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FOR THE

FUTURE



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2011-2015 Regional Transportation Improvement Program

Report No. 10-2010
Adopted by the COMPASS Board on December 20, 2010
Resolution No. 03-2011

Modified: January 5, 2011, February 1, 2011, March 17, 2011,
April 26, 2011, May 20, 2011, and June 7, 2011.
Amended: April 18, 2011.

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RESOLUTION NO. 03-2011

FOR THE PURPOSE OF APPROVING THE FY2011-2015 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED AIR
QUALITY CONFORMITY DEMONSTRATION



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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

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

WHEREAS, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

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 Regional Transportation Improvement Program;

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

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2011-2015 Regional Transportation Improvement Program for Northern Ada County and the Nampa Urbanized Area in compliance with all applicable State and Federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors adopts the Final FY2011-2015 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

DATED this 20th day of December 2010.

APPROVED:

By: _____

Dave Bieter, Chair
Community Planning Association Board

ATTEST:

By: _____

Matthew J. Stoll, Executive Director
Community Planning Association

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I. INTRODUCTION

The Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Statewide Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The TIP and STIP must contain consistent information about transportation projects.

The TIP is developed through a cooperative process by the Community Planning Association of Southwest Idaho (COMPASS), the designated Metropolitan Planning Organization (MPO) for the Nampa Urbanized Area and the Northern Ada County Transportation Management Area (TMA). This process involves extensive participation by the Idaho Transportation Department (ITD); Ada County Highway District (ACHD); Nampa Highway District; Canyon Highway District; Ada and Canyon Counties; the cities of Boise, Caldwell, Eagle, Garden City, Kuna, Meridian, Middleton, Nampa, Notus, Parma, and Star; Capital City Development Corporation; and Valley Regional Transit (VRT), the regional public transportation agency.

The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion*. The COMPASS Board of Directors adopted *Communities in Motion* on August 21, 2006. The plan is comprised of long-range transportation corridors, a short-range transit component, air quality conformity, pathway development, and transportation system management elements. *Communities in Motion* is consistent with the goals and objectives of the area's comprehensive plans.

The first four 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 5).

This document includes all federally funded projects and those non-federally funded projects deemed "Regionally Significant" for air quality conformity purposes in Ada County (see page 25 for the definition of Regionally Significant). The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Boise Urbanized Area includes the cities of Boise, Eagle, Meridian, and Garden City and their adjacent densely settled areas. The metropolitan planning area (Northern Ada County TMA) follows the boundaries of the Northern Ada County Maintenance Area. The Maintenance Area encompasses the entire area of Ada County north of the Boise Baseline (Figure 1), located from seven miles south of the City of Kuna to include all the county north of that line. The U.S. Environmental Protection Agency (EPA) has designated this area as an air shed in which the levels of carbon monoxide (CO) and particulate matter (PM₁₀) previously exceeded the national health standards, but now has established plans ensuring those health standards are met in the future.

The Nampa Urbanized Area includes the cities of Nampa, Caldwell, and Middleton as well as adjacent densely settled areas as shown in Figure 2.

Figure 1
Northern Ada County
Maintenance Area and Urbanized Area

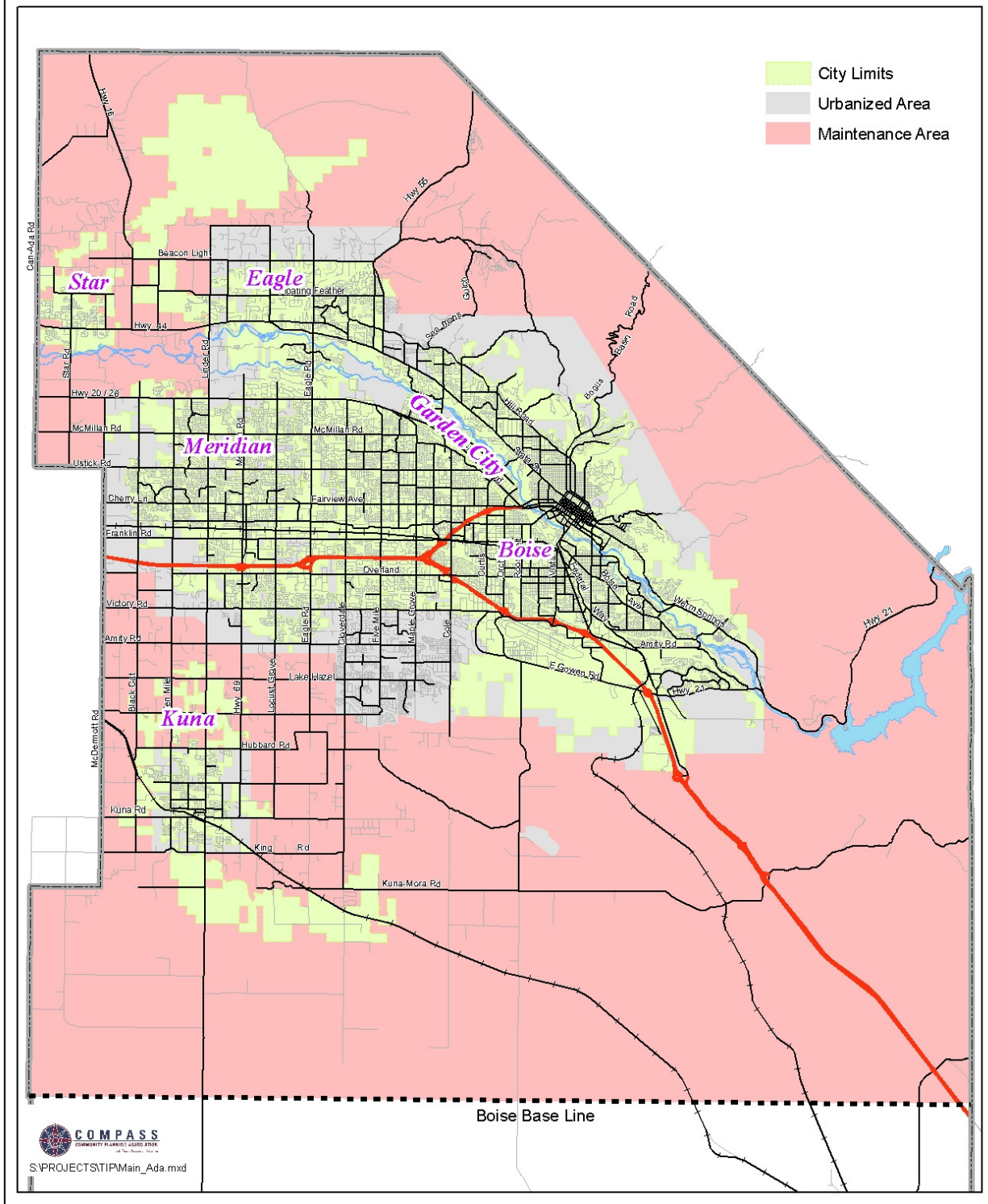
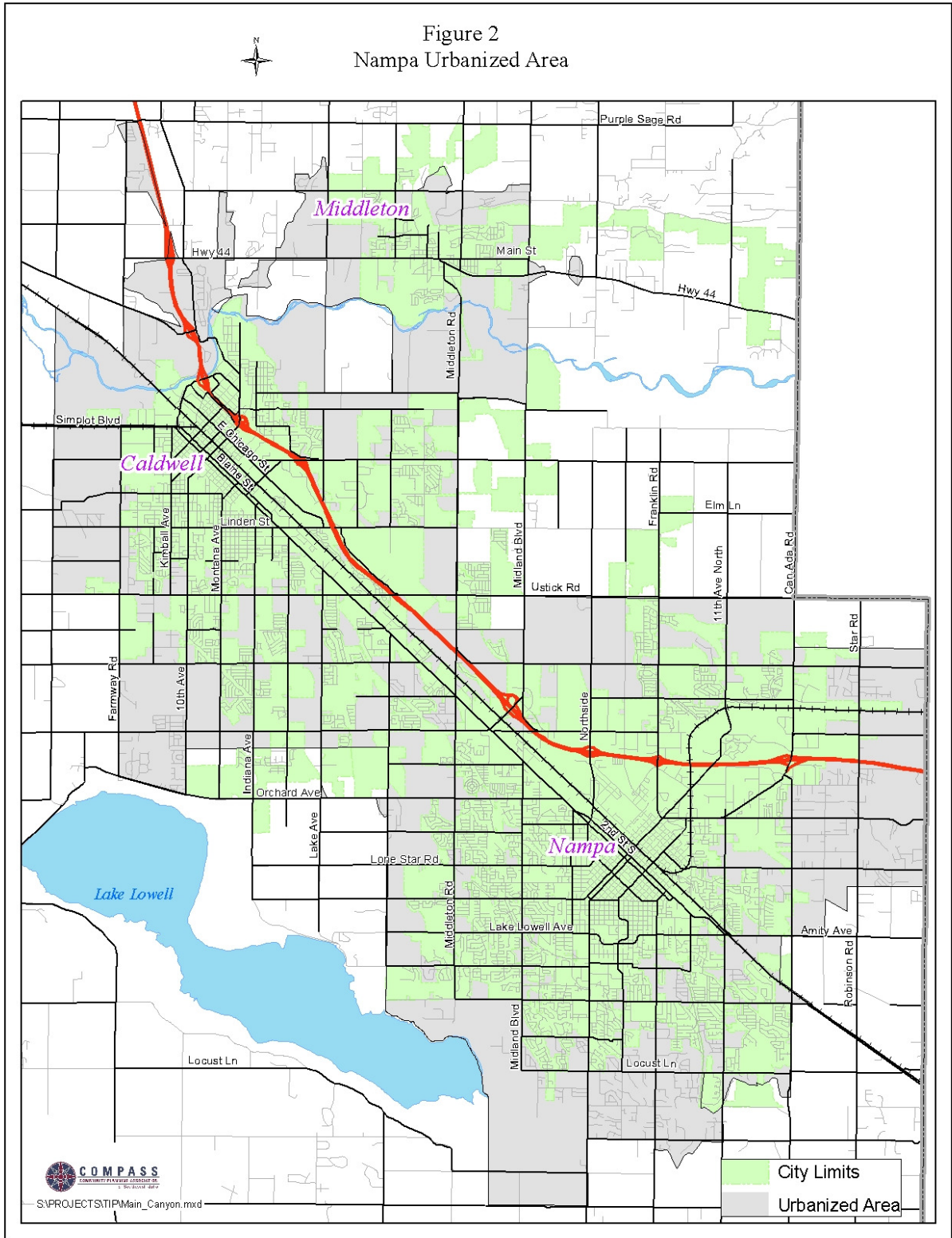


