local Match %:** 20.00%
Federal Share: \$3,512,000 **Previous Expenditures:** \$610,000
Total Cost: \$4,390,000

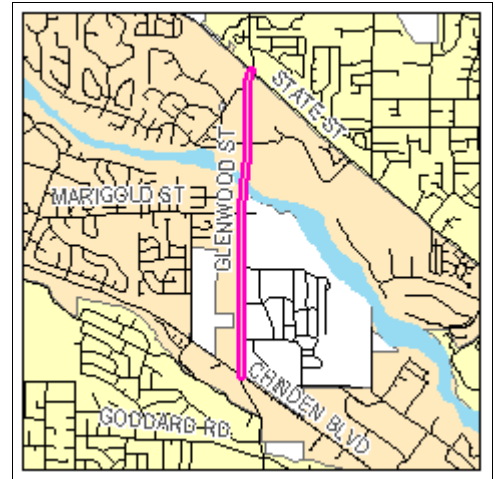


SH 44 (Glenwood Street), SH 44 (State Street) to US 20/26, Garden City

Key #: 09342

Rehabilitation from mile 0 to mile 1.31.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2008
Local Share: \$147,754 **Local Match %:** 7.34%
Federal Share: \$1,865,246 **Previous Expenditures:** \$140,000
Total Cost: **\$2,013,000**

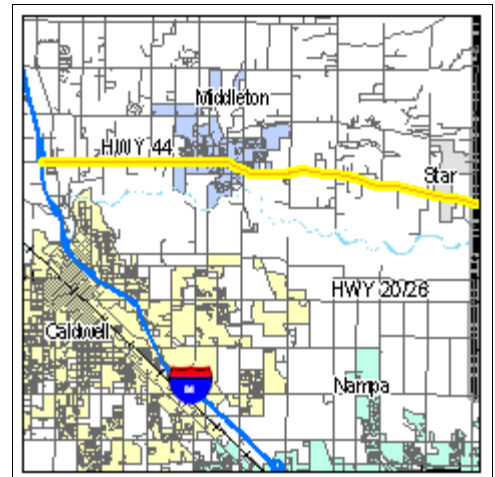


SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road

Key #: 07827

Preserve corridor for additional lanes. Total project cost is \$5,070,000 (41% Ada County and 59% Canyon County). Ada County portion.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2012
Local Share: \$152,599 **Local Match %:** 7.34%
Federal Share: \$1,926,401 **Previous Expenditures:** \$3,215,000
Total Cost: **\$2,079,000**

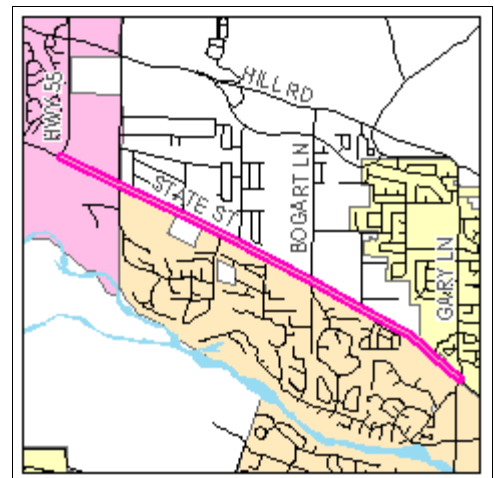


SH 44, Junction SH 55 to Glenwood Street

Key #: 09343

Pavement rehabilitation. Companion project to Key Number 09342.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2008
Local Share: \$295,435 **Local Match %:** 7.34%
Federal Share: \$3,729,565 **Previous Expenditures:** \$212,000
Total Cost: **\$4,025,000**

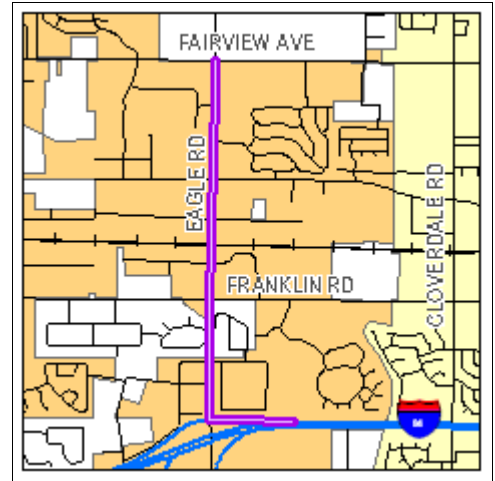


SH 55, I-84 Westbound Ramps to Fairview Avenue

Key #: 10527

Rehabilitation from mile 11.56 to mile 13.095.

