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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2008-2012 Nampa Urbanized Area Transportation Improvement Program

Report No. 10-2007

Adopted by the COMPASS Board on August 20, 2007

Resolution No. 15-2007

Amended December 17, 2007, February 25, 2008, March 17, 2008, April 21,
2008, June 16, 2008, and September 15, 2008.

Modified January 24, 2008, March 20, 2008, May 16, 2008, July 23, 2008, and
July 29, 2008.

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

RESOLUTION No. 15-2007

FOR THE PURPOSE OF APPROVING THE FY2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NAMPA URBANIZED AREA

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

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

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

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

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

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

WHEREAS, the Community Planning Association has developed an FY2008-2012 Transportation Improvement Program for the Nampa Urbanized Area 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 the Nampa Urbanized Area.

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
Nampa Urbanized Area

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

Key No	Project	Scheduled Costs (including Match)							SUM
		Phase	2008	2009	2010	2011	2012	PD	
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 <u>\$5,400,000</u> (53% Ada County and 47% Canyon County). Canyon County portion.	PE	33						33
		RW	625	470	470	470	470		2505
		<i>Sum</i>	658	470	470	470	470	0	2538
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 <u>\$5,070,000</u> (41% Ada County and 59% Canyon County). Canyon County portion.	PC	325 <u>41</u>						325 <u>41</u>
		RW	590	590	590	590	590		2950
		<i>Sum</i>	915 <u>631</u>	590	590	590	590	0	3275 <u>2991</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) Nampa Urbanized Area and FY2008 GARVEE funding portion.	PE	25						25
		PC	2754 <u>1812</u>						2754 <u>1812</u>
		<i>Sum</i>	2779 <u>1837</u>	0	0	0	0	0	2779 <u>1837</u>

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
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) Nampa Urbanized Area 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 = \$1,534,000 <u>\$81,209,000</u> (50% Ada County and 50% Canyon County) Nampa Urbanized Area and FY2008 GARVEE funding portion.	CE	8539 <u>7827</u>				
CN	32228 <u>32778</u>						32228 <u>32778</u>		
Sum	40767 <u>40605</u>	0		0	0	0	0	40767 <u>40605</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
07673	Aviation Way, Caldwell Funds: STP-Urban Rehabilitate and resurface pavement.	CE	70						70
		CN	583 <u>693</u>						583 <u>693</u>
		Sum	653 <u>763</u>	0	0	0	0	0	653 <u>763</u>

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09679	FY2005 Pavement Overlay, Canyon County Funds: STP-Urban Pavement overlay on Ustick Road from Star Road to 11 th Avenue. <u>This action provides funds to investigate the reason and extent of crack shortly after construction was complete.</u>	PC	0 <u>30</u>						0 <u>30</u>
		Sum	0 <u>30</u>	0	0	0	0	0	0 <u>30</u>
09992	10th Avenue and Ustick Road Funds: STP-Urban Install traffic signal.	PE	10 <u>0</u>						10 <u>0</u>
		PC	100 <u>0</u>						100 <u>0</u>
		RW		108					108
		UT			15				15
		CE						100	100
		CN						650	650
		Sum	110 <u>0</u>	108	15	0	0	750	983 <u>873</u>
07673	Aviation Way, Caldwell Funds: STP-Urban Rehabilitate and resurface pavement. <u>Increase by \$66,680.</u>	CE	70						70
		CN	693 <u>760</u>						693 <u>760</u>
		Sum	763 <u>830</u>	0	0	0	0	0	763 <u>830</u>
08075	Intersection of Franklin Road and 21 st Avenue, Caldwell Funds: STP-Urban Minor widening and resurfacing. The City of Caldwell is seeking shared funding with the Idaho Transportation Department. Project coordinated with key numbers 09991 and H340. <u>Increase by \$131,243.</u>	CE	340						340
		CN	2520 <u>2651</u>						2520 <u>2651</u>
		Sum	2860 <u>2991</u>	0	0	0	0	0	2860 <u>2991</u>

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09195	Intersection of Linden Street and 10 th Avenue, Caldwell Funds: STP-Urban Signalization at Linden Street and 10th Avenue intersection plus short approaches on each of the four legs. <u>Increase by \$171,602.</u>	CE	90						90
		CN	540 <u>712</u>						540 <u>712</u>
		<i>Sum</i>	630 <u>802</u>	0	0	0	0	0	630 <u>802</u>
09509	Intersection of Chicago Street and 21 st Avenue, Caldwell Funds: STP-Urban Signalization at Chicago Street and 21 st Avenue intersection plus short approaches on each of the four legs. <u>Deobligates FY2007 funds by \$369,525.</u>	CN	0 <u>-370</u>						0 <u>-370</u>
		<i>Sum</i>	0 <u>-370</u>						0 <u>-370</u>

Amendment 2, Approved February 25, 2008
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	CE	197 <u>159</u>						197 <u>159</u>
		CN	786 <u>603</u>						786 <u>603</u>
		<i>Sum</i>	983 <u>762</u>	0	0	0	0	0	983 <u>762</u>

Amendment 3, 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) Nampa Urbanized Area portion.	CN	0 180						0 180
		Sum	0 180	0	0	0	0	0	0 180

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
09991	21st Avenue, Chicago Street to Franklin Road Funding Source: High Priority Appropriations Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and H340 <u>11233</u> .	CN	0 588						0 588
		Sum	0 588	0	0	0	0	0	0 588

Amendment 4, 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). Nampa Urbanized Area portion.	CN	ϑ <u>347</u>						ϑ <u>347</u>
		<i>Sum</i>	ϑ <u>347</u>	0	0	0	0	0	ϑ <u>347</u>
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). Nampa Urbanized Area portion.	CN	ϑ <u>172</u>						ϑ <u>172</u>
		<i>Sum</i>	ϑ <u>172</u>	0	0	0	0	0	ϑ <u>172</u>

Administrative Modification 6, Approved May 16, 2008
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09510	Intersection of Logan Street and 10 th Avenue Funds: STP-Urban Signalization at Logan Street and 10 th Avenue intersection plus short approaches on each of the four legs.	RW	50 103						50 103
		CE		70					70
		CN		430					430
		Sum	50 103	500	0	0	0	0	550 603
09511	City of Middleton Transportation Plan Funds: STP-Urban Transportation Plan for the City of Middleton. This is an existing project that was funded in prior years.	CN	0 28						0 28
		Sum	0 28	0	0	0	0	0	0 28
09989	Intersection of Star Road and Franklin Road Funds: STP-Urban Intersection improvements.	PC	0 18						0 18
		RW		653					653
		UT		75					75
		CE					221		221
		CN					1105		1105
		Sum	0 18	728	0	0	1326	0	2054 2072

Administrative Modification 7, Approved July 23, 2008
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
08075	Intersection of Franklin Road and 21st Avenue, Caldwell Funding Source: STP-U Minor widening and resurfacing. The City of Caldwell is seeking shared funding with the Idaho Transportation Department. Project coordinated with key numbers 09991 and 11233.	CE	340						340
		CN	2651 2491						2651 2491
		Sum	2991 2831	0	0	0	0	0	2991 2831

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09991	21st Avenue, Chicago Street to Franklin Road Funding Source: STP-U Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233. NOTE: This project also has \$588,000 <u>\$470,400</u> in High Priority – Appropriations funding.	CE	68 <u>123</u>						68 <u>123</u>
		CN	492 <u>597</u>						492 <u>597</u>
		Sum	560 <u>720</u>	0	0	0	0	0	560 <u>720</u>

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) Nampa Urbanized Area portion.	CN	347 <u>0</u>						347 <u>0</u>
		Sum	347 <u>0</u>	0	0	0	0	0	347 <u>0</u>

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) Nampa Urbanized Area 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 <i>Funding Source: FTA 5316 Rural</i> <i>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) Nampa Urbanized Area portion.</i>	CN	0 <u>132</u>					0 <u>132</u>	
		Sum	0 <u>132</u>	0	0	0	0	0 <u>132</u>	
10204	Transit – Mobility Management – FY2006 <i>Funding Source: FTA 5317 Rural</i> <i>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) Nampa Urbanized Area portion.</i>	CN	0 <u>55</u>					0 <u>55</u>	
		Sum	0 <u>55</u>	0	0	0	0	0 <u>55</u>	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
11528	Transit – Mobility Management – FY2006-2007 <i>Funding Source: FTA 5307 Nampa NF</i> To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system.	CN	0 <u>354</u>						0 <u>354</u>
		<i>Sum</i>	0 <u>354</u>	0	0	0	0	0	0 <u>354</u>
11529	Transit – Mobility Management – FY2006-2007 <i>Funding Source: FTA 5307 Nampa JARC</i> To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system.	CN	0 <u>683</u>						0 <u>683</u>
		<i>Sum</i>	0 <u>683</u>	0	0	0	0	0	0 <u>683</u>

Amendment 5, Approved June 16, 2008
 (phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09513	Intersection of Cemetery Road and SH 44, Middleton Funding Source: STP-U Realign; add turn and acceleration lanes for Urban four (4)-lane. Advance construction beginning in 2008 with payback through 2009. <u>Project trade with KN 09991. Includes increases in construction associated with the regular Update process.</u>	RW	200 <u>0</u>	0 <u>200</u>					200 <u>60</u>
		CE	40 <u>0</u>	20 <u>110</u>					<u>110</u>
		CN	480 <u>0</u>	120 <u>670</u>					<u>600</u> <u>670</u>
		<i>Sum</i>	720 <u>0</u>	140 <u>980</u>	0	0	0	0	860 <u>980</u>

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
09991	21st Avenue, Chicago Street to Franklin Road Funding Source: STP-U Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233. <u>Project trade with KN 09513. Also includes funds from KN 09992. This project also has discretionary funds in FY2008.</u>	CE	0 68	68 0					68
		CN		382					382
				0 492	490 0				
		Sum	0 560	450 558 0	0	0	0	0	450 558 560
09992	10th Avenue and Ustick Road Funding Source: STP-U Install traffic signal. <u>Move FY2009 funds to 09991. This project will be removed from federal aid in the FY2009-2013 Update.</u>	RW		108 0				108 0	
		UT			15			15	
		CE						100	100
		CN						650	650
		Sum	0	108 0	15	0	0	750	873 765

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 Canyon County funding portion.	CN		0 500					0 500
Sum		0	0 500	0	0	0	0	0 500	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2008	2009	2010	2011	2012	PD	SUM
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.	<i>Sum</i>	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 (budget) program of transportation projects consistent with federal regulations and the area's policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The TIP and STIP must contain consistent information about transportation projects.

The TIP is developed through a cooperative process by the Community Planning Association of Southwest Idaho (COMPASS), the designated Metropolitan Planning Organization (MPO) for the Nampa Urbanized Area and the Northern Ada County Transportation Management Area (TMA). This process involves extensive participation by the Idaho Transportation Department (ITD); Nampa Highway District; Canyon Highway District; Notus-Parma Highway District; Golden Gate Highway District; Canyon County; the cities of Nampa, Caldwell, Middleton, Parma, and Notus; and Valley Regional Transit, the regional public transportation agency.

The TIP must be consistent with the regional long-range transportation plan. The COMPASS Board of Directors approved *Communities in Motion*, the regional long-range transportation plan for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties on August 21, 2006. The plan is comprised of long-range transportation projects, a short-range transit component, pathway development, and transportation system management elements. *Communities in Motion* is consistent with the goals and objectives of the area's comprehensive plans.

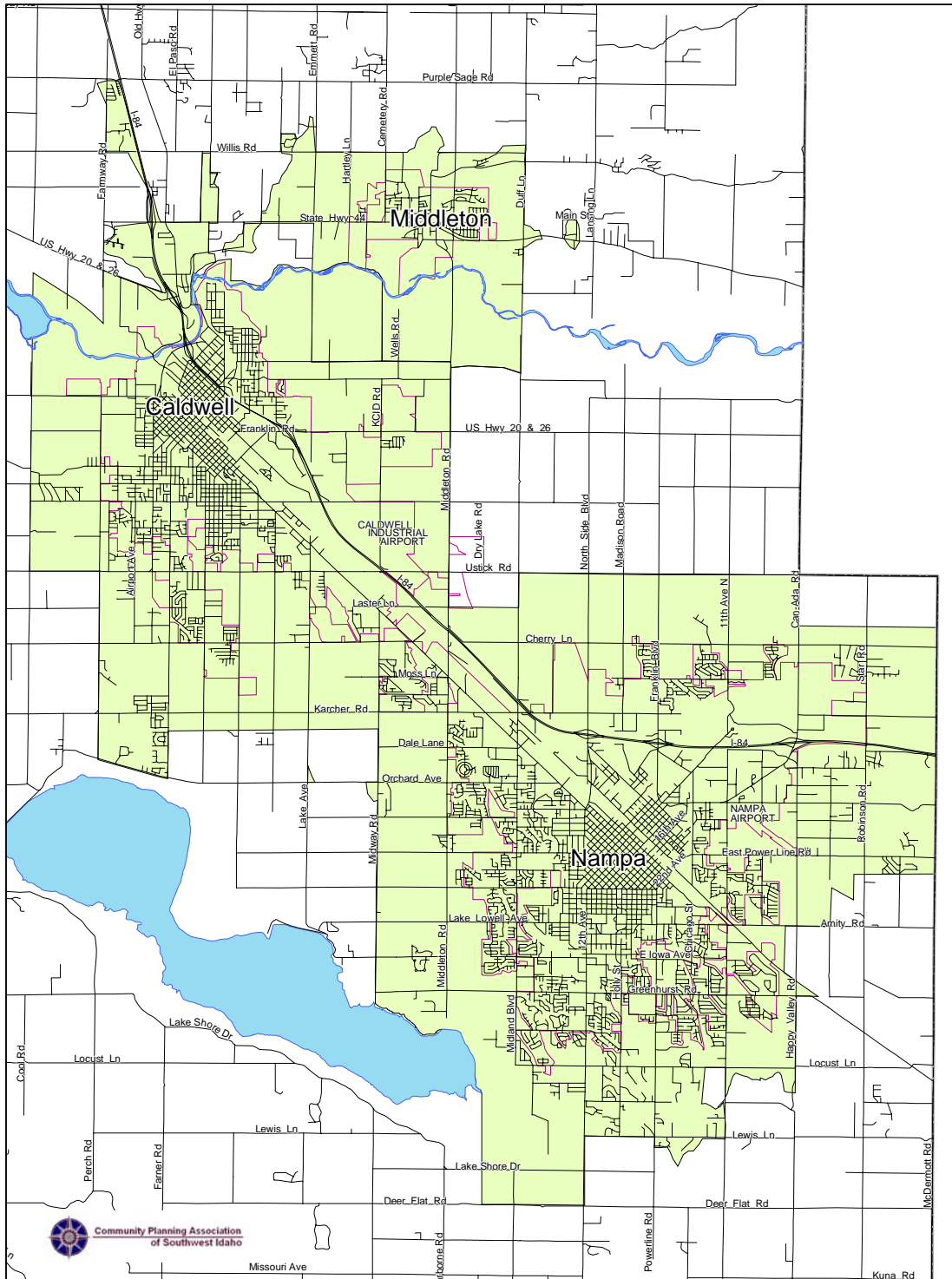
The first three years of the TIP are of special interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. The TIP, per federal regulations, includes information on the status of projects in the first year of the previous TIP (see page 3).