Figure 2
Nampa Urbanized Area



II. IMPORTANT CHANGES AND IMPROVEMENTS

If you were engaged in former TIP updates, you will notice changes to the format of the project list. The Federal Highway Administration (FHWA) and ITD met early in 2010 with the intent of finding ways to more efficiently manage the STIP process. Several major changes resulted from these meetings:

- FHWA requires all reporting documents be shown in the year of expenditure (YOE). This means project costs must be shown with inflationary factors expected for the year funds will be expended.
 - Agencies in the State of Idaho use a 5% inflation factor to adjust the cost of future expenditures. Previously, inflation was considered, but it was shown as a “discount” by decreasing available revenue by 5% each year.
- ITD has opted to show certain projects in a “grouped” format. This will make minor changes to the documents more efficient and timely because grouped projects do not require an amendment or administrative modification as long as the overall numbers do not change. Certain projects cannot be grouped for the following reasons:
 - Project requires special reporting due to the funding source
 - Project is more complex and requires right-of-way acquisition and an environmental clearance document beyond a categorical exclusion category
 - Project is considered regionally significant
 - Project is classified as “expansion” and triggers air quality analysis

III. STATUS OF FY2010 PROJECTS

The following table shows funds programmed in FY2010 and the status of the funding. Obligation amounts sometime vary from the estimated amounts programmed. If the obligated amount differs by more than \$500,000, there is a note that the amounts have changed.

Key: D = Development, R = Right-of-way, C = Construction, *= Includes match

Table 1: Status of FY2010 Projects (Dollars in \$1,000)									
Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
I-84, Gowen Railroad Bridge Eastbound, Boise	Bridge rehabilitation.	12029	ITD	Bridge	50	40	D	Obligated.	4700
SH 16, Willow Creek Bridge	Bridge replacement.	12030	ITD	Bridge	100	80	D	Obligated.	2300
SH 21, Mores Creek Bridge	Replace bridge deck.	8669	ITD	Bridge	4620	3696	C	Obligated. Amounts changed (3988).	0
I-84, Meridian Road Interchange	Bridge rehabilitation.	11589	ITD	Bridge Preservation	30	28	D	Removed from program	0
SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road	Preserve corridor for additional lanes.	7827	ITD	Expansion	872	808	R	Delayed.	250
US 20/26, Corridor Preservation, Caldwell to Boise	Acquire right-of-way for corridor preservation.	7826	ITD	Expansion	872	808	R	Delayed.	250
Transit - Capital Lease - FY2010	Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	11367	VRT	FTA 5307	281	233	C	Delayed.	281
Transit - Capital Vehicle - FY2010	Provide vehicles for fixed line and demand response in the Boise Urbanized Area.	11379	VRT	FTA 5307	923	766	C	Delayed. Amount reduced.	141
Transit - Capital, Safety and Security - FY2010	Provide associated capital maintenance, security, farebox, computer, and office and communications equipment in the Nampa Urbanized Area.	11366	VRT	FTA 5307	64	51	C	Delayed.	51
Transit - Capital, Safety and Security - FY2010	Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Boise Urbanized Area.	11378	VRT	FTA 5307	291	233	C	Delayed. Amount reduced.	108
Transit - Demand Response Operations - FY2010	Provide operating funds for demand response service in the Nampa Urbanized Area.	11368	VRT	FTA 5307	144	115	C	Delayed.	144

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Transit - Demand Response Operations - FY2010	Provide operating funds for demand response services in the Boise Urbanized Area.	11382	VRT	FTA 5307	369	295	C	Delayed.	295
Transit - Fixed Line Operations - FY2009	Provide transit operations and administration in the Boise Urbanized Area.	12166	VRT	FTA 5307	850	425	C	Delayed. Funds increased.	1175
Transit - Fixed Line Operations - FY2010	Provide transit operations and administration in the Nampa Urbanized Area.	11369	VRT	FTA 5307	722	361	C	Delayed.	722
Transit - Planning - FY2008 and FY2010	Support planning efforts in the Nampa Urbanized Area.	11370	VRT	FTA 5307	93	74	C		
Transit - Planning - FY2008 and FY2010	Support planning efforts in the Nampa Urbanized Area.	11380	VRT	FTA 5307	93	74	C		
Transit - Preventive Maintenance - FY2010	Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area.	11371	VRT	FTA 5307	428	342	C	Delayed.	342
Transit - Preventive Maintenance - FY2010	Provide preventive maintenance support for fixed route and demand responsive transit services in the Boise Urbanized Area.	11381	VRT	FTA 5307	1734	1387	C	Delayed.	1387
Transit - ADA Buses Ada County - FY2009	Purchase buses for paratransit service in the Boise Urbanized Area. Funds are a Congressional earmark in the FY2009 Appropriations Bill.	11788	VRT	FTA 5309	614	491	C	Delayed.	491
Transit - Boise State University Maintenance Facility - FY2008	Provide a bus maintenance facility on the Boise State University campus.	11350	BSU	FTA 5309	873	698	C	Delayed.	
Transit - Facility Construction (176 and 652) - FY2006 (PT02)	Provide site selection, environmental analysis, design and construction for a multi-modal center and an alternative analysis for a downtown circulator in the Boise Urbanized Area. Carryover funds from FY2006.	11392	VRT	FTA 5309	2243	1794	C	Obligated.	0
Transit - Facility Construction (176 and 652) - FY2009	Design and construction for a multi-modal center and an alternative analysis for a downtown circulator in the Boise Urbanized Area.	10809	VRT	FTA 5309	3231	2585	C	Obligated.	0
Transit - Preventive Maintenance - FY2009	Provide preventive maintenance support for fixed route and demand responsive transit services in the Boise Urbanized Area. Funds are a Congressional earmark in the FY2009 Appropriations Bill.	12164	VRT	FTA 5309	2149	1733	C	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
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.	11789	VRT	FTA 5309	360	288	C	Obligated.	0
Transit - Treasure Valley, Idaho Transit Facilities - FY2009	Funds are from a FY2009 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.	12204	VRT	FTA 5309	594	475	C	Delayed.	594
Transit - Vans - FY2010	New and replacement Commuteride van purchase, and park and ride infrastructure.	12165	ACHD	FTA 5309	1595	1276	C	Delayed.	1276
Transit - Vans, Park and Ride, and Facility - FY2008	Provides for capital improvements including van replacement and/or expansion, design and potential acquisition of park and ride lots, and construction for the Catalpa pedestrian access in the Boise Urbanized Area. Carryover funds from FY2008.	11349	ACHD	FTA 5309	614	512	C	Obligated.	0
Transit - Vans/Park and Ride - FY2009	New and replacement commuteride van purchase, and park and ride infrastructure.	11787	ACHD	FTA 5309	1731	1385	C	Delayed.	1385
Transit - Vehicles, Facility Upgrade, Equipment - FY2008	Provides for capital improvements including new vehicles, facility upgrade, and equipment.	11351	VRT	FTA 5309	922	758	C	Obligated.	0
Transit - Voucher Program, LINC	Implement a voucher program in rural Canyon County and surrounding rural counties.	11347a	LINC	FTA 5310	80	46	C	Obligated.	0
				Non-Participating	30	0	C	Obligated.	0
Transit - Bus Purchase, Boise Good Samaritan	Purchase bus for transport of persons with disabilities.	11347b	Boise Good Samaritan	FTA 5310	36	33	C	Obligated.	0
Transit - Intrastate Bus Service	Operations for interstate bus service from Boise to Moscow, ID.	11345	Northwest Stage Lines	FTA 5311f	312	210	C	Obligated.	0
Transit - Job Access Reverse Commute (JARC) - FY2008 and FY2009	Mobility management for the JARC program in the Boise Urbanized Area.	11364	VRT	FTA 5316LU	271	217	C	Obligated.	0
Transit - Job Access Reverse Commute (JARC) - FY2010	Mobility management for the JARC program in the Boise Urbanized Area.	11383	VRT	FTA 5316LU	151	121	C	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Transit - New Freedoms Initiative - FY2008 and FY2009	Mobility management for the New Freedoms initiative in the Boise Urbanized Area.	11365	VRT	FTA 5317LU	142	114	C	Obligated	0
Transit - New Freedoms Initiative - FY2010	Mobility management for the New Freedom initiative in the Boise Urbanized Area.	11384	VRT	FTA 5317LU	87	70	C	Obligated	0
I-84, Garry Interchange	Widen mainline bridges to carry three (3) lanes each direction. Replace two separate structures with single bridge.	10915	ITD	FY2006/2007 GARVEE	480	0	D	Removed.	0
				FY2008 GARVEE	-80	0	D	De-obligation	0
				FY2010 GARVEE	4095	0	C	Obligated.	0
I-84, Garry Interchange to 11th Avenue	Widen to three (3) lanes in each direction. Funding and projects shown beyond FY2010 are pending, subject to further review and annual approval from the Idaho Legislature.	10916	ITD	FY2006/2007 GARVEE	500	0	D,C	Obligated.	0
				FY2008 GARVEE	197	0	D.C	Obligated.	0
				FY2009 GARVEE	7110	0	D,C	Obligated, Amounts changed (3256)	0
				FY2010 GARVEE	23922	0	C	Obligated, Amounts changed (25309).	0
I-84, Garry Interchange to Meridian Interchange, Design Phase	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.	10459	ITD	Fy2006/2007 GARVEE	1353	0	D	Obligated.	0
				FY2008 GARVEE	-1750	0	D	De-obligation.	0
I-84, Orchard Interchange	Reconstruct interchange to accommodate future widening of I-84.	9817	ITD	FY2006/2007 GARVEE	9	0	D,R	Obligated.	0
				FY2008 GARVEE	-32	0	D,R,C	De-obligation.	0
				Non-Participating	4	0	C	Obligated.	0
I-84, Vista Interchange	Reconstruct interchange to accommodate future widening of I-84. Funding and projects shown beyond FY2009 are pending subject	9818	ITD	FY2006/2007 GARVEE	118	0	R	Obligated.	0
				FY2008 GARVEE	204	0	D,R	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
	to further review and annual approval from the Idaho Legislature.			Non-Participating	7	0	C	Obligated.	0
I-84, Cole Road to Orchard Road Widening	Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction.	9819	ITD	FY2008 GARVEE	6577	0	D,C	Obligated.	0
				FY2009 GARVEE	2383	0	C	Obligated.	0
I-84, Garrity Interchange to Meridian Interchange, Storm Water Ponds (10459)	Project split out from main construction project to build storm water retention ponds.	11902	ITD	FY2008 GARVEE	1438	0	R,C	Obligated.	0
SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. Funding and projects shown beyond FY2010 are pending, subject to further review and annual approval from the Idaho Legislature.	11236	ITD	FY2008 GARVEE	146	146	R	Obligated.	0
				FY2009 GARVEE			R	Obligated. Amounts changed (2,467)	0
				FY2010 GARVEE	15000	15000	D,R	Obligated.	1766
				FY2011 GARVEE					11500
				Future GARVEE					82200
I-84, 11th Ave to Garrity	Widen I-84 from two (2) to three (3) lanes in each direction from 11th Avenue to Garrity Boulevard and match the grade for the new bridge at Garrity Boulevard.	11974	ITD	FY2010 GARVEE	13513	0	C	Obligated.	0
I-84, 11th Ave Underpass, Nampa	Bridge Replacement.	11977	ITD	FY2010 GARVEE	5201	0	C	Obligated.	0
I-84, Orchard Street to Vista Avenue Widening	Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction.	9820	ITD	FY2006/2007 GARVEE	-9	0	D	De-obligation.	0
				FY2008 GARVEE	-11	0	D	De-obligation.	0
				FY2009 GARVEE	10332	0	C	Obligated.	0
I-84, Vista Avenue to Broadway Avenue Widening	Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction.	9823	ITD	FY2009 GARVEE	22587	0	C	Obligated.	0
Amity Road, Chestnut Street to Kings Corner	Widen from four (4) to five (5) lanes urban section.	10541	Nampa	High Priority SAFETEA-LU	2500	2317	R	Delayed.	6870