| | | | |
|---------------------------|--------------------|-------------------------------|----------|
| Requesting Agency: | ITD | | |
| Funding Source: | Restoration | | |
| Project Year: | 2010 | | |
| Local Share: | \$256,166 | Local Match %: | 7.34% |
| Federal Share: | \$3,233,834 | Previous Expenditures: | \$40,000 |
| Total Cost: | \$3,490,000 | | |



SH 69 Corridor Plan

Key #: 09969

Conduct corridor study.

| | | | |
|---------------------------|------------------|-------------------------------|-------|
| Requesting Agency: | ITD | | |
| Funding Source: | Systems Planning | | |
| Project Year: | 2009 | | |
| Local Share: | \$16,515 | Local Match %: | 7.34% |
| Federal Share: | \$208,485 | Previous Expenditures: | \$0 |
| Total Cost: | \$225,000 | | |

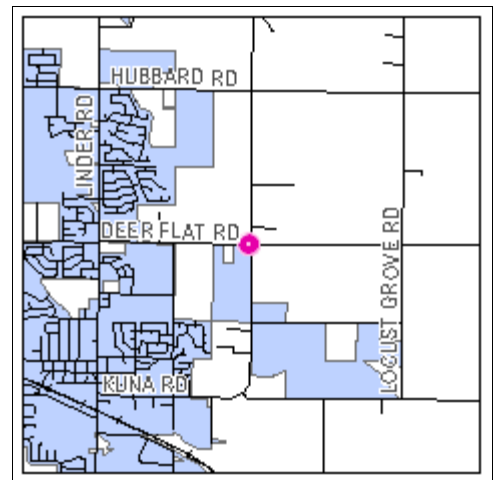


SH 69, Intersection of Deer Flat Road, Kuna

Key #: 09491

Install traffic signal. (ACHD pay back with state funds.) Project completed in 2006.

| | | | |
|---------------------------|--------------------|-------------------------------|----------|
| Requesting Agency: | ITD | | |
| Funding Source: | Safety - Statewide | | |
| Project Year: | 2008 | | |
| Local Share: | \$270,000 | Local Match %: | 100.00% |
| Federal Share: | \$0 | Previous Expenditures: | \$25,000 |
| Total Cost: | \$270,000 | | |



SH 69, Intersection of SH 69 and Columbia Road, Kuna

Key #: 11054

Safety improvement. Payment to ACHD for intersection improvements. Improvements are complete.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2010
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$310,000 **Previous Expenditures:** \$0
Total Cost: \$310,000

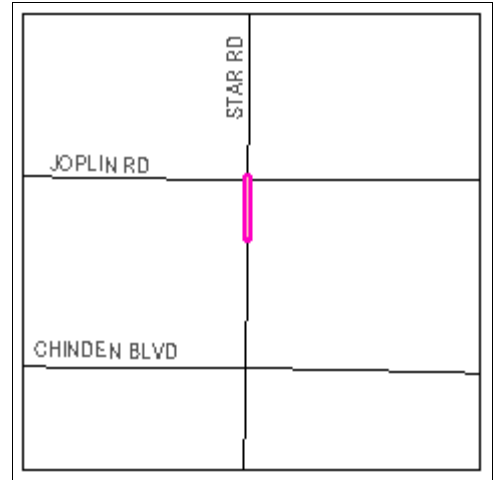


Star Road

Key #: 09519

Minor widening and resurfacing.

Requesting Agency: ACHD
Funding Source: STP-R
Project Year: 2008
Local Share: \$20,552 **Local Match %:** 7.34%
Federal Share: \$259,448 **Previous Expenditures:** \$105,000
Total Cost: \$280,000



Stroebel Road Railroad Crossing Near Kuna

Key #: 09634

Add railroad gate and signal.