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

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

Figure 1

Map of Nampa Urbanized Area



II. STATUS OF FY2007 PROJECTS

Table 1: Status of FY2007 Projects					
Project	Description	Phase	Cost	Key No.	Status
16th Avenue Bridge, Nampa	Miscellaneous improvements.	Right-of-Way	\$4,000	09985	Not needed
21st Avenue/Indian Creek Bridge, Caldwell	Replace bridge deck.	Development Right-of-Way	\$85,000	09188	Partially Committed (right-of-way delayed)
Aviation Way, Caldwell	Rehabilitate and resurface pavement.	Development Right-of-Way	\$141,000	07673	Committed
Caldwell Biking-Walking Trail System	Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.	Construction	\$178,000	09438	Delayed to 2008
Caldwell Oregon Short Line Train Depot Historic Rehabilitation Phase 2	Finish restoration and preservation of the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.	Construction	\$152,000	09760	Committed
De-Icer Truck, Nampa	Purchase one magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM ₁₀ air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.	Development	\$1,000	09738	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 the sites that already have equipment to monitor for ozone. Project total is \$310,000. (50% Ada County and 50% Canyon County.) Nampa Urbanized Area portion.	Planning	\$155,000	09412	Committed
Flusher Truck, Nampa Highway District	Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.	Development	\$1,000	09739	Committed
Homedale Road	Pavement rehabilitation.	Development	\$114,000	09983	Committed
Homedale Road, Canyon County	Resurface and rehabilitate pavement.	Construction	\$2,572,000	08080	Committed
I-84B, Blaine Street, Caldwell	Pavement rehabilitation. Companion project to Key No 8827.	Construction	\$1,627,000	08828	Committed
I-84B, Cleveland Boulevard, Caldwell	Pavement rehabilitation. Companion project to Key No 8828.	Construction	\$1,398,000	08827	Committed
I-84, Franklin Boulevard Overpass Rebuild	Reconstruct the east half of the overpass to match the new bridge on the west side.	Development	\$913,000	10940	Committed

Table 1: Status of FY2007 Projects

Project	Description	Phase	Cost	Key No.	Status
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) Nampa Urbanized Area portion.	Development Construction	\$12,984,000	10459	Partially Committed - Most delayed to 2008
I-84 Joint Replacements for Ada, Canyon, Elmore, and Payette Counties	Rehabilitate bridges. Total project cost is \$495,000 (25% Ada County, 18% Canyon County, 44% Elmore County, and 13% Payette County.) Canyon County portion.	Construction	\$89,100	08949	Committed
I-84, Mile Post 17.6 to 23, Canyon County	Pavement rehabilitation.	Construction	\$9,652,000	08957	Committed
I-84, Nampa to Caldwell Widening	Place holder for project requested in the Interstate Maintenance discretionary program.	Construction	\$16,000,000	TBD	TBD
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). Nampa Urbanized Area portion.	Development	\$3,654,000	10002	Committed
Intersection of Cemetery Road and SH 44, Middleton	Realign; add turn and acceleration lanes for Urban four (4)-lane.	Development Right-of-Way	\$73,000	09513	Committed
Intersection of Chicago Street and 21st Avenue	Signalization at Chicago Street and 21st Avenue intersection plus short approaches on each of the four legs.	Right-of-Way Construction	\$937,000	09509	Committed
Intersection of Linden Street and 10 th Avenue	Signalization at Linden Street and 10th Avenue intersection plus short approaches on each of the four legs.	Right-of-Way	\$278,000	09195	Committed
Intersection of Star Road and Franklin Road	Intersection improvements.	Development	\$163,000	09989	Committed
Metropolitan Planning - FY2007	MPO planning funds from the Federal Highway Administration. Total \$970,151. (Nampa Urbanized Area portion.)	Planning	\$252,379	10683	Committed
Metropolitan Planning - Transit - FY2007	MPO planning funds at statewide level from the Federal Transit Administration. Total \$326,000. (Nampa Urbanized Area portion.)	Planning	\$55,858	10189	Committed
MPO Transportation Planning Activities - FY2007	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	Planning	\$40,000	09197	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. Canyon County portion.	Transit	\$55,000	09210	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). Canyon County portion.	Development	\$190,000	07827	Committed
SH 55 Corridor Plan	Multi-county study. Total project cost is \$175,000 (10% Ada County and 10% Canyon County). Canyon County portion.	Planning	\$15,500	09967	Committed

Table 1: Status of FY2007 Projects

Project	Description	Phase	Cost	Key No.	Status
Transit - Capital and Safety and Security	Provide capital, associated capital maintenance and safety and security assistance, hardware/software, monitoring equipment, bus stops, communication equipment, and fare readers.	Purchase	\$310,000	10810	Committed
Transit - Capital Lease	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	Purchase	\$233,000	10106	Committed
Transit - Capital Lease	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	Purchase	\$337,280	10096	Committed
Transit - Demand Response Operations	Provide demand response service in the Nampa Urbanized Area.	Operations	\$88,221	10087	Committed
Transit - Fixed Line Operations	Provide transit operations and administration in Nampa Urbanized Area.	Operations	\$630,000	10086	Committed
Transit - Job Access Reverse Commute (JARC) - FY 2007	Planning (using 10% of FY2007 appropriation). Nampa Urbanized Area portion only.	Planning	\$10,408	10819	Removed
Transit - New Freedoms Initiative - FY 2007	Planning (using 10% of FY2007 appropriations). Nampa Urbanized Area portion.	Planning	\$5,777	10820	Removed
Transit - Planning	Support planning efforts in the Nampa Urbanized Area.	Planning	\$92,085	10088	Committed
Transit - Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive transit services.	Maintenance	\$420,000	10089	Committed
Transit - Rural Transportation Capital - Valley Regional Transit	Provide regional non-urban transportation services in rural Canyon County including operations, administration and preventive maintenance.	Operations	\$187,500	10796	Delayed
Transportation, Community, and System Preservation (TCSP) Group Projects - FY2007	Place holder for projects in the TCSP program.	Construction	\$250,000	TBD	TBD
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). Canyon County portion.	Development	\$220,000	07826	Committed
US 20/26, Junction US 95 to Notus	Pavement rehabilitation.	Development Construction	\$2,734,000	09392	Committed
US 95 Corridor Plan	Corridor study of US 95 in District 3. Total project cost is \$175,000 (11% Canyon County). Canyon County portion.	Development	\$19,250	09968	Committed
Vacuum Sweeper Truck, Canyon Highway District	Purchase a sweeper truck for the Canyon Highway District.	Purchase	\$185,000	09736	Committed
Vacuum Sweeper Truck, City of Nampa	Purchase a sweeper truck for the City of Nampa.	Purchase	\$185,000	09737	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 Input. From August 2006 through December 2006, COMPASS staff met with representatives of governments in the Nampa Urbanized Area to solicit their desired transportation projects for inclusion in this document.

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

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

Public Information Meeting. COMPASS hosted an open house and public meeting for the FY2008-2012 Nampa Urbanized Area 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. STATUS OF LOCAL PLANNING ACTIVITIES

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

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

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

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

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

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

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

V. 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. Canyon 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 Canyon County, as determined in the Community Choices growth scenario in *Communities in Motion*, are as follows:

2007	2010	2015	2020	2025	2030	Projected Growth
184,251	200,441	225,503	242,908	255,796	268,164	46%

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 vehicles 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.

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 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 fall 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.

VI. 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 than 82% of the pavement being rated good or fair by strategically scheduling and implementing major construction and minor rehabilitation projects [that] can accomplish this goal.” In 1994, it was found that 37% of Idaho’s roads were considered deficient. 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 Canyon County only.

Table 2: Pavement Preservation Projects (Other Canyon)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$3,662,000	\$0	\$3,662,000			
SH 45, Melba Road to Deer Flat Road	Pavement rehabilitation.	\$3,105,000	\$0	\$3,105,000	09341	2008	ITD
US 95, Parma Business District	Pavement rehabilitation.	\$557,000	\$0	\$557,000	09347	2008	ITD
FY2008 Total Programmed		\$3,662,000	\$0	\$3,662,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$1,403,000	\$1,294,548	\$108,452			
SH 55, Snake River Bridge to Pride Lane, Canyon County	Pavement rehabilitation.	\$1,403,000	\$1,294,548	\$108,452	11046	2012	ITD
FY2012 Total Programmed		\$1,403,000	\$1,294,548	\$108,452			

Table 2: Pavement Preservation Projects (Other Canyon)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$5,065,000	\$1,294,548	\$3,770,452			
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.

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

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

B. Highway Improvements

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

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

An annual investment of approximately \$17 million, funds replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height or width restricted. The following are projects programmed in Canyon County only.

Table 3: Bridge Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$5,673,000	\$5,166,462	\$506,538			
11th Avenue/ Indian Creek Bridge, Caldwell	Replace bridge deck.	\$712,000	\$569,600	\$142,400	09187	2008	City of Caldwell
16th Avenue Bridge, Nampa	Miscellaneous improvements.	\$2,937,000	\$2,721,424	\$215,576	09985	2008	City of Nampa
21st Avenue/ Indian Creek Bridge, Caldwell	Replace bridge deck.	\$734,000	\$680,124	\$53,876	09188	2008	City of Caldwell
Northside Boulevard, UPRR Overpass, Nampa	Rehabilitate bridge.	\$1,290,000	\$1,195,314	\$94,686	08945	2008	City of Nampa
FY2008 Total Programmed		\$5,673,000	\$5,166,462	\$506,538			
Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 3: Bridge Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Overall Program Total		\$5,673,000	\$5,166,462	\$506,538			
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 Canyon County only.

Table 4a: Systems Planning Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$40,000	\$37,064	\$2,936			
SH 19, Wilder to Caldwell, Corridor Plan	Study. Total project cost is \$200,000 (10% Nampa Urbanized Area and 90% Other Canyon County). Nampa Urbanized Area portion.	\$20,000	\$18,532	\$1,468	09973	2008	ITD
US 20/26, Parma to Caldwell, Corridor Plan	Study. Total project cost is \$200,000 (10% Nampa Urbanized Area, 90% Other Canyon County). Nampa Urbanized Area portion.	\$20,000	\$18,532	\$1,468	09972	2008	ITD
FY2008 Total Programmed		\$40,000	\$37,064	\$2,936			
FY2008 Allocation		\$40,000	\$37,064	\$2,936			
FY2009 Allocation		\$108,000	\$100,073	\$7,927			
SH 45, Corridor Plan from Junction SH 78 to City of Nampa	Develop a corridor plan for SH 45 from SH 78 to the City of Nampa. Total project cost is \$225,000. (4% Owyhee County, 48% Canyon County, and 48% Nampa Urbanized Area.) Nampa Urbanized Area portion.	\$108,000	\$100,073	\$7,927	09971	2009	ITD
FY2009 Total Programmed		\$108,000	\$100,073	\$7,927			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$148,000	\$137,137	\$10,863			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 4b: Systems Planning Projects (Other Canyon County)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$360,000	\$333,576	\$26,424			
SH 19, Wilder to Caldwell, Corridor Plan	Study. Total project cost is \$200,000 (10% Nampa Urbanized Area and 90% Other Canyon County). Other Canyon County portion.	\$180,000	\$166,788	\$13,212	09973	2008	ITD

Table 4b: Systems Planning Projects (Other Canyon County)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
US 20/26, Parma to Caldwell, Corridor Plan	Study. Total project cost is \$200,000 (10% Nampa Urbanized Area and 90% Other Canyon County). Other Canyon County portion.	\$180,000	\$166,788	\$13,212	09972	2008	ITD
FY2008 Total Programmed		\$360,000	\$333,576	\$26,424			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$108,000	\$100,073	\$7,927			
SH 45, Corridor Plan from Junction SH 78 to City of Nampa	Develop a corridor plan for SH 45 from SH 78 to the City of Nampa. Total project cost is \$225,000. (4% Owyhee County, 48% Canyon County, and 48% Nampa Urbanized Area.) Other Canyon County portion.	\$108,000	\$100,073	\$7,927	09971	2009	ITD
FY2009 Total Programmed		\$108,000	\$100,073	\$7,927			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$468,000	\$433,649	\$34,351			
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 Canyon County only.

Table 5a: Safety Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$59,140	\$54,569	\$4,571			
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). Canyon 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). Canyon County portion.	\$1,140	\$1,052	\$88	09500	2008	ITD
FY2008 Total Programmed		\$59,140	\$54,569	\$4,571			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$55,100	\$50,841	\$4,259			
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). Canyon County portion.	\$55,100	\$50,840	\$4,260	09500	2009	ITD
FY2009 Total Programmed		\$55,100	\$50,840	\$4,260			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$114,240	\$105,409	\$8,831			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 5b: Safety Projects (Other Canyon County)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$10,000	\$10,000	\$0			
SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton	Safety improvements.	\$10,000	\$10,000	\$0	11055	2008	ITD
FY2008 Total Programmed		\$10,000	\$10,000	\$0			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$60,000	\$60,000	\$0			
SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton	Safety improvements.	\$60,000	\$60,000	\$0	11055	2009	ITD
FY2009 Total Programmed		\$60,000	\$60,000	\$0			

Table 5b: Safety Projects (Other Canyon County)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2010 Allocation		\$100,000	\$100,000	\$0			
SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton	Safety improvements.	\$100,000	\$100,000	\$0	11055	2010	ITD
FY2010 Total Programmed		\$100,000	\$100,000	\$0			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$518,000	\$518,000	\$0			
SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton	Safety improvements.	\$518,000	\$518,000	\$0	11055	2012	ITD
FY2012 Total Programmed		\$518,000	\$518,000	\$0			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$688,000	\$688,000	\$0			
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 Canyon County only.

Table 6a: Surface Transportation Program – Enhancement (STP-E) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$588,000	\$536,320	\$51,680			
Caldwell Biking - Walking Trail System	Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.	\$178,000	\$167,320	\$10,680	09438	2008	City of Caldwell

Table 6a: Surface Transportation Program - Enhancement (STP-E) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Canyon County Crossroads Transportation Museum	Build a transportation museum that provides educational programs and exhibits relating to the history of mankind's travels in the west.	\$410,000	\$369,000	\$41,000	09759	2008	Canyon County P&R
FY2008 Total Programmed		\$588,000	\$536,320	\$51,680			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$588,000	\$536,320	\$51,680			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 6b: Surface Transportation Program - Enhancement (STP-E) Projects (Other Canyon County)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$485,000	\$401,192	\$83,808			
Parma Enhancement and Downtown Revitalization, US 95, 4th Street to Roswell Boulevard	Downtown enhancement and revitalization in downtown Parma along US 95. Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.	\$485,000	\$401,192	\$83,808	09435	2008	City of Parma
FY2008 Total Programmed		\$485,000	\$401,192	\$83,808			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$485,000	\$401,192	\$83,808			
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 Canyon County only.

Table 7: Congestion Mitigation / Air Quality (CMAQ) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$521,900	\$483,592	\$38,308			
De-Icer Truck, Nampa	Purchase one magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM ₁₀ air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.	\$190,000	\$176,054	\$13,946	09738	2008	City of Nampa

Table 7: Congestion Mitigation / Air Quality (CMAQ) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Flusher/De-Icer Truck	Purchase one (1) flusher/de-icer truck to improve air quality by reducing particulate emissions through a reduction in sand application during winter, flushing sand and dust from roadways, and stabilizing temporary gravel road surfaces during construction in the winter and spring.	\$1,000	\$926	\$74	10477	2008	Canyon Highway District
Flusher Truck	Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.	\$189,000	\$175,127	\$13,873	09739	2008	Nampa Highway District
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.	\$141,900	\$131,485	\$10,415	09733	2008	ITD
FY2008 Total Programmed		\$521,900	\$483,592	\$38,308			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$697,000	\$432,481	\$264,519			
Flusher/De-Icer Truck	Purchase one (1) flusher/de-icer truck to improve air quality by reducing particulate emissions through a reduction in sand application during winter, flushing sand and dust from roadways, and stabilizing temporary gravel road surfaces during construction in the winter and spring.	\$197,000	\$182,481	\$14,519	10477	2009	Canyon Highway District
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
FY2009 Total Programmed		\$697,000	\$432,481	\$264,519			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$1,218,900	\$916,073	\$302,822			
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.