Table 1: Status of FY2010 Projects (Dollars in \$1,000)									
Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Three Cities River Crossing, US 20/26 to SH 55 Corridor Preservation	This project would cross the Boise River from the City of Boise northbound between Eagle and Garden City, and is currently shown on the 2030 Functional Classification map as a principal arterial.	9189	ACHD	High Priority SAFETEA-LU	2914	2700	R	Delayed.	2914
I-84, 10th Street Interchange to Franklin Road Interchange, Caldwell	Project will construct a slip lane on I-84 between 10th Street Interchange to Franklin Road Interchange in Caldwell to aid traffic in safe and efficient merging on and off the interstate at these two exits. Project is a Discretionary earmark in FY2009 Appropriations Act.	11970	ITD	Interstate Discretionary	1544	1425	C	Obligated	0
I-84, Broadway Avenue Interchange Ramp Improvements	Project is companioned with 09480, and will be used for additional pavement work on the ramps at Broadway Interchange. Project is a Discretionary earmark in FY2009 Appropriations Act.	11971	ITD	Interstate Discretionary	515	475	C	Obligated.	0
Franklin Road, Ten Mile Road to Linder Road	Widen roadway from two (2) lanes to five (5) lanes with curb, gutter and sidewalk. Project is on a designated I-84 Detour Route.	RC0165	ACHD	Local	1305	0	R	Obligated.	3473
Meridian Road and Main Street, I-84 to Franklin Road	Phase 1 of the split corridor. Construct the southern portion (south of Franklin Road) of the Split Corridor roadway project. Includes the reconstruction of the Main/Waltman/Central intersection. Each one-way segment will be three (3) lanes.	RD205 - 06	ACHD	Local	200	0	C	Obligated.	0
Parkcenter Boulevard Bridge, East River Crossing	Construct river crossing connecting ParkCenter Boulevard with Warm Springs Avenue. The structure will have four (4) vehicular lanes and the connecting roadway will be a five (5) - lane section. The project will include bike lanes, sidewalk, and a curb and gutter along the length of the project, including Greenbelt connections on both sides of the river. Project is advance construction starting in FY2009.	MA203 - 02	ACHD	Local	520	0	C	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)									
Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
I-84, Ten Mile Interchange Landscaping	Provides landscaping to the Ten Mile Interchange project in Meridian.	11932	ITD	Stimulus	852	852	C	Obligated.	0
36th Street Bike/Pedestrian Bridge, Garden City	Add a bridge between Pleasanton Avenue Greenbelt spur and Garden City Waterfront District.	11925	Garden City	Stimulus	721	721	C	Obligated.	0
ACHD Thin Lift Overlay Projects	Supplement the local overlay program.	11922	ACHD	Stimulus	3068	3068	C	Obligated.	0
ACHD Thin Lift Overlay Projects, Phase 2	Supplement the local overlay program. (Tied to key number 11922.)	12208	ACHD	Stimulus	1656	1656	C	Obligated.	0
Federal Aid Overlay Arterials and Collectors - FY2010	Supplement the local overlay program.	10537	ACHD	Stimulus	2574	2574	C	Obligated.	0
Northern Ada County Sidewalk Repair and ADA Accessibility, ACHD	Construction on various hazardous sidewalks that are in need of Americans with Disabilities Act (ADA) Improvements.	11924	ACHD	Stimulus	500	500	C	Obligated.	0
Northern Ada County Sidewalk Repair and ADA Accessibility, ACHD, Phase 2	Construction on various hazardous sidewalks that are in need of Americans with Disabilities Act (ADA) improvements. (Tied to key number 11924.)	12207	ACHD	Stimulus	745	745	C	Obligated.	0
Sidewalk Northeast Down Boise near St. Luke's and Elk's Hospitals, ACHD, Phase 2	Provide sidewalks and curb ramps in the northeast downtown Boise near St. Luke's and the Elk's Hospitals. (Tied to key number 11926.)	12209	ACHD	Stimulus	144	144	C	Obligated.	0
Sidewalk Northeast Downtown Boise near St. Luke's and the Elk's Hospitals, ACHD	Provide sidewalks and curb ramps in the northeast Downtown Boise near St. Luke's and the Elk's Hospitals.	11926	ACHD	Stimulus	534	534	C	Obligated.	0
Traffic Signal Timing Corridor, Ada County	Re-time traffic signals on six major arterials within Ada County. The corridors include Orchard Road, State Street (SH 44), Chinden Boulevard (Hwy 20/26), Federal Way, Curtis Road, and Overland Road.	12254	ACHD	Stimulus	281	281	C	Obligated.	0
21st Avenue and Franklin Road Intersection, Phase IV, Caldwell	Intersection work at Franklin Road and Commercial Way. Project coordinates with Key Numbers 08075, 09991, 11233, and 11916.	11584	Caldwell	Stimulus	843	843	C	Obligated.	0
Notus Road, SH 19 to Red Top Road Pavement Preservation	Project to preserve pavement on Notus Road from SH 19 (Simplot Boulevard) to Red Top Road.	11944	Golden Gate HD	Stimulus	419	419	C	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
I-84, Ten Mile Interchange	Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. Funding and projects shown beyond FY2009 are pending subject to further review and annual approval from the Idaho Legislature.	9815	ITD	FY2009 GARVEE	-11256	0	C	De-obligation	0
				Non-Participating	259	0	C	Obligated.	0
Pioneer Corridor Bicycle/Pedestrian Improvements	Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise. Work will enhance the existing pathway with grade leveling, realignment, signage, landscaping and cultural and historical elements. In addition to improving the pathway for bicycle/pedestrian commuter and recreational use, this work will catalyze nearby private development, particularly mixed-use and urban-scale residential, and bring more users to the pathway.	10488	CCDC	STP-E	443	399	C	Obligated.	0
				Non-Participating	5	0	C	Not needed.	0
Metropolitan Planning - FY2010	Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.	10698	COMPASS	Other Federal	1001	928	C	Obligated.	0
				Other Federal	247	229	C	11846 moved to this project. Obligated.	0
Metropolitan Planning Transit - FY2010	Metropolitan Planning Organization (MPO) planning funds from the Federal Transit Administration.	11846	COMPASS	Other Federal	246	228	C	Moved to 10698	0
District 3 Regions 1 and 3 Sealcoats - FY2009	Pavement sealcoats.	11525	ITD	Pavement Preservation	1791	0	D,C	Obligated.	0
SH 55, Overhead Message Board to Horseshoe Bend	Pavement sealcoats. Total project cost is \$860,000 (17% Ada County and 83% Boise County). Ada County portion.	11903	ITD	Pavement Preservation	130	0	C	Obligated.	0
US 20/26, Junction I-84 to SH 44 (Eagle Road)	Pavement sealcoats.	11905	ITD	Pavement Preservation	1161	0	D,C	Obligated.	0
I-84, Regina to Cleft Eastbound	Pavement rehabilitation. Total project cost is \$9,865,000 (20% Ada County and 80% Elmore County). Ada County portion.	11045	ITD	Restoration	7	7	D	Obligated.	10080
SH 55 (Eagle Road), Fairview Avenue	Road resurfacing.	12044	ITD	Restoration	200	185	D	Obligated.	9240