Requesting Agency: ITD
Funding Source: Safety - SAFETEA-LU Rail
Project Year: 2008
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$290,000 **Previous Expenditures:** \$5,000
Total Cost: \$290,000

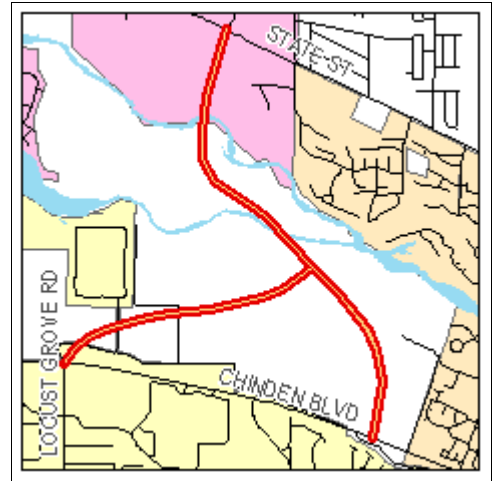


Three Cities River Crossing, US 20/26 to SH 55 Corridor Preservation

Key #: 09189

This project would cross the Boise River from the City of Boise northbound between Eagle and Garden City, and is currently shown on the 2030 Functional Classification map as a principal arterial. STP-TMA funding portion.

Requesting Agency: ACHD
Funding Source: STP-TMA
Project Year: PD
Local Share: \$77,070 **Local Match %:** 7.34%
Federal Share: \$972,930 **Previous Expenditures:** \$0
Total Cost: **\$1,050,000**

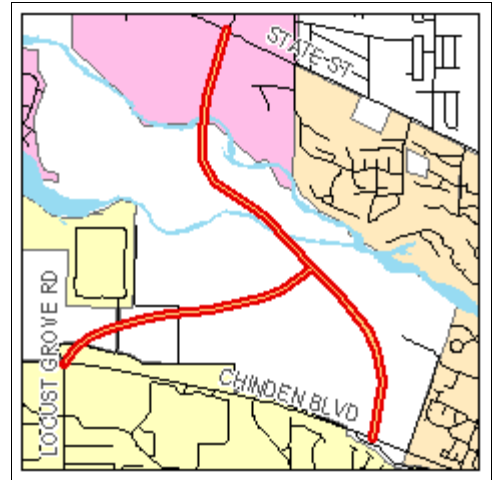


Three Cities River Crossing, US 20/26 to SH 55 Corridor Preservation

Key #: 09189

This project would cross the Boise River from Boise northbound between Eagle and Garden City, and is currently shown on the 2030 Functional Classification map as a principal arterial. High Priority - SAFETEA-LU funding portion.

Requesting Agency: ACHD
Funding Source: High Priority - SAFETEA-LU
Project Year: 2009
Local Share: \$750,000 **Local Match %:** 20.00%
Federal Share: \$3,000,000 **Previous Expenditures:** \$0
Total Cost: **\$3,750,000**



Transit - Boise State University Maintenance Facility - FY2008

Key #: 11350

Provides for a bus maintenance facility on the Boise State University campus.

Requesting Agency: Boise State University
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$139,600 **Local Match %:** 20.00%
Federal Share: \$558,400 **Previous Expenditures:** \$0
Total Cost: **\$698,000**



Transit - Capital Enhancement Fuel Island - FY2009**Key #: 10802**

Build a fuel island for the bus system.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$187,500 **Local Match %:** 20.00%
Federal Share: \$750,000 **Previous Expenditures:** \$0
Total Cost: \$937,500

**Transit - Capital Facility/Equipment - FY2008****Key #: 10103**

Boise Capital Facility/Equipment and associated capital maintenance funds to purchase, maintain/repair equipment and facility.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$43,500 **Local Match %:** 20.00%
Federal Share: \$174,000 **Previous Expenditures:** \$0
Total Cost: \$217,500

**Transit - Capital Vehicle - FY2009****Key #: 10803**

Provide vehicles for fixed line and demand response in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$24,578 **Local Match %:** 17.00%
Federal Share: \$120,000 **Previous Expenditures:** \$0
Total Cost: \$144,578



Transit - Capital Vehicle - FY2010**Key #: 11379**

Provide vehicles for fixed line and demand response in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$185,361 **Local Match %:** 17.00%
Federal Share: \$905,000 **Previous Expenditures:** \$0
Total Cost: **\$1,090,361**

**Transit - Capital Vehicle - FY2011****Key #: 11386**

Provide vehicles for fixed line and demand response in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$198,060 **Local Match %:** 17.00%
Federal Share: \$967,000 **Previous Expenditures:** \$0
Total Cost: **\$1,165,060**

**Transit - Capital, Meridian Senior Center - FY2008****Key #: 11356**

Transit capital for the Meridian Senior Center. Pending completion of a coordination public transportation plan.