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 Canyon County only.

Table 8: Expansion Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$11,953,000	\$11,034,061	\$918,939			
I-84, Exit 29 Franklin Road Interchange, Caldwell	Reconstruct interchange and acquire additional right-of-way.	\$5,664,000	\$5,226,173	\$437,827	07795	2008	ITD
I-84, Karcher Road Interchange, Nampa	Construct new interchange. Connecting Idaho federal funding portion.	\$5,000,000	\$4,613,500	\$386,500	03214	2008	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). Canyon County portion.	\$631,000	\$584,685	\$46,315	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). Canyon County portion.	\$658,000	\$609,703	\$48,297	07826	2008	ITD
FY2008 Total Programmed		\$11,953,000	\$11,034,061	\$918,939			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$1,060,000	\$982,196	\$77,804			
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). Canyon County portion.	\$590,000	\$546,694	\$43,306	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). Canyon County portion.	\$470,000	\$435,502	\$34,498	07826	2009	ITD
FY2009 Total Programmed		\$1,060,000	\$982,196	\$77,804			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2010 Allocation		\$1,060,000	\$982,196	\$77,804			
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). Canyon County portion.	\$590,000	\$546,694	\$43,306	07827	2010	ITD

Table 8: Expansion Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
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). Canyon County portion.	\$470,000	\$435,502	\$34,498	07826	2010	ITD
FY2010 Total Programmed		\$1,060,000	\$982,196	\$77,804			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2011 Allocation		\$1,060,000	\$982,196	\$77,804			
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). Canyon County portion.	\$590,000	\$546,694	\$43,306	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). Canyon County portion.	\$470,000	\$435,502	\$34,498	07826	2011	ITD
FY2011 Total Programmed		\$1,060,000	\$982,196	\$77,804			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$1,060,000	\$982,196	\$77,804			
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). Canyon County portion.	\$590,000	\$546,694	\$43,306	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). Canyon County portion.	\$470,000	\$435,502	\$34,498	07826	2012	ITD
FY2012 Total Programmed		\$1,060,000	\$982,196	\$77,804			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$16,193,000	\$14,962,845	\$1,230,155			
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 Canyon County only.

Table 9: FY2006-2007 GARVEE Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$14,151,000	\$0	\$14,151,000			
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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	\$1,773,000	\$0	\$1,773,000	11003	2008	ITD
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 = \$983,000 (50% Ada County and 50% Canyon County) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	\$762,000	\$0	\$762,000	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) Nampa Urbanized Area 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 ramps at the Meridian Interchange. Total = \$4,023,000 (50% Ada County and 50% Canyon County) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	\$2,012,000	\$0	\$2,012,000	11006	2008	ITD
I-84, Robinson Road and Black Cat Road Bridge Reconstruction (10459)	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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	\$8,264,000	\$0	\$8,264,000	11007	2008	ITD
FY2008 Total Programmed		\$14,151,000	\$0	\$14,151,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$14,151,000	\$0	\$14,151,000			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 10: FY2008 GARVEE Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$67,870,000	\$0	\$67,870,000			
I-84, Franklin Boulevard	Reconstruct the east half of the overpass to match the new bridge on the west side.	\$15,769,000	\$0	\$15,769,000	10940	2008	ITD

Table 10: FY2008 GARVEE Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Overpass Rebuild							
I-84, Garrity Interchange	Widen mainline bridges to carry three (3) lanes each direction. FY2008 GARVEE funding portion.	\$973,000	\$0	\$973,000	10915	2008	ITD
I-84, Garrity Interchange to Franklin Interchange	Widen to three (3) lanes in each direction. Includes replacement of the 11th Avenue overpass. FY2008 GARVEE funding portion.	\$7,742,000	\$0	\$7,742,000	10916	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) Nampa Urbanized Area and FY2008 GARVEE funding portion.	\$1,837,000	\$0	\$1,837,000	10459	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 the Meridian Interchange. Total = \$81,209,000 (50% Ada County and 50% Canyon County) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.	\$40,605,000	\$0	\$40,605,000	11005	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). Canyon County portion.	\$944,000	\$0	\$944,000	10002	2008	ITD
FY2008 Total Programmed		\$67,870,000	\$0	\$67,870,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$67,870,000	\$0	\$67,870,000			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Table 11: Future GARVEE Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2010 Allocation		\$67,638,000	\$0	\$67,638,000			
I-84, Garrity Interchange	Widen mainline bridges to carry three (3) lanes 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.	\$8,118,000	\$0	\$8,118,000	10915	2010	ITD

Table 11: Future GARVEE Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
I-84, Garrity Interchange to Franklin Interchange	Widen to three (3) lanes in each direction. Includes replacement of the 11th Avenue overpass. Future GARVEE funding portion. Funding and projects shown beyond FY2008 are pending subject to further review and annual approval from the Idaho Legislature.	\$59,520,000	\$0	\$59,520,000	10916	2010	ITD
FY2010 Total Programmed		\$67,638,000	\$0	\$67,638,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$67,638,000	\$0	\$67,638,000			
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 Canyon County only.

Table 12: Summary SAFETEA-LU Funded Discretionary (High Priority) Projects, For Information Only

No.	Project	Description	SAFETEA-LU Amount	Responsible/ Requesting Agency
1	Amity Road from Chestnut Road to Robinson Road (excluding King's Corner overpass)	Widen four (4) to five (5)-lane section from Chestnut Road to the west ramps of the King's Corner Overpass and from the east ramps of the overpass to Robinson Road.	\$8,600,000	City of Nampa
2	Right-of-Way Acquisition of the Union Pacific Short Line Railroad	Purchase the right-of-way and existing infrastructure in and along the 44 miles of rail corridor. The cost of this project includes conducting an environmental analysis in accordance with the applicable federal regulations, making essential infrastructure improvements, and purchasing right-of-way. This project was made eligible for FTA New Starts funding in SAFETEA-LU, but no specific funding identified.	\$0	Valley Regional Transit

Table 13: High Priority - SAFETEA-LU Projects (Amity Road)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
PD Allocation		\$10,390,000	\$8,312,000	\$2,078,000			
Amity Road, Chestnut Street to Robinson Road	Widen to four (4) to five (5) lane urban section. High Priority - SAFETEA-LU funding portion.	\$10,390,000	\$8,312,000	\$2,078,000	10541	PD	City of Nampa

Table 13: High Priority - SAFETEA-LU Projects (Amity Road)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2010 Total Programmed		\$10,390,000	\$8,312,000	\$2,078,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$10,390,000	\$8,312,000	\$2,078,000			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

11. High Priority - Appropriations

U. S. Congress designated improvement projects under the Appropriations Bill for a specific year. These funds cannot be used for any other purpose without congressional action. The following are projects programmed in Canyon County only.

Table 14: High Priority - Appropriations							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
PD Allocation		\$588,000	\$470,400	\$117,600			
21 st Avenue, Chicago Street to Franklin Road	Widen 21 st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233.	\$588,000	\$470,400	\$117,600	09991	2008	City of Caldwell
FY2010 Total Programmed		\$588,000	\$470,400	\$117,600			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$588,000	\$470,400	\$117,600			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

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.) The following are projects programmed in Canyon County only.

Table 15: Surface Transportation Program – Urban (STP-U) Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$5,763,282	\$5,343,294	\$418,988			
21st Avenue, Chicago Street to Franklin Road	Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233.	\$720,000	\$667,152	\$52,848	09991	2008	City of Caldwell
Aviation Way, Caldwell	Rehabilitate and resurface pavement.	\$829,680	\$768,781	\$60,899	07673	2008	City of Caldwell
City of Middleton Transportation Plan	Transportation Plan for the City of Middleton. This is an existing project that was funded in prior years.	\$28,000	\$24,945	\$2,055	09511	2008	City of Middleton
FY2005 Pavement Overlay, Canyon County	Pavement overlay on Ustick Road from Star Road to 11 th Avenue. The 2008 action provides funds to investigate the reason and extent of cracks shortly after construction was complete.	\$40,000	\$37,064	\$2,936	09679	2008	Nampa Highway District
Intersection of Franklin Road and 21st Avenue, Caldwell	Minor widening and resurfacing. The City of Caldwell is seeking shared funding with the Idaho Transportation Department. Project coordinated with key numbers 09991 and 11233.	\$2,831,000	\$2,623,205	\$207,795	08075	2008	City of Caldwell
Intersection of Linden Street and 10th Avenue	Signalization at Linden Street and 10th Avenue intersection plus short approaches on each of the four legs.	\$801,602	\$742,764	\$58,838	09195	2008	City of Caldwell
Intersection of Logan Street and 10th Avenue	Signalization at Logan Street and 10th Avenue intersection plus short approaches on each of the four legs.	\$103,000	\$95,440	\$7,560	09510	2008	City of Caldwell
Intersection of Star Road and Franklin Road	Intersection improvements.	\$28,000	\$25,945	\$2,055	09989	2008	City of Nampa
MPO Transportation Planning Activities - FY2008	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	\$27,000	\$25,018	\$1,982	09198	2008	COMPASS
Murphy Avenue, Middleton Road to Boise Street	Increase turn lanes north and south bound.	\$300,000	\$277,980	\$22,020	09514	2008	City of Middleton
Rideshare, ACHD's Rideshare Program - FY2008	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	09211	2008	ACHD
FY2008 Total Programmed		\$5,763,282	\$5,343,294	\$418,988			

Table 15: Surface Transportation Program – Urban (STP-U) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$2,276,000	\$2,112,979	\$163,021			
Intersection of Cemetery Road and SH 44, Middleton	Realign; add turn and acceleration lanes for Urban four (4)-lane. Advance construction beginning in 2008 with payback through 2009.	\$980,000	\$908,068	\$71,932	09513	2009	City of Middleton
Intersection of Logan Street and 10th Avenue	Signalization at Logan Street and 10th Avenue intersection plus short approaches on each of the four legs.	\$500,000	\$463,300	\$36,700	09510	2009	City of Caldwell
Intersection of Star Road and Franklin Road	Intersection improvements.	\$728,000	\$674,565	\$53,435	09989	2009	City of Nampa
MPO Transportation Planning Activities - FY2009	Assist COMPASS in meeting federal transportation planning responsibilities. Canyon County portion.	\$13,000	\$12,046	\$954	09512	2009	COMPASS
Rideshare, ACHD's Rideshare Program - FY2009	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	09516	2009	ACHD
FY2009 Total Programmed		\$2,276,000	\$2,112,979	\$163,021			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2010 Allocation		\$2,660,000	\$2,472,830	\$187,170			
10th Avenue and Ustick Road	Install traffic signal.	\$15,000	\$13,899	\$1,101	09992	2010	City of Caldwell
21st Avenue, Franklin Intersection, Commercial Way Realignment	This project will realign the Commercial Way leg of the 21st Avenue and Franklin Intersection. Project coordinated with key numbers 08075 and 09991.	\$1,321,000	\$1,224,039	\$96,961	11233	2010	City of Caldwell
Airport Road, from Kings Road to Happy Valley Road	Rebuild to Urban three (3)-lane section.	\$244,000	\$226,090	\$17,910	09990	2010	City of Nampa
Murphy Avenue, Middleton Road to Boise Street	Increase turn lanes north and south bound.	\$210,000	\$194,586	\$15,414	09514	2010	City of Middleton
North Middleton Road, SH 44 (Main Street) North Across Mill Slough	Rebuild to Urban four (4)-lane.	\$760,000	\$704,216	\$55,784	09515	2010	City of Middleton

Table 15: Surface Transportation Program – Urban (STP-U) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Rideshare, ACHD's Rideshare Program - FY2010	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.	\$55,000	\$55,000	\$0	10539	2010	ACHD
Rideshare, ACHD's Rideshare Program - FY2011	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. This project was advanced from FY2011.	\$55,000	\$55,000	\$0	10538	2010	ACHD
FY2010 Total Programmed		\$2,660,000	\$2,472,830	\$187,170			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2011 Allocation		\$203,000	\$188,100	\$14,900			
Airport Road, from Kings Road to Happy Valley Road	Rebuild to Urban three (3)-lane section.	\$203,000	\$188,100	\$14,900	09990	2011	City of Nampa
FY2011 Total Programmed		\$203,000	\$188,100	\$14,900			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$1,381,000	\$1,283,672	\$97,328			
Intersection of Star Road and Franklin Road	Intersection improvements.	\$1,326,000	\$1,228,672	\$97,328	09989	2012	City of Nampa
Rideshare, ACHD's Rideshare Program - FY2012	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. Canyon County portion.	\$55,000	\$55,000	\$0	11234	2012	ACHD
FY2012 Total Programmed		\$1,381,000	\$1,283,672	\$97,328			
Difference in Allocation and Programmed		\$0	\$0	\$0			
PD Allocation		\$1,500,000	\$1,389,900	\$110,100			
10th Avenue and Ustick Road	Install traffic signal.	\$750,000	\$694,950	\$55,050	09992	PD	City of Caldwell
Airport Road, from Kings Road to Happy Valley Road	Rebuild to Urban three (3)-lane section.	\$1,514,000	\$1,402,872	\$111,128	09990	PD	City of Nampa
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. Canyon County portion.	\$55,000	\$55,000	\$0	11235	PD	ACHD
PD Total Programmed		\$2,319,000	\$2,152,822	\$166,178			
Difference in Allocation and Programmed		-\$819,000	-\$762,922	-\$56,078			
Overall Program Total		\$14,602,282	\$13,553,697	\$1,047,585			

Table 15: Surface Transportation Program - Urban (STP-U) Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Total Difference in Allocation and Programmed		-\$819,000	-\$762,922	-\$56,078			

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 Canyon County only.

Table 16: Surface Transportation Program - Rural (STP-R) Projects (Other Canyon County)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$385,000	\$356,741	\$28,259			
Bowmont Road, SH 45 to Kuna Mora Road	Add a new connection from SH 45 to Kuna Mora Road.	\$385,000	\$356,741	\$28,259	10556	2008	Nampa Highway District
FY2008 Total Programmed		\$385,000	\$356,741	\$28,259			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2011 Allocation		\$473,000	\$438,282	\$34,718			
Bowmont Road, SH 45 to Kuna Mora Road	Add a new connection from SH 45 to Kuna Mora Road.	\$473,000	\$438,282	\$34,718	10556	2011	Nampa Highway District
FY2011 Total Programmed		\$473,000	\$438,282	\$34,718			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$3,023,000	\$2,801,112	\$221,888			
Bowmont Road, SH 45 to Kuna Mora Road	Add a new connection from SH 45 to Kuna Mora Road.	\$3,023,000	\$2,801,112	\$221,888	10556	2012	Nampa Highway District
FY2012 Total Programmed		\$3,023,000	\$2,801,112	\$221,888			
Difference in Allocation and Programmed		\$0	\$0	\$0			
PD Allocation		\$595,000	\$551,327	\$43,673			
Homedale Road	Pavement rehabilitation.	\$595,000	\$551,327	\$43,673	09983	PD	Canyon Highway District
PD Total Programmed		\$595,000	\$551,327	\$43,673			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$4,476,000	\$4,147,462	\$328,538			
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.

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.