Table 1: Status of FY2010 Projects (Dollars in \$1,000)										
Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining	
to SH 44										
SH 55 (Eagle Road), I-84 Eastbound Ramps to Fairview Avenue	Rehabilitation from mile 11.56 to mile 13.095 on SH 55 (Eagle Road).	10527	ITD	Restoration	3444	3191	C	Obligated. Amounts changed (1767)	0	
US 20/26, Ridenbaugh Canal to Junction I-84	Rehabilitation from mile 52.12 to mile 52.81.	9480	ITD	Restoration	736	682	C	Obligated.	0	
Cherry Lane Railroad Crossing, Nampa	Safety project to add gates and a traffic signal upgrade.	11591	ITD	SAFETEA-LU Rail	10	10	D	Obligated.	380	
SH 16, Intersection of Floating Feather Road	Improve intersection.	9483	ITD	Safety	439	405	C	Obligated.	0	
SH 44, Intersection of SH 44 and Old Highway 30, West of Middleton	Safety improvements.	11055	ITD	Safety	100	92	R	Removed.	0	
SH 55, Intersection Improvement, Canyon County	Intersection improvement. (This project will be tied to KN H325, Karcher Road and Middleton Road Intersection, Nampa, in the future.)	11053	ITD	Safety	25	23	D	Obligated.	3405	
SH 69, Intersection at Columbia Road, Kuna	Safety improvement. Payment to ACHD for intersection improvements. Improvements are complete.	11054	ITD	Safety	300	0	C	Obligated.	0	
Southside Boulevard, Nampa SR2S FY2010	Safe Routes to School (SR2S) project on Southside Boulevard near Reagan Elementary School. Project includes sidewalks and educational activities.	11889	Nampa	SR2S	100	100	C	Obligated.	0	
Historic Warm Springs Boulevard Landscape	Construct arches designating entry into Historic Warm Springs Avenue in the East End, placement of interpretive plaques at those arches, and bicycle and pedestrian improvements at the intersection of Granite Way/Old Penitentiary and Warm Springs Avenue. Project also includes the landscaping of an oval within ACHD's proposed roundabout at the intersection (the roundabout is not part of this project and is not counted toward the match of this project).	9437	ACHD	STP-E	303	255	R,C	Obligated.	0	
Commuteride Vans, ACHD	Purchase Commuteride vans for trips beginning, ending, or within Ada County.	12210	ACHD	STP-TMA	446	413	C	Obligated.	0	
COMPASS Planning - FY2011	To supplement the planning of the COMPASS metropolitan planning organization.	12274	COMPASS	STP-TMA	306	284	C	Obligated.	0	

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Curtis Road Signal System Upgrade, ACHD	Replace 15 controllers and cabinets on Curtis Road corridors between Overland Road and Chinden Boulevard.	12250	ACHD	STP-TMA	247	229	C	Obligated.	0
Federal Aid Overlay Arterials and Collectors - FY2009	Supplement the local overlay program.	9503	ACHD	STP-TMA	30	28	C	Obligated.	0
Federal Aid Overlay Arterials and Collectors - FY2011	Supplement the local overlay program.	10559	ACHD	STP-TMA	225	208	D	Obligated.	500
Five Mile Road, Franklin Road to Fairview Avenue	Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Advance construction beginning in FY2013 with payback through FY2014.	11582	ACHD	STP-TMA	2239	2075	D,R	Obligated.	7240
Franklin Road and Cloverdale Road Intersection	Widen the intersection at Franklin Road and Cloverdale Road. (Project tied to KN 12062)	8698	ACHD	STP-TMA	5265	4879	R,C	Obligated.	0
Franklin Road, Touchmark Way to Five Mile Road (08698)	Reconstruct and widen existing two (2) to three (3) - lane roadway to four (4) to five (5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. This project started as part of 08698.	12062	ACHD	STP-TMA	90	83	D	Obligated.	7896
Pedestrian Countdown Heads, ACHD	Add or replace pedestrian crossing signals with pedestrian countdown heads. Project includes retiming of signals to make pedestrian timing compliant with the Americans with Disabilities Act.	12219	ACHD	STP-TMA	780	723	C	Obligated.	0
Rideshare, ACHD's Rideshare Program, Ada County - FY2010	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.	10540	ACHD	STP-TMA	220	220	C	Obligated.	0
Rideshare, ACHD's Rideshare Program, Ada County - FY2011	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.	10560	ACHD	STP-TMA	220	220	C	Obligated.	0
Three Cities River Crossing, Environmental Study	Conduct an environmental study for the proposed Three Cities River Crossing.	8821	ACHD	STP-TMA	50	46	C	Obligated.	0

Table 1: Status of FY2010 Projects (Dollars in \$1,000)									
Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Ustick Road ITS, ACHD	Replace controllers and cabinets between Cloverdale Road, McMillan Road, Cole Road, and Ustick Road corridors.	12255	ACHD	STP-TMA	236	219	C	Obligated.	0
21st Avenue and Franklin Road Intersection, Phase III, Caldwell	This project will realign the Franklin Road leg of the 21st Avenue and Franklin Intersection. Project coordinated with key numbers 08075, 09991, 11584, and 11916.	11233	Caldwell	STP-U	-269	46	C	De-obligated.	0
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, 11233, and 11584.	9991	Caldwell	STP-U	9	8	C	Obligated.	0
Airport/Overland Realignment Study, Nampa	Study to extend Airport Road to Overland Road in Ada county. Joint project with ACHD.	9990	Nampa	STP-U	244	226	D	Obligated.	0
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.	9438	Caldwell	STP-U	270	250	C	Obligated.	0
Greenhurst Road and South Side Boulevard Intersection, Nampa	Intersection improvements.	9535	Nampa	STP-U	2	2	C	Obligated.	0
Intersection of Cemetery Road and SH 44, Middleton	Realign; add turn and acceleration lanes for Urban four (4)-lane intersection.	9513	Middleton	STP-U	907	840	C	Obligated.	0
Karcher Road and Middleton Road Intersection, Nampa	Reconstruct the existing three (3) - lane by three (3) - lane intersection and widen to five (5) - lanes by five (5) - lanes and modify the existing signal.	12046	Nampa	STP-U	676	626	D	Obligated.	1799
Midland Road Pavement Rehabilitation, Ustick Road to US 20/26	Rehabilitate two (2) miles of two (2)-lane roadway between Ustick Road and US 20/26.	12047	Canyon HD	STP-U	139	129	D	Obligated.	903

Table 1: Status of FY2010 Projects (Dollars in \$1,000)

Project	Description	Key	Sponsor	Fund Source	*Total FY2010 Programmed	Total FY2010 Federal	Phase	Status	*Funds Remaining
Nampa Bus Fleet, Replacement Vehicles	Purchase 40-ft intercounty buses and 20-ft and 30-th local fixed line buses for the Canyon County Service	12278	VRT	STP-U	1601	1483	C	Obligated. Amounts changed (1163)	0
Nampa Downtown Traffic Signal Interconnect	Replace eleven outdated traffic signal controllers and cabinets, retrofit existing heads to new controllers, and interconnect all signals.	12225	Nampa	STP-U	1200	1112	C	Obligated.	0
Rideshare, ACHD's Rideshare Program, Canyon County - FY2010	Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.	10539	ACHD	STP-U	55	51	C	Obligated.	0
Rideshare, ACHD's Rideshare Program, Canyon County - 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.	10538	ACHD	STP-U	55	51	C	Obligated.	0
South Cemetery Road, SH 44 to Willow Creek, Middleton	Construct a new 0.284 mile roadway segment linking SH 44 and Middleton Road by way of Sawtooth Lake Drive.	12048	Middleton	STP-U	100	93	D	Obligated.	2343
Transit - ADA Bus Stop Improvements	Project to upgrade sidewalks near bus stops with Americans with Disabilities Act (ADA) standards	11923	VRT	STP-U	91	84	C	Obligated.	0
Transit - Demonstration Vehicle Sharing Project, Canyon County	Through this project, VRT will partner with an employer or a group of employers in Canyon County to develop and implement a vehicle sharing project. This funding will purchase the vans to support that program as well as provide for preventative maintenance.	11585	VRT	STP-U	152	141	C	Obligated.	0

*includes match

IV. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP 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 Governments' Input. Many local governments in Northern Ada County have designated Transportation Task Force Committees to provide input into the development of the annual TIP and the ACHD's Five-Year Work Program. During the period of August through December 2009, staff from COMPASS, ACHD, ITD, and VRT met with designated Transportation Task Force Committees in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) also met with representatives of governments in the Nampa Urbanized Area and the remainder of Canyon County during this same time period to solicit their desired transportation projects.

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

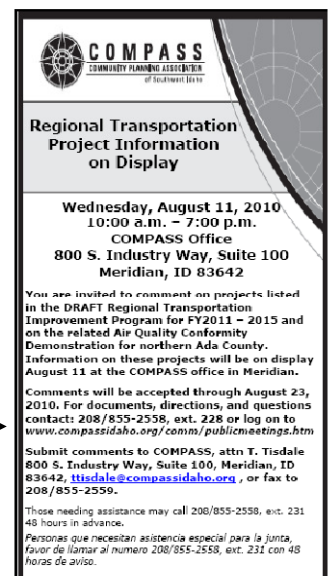
COMPASS Regional Technical Advisory Committee (RTAC). RTAC is comprised of technical experts representing counties, cities, highway districts, school districts, urban renewal districts, and various municipal service agencies in Ada and Canyon Counties. RTAC makes recommendations to the COMPASS Board of Directors regarding planning activities. RTAC is involved throughout the TIP development process. Representatives on the committee reviewed and made recommendations to the COMPASS Board on the approval of this document and the projects to be funded.