Requesting Agency: ITD
Funding Source: FTA 5310
Project Year: 2008
Local Share: \$4,160 **Local Match %:** 8.00%
Federal Share: \$47,840 **Previous Expenditures:** \$0
Total Cost: **\$52,000**



Transit - Capital, St. Mark's Catholic Community, Boise - FY2008

Key #: 11357

Transit capital for the St. Mark's Catholic Community. Pending completion of a coordination public transportation plan.



Requesting Agency: ITD
Funding Source: FTA 5310
Project Year: 2008
Local Share: \$1,040 **Local Match %:** 8.00%
Federal Share: \$11,960 **Previous Expenditures:** \$0
Total Cost: \$13,000

Transit - Demand Response Operations - FY2008

Key #: 10101

Provide operating funds for Valley Regional Transit Demand Response Services in the Boise Urbanized Area.



Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$66,000 **Local Match %:** 20.00%
Federal Share: \$264,000 **Previous Expenditures:** \$0
Total Cost: \$330,000

Transit - Demand Response Operations - FY2009

Key #: 10806

Provide operating funds for demand response services in the Boise Urbanized Area.



Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$70,250 **Local Match %:** 20.00%
Federal Share: \$281,000 **Previous Expenditures:** \$0
Total Cost: \$351,250

Transit - Demand Response Operations - FY2010

Key #: 11382

Provide operating funds for Demand Response Services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$73,750 **Local Match %:** 20.00%
Federal Share: \$295,000 **Previous Expenditures:** \$0
Total Cost: **\$368,750**



Transit - Demand Response Operations - FY2011

Key #: 11389

Provide operating funds for demand response services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$76,000 **Local Match %:** 20.00%
Federal Share: \$304,000 **Previous Expenditures:** \$0
Total Cost: **\$380,000**



Transit - Enhancement, Safety and Security - FY2008

Key #: 10104

Purchase transit facilities and materials that will enable riders and non-riders to know how the system operates.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$41,783 **Local Match %:** 17.00%
Federal Share: \$204,000 **Previous Expenditures:** \$0
Total Cost: **\$245,783**



Transit - Enhancement, Safety and Security - FY2010**Key #: 11378**

Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$58,250 **Local Match %:** 20.00%
Federal Share: \$233,000 **Previous Expenditures:** \$0
Total Cost: **\$291,250**

**Transit - Enhancement, Safety and Security - FY2011****Key #: 11385**

Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$38,000 **Local Match %:** 20.00%
Federal Share: \$152,000 **Previous Expenditures:** \$0
Total Cost: **\$190,000**

**Transit - Facility Construction (176 and 652) - FY2006 (PT02)****Key #: 11392**

Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. Carryover funds from FY2006.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$448,565 **Local Match %:** 20.00%
Federal Share: \$1,794,260 **Previous Expenditures:** \$400,000
Total Cost: **\$2,242,825**



Transit - Facility Construction (176 and 652) - FY2007**Key #: 10807**

Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator. Carryover funds from FY2007.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$570,970 **Local Match %:** 20.00%
Federal Share: \$2,283,880 **Previous Expenditures:** \$0
Total Cost: **\$2,854,850**

**Transit - Facility Construction (176 and 652) - FY2008****Key #: 10808**

Design and construction for a multi-modal center and an alternative analysis for a downtown circulator.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$619,530 **Local Match %:** 20.00%
Federal Share: \$2,478,120 **Previous Expenditures:** \$0
Total Cost: **\$3,097,650**

**Transit - Facility Construction (176 and 652) - FY2009****Key #: 10809**

Design and construction for a multi-modal center and an alternative analysis for a downtown circulator.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2009
Local Share: \$651,435 **Local Match %:** 20.00%
Federal Share: \$2,605,740 **Previous Expenditures:** \$0
Total Cost: **\$3,257,175**



Transit - Final Engineering and Construction

Key #: 10063

Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap.