Feasibility and Early Environmental Program (FEE)

Feasibility studies are required for projects to remain in the Horizons program, for any state highway system project added to year five of the expansion and major restoration programs, for any other state highway system project expected to require more than two years of environmental, and for planning studies greater than \$1 million. A feasibility study is also required when requested by management or a program team for clarification of a project concept.

Table 17: Feasibility and Early Environmental (FEE) Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$100,000	\$92,660	\$7,340			
I-84, Study Franklin Road to Karcher Interchange	Study for major widening on I-84.	\$100,000	\$92,660	\$7,340	11236	2008	ITD
FY2008 Total Programmed		\$100,000	\$92,660	\$7,340			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$100,000	\$92,660	\$7,340			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

Other Federal Transportation Funding (Other Federal)

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide other funding for the operation of the Metropolitan Planning Organization. The following are projects programmed in Northern Ada County only.

Table 18: Other Federal Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$316,801	\$293,536	\$23,265			
Metropolitan Planning – FY2008	MPO planning funds from the Federal Highway Administration. Total \$985,574. Canyon County portion.	\$256,446	\$237,623	\$18,823	10688	2008	COMPASS

Table 18: Other Federal Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Metropolitan Planning - Transit - FY2008	MPO planning funds at statewide level from the Federal Transit Administration. Total \$353,000. Canyon County portion.	\$60,355	\$55,913	\$4,442	10194	2008	COMPASS
FY2008 Total Programmed		\$316,801	\$293,536	\$23,265			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$260,524	\$241,402	\$19,122			
Metropolitan Planning - FY2009	MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Canyon County portion.	\$260,524	\$241,402	\$19,122	10693	2009	COMPASS
FY2009 Total Programmed		\$260,524	\$241,402	\$19,122			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2010 Allocation		\$260,524	\$241,402	\$19,122			
Metropolitan Planning - FY2010	MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Canyon County portion.	\$260,524	\$241,402	\$19,122	10698	2010	COMPASS
FY2010 Total Programmed		\$260,524	\$241,402	\$19,122			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2011 Allocation		\$260,524	\$241,402	\$19,122			
Metropolitan Planning - FY2011	MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Canyon County portion.	\$260,524	\$241,402	\$19,122	H942	2011	COMPASS
FY2011 Total Programmed		\$260,524	\$241,402	\$19,122			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2012 Allocation		\$260,524	\$241,402	\$19,122			
Metropolitan Planning - FY2012	MPO planning funds from the Federal Highway Administration. Total \$1,001,246. Canyon County portion.	\$260,524	\$241,402	\$19,122	H950	2012	COMPASS
FY2012 Total Programmed		\$260,524	\$241,402	\$19,122			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$1,358,897	\$1,259,144	\$99,753			
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 Canyon County only.

Table 19: Transit – FTA 5307 Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$2,777,473	\$2,027,600	\$749,873			
Transit - Capital Lease - FY2008	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$280,723	\$233,000	\$47,723	10096	2008	Valley Regional Transit
Transit - Capital, Safety and Security - FY2008	Provide associated capital maintenance, computer, office equipment and communication equipment assistance.	\$156,250	\$125,000	\$31,250	10811	2008	Valley Regional Transit
Transit - Demand Response Operations - FY2008	Provide capital, security, and support vehicles associated with demand response service in the Nampa Urbanized Area.	\$106,250	\$85,000	\$21,250	10812	2008	Valley Regional Transit
Transit - Fixed Line Operations - FY2008	Provide transit operations and administration in Nampa Urbanized Area.	\$676,000	\$338,000	\$338,000	10097	2008	Valley Regional Transit
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. Funds transferred from FTA 5317 Small Urban. (Nampa JARC)	\$683,000	\$546,400	\$136,600	11529	2008	Valley Regional Transit
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. Funds transferred from FTA 5317 Small Urban. (Nampa NF)	\$354,000	\$283,200	\$70,800	11528	2008	Valley Regional Transit
Transit - Planning - FY2008	Support planning efforts in the Nampa Urbanized Area.	\$126,250	\$101,000	\$25,250	10098	2008	Valley Regional Transit
Transit - Preventive Maintenance - FY2008	Provide preventive maintenance, capital, security, and farebox support for fixed route and demand responsive transit services.	\$395,000	\$316,000	\$79,000	10099	2008	Valley Regional Transit
FY2008 Total Programmed		\$2,777,473	\$2,027,600	\$749,873			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2009 Allocation		\$1,693,102	\$1,173,000	\$520,102			

Table 19: Transit – FTA 5307 Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Transit - Capital and Safety and Security - FY2009	Provide associated capital maintenance, computer, office and communication equipment assistance.	\$56,250	\$45,000	\$11,250	10813	2009	Valley Regional Transit
Transit - Capital Lease - FY2009	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$350,602	\$291,000	\$59,602	10814	2009	Valley Regional Transit
Transit - Demand Response Operations - FY2009	Provide demand response service in the Nampa Urbanized Area.	\$110,000	\$88,000	\$22,000	10815	2009	Valley Regional Transit
Transit - Fixed Line Operations - FY2009	Provide transit operations and administration in Nampa Urbanized Area.	\$640,000	\$320,000	\$320,000	10816	2009	Valley Regional Transit
Transit - Planning - FY2009	Support planning efforts in the Nampa Urbanized Area.	\$125,000	\$100,000	\$25,000	10817	2009	Valley Regional Transit
Transit - Preventive Maintenance - FY2009	Provide preventive maintenance support for fixed route and demand responsive transit services.	\$411,250	\$329,000	\$82,250	10818	2009	Valley Regional Transit
FY2009 Total Programmed		\$1,693,102	\$1,173,000	\$520,102			
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2010 Allocation		\$1,701,473	\$1,153,000	\$548,473			
Transit - Capital Lease - FY2010	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$280,723	\$233,000	\$47,723	T323	2010	Valley Regional Transit
Transit - Capital, Safety and Security - FY2010	Provide associated capital maintenance, security, farebox, maintenance, computer, and office and communications equipment.	\$63,750	\$51,000	\$12,750	T322	2010	Valley Regional Transit
Transit - Demand Response Operations - FY2010	Provide demand response service in the Nampa Urbanized Area.	\$115,000	\$92,000	\$23,000	T324	2010	Valley Regional Transit
Transit - Fixed Line Operations - FY2010	Provide transit operations and administration in the Nampa Urbanized Area.	\$722,000	\$361,000	\$361,000	T325	2010	Valley Regional Transit
Transit - Planning - FY2010	Support planning efforts in the Nampa Urbanized Area.	\$92,500	\$74,000	\$18,500	T326	2010	Valley Regional Transit
Transit - Preventive Maintenance - FY2010	Provide preventive maintenance support for fixed route and demand responsive transit service.	\$427,500	\$342,000	\$85,500	T327	2010	Valley Regional Transit
FY2010 Total Programmed		\$1,701,473	\$1,153,000	\$548,473			

Table 19: Transit – FTA 5307 Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
Difference in Allocation and Programmed		\$0	\$0	\$0			
FY2011 Allocation		\$2,026,473	\$1,413,000	\$613,473			
Transit - Capital Lease - FY2011	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	\$580,723	\$482,000	\$98,723	T329	2011	Valley Regional Transit
Transit - Capital, Safety and Security - FY2011	Provide associated capital maintenance, security, farebox, maintenance, computer, and office and communications equipment.	\$38,750	\$31,000	\$7,750	T328	2011	Valley Regional Transit
Transit - Demand Response Operations - FY2011	Provide demand response service in the Nampa Urbanized Area.	\$115,000	\$92,000	\$23,000	T330	2011	Valley Regional Transit
Transit - Fixed Line Operations - FY2011	Provide transit operations and administration in the Nampa Urbanized Area.	\$752,000	\$376,000	\$376,000	T331	2011	Valley Regional Transit
Transit - Planning - FY2011	Support planning efforts in the Nampa Urbanized Area.	\$96,250	\$77,000	\$19,250	T332	2011	Valley Regional Transit
Transit - Preventive Maintenance - FY2011	Provide preventive maintenance support for fixed route and demand responsive transit service.	\$443,750	\$355,000	\$88,750	T333	2011	Valley Regional Transit
FY2011 Total Programmed		\$2,026,473	\$1,413,000	\$613,473			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$8,198,521	\$5,766,600	\$2,431,921			
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.

Table 20: Transit – FTA 5309 Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$180,000	\$144,000	\$36,000			
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%	\$180,000	\$144,000	\$36,000	NEW	2008	Valley Regional Transit

Table 20: Transit – FTA 5309 Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
	Canyon County) Nampa Urbanized Area portion.						
FY2008 Total Programmed		\$180,000	\$144,000	\$36,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$180,000	\$144,000	\$36,000			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

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 Canyon County only.

Table 21: Transit – FTA 5310 Projects (Nampa Urbanized Area)

Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$106,000	\$97,520	\$8,480			
Transit - Capital, Canyon County Office on Aging - FY2008	Transit capital for the Canyon County Office on Aging. Pending completion of a coordination public transportation plan.	\$54,000	\$49,680	\$4,320	T311	2008	ITD
Transit - Capital, Nampa Council on Aging - FY2008	Transit capital for the Nampa Council on Aging. Pending completion of a coordination public transportation plan.	\$52,000	\$47,840	\$4,160	T309	2008	ITD
FY2008 Total Programmed		\$106,000	\$97,520	\$8,480			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$106,000	\$97,520	\$8,480			
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.

Table 21: Transit – FTA 5316 Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$132,000	\$105,600	\$26,400			
Transit – Mobility Management – FY2008	To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$695,195 (50% Ada County and 50% Canyon County) Nampa Urbanized Area portion.	\$132,000	\$105,600	\$26,400	10203	2008	Valley Regional Transit
FY2008 Total Programmed		\$132,000	\$105,600	\$26,400			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$132,000	\$105,600	\$26,400			
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.

Table 21: Transit – FTA 5317 Projects (Nampa Urbanized Area)							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Requesting Agency
FY2008 Allocation		\$55,000	\$44,000	\$11,000			
Transit – Mobility Management – FY2008	To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Total = \$695,195 (50% Ada County and 50% Canyon County) Nampa Urbanized Area portion.	\$55,000	\$44,000	\$11,000	10204	2008	Valley Regional Transit
FY2008 Total Programmed		\$55,000	\$44,000	\$11,000			
Difference in Allocation and Programmed		\$0	\$0	\$0			
Overall Program Total		\$55,000	\$44,000	\$11,000			
Total Difference in Allocation and Programmed		\$0	\$0	\$0			

VII. 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:

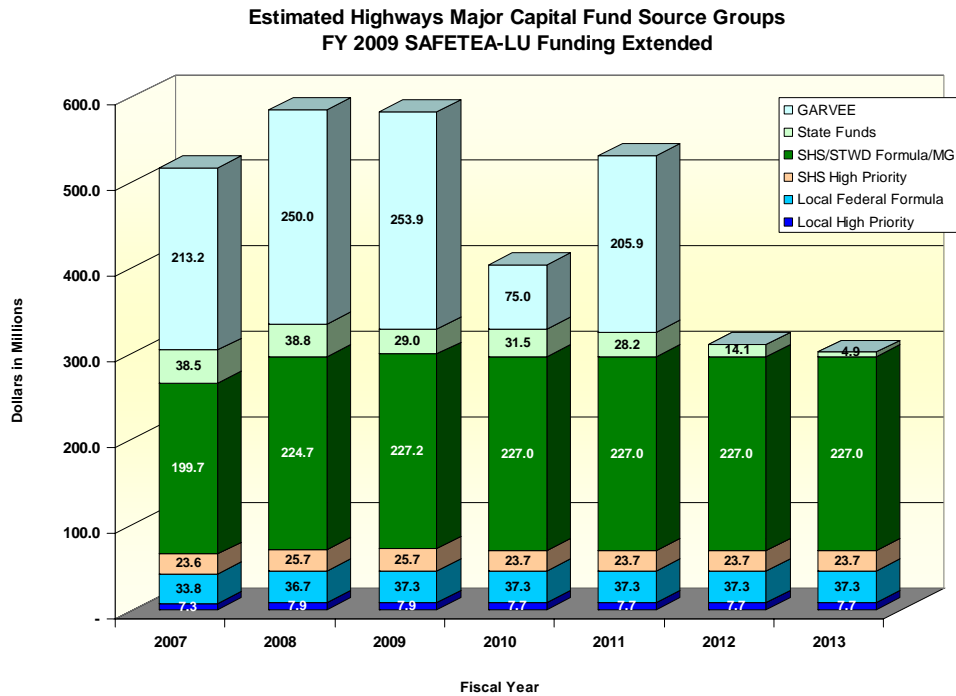


Figure 2: Estimated Highways Major Capital Fund Source Groups. Source: Idaho Transportation Board Workshop, June 2007.

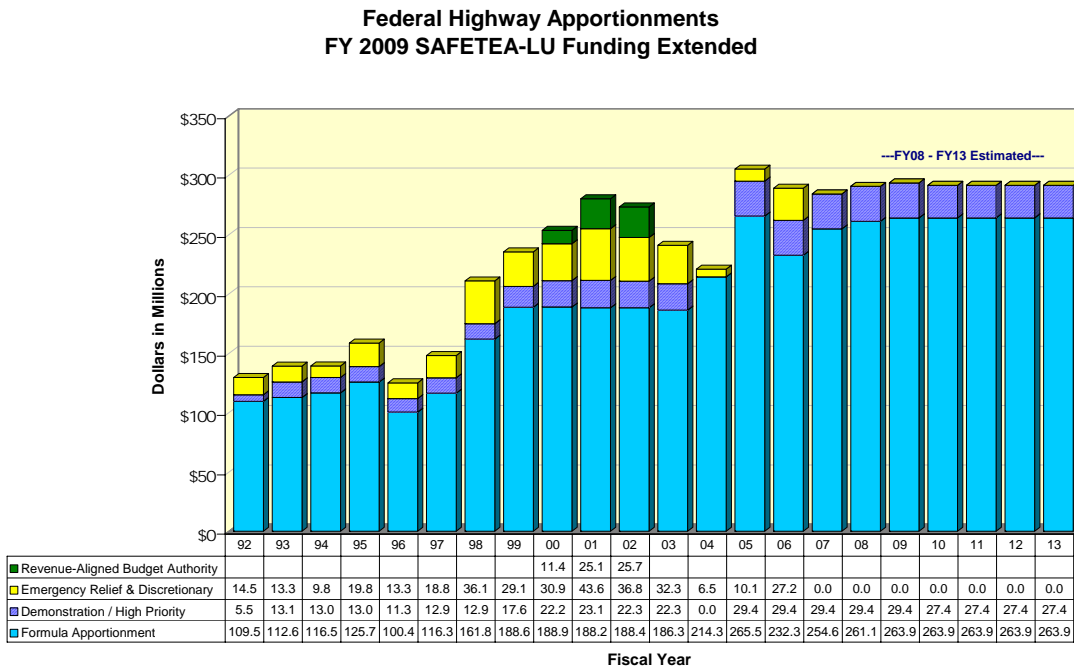


Figure 3: Federal Highway Apportionments. Source: Idaho Transportation Workshop, June 2007.