Public Comment Period. July 23, 2010 through August 23, 2010, was designated as the public comment period on the Draft FY2011-2015 Regional TIP.

Public Information Meeting. COMPASS hosted an open house and public meeting for the FY2011-2015 Regional Transportation Improvement Program on August 11, 2010 from 10:00 a.m. to 7:00 p.m., in the COMPASS conference room. Staff members from COMPASS, ITD, VRT, and ACHD Commuteride, presented proposed projects and provided general information on transportation planning and services. The public information meeting was attended by ten people.

Advertisement. Display advertisements about the public meeting appeared in the *Idaho Statesman* and the *Idaho Press-Tribune* on August 10, 2010. Example of ad layout: →

News Release. COMPASS sent a news release notifying the public of the comment period and the public meeting; the



news release was sent to the regional print, visual, and radio media on July 23, 2010.

Legal Notice. COMPASS published a legal notification for the TIP in *The Idaho Statesman* and the *Idaho Press-Tribune* on July 23, 26, and 27, 2010.

COMPASS Internet Website. Information about the public meeting and the proposed TIP was posted on the COMPASS website on July 23, 2010 (www.compassidaho.org). The notification encouraged the public to use this medium to submit comments. Draft project lists of the TIP were also posted on the website.

Direct Mail and Email. COMPASS sent two email messages publicizing the TIP public comment period. The first message, sent on July 23, 2010, focused on the public comment period in general and was sent to 1,781 people. The second email was sent on August 9, 2010, and invited people to attend the August 23 TIP open house and to comment on the draft TIP. It was sent to 1,825 individuals and eight planning and zoning commissions (as groups). In addition, COMPASS mailed 278 postcards on August 5, 2010, to additional interested individuals for whom COMPASS does not have email addresses. The email messages and postcards informed people that the public comment period was open, let them know where to find draft project lists, and encouraged them to submit comments on the draft TIP.

Poster. COMPASS created a poster advertising the TIP public comment period and open house and sent it to 12 libraries in the two-county area to post on community bulletin boards.

Brochure. COMPASS staff updated a special brochure for the TIP, which was posted on the COMPASS website and available at the open house and other public meetings.

Written Comments. The public was encouraged to submit written comments throughout the public comment period. In addition to paper comment forms, an online comment form was also available.

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."

V. AIR QUALITY CONFORMITY

The FY2011-2015 Northern Ada County projects were reviewed by COMPASS staff for air quality conformity as required by federal law. The complete Air Quality Conformity Demonstration of this document, *Conformity Demonstration of the FY2010-2014 Regional Transportation Improvement Program*, Report Number 09-2010, is provided under separate cover.

Background

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

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

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

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

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

Finding

The *Northern Ada County PM₁₀ SIP Maintenance Plan and Redesignation Request* contains motor vehicle emissions budgets for three pollutants: PM₁₀, NO_x, and VOCs. Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2011-2015 Regional TIP from 2011 to the year 2035.

VI. STATUS OF LOCAL PLANNING ACTIVITIES

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

2011-2015 Five-Year Work Program, Ada County Highway District, February 24, 2010.

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

Downtown Boise Mobility Study, adopted by VRT on October 2005.

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

Idaho's Mobility and Access Pathway (IMAP), A Mobility Management Focus Area of the Idaho Transportation Vision 2004-20134, adopted by the Idaho Transportation Board on April 1, 2008.

Limited Maintenance Plan and Request for Redesignation to Attainment for the Northern Ada County Carbon Monoxide Not-Classified Nonattainment Area, approved by the Idaho Department of Environmental Quality in 2001.

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

Regional Operations and Capital Improvement Plan (ROCIP), released by VRT in February 2005.

Regional Transportation Service Coordination Plan, adopted by VRT on November 29, 2007.

State Street Corridor Study, adopted by ACHD Commissioners on February 11, 2004.

Statewide Transportation Improvement Program, 2011-2014, Public Review Draft, ITD, July 2010.

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

Treasure Valley In Transit, the six-year plan to development a regional public transportation system, summer 2006.

Valley Regional Transit Five Year Strategic Plan, approved by VRT in November 2002, updated 2008.

VII. TRANSPORTATION IMPROVEMENT PROGRAM

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%, depending on the type of project.

Federal and state funding combined allows ITD to preserve and improve the current transportation system. ITD displays 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

The Highway Preservation Program uses a combination of state and federal funds for highway preservation.

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

The Pavement Preservation program is one of the State's most important activities. This program preserves the existing pavement conditions by completing overlays and chip seals to existing roadway surfaces.

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

This program provides for bridge deck rehabilitation and bridge repair.

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

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

B. Highway Improvements

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

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

This program is for replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

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. ITD does not currently fund this program.

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

The Rest Area Program directs an annual investment which may be flexibly applied to assure delivery of scheduled rehabilitation and reconstruction of existing rest areas and the construction of new rest areas when using private partnerships where appropriate.

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

The Safety program uses various federal funding sources to invest in safety initiatives including Safe Routes to School, sign upgrades, durable pavement markings, rumble strips, Intelligent Transportation Systems (ITS), Road Weather Information Systems (such as the 511

Program), 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 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).

**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. ITD does not currently fund this program.

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

ITD’s CMAQ program is a statewide competitive program in federal funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. ITD does not currently fund this program.

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

This program provides for reconstruction or rehabilitation of roadways that are no longer serviceable, emergency projects to restore roadway functionality, and facility upgrades to meet current standards where required to meet changes to roadway usage.

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

Projects shown in this program provide expansion of transportation facilities to better serve transportation customers. ITD funds very few expansion projects due to lack of funds.

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. 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. To date, approvals were made for FY2006-2007, FY2008, FY2009, and FY2010. Future funding requests are also shown in the TIP.

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

U. S. Congress designated improvement projects under the transportation bill, the Safe, Accountable, Flexible, Efficient

Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was approved on August 10, 2005. These funds cannot be used for any other purpose without congressional action.

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. (The Boise Urbanized Area is funded under the STP-TMA funds.)

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

Local STP-R program funds are for projects in rural areas with populations under 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. In Idaho, the LHTAC assists ITD with the administration of this federal program.

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

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.

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.

Other Federal Transportation Funding (Other Federal)

The FHWA and FTA provide funding for the operation of the metropolitan planning organizations through this program. The FTA portion is also referred to as FTA 5303 funds, as described on page 25.

State Board Funded Unallocated

The State Board Unallocated Program at \$2,000,000 is set-aside for use at the IT Board's discretion as various unplanned needs arise throughout the year. This program is managed by the IT Board.

Federal Transit Administration (FTA) Programs

The FTA provides federal assistance funds under its various programs to transit entities. VRT, 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 MPOs. 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.

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.

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

Section 5311 (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.

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.

Regionally Significant Projects

The TIP and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. Regionally significant projects are listed in Table 2.

40CFR93.101 defines a regionally significant project as:

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

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

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

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

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

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

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

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

On August 31, 2005, the ICC on Air Quality Conformity adopted the following definition of a "Regionally Significant" transit project:

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

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

Table 2: Summary of Locally-Funded Regionally Significant Projects (All Dollar Amounts in Thousands)(shown in year of expenditure (inflated))							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Sponsor Agency
Eagle Road, Victory Road to Ridenbaugh Canal	Widen roadway from two (2) lanes to five (5) lanes, including curb, gutter, sidewalk and bicycle lanes. Acquire 96 feet of right-of-way. Victory Road and Eagle Road intersection project to be programmed concurrently. Includes signal at Easy Jet and Eagle Road. Project includes Eagle Road Bridge #248 over the Ridenbaugh Canal. Listed in the 2007 Capital Improvements Plan as Eagle Road, Victory Road to Copper Point.	\$1,548	\$0	\$1,548	RD203-07	2011	ACHD
Fairview Avenue, Cloverdale Road to Five Mile Road	Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).	\$10,000	\$0	\$10,000	RC0127	PD	ACHD
Fairview Avenue, Eagle Road (SH 55) to Cloverdale Road	Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Widening based on recommendations from 2006 Capital Improvement Plan. Ultimate lane configurations and roadway features to be determined through the Fairview Avenue Concept Design.	\$7,880	\$0	\$7,880	RC0130	PD	ACHD

Table 2: Summary of Locally-Funded Regionally Significant Projects (All Dollar Amounts in Thousands)(shown in year of expenditure (inflated))							
Project	Description	Cost	Federal Share	Local Share	Key No	Year	Sponsor Agency
Fairview Avenue, Five Mile Road to Maple Grove Road	Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).	\$6,649	\$0	\$6,649	RC0131	PD	ACHD
Fairview Avenue, Locust Grove Road to SH 55 (Eagle Road)	Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Project included as part of Fairview Avenue Concept Design (Linder Road to Orchard Road).	\$7,969	\$0	\$7,969	RC0133	PD	ACHD
Fairview Avenue, Meridian Road to Locust Grove Road	Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Widening based on recommendations from the 2006 Capital Improvements Plan. Ultimate lane configurations and roadway features to be determined through the Fairview Avenue Concept Design.	\$8,083	\$0	\$8,083	RC0135	PD	ACHD
Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue	Phase 2 of the split corridor. Construct the northern portion (north of Franklin Road) of the Split Corridor roadway project. Includes the cross-over portion between Main Street and Meridian Road. Meridian Road, two-way segment - five (5) lanes, one-way segment - three (3) lanes, Main Street, one-way segment - three (3) lanes.	\$11,085	\$0	\$11,085	RD205-07	2013	ACHD
Ustick Road, Meridian Road to Locust Grove Road	Widening roadway from two (2) - lane to five (5) - lane urban section with curbs, gutter, sidewalks and bike lanes. Acquire 96 feet of right-of-way.	\$6,998	\$0	\$6,998	RD202-37	PD	ACHD
Total		\$60,212	\$0	\$60,212			

PD = Preliminary Development

VIII. FINANCIAL CONSTRAINT

The TIP is a financially driven document. By federal law and guidance, financial constraint is required. Financial constraint means that the TIP will only be programmed with projects to the level for which it can reasonably be assumed there is funding. Financial constraint also has the somewhat broader implication that 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.