Requesting Agency: Boise State University
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$185,200 **Local Match %:** 20.00%
Federal Share: \$740,800 **Previous Expenditures:** \$0
Total Cost: \$926,000



Bus Purchase & Shelter Construction

Transit - Final Engineering and Construction

Key #: 10110

Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a fiscal year 2006 carryover/swap.

Requesting Agency: Boise State University
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$39,800 **Local Match %:** 20.00%
Federal Share: \$159,200 **Previous Expenditures:** \$0
Total Cost: \$199,000



Bus Shelters

Transit - Final Engineering and Construction

Key #: 10111

Provide final engineering and construction for a transit center on the Boise State University campus. Funding originated in a FY 2005 carryover/swap.

Requesting Agency: Boise State University
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$74,800 **Local Match %:** 20.00%
Federal Share: \$299,200 **Previous Expenditures:** \$0
Total Cost: \$374,000



Transit - Job Access Reverse Commute (JARC) - FY2009**Key #: 11364**

Planning and operations for the JARC program.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316
Project Year: 2009
Local Share: \$118,000 **Local Match %:** 50.00%
Federal Share: \$118,000 **Previous Expenditures:** \$0
Total Cost: \$236,000

**Transit - Job Access Reverse Commute (JARC) - FY2010****Key #: 11383**

Planning and operations for the JARC program.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316
Project Year: 2010
Local Share: \$121,000 **Local Match %:** 50.00%
Federal Share: \$121,000 **Previous Expenditures:** \$0
Total Cost: \$242,000

**Transit - Job Access Reverse Commute (JARC) - FY2011****Key #: 11390**

Planning and operations for the JARC program.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316
Project Year: 2011
Local Share: \$125,000 **Local Match %:** 50.00%
Federal Share: \$125,000 **Previous Expenditures:** \$0
Total Cost: \$250,000



Transit - Mobility Management - FY2006**Key #: 10203**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$265,583 (50% Ada County and 50% Canyon County) Northern Ada County portion.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316 Rural
Project Year: 2008
Local Share: \$26,600 **Local Match %:** 20.00%
Federal Share: \$106,400 **Previous Expenditures:** \$0
Total Cost: \$133,000

**Transit - Mobility Management - FY2006****Key #: 10204**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$111,219 (50% Ada County and 50% Canyon County) Northern Ada County portion.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317 Rural
Project Year: 2008
Local Share: \$11,200 **Local Match %:** 20.00%
Federal Share: \$44,800 **Previous Expenditures:** \$0
Total Cost: \$56,000

**Transit - Mobility Management - FY2006-2007****Key #: 11362**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316 Large Urban
Project Year: 2008
Local Share: \$45,000 **Local Match %:** 20.00%
Federal Share: \$180,000 **Previous Expenditures:** \$0
Total Cost: \$225,000



Transit - Mobility Management - FY2006-2007**Key #: 11363**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317 Large Urban
Project Year: 2008
Local Share: \$27,000 **Local Match %:** 20.00%
Federal Share: \$108,000 **Previous Expenditures:** \$0
Total Cost: \$135,000

**Transit - New Freedoms Initiative - FY2009****Key #: 11365**

Planning and operations for the New Freedoms initiative.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317
Project Year: 2009
Local Share: \$68,000 **Local Match %:** 50.00%
Federal Share: \$68,000 **Previous Expenditures:** \$0
Total Cost: \$136,000

**Transit - New Freedoms Initiative - FY2010****Key #: 11384**

Planning and operations for the New Freedoms initiative.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317
Project Year: 2010
Local Share: \$70,000 **Local Match %:** 50.00%
Federal Share: \$70,000 **Previous Expenditures:** \$0
Total Cost: \$140,000



Transit - New Freedoms Initiative - FY2011**Key #: 11391**

Planning and operations for the New Freedoms initiative.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317
Project Year: 2011
Local Share: \$72,000 **Local Match %:** 50.00%
Federal Share: \$72,000 **Previous Expenditures:** \$0
Total Cost: **\$144,000**

**Transit - Planning - FY2008****Key #: 10105**

Support planning efforts in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$86,500 **Local Match %:** 20.00%
Federal Share: \$346,000 **Previous Expenditures:** \$0
Total Cost: **\$432,500**

**Transit - Planning - FY2009****Key #: 10804**

Support planning efforts in the Boise Urbanized Area (State Street corridor).