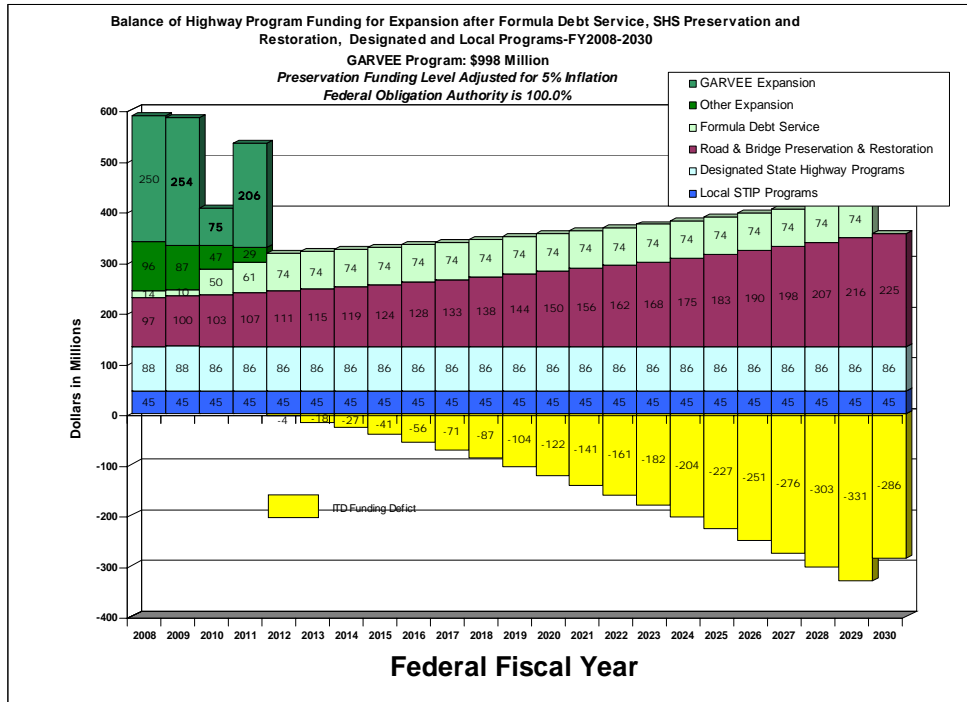


Figure 4: Balance of Highway Program Funding for Expansion. Source: Idaho Transportation Board Workshop (ITD), June 2007.

Financial Status of Project Sponsoring Entities. The mayors and city councils of the cities of Nampa, Caldwell, and Middleton have discussed sponsoring projects programmed in this document. The required local shares of these projects are covered as part of the cities’ annual budgets. All of these sponsors are on a solid financial standing and are committed to provide the required local match. The tables below provide historical and projected financial statistics for the urban and rural portions of Canyon County as a summary. Detail information is available.

Table 22: Nampa Urbanized Area Highway Districts Budget History, 2000-2006

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	\$7,312,366.00	\$10,807,544.00	\$11,252,375.95	-\$444,831.95	\$6,867,534.05	\$3,860,038.00	\$4,098,126.00
2001	\$6,622,741.00	\$12,169,731.00	\$9,132,877.49	\$3,036,853.51	\$9,659,594.51	\$5,885,382.00	\$1,075,562.00
2002	\$7,405,185.00	\$10,573,273.00	\$10,020,294.00	\$552,979.00	\$7,958,164.00	\$3,860,038.00	\$4,098,126.00
2003	\$8,639,684.00	\$11,642,358.00	\$12,743,138.00	-\$1,100,780.00	\$7,538,904.00	\$5,885,382.00	\$1,075,562.00
2004	\$7,864,607.92	\$12,418,568.77	\$11,414,983.00	\$1,003,585.77	\$8,868,193.69	\$3,860,038.00	\$4,098,126.00
2005	\$10,033,050.00	\$14,104,697.00	\$12,028,785.00	\$2,075,912.00	\$12,108,962.00	\$8,299,613.00	\$3,357,810.00
2006	\$10,495,092.00	\$14,446,334.00	\$14,077,315.00	\$369,019.00	\$10,864,111.00	\$5,904,043.00	\$4,960,068.00

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

<i>Year</i>	<i>Beginning Balance</i>	<i>Total Income</i>	<i>Disbursements</i>	<i>Receipts over Disbursements</i>	<i>Closing Fund Balance</i>
2008	\$11,305,172.68	\$16,041,747.75	\$15,522,156.08	\$519,591.67	\$11,824,764.35
2009	\$11,824,764.35	\$16,904,358.66	\$16,299,270.03	\$605,088.63	\$12,429,852.98
2010	\$12,429,852.98	\$17,813,354.64	\$17,115,290.05	\$698,064.59	\$13,127,917.57
2011	\$13,127,917.57	\$18,771,229.95	\$17,972,163.97	\$799,065.98	\$13,926,983.55
2012	\$13,926,983.55	\$19,780,612.97	\$18,871,937.12	\$908,675.85	\$14,835,659.40

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

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	\$1,406,877.25	\$5,759,759.63	\$5,193,821.32	\$565,938.31	\$1,972,815.56	\$231,000.00	\$1,485,883.00
2001	\$1,544,910.00	\$6,305,048.52	\$5,623,262.36	\$681,786.16	\$2,226,696.16	\$126,000.00	\$1,318,766.00
2002	\$1,740,570.00	\$6,037,452.00	\$5,944,529.00	\$92,923.00	\$1,833,493.00	\$242,593.00	\$1,485,883.00
2003	\$1,784,370.34	\$6,354,558.46	\$6,494,453.06	-\$139,894.60	\$1,644,475.74	\$126,000.00	\$1,318,766.00
2004	\$1,439,976.00	\$6,945,262.00	\$6,403,355.00	\$541,907.00	\$1,981,883.00	\$231,000.00	\$1,485,883.00
2005	\$1,584,911.00	\$7,460,595.00	\$6,823,290.45	\$637,304.55	\$2,222,215.55	\$638,158.00	\$1,464,683.00
2006	\$1,564,572.55	\$7,780,255.42	\$7,543,739.18	\$236,516.24	\$1,801,088.79	\$775,000.00	\$813,006.00

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

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance
2007	\$1,801,089	\$8,188,404	\$8,033,409	\$154,995	\$1,956,084
2008	\$1,956,084	\$8,617,963	\$8,554,863	\$63,100	\$2,019,184
2009	\$2,019,184	\$9,070,057	\$9,110,165	-\$40,108	\$1,979,076
2010	\$1,979,076	\$9,545,868	\$9,701,512	-\$155,645	\$1,823,431
2011	\$1,823,431	\$10,046,639	\$10,331,244	-\$284,605	\$1,538,826
2012	\$1,538,826	\$10,573,680	\$11,001,853	-\$428,172	\$1,110,654

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

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>.

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 projects.

Efforts are underway to legislate a steady source of income for the operation and expansion of the transit system in the Treasure Valley. Meanwhile, local governments in the Treasure Valley are committed to supporting Valley Regional Transit and its transit system improvement programs.

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 TIP projects in this document meet the requirement of financially constrained. Table 26, on the next page, demonstrates financial constraint within the FY2008-2012 Nampa Urbanized Area Transportation Improvement Program, and other Canyon County projects.

Table 28: Summary Demonstrating Financial Constraint for FY2008-2012 Nampa Urbanized Area 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 Projects (Nampa Urbanized Area)	5,673	5,673											5,673	5,673	0
Congestion Mitigation Air Quality (CMAQ) Projects (Nampa Urbanized Area)	522	522	697	697									1,219	1,219	0
Expansion Projects (Nampa Urbanized Area)	11,953	11,953	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060			16,193	16,193	0
Feasibility and Early Environmental (FEE) Projects (Nampa Urbanized Area)	100	100											100	100	0
Future GARVEE Projects (Nampa Urbanized Area)					67,638	67,638							67,638	67,638	0
FY2006-2007 GARVEE Projects (Nampa Urbanized Area)	14,151	14,151											14,151	14,151	0
FY2008 GARVEE Projects (Nampa Urbanized Area)	67,870	67,870											67,870	67,870	0
High Priority – SAFETEA-LU Projects (Amity Road)											10,390	10,390	10,390	10,390	0
High Priority – Appropriations Projects (Nampa Urbanized Area)	588	588											588	588	0
Other Federal Projects (Nampa Urbanized Area)	317	317	261	261	261	261	261	261	261	261			1,358	1,358	0
Pavement Preservation Projects (Other Canyon)	3,662	3,662							1,403	1,403			5,065	5,065	0
Safety Projects (Nampa Urbanized Area)	59	59	55	55									114	114	0
Safety Projects (Other Canyon County)	10	10	60	60	100	100			518	518			688	688	0
Surface Transportation Program – Enhancement (STP-E) Projects (Nampa Urbanized Area)	588	588											588	588	0
Surface Transportation Program – Enhancement (STP-E) Projects (Other Canyon County)	485	485											485	485	0
Surface Transportation Program – Rural (STP-R) Projects (Other Canyon County)	385	385					473	473	3,023	3,023	595	595	4,476	4,476	0
Surface Transportation Program – Urban (STP-U) Projects (Nampa Urbanized Area)	5,763	5,763	2,276	2,276	2,660	2,660	203	203	1,381	1,381	1,500	2,319	14,602	15,421	-819

Table 28: Summary Demonstrating Financial Constraint for FY2008-2012 Nampa Urbanized Area 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 (Nampa Urbanized Area)	40	40	108	108									148	148	0
Systems Planning Projects (Other Canyon County)	360	360	108	108									468	468	0
Transit - FTA 5307 Projects (Nampa Urbanized Area)	2,777	2,777	1,693	1,693	1,701	1,701	2,026	2,026					8,199	8,199	0
Transit - FTA 5309 Projects (Nampa Urbanized Area)	180	180											180	180	0
Transit - FTA 5310 Projects (Nampa Urbanized Area)	106	106											106	106	0
Transit - FTA 5316 Projects	132	132											132	132	0
Transit - FTA 5317 Projects	55	55											55	55	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.

VIII. 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 29: 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	\$112,179,368	\$109,557,640	\$2,099,828	1.87%	\$521,900	0.47%
2009	\$5,094,202	\$3,149,100	\$1,748,102	34.32%	\$197,000	3.87%
2010	\$72,849,473	\$71,038,000	\$1,811,473	2.49%	\$0	0.00%
2011	\$3,294,473	\$1,263,000	\$2,031,473	61.66%	\$0	0.00%
2012	\$2,441,000	\$2,386,000	\$55,000	2.25%	\$0	0.00%
PD	\$12,709,000	\$12,654,000	\$55,000	0.43%	\$0	0.00%
Total	\$208,567,516	\$200,047,740	\$7,800,876	3.74%	\$718,900	0.34%

APPENDIX A
SUMMARY LIST OF PROJECTS WITH MAPS

FY2008 - 2012 Transportation Improvement Program Nampa Urbanized Area: Summary Project List

10th Avenue and Ustick Road

Key #: 09992

Install traffic signal.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Project Year: PD

Local Share: \$56,151 **Local Match %:** 7.34%

Federal Share: \$708,849 **Previous Expenditures:** \$0

Total Cost: \$765,000



11th Avenue/Indian Creek Bridge, Caldwell

Key #: 09187

Replace bridge deck.

Requesting Agency: City of Caldwell

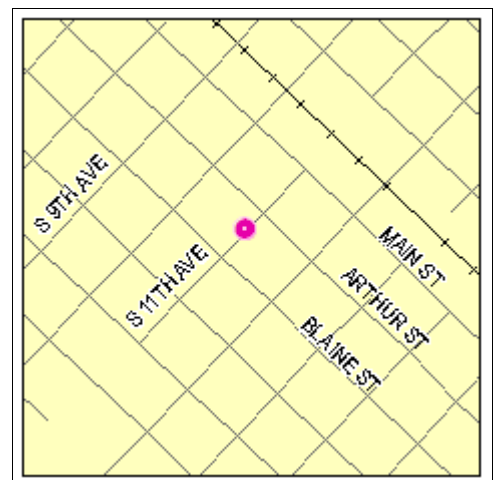
Funding Source: Bridge (Off System)

Project Year: 2008

Local Share: \$142,400 **Local Match %:** 20.00%

Federal Share: \$569,600 **Previous Expenditures:** \$169,000

Total Cost: \$712,000



16th Avenue Bridge, Nampa

Key #: 09985

Miscellaneous improvements.

Requesting Agency: City of Nampa

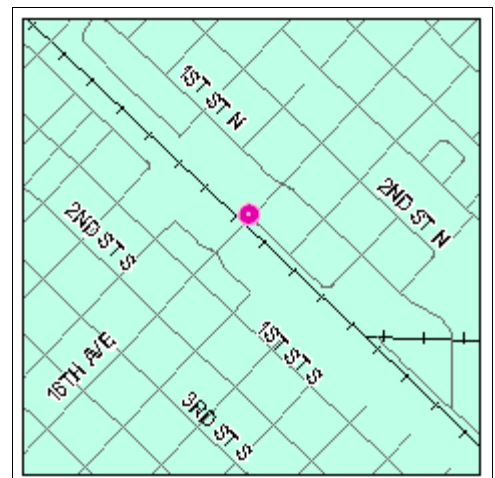
Funding Source: Bridge (Local)

Project Year: 2008

Local Share: \$215,576 **Local Match %:** 7.34%

Federal Share: \$2,721,424 **Previous Expenditures:** \$205,000

Total Cost: \$2,937,000

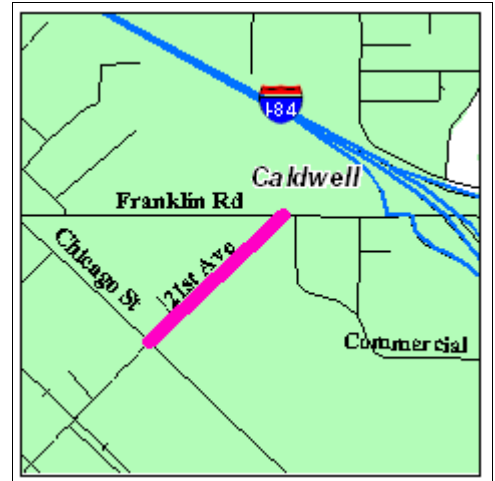


21st Avenue, Chicago Street to Franklin Road

Key #: 09991

Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233.

Requesting Agency: City of Caldwell
Funding Source: High Priority - Appropriations
Project Year: 2008
Local Share: \$117,600 **Local Match %:** 20.00%
Federal Share: \$470,400 **Previous Expenditures:** \$0
Total Cost: \$588,000



21st Avenue, Chicago Street to Franklin Road

Key #: 09991

Widen 21st Avenue from four (4) to five (5) lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. Project coordinated with key numbers 08075 and 11233.

Requesting Agency: City of Caldwell
Funding Source: STP-U
Project Year: 2008
Local Share: \$52,848 **Local Match %:** 7.34%
Federal Share: \$667,152 **Previous Expenditures:** \$10,000
Total Cost: \$720,000



21st Avenue, Franklin Intersection, Commercial Way Realignment

Key #: 11233

This project will realign the Commercial Way leg of the 21st Avenue and Franklin Intersection. Project coordinated with key numbers 08075 and 09991.

Requesting Agency: City of Caldwell
Funding Source: STP-U
Project Year: 2010
Local Share: \$96,961 **Local Match %:** 7.34%
Federal Share: \$1,224,039 **Previous Expenditures:** \$0
Total Cost: \$1,321,000



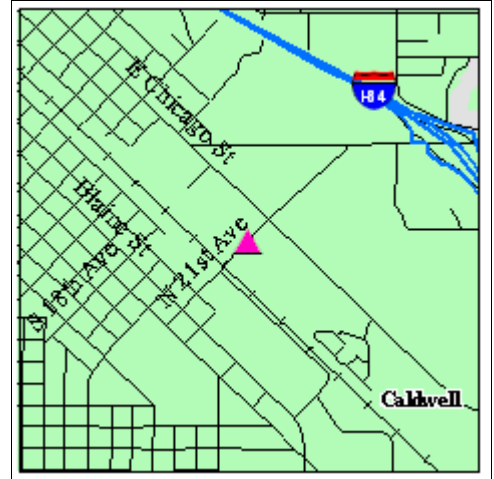
21st Avenue/Indian Creek Bridge, Caldwell

Key #: 09188

Replace bridge deck.