ITD 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. The following list of highway assumptions and guidelines is used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

- a. Forecasted federal funding beyond SAFETEA-LU (FY 2009) are flat-lined at the FY 2009 SAFETEA-LU levels except as noted here. The program structure from FY2012-14 is based on SAFETEA-LU actual apportionments received in FY2009. FY2011 is based on actual FY2010 SAFETEA-LU apportionments received as extended by the U.S Congress in FY2010. The FY2010 extension act was exclusive of High Priority project 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 FY2011- FY2015 Highway Funding Plan does not include any year-end redistribution of obligation authority not used by any other states.
- d. The Highway Funding Plan does not include estimates of receipt of discretionary funds because they are now almost entirely earmarked in annual Congressional Appropriations Acts.

2. State Funding Assumptions

- a. Estimates of state funds available for capital construction take into account projected revenues, the reservation of funds for state match for federal-aid and other operational needs not shown in the STIP.
- b. \$23.2 million in state funds are estimated to be available for highway capital construction in FY 2011, \$41.0 million in FY 2012; \$43.3 in FY 2013; \$36.4 million in FY 2014; and dropping to \$28.1 million in FY 2015.

3. GARVEE Bonding Assumptions

GARVEE, or Grant Anticipation Revenue Vehicle bond, is a transportation financing instrument approved for use in Idaho by the 2005 Legislature. The GARVEE Program assumes the following:

- a. Idaho Code requires that no more than 20% of apportionment can be used for debt service through 2010 and no more than 30% thereafter.

- b. 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.
- c. The program adopted by the 2007 Idaho Legislature allows the Idaho Transportation Board to bond for projects on the same corridors for the additional amount of \$250 million.
- d. The program adopted by the 2008 Idaho Legislature allows the Idaho Transportation Board to bond for projects on the same corridors for the additional amount of \$134.1 million.
- e. The program adopted by the 2009 Idaho Legislature allows the Idaho Transportation Board to bond for projects on the same corridors for the additional amount of \$82 million.
- f. The program adopted by the 2010 Idaho Legislature allows the Idaho Transportation Board to bond for projects on the same corridors for the additional amount of \$12 million.
- g. 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.
- h. 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. The Public Transportation Program assumes the following:

- a. SAFETEA-LU is the basic law under which all federal transportation programs are funded. SAFETEA-LU was enacted on August 10, 2005 and is currently extended through a Continuing Resolution through December 31, 2010 using FY2009 funding levels. The programs are administered by FTA through ITD's Division of Public Transportation.
- b. The Public Transportation Program is a grant program. SAFETEA-LU apportionments are used to estimate the funds available through December 31, 2010. 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>.
- c. Forecasted federal funding beyond SAFETEA-LU (FY2009) is flat lined at the FY2009 SAFETEA-LU levels.
- d. No dedicated state general revenue funds have been made available for public transportation services.

Financial Status of ITD Projects

The FY2011-2015 STIP provides financial data and financial constraint for ITD projects.

ITD continually seeks innovative ways to make the best use of its resources and assets through a mixture of performance management and innovative finance. Idaho's transportation revenue comes from two primary sources. The State of Idaho receives approximately 53% of funds from federal revenues such as the National Highway Trust Fund (HTF) and the Airport and Airways Trust Fund (AATF), and approximately 46% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HAD) and air-fuel tax accounts. Annually, ITD accounts to the Idaho State Legislature on plans to utilize available resources for the operation, maintenance and capital improvement of the State Highway System, public transportation and aeronautics programs.

ITD's appropriations chart (see Figure 5) is updated annually and provided to the Idaho Legislature. It diagrams the various sources of funds and their distribution both to the state and to local governments. The chart is ITD's legislatively approved budget for FY2011.

The STIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2011 through FY2014. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes the projects found in Idaho's six metropolitan planning organization's TIPs.

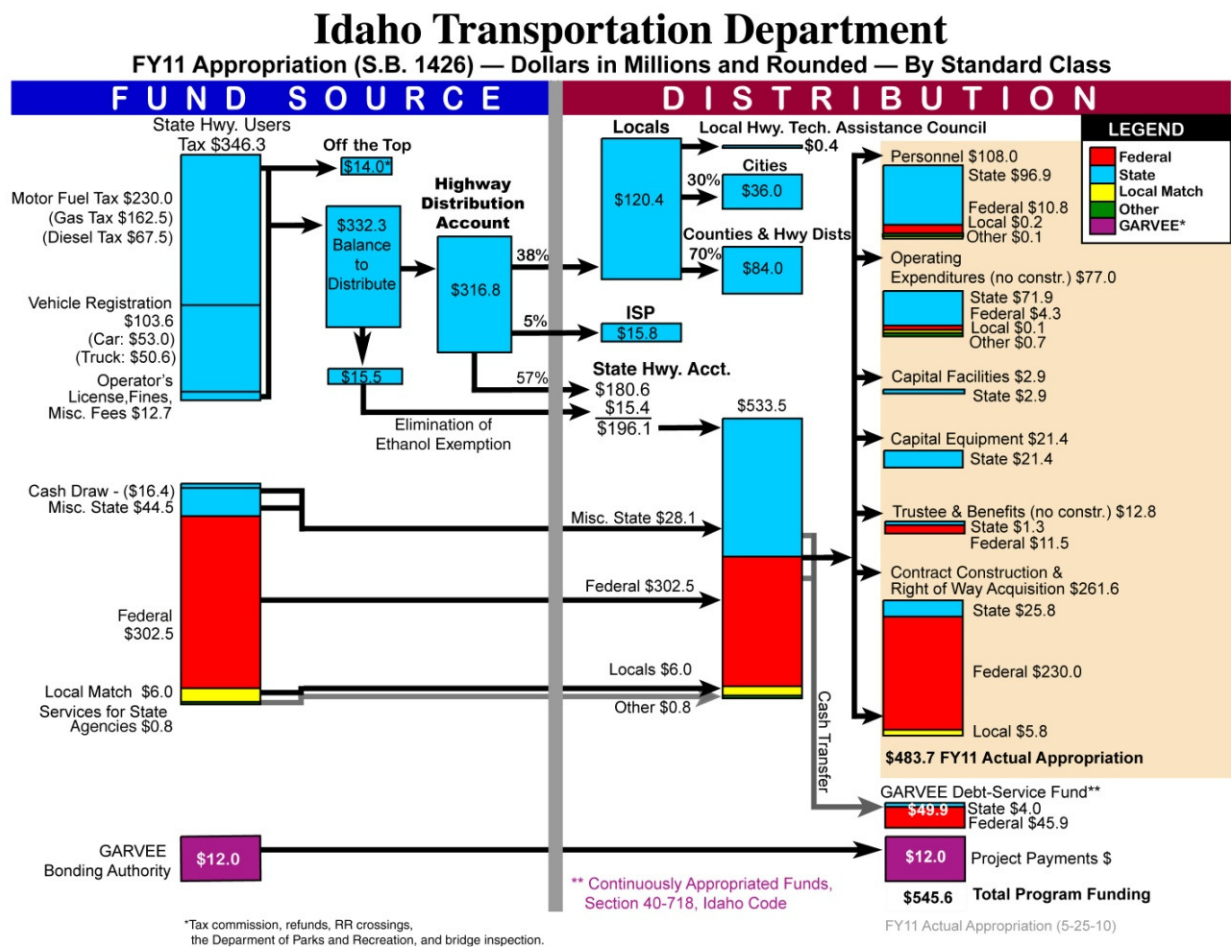


Figure 3: Idaho Transportation Department FY11 Appropriations

Meeting Idaho's increasing transportation needs when financial resources at all levels of government are experiencing little growth requires both fiscal restraint and sound management. It requires ITD and local transportation agencies to plan many years ahead, set reasonable development timetables that match projected revenues, and target resources toward projects that have been identified as most beneficial to the state transportation system and local communities.

In developing this year's draft TIP the focus for state projects has been on operations, preservation, restoration and expansion, also known as OPRE, in that order of priority. As funding shrinks, ITD will focus state and federal funding resources to ensure the operation and preservation of the transportation system and will only consider expansion as funding is available.

Future projects are prioritized based on anticipated revenues and careful consideration of the transportation infrastructure that needs to be operated, preserved, restored and lastly expanded. These decisions are based on identified road and bridge lifecycles, public input and the need for growth and future expansion of the transportation system. Federal funds administered by ITD are received from FHWA, FTA, the Federal Aviation Administration (FAA), and the National Highway Traffic Safety Administration (NHTSA). State funding must also be estimated every year.

ITD's Budget Policy section estimates revenues into the state Highway Distribution Account based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts include the match and federal funds estimated to be available to programmed projects. Following are the assumptions used to develop the transportation funding levels.