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$79,250 **Local Match %:** 20.00%
Federal Share: \$317,000 **Previous Expenditures:** \$0
Total Cost: **\$396,250**



Transit - Planning - FY2010**Key #: 11380**

Support planning efforts in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$30,500 **Local Match %:** 20.00%
Federal Share: \$122,000 **Previous Expenditures:** \$0
Total Cost: **\$152,500**

**Transit - Planning - FY2011****Key #: 11387**

Support planning efforts in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$41,000 **Local Match %:** 20.00%
Federal Share: \$164,000 **Previous Expenditures:** \$0
Total Cost: **\$205,000**

**Transit - Preventive Maintenance - FY2008****Key #: 10102**

Provide preventive maintenance, capital facility, equipment, safety and security, enhancement and associated capital support for fixed-route and demand responsive transit services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$320,750 **Local Match %:** 20.00%
Federal Share: \$1,283,000 **Previous Expenditures:** \$0
Total Cost: **\$1,603,750**



Transit - Preventive Maintenance - FY2009**Key #: 10805**

Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$333,500 **Local Match %:** 20.00%
Federal Share: \$1,334,000 **Previous Expenditures:** \$0
Total Cost: **\$1,667,500**

**Transit - Preventive Maintenance - FY2010****Key #: 11381**

Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$346,750 **Local Match %:** 20.00%
Federal Share: \$1,387,000 **Previous Expenditures:** \$0
Total Cost: **\$1,733,750**

**Transit - Preventive Maintenance - FY2011****Key #: 11388**

Provide preventive maintenance support for fixed-route and demand responsive transit services in the Boise Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$360,750 **Local Match %:** 20.00%
Federal Share: \$1,443,000 **Previous Expenditures:** \$0
Total Cost: **\$1,803,750**



Transit - Purchase Vans, Design Sidewalk, and Park and Ride Lot Selection**Key #: 10062**

Purchase commuter vans, design sidewalk for the Catalpa Road project, and determine site selection for the Karcher Park and Ride lot. Section 5309 project from a previously approved Transportation Improvement Program which will be obligated in FY2008.

Requesting Agency: ACHD
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$167,500 **Local Match %:** 20.00%
Federal Share: \$670,000 **Previous Expenditures:** \$0
Total Cost: \$837,500

**Transit - Treasure Valley, Idaho Transit Facilities - FY2008****Key #: NEW1**

Funds are from a FY2008 Congressional appropriation, and will be used for site location for facilities that could include transfer centers in Meridian, Nampa, and Caldwell, and an administrative facility in the City of Meridian. Total = \$360,000 (50% Ada County and 50% Canyon County) Northern Ada County portion.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$36,000 **Local Match %:** 20.00%
Federal Share: \$144,000 **Previous Expenditures:** \$0
Total Cost: \$180,000

**Transit - Vans, Park and Ride, and Facility - FY2008****Key #: 11349**

Provides for capital improvements including van replacement and/or expansion, design and potential acquisition of park and ride lots, and construction for the Catalpa pedestrian access.

Requesting Agency: ACHD
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$102,333 **Local Match %:** 16.67%
Federal Share: \$511,667 **Previous Expenditures:** \$0
Total Cost: \$614,000



Transit - Vehicles, Facility Upgrade, Equipment - FY2008

Key #: 11351

Provides for capital improvements including new vehicles, facility upgrade, and equipment.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5309
Project Year: 2008
Local Share: \$190,201 **Local Match %:** 17.83%
Federal Share: \$876,799 **Previous Expenditures:** \$0
Total Cost: **\$1,067,000**



Treasure Valley Air Quality Study

Key #: 09740

The study will determine whether the Treasure Valley is NOx or VOC "limited." The study will develop meteorological profiles of pollution events, compile existing data into one database, validate and analyze the data, and use the data as an input to the CMAQ model to run scenarios that will enable DEQ to measure the effectiveness of control measures.