Requesting Agency: City of Caldwell
Funding Source: Bridge (Local)
Project Year: 2008

Local Share:	\$53,876	Local Match %:	7.34%
Federal Share:	\$680,124	Previous Expenditures:	\$214,000
Total Cost:	\$734,000		



Airport Road, from Kings Road to Happy Valley Road

Key #: 09990

Rebuild to Urban three (3)-lane section.

Requesting Agency: City of Nampa
Funding Source: STP-U
Project Year: PD

Local Share:	\$143,937	Local Match %:	7.34%
Federal Share:	\$1,817,063	Previous Expenditures:	\$0
Total Cost:	\$1,961,000		



Amity Road, Chestnut Street to Kings Corner

Key #: 10541

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

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

Local Share:	\$2,078,000	Local Match %:	20.00%
Federal Share:	\$8,312,000	Previous Expenditures:	\$5,000
Total Cost:	\$10,390,000		



Aviation Way, Caldwell

Key #: 07673

Rehabilitate and resurface pavement.

Requesting Agency: City of Caldwell

Funding Source: STP-U

Project Year: 2008

Local Share: \$60,899 **Local Match %:** 7.34%

Federal Share: \$768,781 **Previous Expenditures:** \$665,000

Total Cost: \$829,680



Caldwell Biking - Walking Trail System

Key #: 09438

Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods.

Requesting Agency: City of Caldwell

Funding Source: STP-E

Project Year: 2008

Local Share: \$10,680 **Local Match %:** 6.00%

Federal Share: \$167,320 **Previous Expenditures:** \$60,000

Total Cost: \$178,000



Canyon County Crossroads Transportation Museum

Key #: 09759

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

Requesting Agency: Canyon County P&R

Funding Source: STP-E

Project Year: 2008

Local Share: \$41,000 **Local Match %:** 10.00%

Federal Share: \$369,000 **Previous Expenditures:** \$60,000

Total Cost: \$410,000



City of Middleton Transportation Plan

Key #: 09511

Transportation Plan for the City of Middleton. This is an existing project that was funded in prior years.



Requesting Agency: City of Middleton

Funding Source: STP-U

Project Year: 2008

Local Share: \$2,055 **Local Match %:** 7.34%

Federal Share: \$25,945 **Previous Expenditures:** \$0

Total Cost: \$28,000

De-Icer Truck, Nampa

Key #: 09738

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



Requesting Agency: City of Nampa

Funding Source: CMAQ

Project Year: 2008

Local Share: \$13,946 **Local Match %:** 7.34%

Federal Share: \$176,054 **Previous Expenditures:** \$1,000

Total Cost: \$190,000

Flusher Truck

Key #: 09739

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



Requesting Agency: Nampa Highway District

Funding Source: CMAQ

Project Year: 2008

Local Share: \$13,873 **Local Match %:** 7.34%

Federal Share: \$175,127 **Previous Expenditures:** \$1,000

Total Cost: \$189,000

Flusher/De-Icer Truck

Key #: 10477

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

Requesting Agency: Canyon Highway District
Funding Source: CMAQ
Project Year: 2009
Local Share: \$14,593 **Local Match %:** 7.37%
Federal Share: \$183,407 **Previous Expenditures:** \$0
Total Cost: **\$198,000**

**FY2005 Pavement Overlay, Canyon County**

Key #: 09679

Pavement overlay on Ustick Road from Star Road to 11th Avenue. FY2008 action provides funds to investigate the reason and extent of crack shortly after construction was complete.

Requesting Agency: Nampa Highway District
Funding Source: STP-U
Project Year: 2008
Local Share: \$2,936 **Local Match %:** 7.34%
Federal Share: \$37,064 **Previous Expenditures:** \$0
Total Cost: **\$40,000**

**I-84, Exit 29 Franklin Road Interchange, Caldwell**

Key #: 07795

Reconstruct interchange and acquire additional right-of-way.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2008
Local Share: \$437,827 **Local Match %:** 7.73%
Federal Share: \$5,226,173 **Previous Expenditures:** \$28,402,000
Total Cost: **\$5,664,000**



I-84, Franklin Boulevard Overpass Rebuild

Key #: 10940

Reconstruct the east half of the overpass to match the new bridge on the west side.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2008
Local Share: \$15,769,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$1,000,000
Total Cost: \$15,769,000



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). Canyon 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). Canyon County portion.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2009
Local Share: \$4,347 **Local Match %:** 7.73%
Federal Share: \$51,893 **Previous Expenditures:** \$0
Total Cost: \$56,240



I-84, Garrity Interchange

Key #: 10915

Widen mainline bridges to carry three (3) lanes 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: 2010

Local Share: \$8,118,000 Local Match %: 100.00%

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

Total Cost: \$8,118,000



I-84, Garrity Interchange

Key #: 10915

Widen mainline bridges to carry three (3) lanes each direction. FY2008 GARVEE funding portion.

Requesting Agency: ITD

Funding Source: FY2008 GARVEE

Project Year: 2010

Local Share: \$973,000 Local Match %: 100.00%

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

Total Cost: \$973,000



I-84, Garrity Interchange to Franklin Interchange

Key #: 10916

Widen to three (3) lanes in each direction. Includes replacement of the 11th Avenue overpass. 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

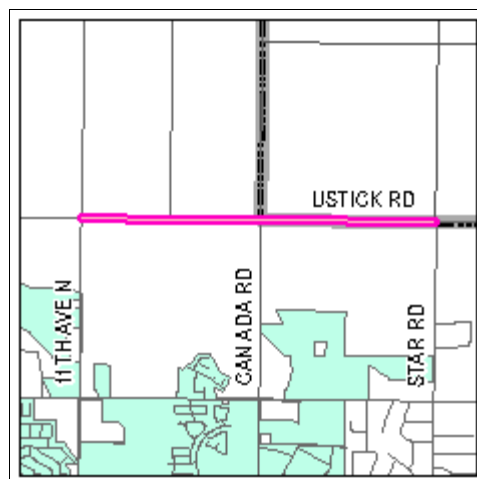
Funding Source: Future GARVEE

Project Year: 2010

Local Share: \$59,520,000 Local Match %: 100.00%

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

Total Cost: \$59,520,000



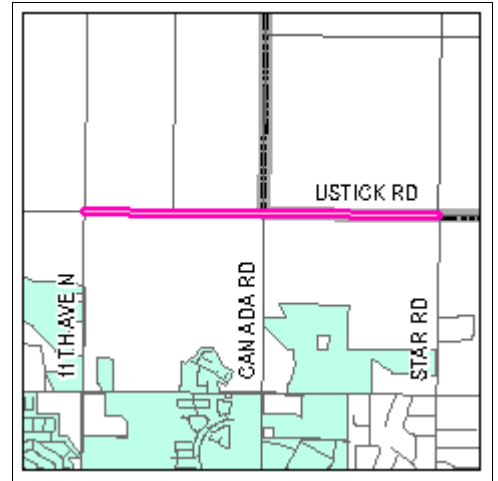
I-84, Garry Interchange to Franklin Interchange

Key #: 10916

Widen to three (3) lanes in each direction. Includes replacement of the 11th Avenue overpass. FY2008 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2008 GARVEE
Project Year: 2010

Local Share:	\$7,742,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$0
Total Cost:	\$7,742,000		



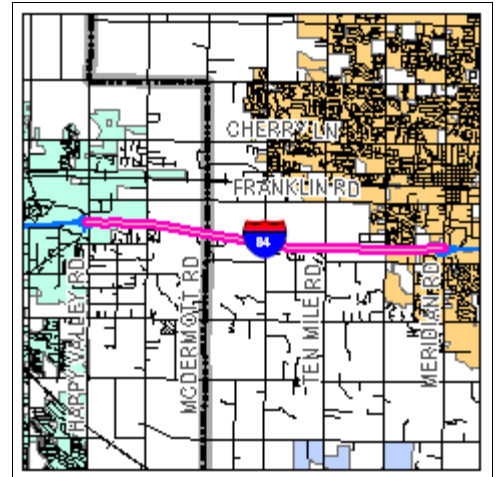
I-84, Garry Interchange to Meridian Interchange Milling and Temporary Widening (10459)

Key #: 11001

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

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

Local Share:	\$762,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$9,459,000
Total Cost:	\$762,000		



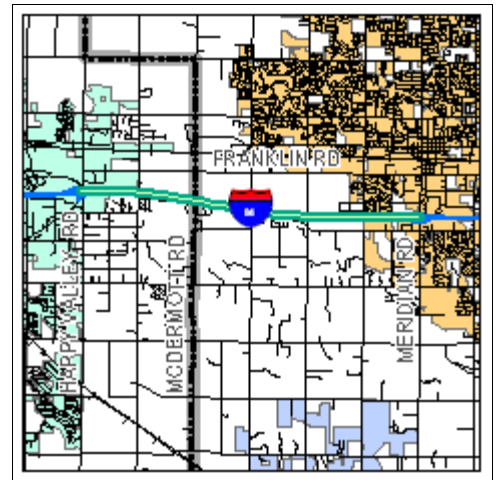
I-84, Garry Interchange to Meridian Interchange, Design Phase

Key #: 10459

Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garry 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) Nampa Urbanized Area and FY2008 GARVEE funding portion.

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

Local Share:	\$1,837,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$9,459,000
Total Cost:	\$1,837,000		



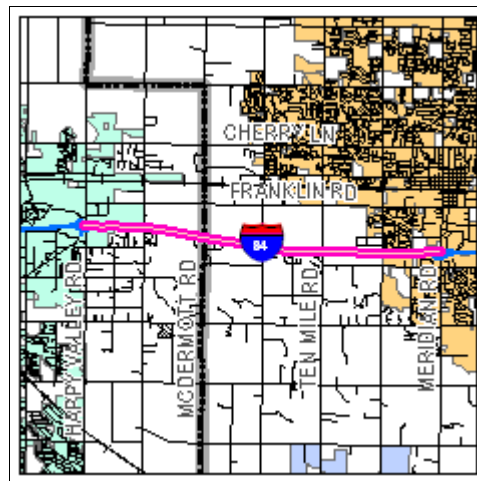
I-84, Garrity Interchange to Meridian Interchange, Median Phase (10459)

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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.

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

Local Share:	\$1,773,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$9,459,000
Total Cost:	\$1,773,000		



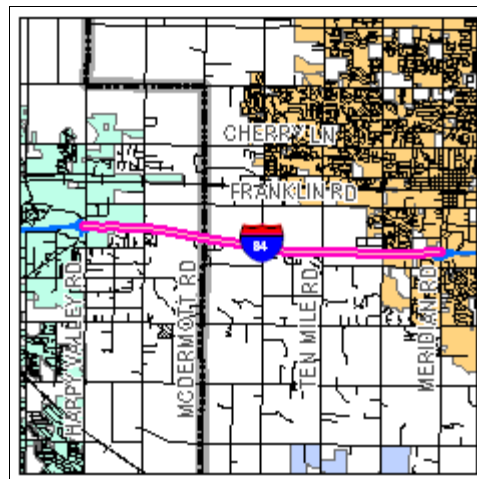
I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459)

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) Nampa Urbanized Area and FY2008 GARVEE funding portion.

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

Local Share:	\$0	Local Match %:	0.00%
Federal Share:	\$40,605,000	Previous Expenditures:	\$9,459,000
Total Cost:	\$40,605,000		



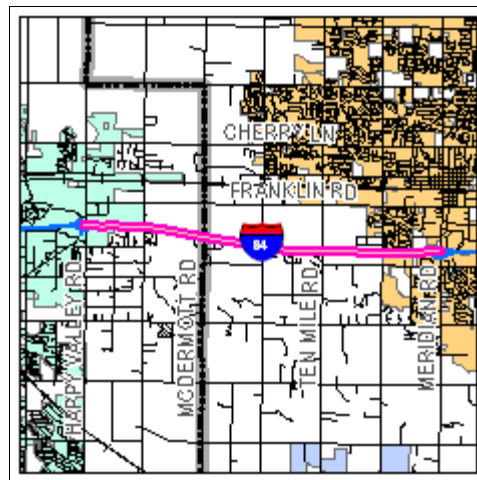
I-84, Garrity Interchange to Meridian Interchange, Reconstruction Phase (10459)

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) Nampa Urbanized Area 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		



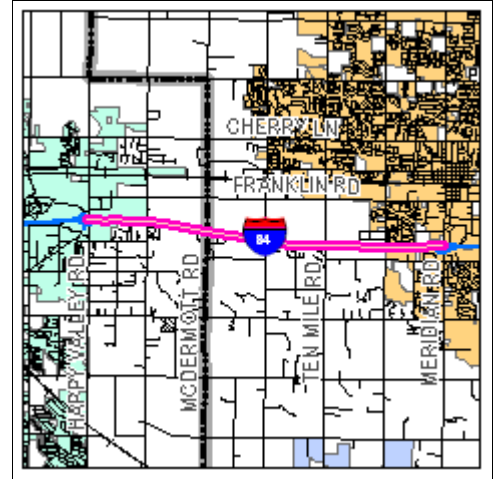
I-84, Garrity Interchange to Meridian Interchange, Traffic Control Phase (10459)

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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.

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

Local Share:	\$2,012,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$9,459,000
Total Cost:	\$2,012,000		



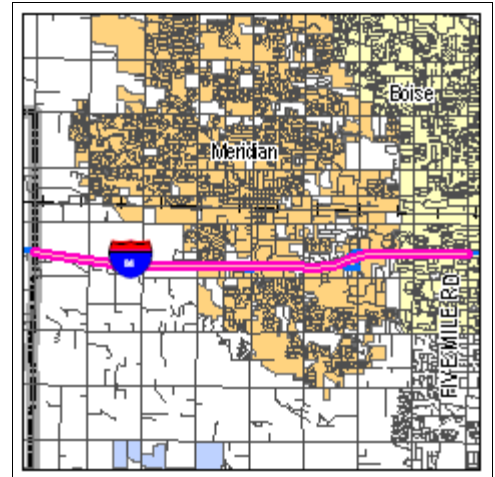
I-84, Karcher Interchange to Five Mile Road

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). Canyon County portion.

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

Local Share:	\$944,000	Local Match %:	100.00%
Federal Share:	\$0	Previous Expenditures:	\$7,778,000
Total Cost:	\$944,000		



I-84, Karcher Road Interchange, Nampa

Key #: 03214

Construct new interchange. Connecting Idaho federal funding portion.

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2008

Local Share:	\$386,500	Local Match %:	7.73%
Federal Share:	\$4,613,500	Previous Expenditures:	\$44,129,000
Total Cost:	\$5,000,000		

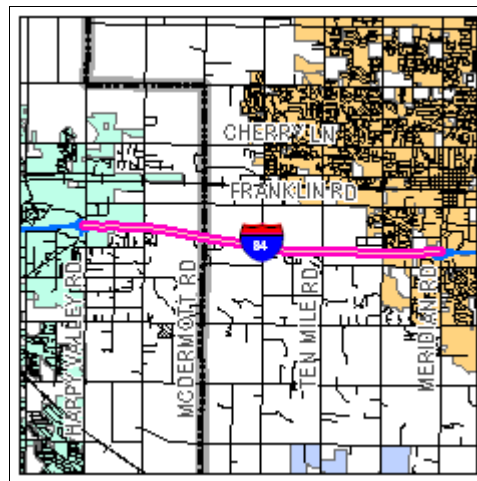


I-84, Meridian Road to Garrity Boulevard

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). Canyon County portion.