Table 3:
AVAILABLE FUNDING¹ WITH MATCH vs. PROGRAMMED PROJECTS (June 29, 2010)
This Report is to be Used ONLY for Planning Purposes During Public Involvement
DRAFT FY2011-2015 CAPITAL INVESTMENT PROGRAM
Estimates of Obligation Authority/Apportions/Allocations in \$000s with Match

Program Name	Statewide Transportation Improvement Program (STIP)								Future			
	FY2011		FY2012 ²		FY2013 ³		FY2014 ⁴		FY2015 ⁵		Prel. Dev. & Set-Asides	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation ^{1,5}	84,855	76,281	103,044	94,808	88,570	75,704	89,250	52,435	89,250	76,076	-	-
Pavement Restoration ¹	45,528	40,987	44,939	40,228	32,358	49,464	42,204	68,623	32,478	50,543	-	-
SHS Pavements	130,383	117,268	147,983	135,035	120,928	125,168	131,454	121,057	121,728	126,619	-	-
Bridge Preservation ^{1,5}	11,544	6,438	8904	11,307	10,522	8,947	12,155	12,844	12,763	13,705	-	-
Bridge Restoration ¹	27,588	24,183	18,736	23,012	27,469	26,644	27,000	27,321	27,000	32,638	-	-
SHS Bridges	39,132	30,621	27,640	34,319	37,991	35,591	39,155	40,165	39,763	46,342	-	-
SHS Core	167,515	147,889	175,623	169,355	158,919	160,759	170,609	161,222	161,491	172,962	-	-
Expansion ¹	20,258	39,330	-	2,933	13,811	18,449	-	-	-	-	-	-
Feasibility & Early Environmental	-	-	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest	60,840	60,840	73,954	73,954	73,964	73,964	74,189	74,189	74,243	74,243	-	-
SHS Expansion	81,098	100,170	73,954	76,887	87,775	92,413	74,189	74,189	74,243	74,243	-	-
System Support	1,500	2,173	1,500	1,783	1,500	1,783	1,500	1,783	1,500	1,783	-	-
State Board Unallocated	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	-	-
SHS Other	3,500	4,183	3,500	3,783	3,500	3,783	3,500	3,783	3,500	3,783	-	-
Rest Area ¹	5032	4,781	295	293	5,720	5,700	-	-	-	-	-	-
Safety - Statewide ¹	12,208	10,037	11,412	15,922	11,412	15,622	11,412	16,005	11,412	16,407	-	-
Safety - SAFETEA-LU Rail ¹	1,877	1,830	1,877	1,887	1,877	1,684	1,877	1,686	1,877	1,685	-	-
Safety - State Rail	250	268	250	245	250	245	250	250	250	250	-	-
Hwy Safety	19,367	16,916	13,834	18,347	19,259	23,251	13,539	17,941	13,539	18,342	-	-
System Planning ¹	-	322	-	804	-	-	-	-	-	-	-	-
Metropolitan Planning	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	-	-
State Planning & Research	6,227	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	-	-
Hwy Planning	7,867	7,795	7,473	8,277	7,473	7,473	7,403	7,403	7,743	7,743	-	-
STP - Enhancement	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	-	-
Hwy Special	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	-	-
STP - Local Urban ¹	11,071	10,843	7,953	6,908	7,953	8,139	7,953	7,795	7,953	4,770	16,701	30,416
STP - Transportation Mgmt Area ¹	7,649	5,618	7,121	9,694	7,121	6,069	7,121	10,889	7,121	7,082	14,954	15,599
STP - Rural ¹	14,870	13,263	11,224	10,971	11,224	9,597	11,224	11,675	11,224	14,503	23,570	38,615
Bridge, Local ¹	5,849	5,505	5,447	4,654	5,447	5,111	5,447	6,755	5,447	4,937	11,439	11,489
Bridge, Off System ¹	4,387	3,163	4,085	6,033	4,085	6,927	4,085	3,722	4,085	1,760	8,579	14,275
Hwy Local	43,826	38,329	35,830	38,260	35,830	35,843	35,830	40,835	35,830	33,052	75,243	110,393
Hwy Federal Formula & State Funds	327,016	317,188	312,057	316,751	314,599	325,365	306,983	307,286	297,919	311,697	75,243	110,393
High Priority (SAFETEA-LU) ¹	5,482	5,482	5,624	5,624	11,607	11,607	-	-	-	-	-	-
High Priority Debt Service @ 85% OA	-	-	-	-	-	-	-	-	-	-	-	-
Unscheduled High Priority (SAFETEA-LU) ²	-	-	-	-	-	-	-	-	-	-	-	-
High Priority (TEA-21)	6,008	6,008	-	-	-	-	-	-	18,738	18,738	-	-
Discretionary Earmarks (carried over)	1,960	1,960	442	442	-	-	-	-	890	890	-	-
Emergency Relief (carried over)	-	-	-	-	-	-	-	-	-	-	-	-
ARRA Hwy Infrastructure - SHS	-	-	-	-	-	-	-	-	-	-	-	-
ARRA Hwy Infrastructure - LHS	-	-	-	-	-	-	-	-	-	-	-	-
Forest Highways	15,237	15,265	15,237	15,600	15,237	14,683	15,237	-	15,237	-	13,846	13,846
Refuge Roads	-	-	-	-	-	-	-	-	-	-	-	-
Indian Reservation Roads	-	-	-	-	-	-	-	-	-	-	-	-
Other Federal Non-Formula	2,215	2,215	430	430	370	370	-	-	-	-	-	-
Hwy Other Federal Programs	30,902	30,930	21,733	22,096	27,214	26,660	15,237	-	34,865	19,628	13,846	13,846
Federal Non-Participating	10	10	1,661	1,661	-	-	-	-	-	-	-	-
Local/Private Partnership	-	-	-	-	-	-	-	-	-	-	-	-
Hwy Other State Programs	10	10	1,661	1,661	-	-	-	-	-	-	-	-
GARVEE SFY06/07 Leg. Authorization ³	27,920	27,920	-	-	-	-	-	-	-	-	-	-
GARVEE SFY08 Leg. Authorization ³	1,766	1,766	-	-	-	-	-	-	-	-	-	-
GARVEE SFY09 Leg. Authorization ³	12,000	12,000	-	-	-	-	-	-	-	-	-	-
GARVEE SFY10 Leg. Authorization ³	82,000	149,216	-	-	-	-	-	-	-	-	-	-
GARVEE Future Leg. Authorization ³	-	-	185,800	185,800	-	-	-	-	-	-	-	-
GARVEE Total	41,686	41,686	185,800	185,800	-	-	-	-	-	-	-	-
Highways Total	399,614	389,814	521,251	526,308	341,813	352,025	322,220	307,286	322,784	331,325	89,089	124,239
Capital	12,052	12,052	2,415	2,415	1,848	1,848	1,853	1,853	1,054	1,054	-	-
Mobility Services	14,891	14,891	10,793	10,793	10,796	10,796	10,527	10,527	2,975	2,975	-	-
Multi-Modal Planning	748	748	700	700	480	480	475	475	-	-	-	-
Administration	1,085	1,085	1,085	1,085	1,098	1,098	1,063	1,063	21	21	-	-
Miscellaneous	272	272	153	153	135	135	126	126	-	-	-	-
Public Transit Total (FA Only)	29,048	29,048	15,146	15,146	14,357	14,357	14,044	14,044	4,050	4,050	-	-
New Airport Facilities	11,854	11,854	30,250	30,250	57,388	57,388	33,852	33,852	60,526	60,526	-	-
Airport Facility Maintenance	17,842	17,842	22,887	22,887	7,466	7,466	5,655	5,655	9,835	9,835	-	-
Airport Planning	3,397	3,397	853	853	518	518	6,890	6,890	1,797	1,797	-	-
Aviation System Planning	200	200	200	200	200	200	200	200	200	200	-	-
Aeronautics Total	33,293	33,293	54,190	54,190	65,572	65,572	46,597	46,597	72,358	72,358	-	-
Grand Total	461,955	452,155	590,587	595,644	421,742	431,954	382,861	367,927	409,192	407,733	89,089	124,239

¹Available estimates are to be used for planning purposes only. FY2009 is the final year of SAFETEA-LU transportation act.

²Funds expressed in future value.

³Includes High Priority reserved for debt service on future bonds and for projects without construction year or funding (Horizons).

⁴GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

⁵Buying power preserved for 5% annual inflation.

Financial Status of Project Sponsoring Entities. ACHD projects are derived from the agency's annual Five-Year Work Program, a capital improvement program. The Five-Year Work Program is a fiscally-constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. Each year, ACHD staff develops revenue projections for the program. These projections are based on anticipated growth in ACHD's various revenue sources, which include property taxes, vehicle registration fees, HDA (gas tax), state sales tax and impact fees. The total revenue projection is then divided into two subcategories – Maintenance and Operations and Capital Projects. The amount identified for Capital Projects serves as the amount available for the Five-Year Work Program and matches the revenue column in Table 30. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

Table 4: Ada County Highway District Budget History, 2000 - 2009

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2000	\$11,307,447	\$53,383,860	\$52,819,119	\$564,741	\$11,872,188	\$0	\$0
2001	\$11,872,187	\$57,217,331	\$57,054,929	\$162,402	\$12,034,589	\$6,182,300	\$1,406,321
2002	\$12,034,589	\$52,732,215	\$58,925,379	-\$6,193,164	\$5,841,425	\$5,841,425	\$0
2003	\$7,012,894	\$53,044,690	\$52,745,014	\$299,676	\$7,312,570	\$6,182,300	\$1,406,321
2004	\$7,588,621	\$64,679,096	\$59,690,797	\$4,988,299	\$12,576,920	\$0	\$0
2005	\$13,482,339	\$70,921,109	\$61,866,316	\$9,054,793	\$22,537,132	\$12,362,826	\$10,502,919
2006	\$22,537,132	\$68,223,534	\$72,654,655	-\$4,431,121	\$18,106,011	\$17,898,142	\$1,179,627
2007	\$18,106,011	\$72,295,140	\$83,763,259	-\$11,468,119	\$6,637,892	\$5,282,420	\$447,856
2008	\$6,637,892	\$78,760,717	\$71,839,426	\$6,921,291	\$13,559,183	\$3,763,173	\$9,429,417
2009	\$13,559,183	\$70,251,141	\$66,405,221	\$3,845,920	\$17,405,103	\$4,147,278	\$13,187,679

Source: Local Jurisdiction Financial Report Summary, 2000-2009.