Requesting Agency: DEQ
Funding Source: CMAQ
Project Year: 2008
Local Share: \$28,993 **Local Match %:** 7.34%
Federal Share: \$366,007 **Previous Expenditures:** \$1,000
Total Cost: **\$395,000**

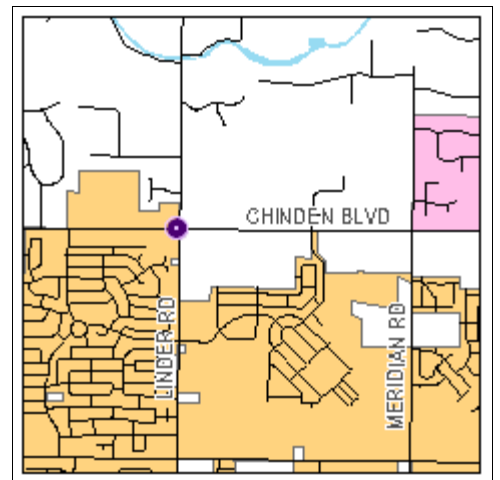


US 20/26 Intersection with Linder Road

Key #: 10522

Intersection improvements.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2010
Local Share: \$44,040 **Local Match %:** 7.34%
Federal Share: \$555,960 **Previous Expenditures:** \$30,000
Total Cost: **\$600,000**

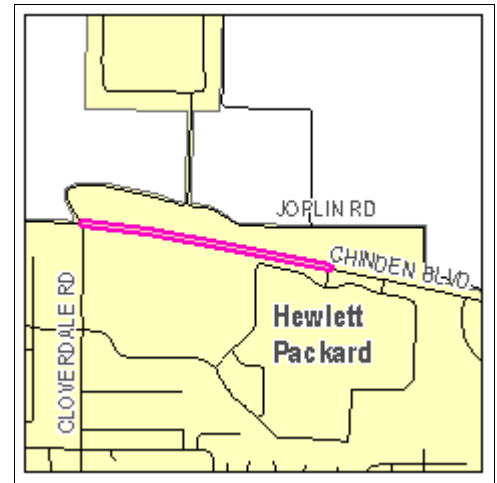


US 20/26, Cloverdale Road to Hewlett Packard Main Entrance

Key #: 07148

Reconstruct and realign from mile 41.23 to mile 42.15.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2008
Local Share: \$362,963 **Local Match %:** 7.34%
Federal Share: \$4,582,037 **Previous Expenditures:** \$2,859,000
Total Cost: \$4,945,000

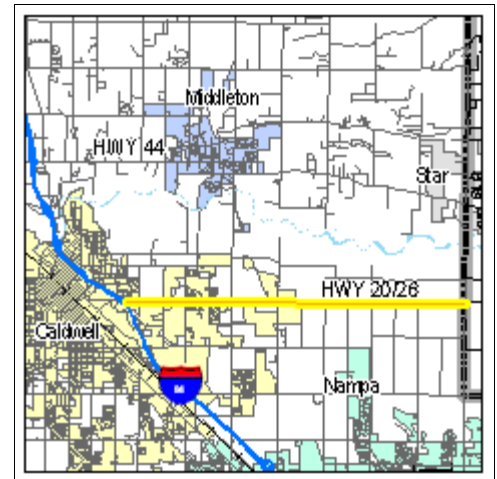


US 20/26, Corridor Preservation, Caldwell to Boise

Key #: 07826

Acquire right-of-way for corridor preservation. Total project cost is \$5,400,000 (53% Ada County and 47% Canyon County). Ada County portion.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2012
Local Share: \$210,071 **Local Match %:** 7.34%
Federal Share: \$2,651,929 **Previous Expenditures:** \$2,943,000
Total Cost: \$2,862,000



US 20/26, Ridenbaugh Canal to Junction I-84

Key #: 09480

Rehabilitation from mile 52.12 to mile 52.81.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2010
Local Share: \$80,740 **Local Match %:** 7.34%
Federal Share: \$1,019,260 **Previous Expenditures:** \$22,000
Total Cost: \$1,100,000