Requesting Agency: ITD
Funding Source: CMAQ
Project Year: 2008
Local Share: \$10,415 **Local Match %:** 7.34%
Federal Share: \$131,485 **Previous Expenditures:** \$5,000
Total Cost: \$141,900

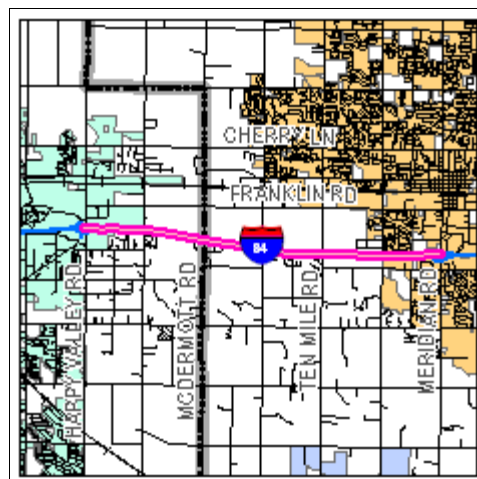


I-84, Robinson Road and Black Cat Road Bridge Reconstruction (10459)

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) Nampa Urbanized Area and FY2006-2007 GARVEE funding portion.

Requesting Agency: ITD
Funding Source: FY2006-2007 GARVEE
Project Year: 2008
Local Share: \$8,264,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$9,459,000
Total Cost: \$8,264,000

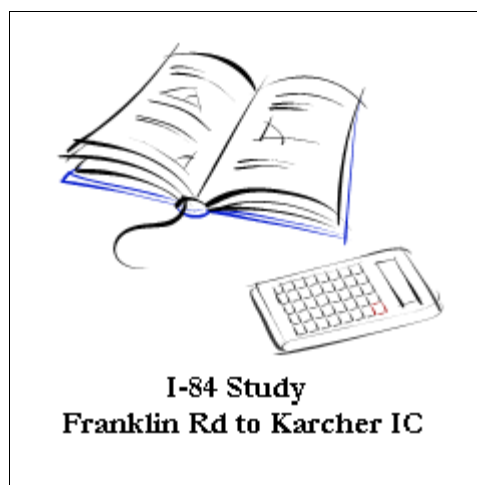


I-84, Study Franklin Road to Karcher Interchange

Key #: 11252

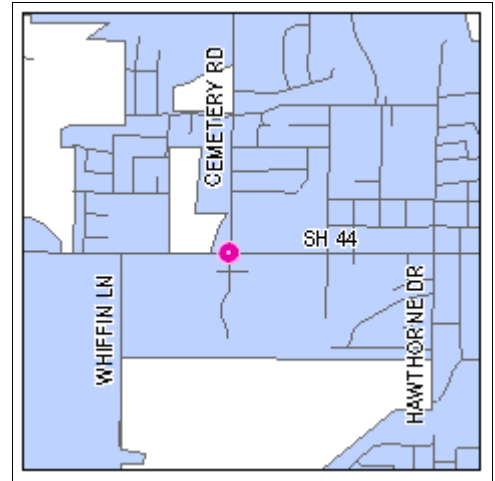
Study for major widening on I-84.

Requesting Agency: ITD
Funding Source: Feasibility and Early Environmental (FEE)
Project Year: 2008
Local Share: \$7,340 **Local Match %:** 7.34%
Federal Share: \$92,660 **Previous Expenditures:** \$0
Total Cost: \$100,000



Intersection of Cemetery Road and SH 44, Middleton**Key #: 09513**

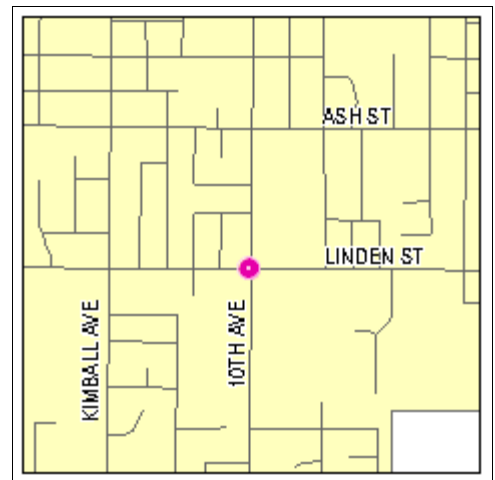
Realign; add turn and acceleration lanes for Urban four (4)-lane.

Requesting Agency: City of Middleton**Funding Source:** STP-U**Project Year:** 2008**Local Share:** \$71,932 **Local Match %:** 7.34%**Federal Share:** \$908,068 **Previous Expenditures:** \$162,000**Total Cost:** **\$980,000****Intersection of Franklin Road and 21st Avenue, Caldwell****Key #: 08075**

Minor widening and resurfacing. The City of Caldwell is seeking shared funding with the Idaho Transportation Department. Project coordinated with key numbers 09991 and H340.

Requesting Agency: City of Caldwell**Funding Source:** STP-U**Project Year:** 2008**Local Share:** \$207,795 **Local Match %:** 7.34%**Federal Share:** \$2,623,205 **Previous Expenditures:** \$410,000**Total Cost:** **\$2,831,000****Intersection of Linden Street and 10th Avenue****Key #: 09195**

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

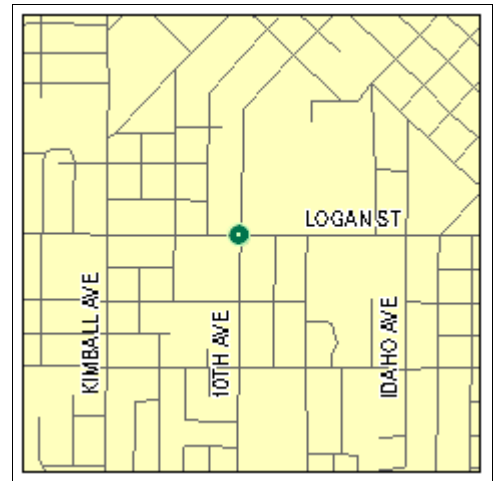
Requesting Agency: City of Caldwell**Funding Source:** STP-U**Project Year:** 2008**Local Share:** \$58,838 **Local Match %:** 7.34%**Federal Share:** \$742,764 **Previous Expenditures:** \$412,000**Total Cost:** **\$801,602**

Intersection of Logan Street and 10th Avenue

Key #: 09510

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

Requesting Agency: City of Caldwell
Funding Source: STP-U
Project Year: 2009
Local Share: \$44,260 **Local Match %:** 7.34%
Federal Share: \$558,740 **Previous Expenditures:** \$153,000
Total Cost: \$603,000

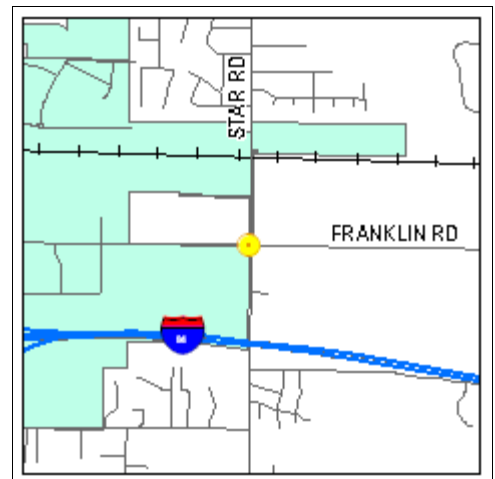


Intersection of Star Road and Franklin Road

Key #: 09989

Intersection improvements.

Requesting Agency: City of Nampa
Funding Source: STP-U
Project Year: 2012
Local Share: \$152,819 **Local Match %:** 7.34%
Federal Share: \$1,929,181 **Previous Expenditures:** \$163,000
Total Cost: \$2,082,000



Metropolitan Planning - FY2008

Key #: 10688

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2008
Local Share: \$18,823 **Local Match %:** 7.34%
Federal Share: \$237,623 **Previous Expenditures:** \$0
Total Cost: \$256,446



Metropolitan Planning - FY2009**Key #: 10693**

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2009
Local Share: \$19,122 **Local Match %:** 7.34%
Federal Share: \$241,402 **Previous Expenditures:** \$0
Total Cost: \$260,524

**Metropolitan Planning - FY2010****Key #: 10698**

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2010
Local Share: \$19,122 **Local Match %:** 7.34%
Federal Share: \$241,402 **Previous Expenditures:** \$0
Total Cost: \$260,524

**Metropolitan Planning - FY2011****Key #: H942**

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2011
Local Share: \$19,122 **Local Match %:** 7.34%
Federal Share: \$241,402 **Previous Expenditures:** \$0
Total Cost: \$260,524



Metropolitan Planning - FY2012

Key #: H950

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2012
Local Share: \$19,122 **Local Match %:** 7.34%
Federal Share: \$241,402 **Previous Expenditures:** \$0
Total Cost: \$260,524



Metropolitan Planning - Transit - FY2008

Key #: 10194

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

Requesting Agency: COMPASS
Funding Source: Other Federal
Project Year: 2008
Local Share: \$4,442 **Local Match %:** 7.36%
Federal Share: \$55,913 **Previous Expenditures:** \$0
Total Cost: \$60,355



MPO Transportation Planning Activities - FY2008

Key #: 09198

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

Requesting Agency: COMPASS
Funding Source: STP-U
Project Year: 2008
Local Share: \$1,982 **Local Match %:** 7.34%
Federal Share: \$25,018 **Previous Expenditures:** \$0
Total Cost: \$27,000



MPO Transportation Planning Activities - FY2009

Key #: 09512

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

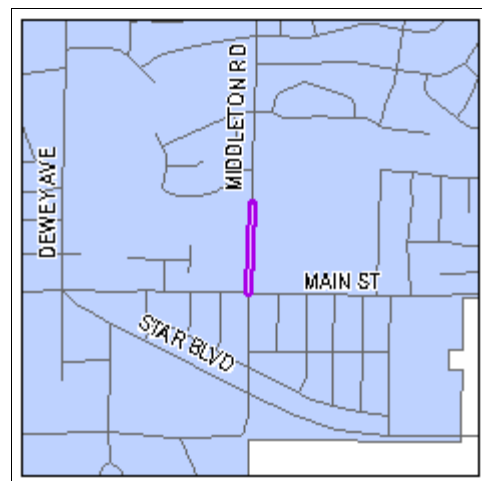
Requesting Agency: COMPASS
Funding Source: STP-U
Project Year: 2009
Local Share: \$954 **Local Match %:** 7.34%
Federal Share: \$12,046 **Previous Expenditures:** \$0
Total Cost: \$13,000

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

Key #: 09515

Rebuild to Urban four (4)-lane.

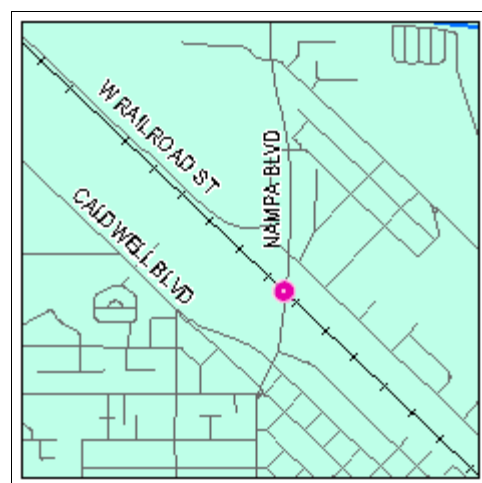
Requesting Agency: City of Middleton
Funding Source: STP-U
Project Year: 2010
Local Share: \$55,784 **Local Match %:** 7.34%
Federal Share: \$704,216 **Previous Expenditures:** \$120,000
Total Cost: \$760,000

**Northside Boulevard, UPRR Overpass, Nampa**

Key #: 08945

Rehabilitate bridge.

Requesting Agency: City of Nampa
Funding Source: Bridge
Project Year: 2008
Local Share: \$94,686 **Local Match %:** 7.34%
Federal Share: \$1,195,314 **Previous Expenditures:** \$61,000
Total Cost: \$1,290,000



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 Canyon 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	

Rideshare, ACHD's Rideshare Program - FY2008

Key #: 09211

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



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

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

Rideshare, ACHD's Rideshare Program - FY2009

Key #: 09516

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



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

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

Rideshare, ACHD's Rideshare Program - FY2010

Key #: 10539

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

Requesting Agency: ACHD
Funding Source: STP-U
Project Year: 2010
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2011

Key #: 10538

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. This project was advanced from FY2011.

Requesting Agency: ACHD
Funding Source: STP-U
Project Year: 2010
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - FY2012

Key #: 11234

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

Requesting Agency: ACHD
Funding Source: STP-U
Project Year: 2012
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



Rideshare Program

Rideshare, ACHD's Rideshare Program - PD

Key #: 11235

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

Requesting Agency: ACHD
Funding Source: STP-U
Project Year: PD
Local Share: \$0 **Local Match %:** 0.00%
Federal Share: \$55,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



SH 19, Wilder to Caldwell, Corridor Plan

Key #: 09973

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

Requesting Agency: ITD
Funding Source: Systems Planning
Project Year: 2008
Local Share: \$1,468 **Local Match %:** 7.34%
Federal Share: \$18,532 **Previous Expenditures:** \$0
Total Cost: \$20,000

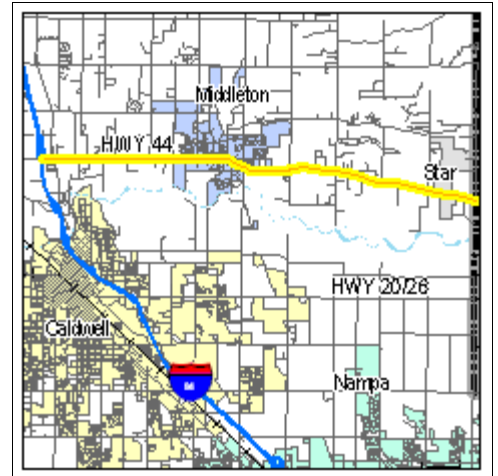


SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road

Key #: 07827

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

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2012
Local Share: \$219,539 **Local Match %:** 7.34%
Federal Share: \$2,771,461 **Previous Expenditures:** \$3,215,000
Total Cost: \$2,991,000



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

Key #: 09971

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



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

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

Transit - Capital and Safety and Security - FY2009

Key #: 10813

Provide associated capital maintenance, computer, office and communication equipment assistance.



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

Local Share:	\$11,250	Local Match %:	20.00%
Federal Share:	\$45,000	Previous Expenditures:	\$0
Total Cost:	\$56,250		

Transit - Capital Lease - FY2008

Key #: 10096

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



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

Local Share:	\$47,723	Local Match %:	17.00%
Federal Share:	\$233,000	Previous Expenditures:	\$0
Total Cost:	\$280,723		

Transit - Capital Lease - FY2009

Key #: 10814

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

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

Local Share:	\$59,602	Local Match %:	17.00%
Federal Share:	\$291,000	Previous Expenditures:	\$0
Total Cost:	\$350,602		



Transit - Capital Lease - FY2010

Key #: 11367

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

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010

Local Share:	\$47,723	Local Match %:	17.00%
Federal Share:	\$233,000	Previous Expenditures:	\$0
Total Cost:	\$280,723		



Transit - Capital Lease - FY2011

Key #: 11373

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

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011

Local Share:	\$98,723	Local Match %:	17.00%
Federal Share:	\$482,000	Previous Expenditures:	\$0
Total Cost:	\$580,723		



Transit - Capital, Canyon County Office on Aging - FY2008

Key #: 11355

Transit capital for the Canyon County Office on Aging. Pending completion of a coordination public transportation plan.



Requesting Agency: ITD
Funding Source: FTA 5310
Project Year: 2008
Local Share: \$4,320 **Local Match %:** 8.00%
Federal Share: \$49,680 **Previous Expenditures:** \$0
Total Cost: **\$54,000**

Transit - Capital, Nampa Council on Aging - FY2008

Key #: 11353

Transit capital for the Nampa Council on Aging. 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, Safety and Security - FY2008

Key #: 10811

Provide associated capital maintenance, computer, office equipment and communication equipment assistance.



Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$31,250 **Local Match %:** 20.00%
Federal Share: \$125,000 **Previous Expenditures:** \$0
Total Cost: **\$156,250**

Transit - Capital, Safety and Security - FY2010

Key #: 11366

Provide associated capital maintenance, security, farebox, maintenance, computer, and office and communications equipment.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010

Local Share:	\$12,750	Local Match %:	20.00%
Federal Share:	\$51,000	Previous Expenditures:	\$0
Total Cost:	\$63,750		



Transit - Capital, Safety and Security - FY2011

Key #: 11372

Provide associated capital maintenance, security, farebox, maintenance, computer, and office and communications equipment.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011

Local Share:	\$7,750	Local Match %:	20.00%
Federal Share:	\$31,000	Previous Expenditures:	\$0
Total Cost:	\$38,750		



Transit - Demand Response Operations - FY2008

Key #: 10812

Provide capital, security, and support vehicles associated with demand response service in the Nampa Urbanized Area.

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

Local Share:	\$21,250	Local Match %:	20.00%
Federal Share:	\$85,000	Previous Expenditures:	\$0
Total Cost:	\$106,250		



Transit - Demand Response Operations - FY2009

Key #: 10815

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$22,000 **Local Match %:** 20.00%
Federal Share: \$88,000 **Previous Expenditures:** \$0
Total Cost: **\$110,000**

**Transit - Demand Response Operations - FY2010**

Key #: 11368

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$23,000 **Local Match %:** 20.00%
Federal Share: \$92,000 **Previous Expenditures:** \$0
Total Cost: **\$115,000**

**Transit - Demand Response Operations - FY2011**

Key #: 11374

Provide demand response service in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$23,000 **Local Match %:** 20.00%
Federal Share: \$92,000 **Previous Expenditures:** \$0
Total Cost: **\$115,000**



Transit - Fixed Line Operations - FY2008

Key #: 10097

Provide transit operations and administration in Nampa Urbanized Area.

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

Local Share:	\$338,000	Local Match %:	50.00%
Federal Share:	\$338,000	Previous Expenditures:	\$0
Total Cost:	\$676,000		



Transit - Fixed Line Operations - FY2009

Key #: 10816

Provide transit operations and administration in Nampa Urbanized Area.

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

Local Share:	\$320,000	Local Match %:	50.00%
Federal Share:	\$320,000	Previous Expenditures:	\$0
Total Cost:	\$640,000		



Transit - Fixed Line Operations - FY2010

Key #: 11369

Provide transit operations and administration in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010

Local Share:	\$361,000	Local Match %:	50.00%
Federal Share:	\$361,000	Previous Expenditures:	\$0
Total Cost:	\$722,000		



Transit - Fixed Line Operations - FY2011**Key #: 11375**

Provide transit operations and administration in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011

Local Share:	\$376,000	Local Match %:	50.00%
Federal Share:	\$376,000	Previous Expenditures:	\$0
Total Cost:	\$752,000		

**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) Nampa Urbanized Area portion.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5316 Rural
Project Year: 2008

Local Share:	\$26,400	Local Match %:	20.00%
Federal Share:	\$105,600	Previous Expenditures:	\$0
Total Cost:	\$132,000		

**Transit - Mobility Management - FY2006-2007****Key #: 11528**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Funds transferred from FTA 5317 Small Urban.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307 Nampa NF
Project Year: 2008

Local Share:	\$70,800	Local Match %:	20.00%
Federal Share:	\$283,200	Previous Expenditures:	\$0
Total Cost:	\$354,000		



Transit - Mobility Management - FY2006-2007**Key #: 11529**

To build coordination among existing public transportation and other transportation providers in Ada and Canyon Counties, resulting in enhancements to the transportation system. Funds transferred from FTA 5316 Small Urban.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307 Nampa JARC
Project Year: 2008
Local Share: \$136,600 **Local Match %:** 20.00%
Federal Share: \$546,400 **Previous Expenditures:** \$0
Total Cost: **\$683,000**

**Transit - Planning - FY2008****Key #: 10098**

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$25,250 **Local Match %:** 20.00%
Federal Share: \$101,000 **Previous Expenditures:** \$0
Total Cost: **\$126,250**

**Transit - Planning - FY2009****Key #: 10817**

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2009
Local Share: \$25,000 **Local Match %:** 20.00%
Federal Share: \$100,000 **Previous Expenditures:** \$0
Total Cost: **\$125,000**



Transit - Planning - FY2010**Key #: 11370**

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010
Local Share: \$18,500 **Local Match %:** 20.00%
Federal Share: \$74,000 **Previous Expenditures:** \$0
Total Cost: **\$92,500**

**Transit - Planning - FY2011****Key #: 11376**

Support planning efforts in the Nampa Urbanized Area.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011
Local Share: \$19,250 **Local Match %:** 20.00%
Federal Share: \$77,000 **Previous Expenditures:** \$0
Total Cost: **\$96,250**

**Transit - Preventive Maintenance - FY2008****Key #: 10099**

Provide preventive maintenance, capital, security, and farebox support for fixed route and demand responsive transit services.

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2008
Local Share: \$79,000 **Local Match %:** 20.00%
Federal Share: \$316,000 **Previous Expenditures:** \$0
Total Cost: **\$395,000**



Transit - Preventive Maintenance - FY2009

Key #: 10818

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

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

Local Share:	\$82,250	Local Match %:	20.00%
Federal Share:	\$329,000	Previous Expenditures:	\$0
Total Cost:	\$411,250		



Transit - Preventive Maintenance - FY2010

Key #: 11371

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

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2010

Local Share:	\$85,500	Local Match %:	20.00%
Federal Share:	\$342,000	Previous Expenditures:	\$0
Total Cost:	\$427,500		



Transit - Preventive Maintenance - FY2011

Key #: 11377

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

Requesting Agency: Valley Regional Transit
Funding Source: FTA 5307
Project Year: 2011

Local Share:	\$88,750	Local Match %:	20.00%
Federal Share:	\$355,000	Previous Expenditures:	\$0
Total Cost:	\$443,750		



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) Nampa Urbanized Area 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		



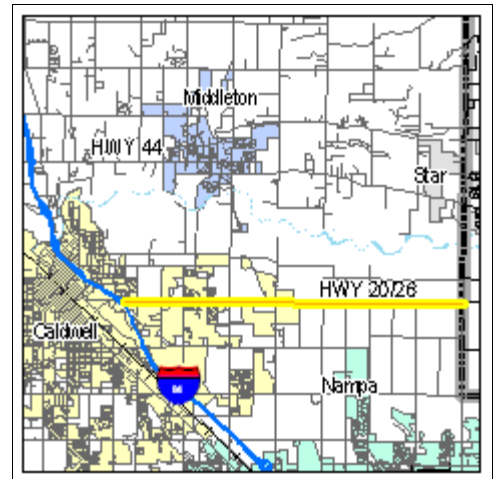
US 20/26, Corridor Preservation, Caldwell to Boise

Key #: 07826

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

Requesting Agency: ITD
Funding Source: Expansion
Project Year: 2012

Local Share:	\$186,289	Local Match %:	7.34%
Federal Share:	\$2,351,711	Previous Expenditures:	\$2,943,000
Total Cost:	\$2,538,000		



US 20/26, Parma to Caldwell, Corridor Plan

Key #: 09972

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

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

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



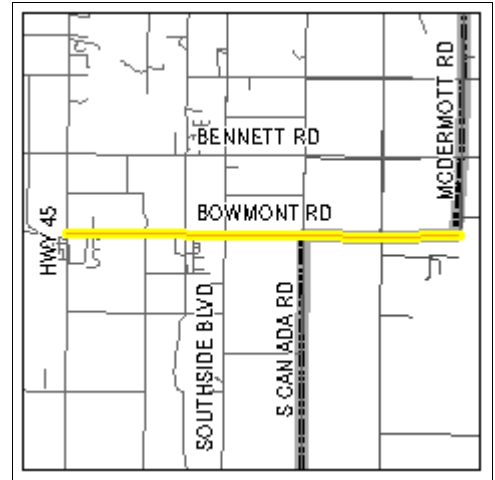
Other Canyon County: Summary Project List

Bowmont Road, SH 45 to Kuna Mora Road

Key #: 10556

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

Requesting Agency: Nampa Highway District
Funding Source: STP-Rural
Project Year: 2012
Local Share: \$284,865 **Local Match %:** 7.34%
Federal Share: \$3,596,135 **Previous Expenditures:** \$0
Total Cost: **\$3,881,000**

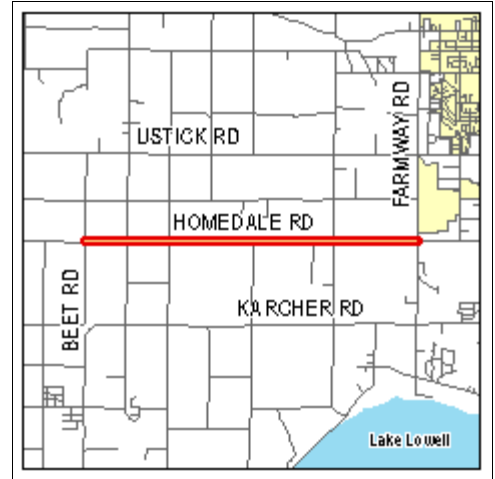


Homedale Road

Key #: 09983

Pavement rehabilitation.

Requesting Agency: Canyon Highway District
Funding Source: STP-R
Project Year: PD
Local Share: \$43,673 **Local Match %:** 7.34%
Federal Share: \$551,327 **Previous Expenditures:** \$114,000
Total Cost: **\$595,000**



Parma Enhancement and Downtown Revitalization, US 95, 4th Street to Roswell Boulevard

Key #: 09435

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

Requesting Agency: City of Parma
Funding Source: STP-E
Project Year: 2008
Local Share: \$83,808 **Local Match %:** 17.28%
Federal Share: \$401,192 **Previous Expenditures:** \$88,000
Total Cost: **\$485,000**



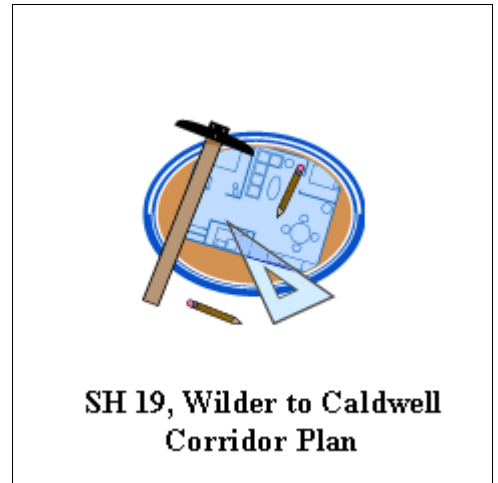
SH 19, Wilder to Caldwell, Corridor Plan

Key #: 09973

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

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

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



SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton

Key #: 11055

Safety improvements.

Requesting Agency: ITD
Funding Source: Safety - Statewide
Project Year: 2012

Local Share:	\$0	Local Match %:	0.00%
Federal Share:	\$688,000	Previous Expenditures:	\$0
Total Cost:	\$688,000		



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

Key #: 09971

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

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

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

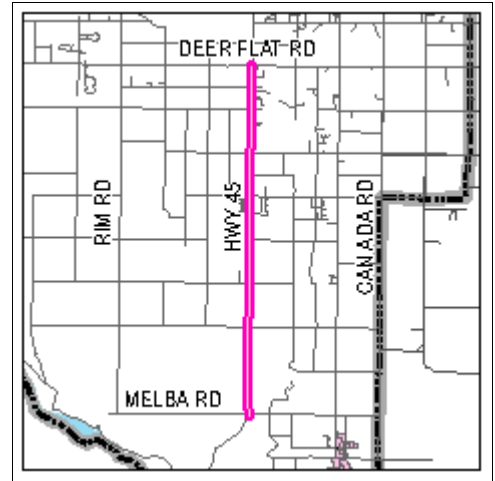


SH 45, Melba Road to Deer Flat Road

Key #: 09341

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2008
Local Share: \$3,105,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$82,000
Total Cost: \$3,105,000

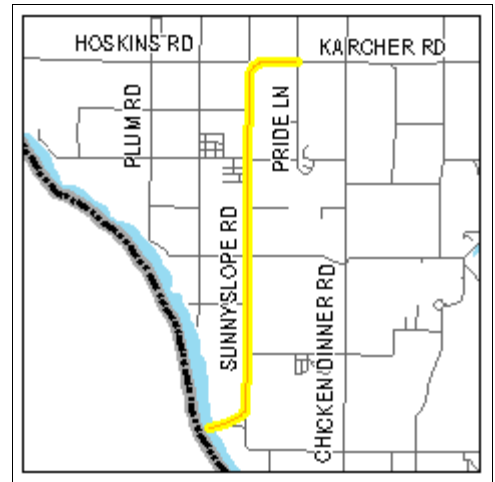


SH 55, Snake River Bridge to Pride Lane, Canyon County

Key #: 11046

Pavement rehabilitation.

Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2012
Local Share: \$108,452 **Local Match %:** 7.73%
Federal Share: \$1,294,548 **Previous Expenditures:** \$0
Total Cost: \$1,403,000



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) Nampa Urbanized Area portion.

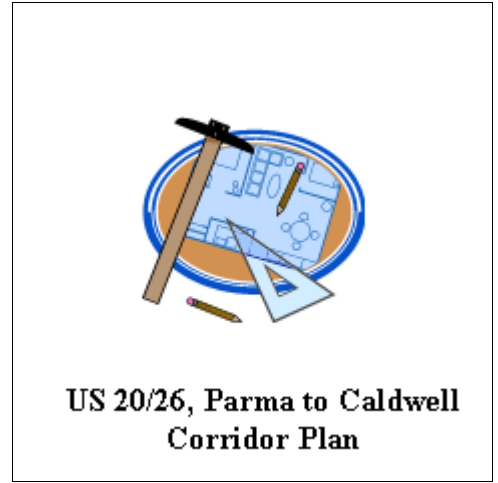
Requesting Agency: Valley Regional Transit
Funding Source: FTA 5317 Rural
Project Year: 2008
Local Share: \$11,000 **Local Match %:** 20.00%
Federal Share: \$44,000 **Previous Expenditures:** \$0
Total Cost: \$55,000



US 20/26, Parma to Caldwell, Corridor Plan

Key #: 09972

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



Requesting Agency: ITD
Funding Source: Systems Planning
Project Year: 2008
Local Share: \$13,212 **Local Match %:** 7.34%
Federal Share: \$166,788 **Previous Expenditures:** \$0
Total Cost: **\$180,000**

US 95, Parma Business District

Key #: 09347

Pavement rehabilitation.



Requesting Agency: ITD
Funding Source: Pavement Preservation
Project Year: 2008
Local Share: \$557,000 **Local Match %:** 100.00%
Federal Share: \$0 **Previous Expenditures:** \$60,000
Total Cost: **\$557,000**