**Table 5: Ada County Highway District Budget Program, FY2011 - FY2015
Projected Revenues and Expenditures**

Year	Programmed	Revenue	Reimbursements	Total Revenue	Difference
2011	\$35,390,000	\$31,700,000	\$3,010,000	\$34,710,000	-\$680,000
2012	\$38,800,000	\$32,600,000	\$5,710,000	\$38,310,000	-\$490,000
2013	\$35,720,000	\$33,600,000	\$620,000	\$34,220,000	-\$1,500,000
2014	\$38,200,000	\$34,500,000	\$3,230,000	\$37,730,000	-\$470,000
2015	\$37,430,000	\$35,300,000	\$1,710,000	\$37,010,000	-\$420,000
PD	\$77,130,000	\$73,400,000	\$2,110,000	\$75,510,000	-\$1,620,000
Total	\$262,670,000	\$241,100,000	\$16,390,000	\$257,490,000	-\$5,180,000

Source: Ada County Highway District FY2011-2015 Five Year Work Program (February 24, 2010)

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. Tables 6-9 provide historical and projected financial statistics for the urban and rural portions of Canyon County as a summary. Detail information is available.

Table 6: Nampa Urbanized Area Highway Districts Budget History, 2000-2009

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	\$7,378,610	\$14,010,029	\$14,113,177	\$ -103,148	\$7,275,461	\$3,860,038	\$4,148,126
2001	\$ 6,655,668	\$15,624,896	\$12,160,205	\$3,464,691	\$10,120,358	\$5,885,382	\$1,150,562
2002	\$7,430,949	\$14,049,784	\$13,452,037	\$597,747	\$8,028,696	\$3,860,038	\$4,148,126
2003	\$ 8,660,216	\$15,826,932	\$16,306,988	\$-480,056	\$7,640,160	\$5,885,382	\$1,150,562
2004	\$7,890,863	\$16,345,366	\$14,951,478	\$1,393,888	\$9,284,752	\$3,860,038	\$4,148,126
2005	\$10,033,050	\$18,725,666	\$15,793,382	\$2,932,284	\$12,965,334	\$8,899,613	\$3,614,182
2006	\$10,495,092	\$18,718,593	\$18,272,873	\$445,720	\$10,940,815	\$ 5,904,043	\$5,036,772
2007	\$11,175,382	\$20,252,807	\$18,249,721	\$2,003,086	\$13,178,468	\$11,737,393	\$3,312,217
2008	\$8,010,126	\$21,601,909	\$19,606,412	\$1,995,497	\$10,005,623	\$5,738,906	\$1,176,148
2009	\$18,955,382	\$21,763,722	\$20,696,792	\$1,066,930	\$20,022,312	\$10,135,313	\$10,096,792

Source: Local Jurisdiction Financial Report Summary, 2000-2009. Started including Canyon HD4 financial data in 2007.

Table 7: Nampa Urbanized Area Highway Districts Budget Projection, 2011-2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance
2011	\$21,163,065	\$23,746,532	\$22,559,206	\$1,187,327	\$22,350,392
2012	\$22,350,392	\$24,678,003	\$23,444,103	\$1,233,900	\$23,584,292
2013	\$23,584,292	\$25,609,474	\$24,329,001	\$1,280,474	\$24,864,766
2014	\$24,864,766	\$26,540,946	\$25,213,898	\$1,327,047	\$26,191,813
2015	\$26,191,813	\$27,472,417	\$26,098,796	\$1,373,621	\$27,565,434

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2001-2009, using an 8-year average in year-over-year changes in total income and average income-disbursement ratio (2000-2009)

Table 8: Other Canyon County Highway Districts Budget History, 2000-2009

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	\$1,566,091	\$2,615,437	\$2,364,482	\$250,955	\$1,817,046	\$231,000	\$1,435,883
2001	\$1,787,243	\$2,806,552	\$2,517,589	\$288,963	\$2,076,206	\$126,000	\$1,243,766
2002	\$2,050,400	\$2,612,172	\$2,673,838	-\$61,666	\$1,988,734	\$231,000	\$1,435,883
2003	\$2,001,204	\$2,759,997	\$3,086,262	-\$326,265	\$1,674,940	\$126,000	\$1,243,766
2004	\$1,545,440	\$3,100,378	\$3,029,079	\$71,299	\$1,616,739	\$231,000	\$1,435,883
2005	\$1,638,842	\$2,938,873	\$3,104,322	-\$165,449	\$1,473,393	\$29,579	\$1,208,311
2006	\$1,611,686	\$3,467,251	\$3,206,975	\$260,276	\$1,871,962	\$775,000	\$736,302
2007	\$2,726,150	\$3,530,574	\$4,187,562	-\$656,988	\$2,069,162	\$220,943	\$1,225,338
2008	\$2,269,601	\$3,791,946	\$4,299,131	-\$507,185	\$1,762,416	\$1,215,074	\$357,915
2009	\$1,567,280	\$4,396,729	\$4,278,741	\$117,988	\$1,685,269	\$1,470,765	\$305,130

Source: Local Jurisdiction Financial Report Summary, 2000-2009

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance
2011	\$1,685,269	\$4,184,713	\$3,975,477	\$209,236	\$1,894,505
2012	\$1,894,505	\$4,363,389	\$4,145,220	\$218,169	\$2,112,674
2013	\$2,112,674	\$4,542,066	\$4,314,963	\$227,103	\$2,339,777
2014	\$2,339,777	\$4,720,743	\$4,484,706	\$236,037	\$2,575,815
2015	\$2,575,815	\$4,899,419	\$4,654,448	\$244,971	\$2,820,786

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2001-2009, using an 8-year average in year-over-year changes in total income and average income-disbursement ratio (2000-2009)

More details regarding financial analysis are available online in the Transportation Financial Report (September 2010): <http://www.compassidaho.org/reports.htm> (Report 18-2010).

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

Financial Status of VRT Projects. VRT, the regional transit agency, is the recipient of the FTA’s funds in the Treasure Valley, more specifically those under the Section 5307 and 5309 Programs. In recent years, the Congestion Mitigation/Air Quality Program has functioned as a supplemental source for funding transit capital projects. Efforts are underway to secure a steady source of revenue for the operation and expansion of the Treasure Valley transit system. The City of Boise and other local governments in the Treasure Valley are committed to supporting VRT and its transit system improvement programs.

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

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
2007	\$2,562,110	\$8,576,148	\$9,477,221	\$1,661,037
2008	\$1,661,037	\$10,519,714	\$10,677,306	\$1,503,445
2009	\$1,503,445	\$10,592,700	\$10,678,285	\$1,417,861

Source: Valley Regional Transit budget reports, 2003-2009.

Table 11: Valley Regional Transit Budget Projections, 2011-2015				
Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2011	\$1,417,861	\$24,281,741	\$24,281,741	\$1,417,861
2012	\$1,417,861	\$22,108,672	\$22,108,672	\$1,417,861
2013	\$1,417,861	\$12,401,904	\$12,401,904	\$1,417,861
2014	\$1,417,861	\$12,793,809	\$12,793,809	\$1,417,861
2015	\$1,417,861	\$13,177,624	\$13,177,624	\$1,417,861

Source: Valley Regional Transit, Fiscal Year 2011 – Six Year Operating/Capital Budget Projects (summary), 2010.

General Statement of Financial Constraint. Overall, the projects programmed in this document can reasonably be funded through anticipated funding sources. Table 12 demonstrates available funding versus programmed funding for all funding sources available to the COMPASS area. Projection of local revenues is based on assumptions of continued development and economic activities in the area. In light of these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing for the required local match and that the document meets the requirement of financially constrained.

Table 12: COMPASS Region Available vs. Programmed Funding (All Amounts in Thousands Including Local Match)(shown in year of expenditure – inflated)												
Funding Source	2011		2012		2013		2014		2015		PD	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Bridge	2450	2450	158	158	5292	5292	0	0	13419	13419	0	0
CMAQ	0	0	0	0	0	0	0	0	0	0	0	0
Expansion	50	50	0	0	888	888	0	0	0	0	0	0
FTA 5307	12396	12396	5644	5644	5514	5514	5789	5789	6079	6079	0	0
FTA 5309	5252	5252	0	0	0	0	0	0	0	0	0	0
FTA 5310	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5311	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5311(f)	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5316 Rural	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5316 Large Urban	160	160	168	168	176	176	185	185	194	194	0	0
FTA 5316 Small Urban	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5317 Rural	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5317 Large Urban	98	98	103	103	108	108	113	113	119	119	0	0
FTA 5317 Small Urban	0	0	0	0	0	0	0	0	0	0	0	0
*Future GARVEE	0	0	0	83310	0	0	0	0	0	0	0	0
FY2006/2007 GARVEE	1400	1400	0	0	0	0	0	0	0	0	0	0
FY2008 GARVEE	2600	2600	0	0	0	0	0	0	0	0	0	0
FY2009 GARVEE	2467	2467	0	0	0	0	0	0	0	0	0	0
FY2010 GARVEE	1766	1766	0	0	0	0	0	0	0	0	0	0
FY2011 GARVEE	11500	11500	0	0	0	0	0	0	0	0	0	0
High Priority - SAFETEA-LU	5413	5413	4589	4589	0	0	0	0	0	0	0	0
Interstate Discretionary	2425	2425	0	0	0	0	0	0	0	0	0	0
Local (Regionally Significant)	3867	3867	5836	5836	6576	6576	434	434	954	954	46190	46190
Non-Participating	0	0	0	0	0	0	0	0	0	0	0	0
Other Federal	1229	1229	1291	1291	1355	1355	1423	1423	1217	1217	0	0
Pavement Preservation	0	0	6326	6326	0	0	0	0	0	0	0	0
Restoration	0	0	60	60	10242	10242	8308	8308	14325	14325	0	0
Safety - SAFETEA-LU Rail	380	380	0	0	0	0	0	0	0	0	0	0
Safety - Statewide	550	550	53	53	331	331	3328	3328	4473	4473	0	0
Scenic Byways	0	0	0	0	0	0	0	0	0	0	0	0
SR2S	143	143	0	0	0	0	0	0	0	0	0	0
STP-E	0	0	0	0	0	0	0	0	0	0	0	0
STP-R	0	0	0	0	0	0	0	0	0	0	4254	4254
STP-TMA	7649	7178	7121	7300	7121	7227	7121	7101	7121	7082	14954	14667
STP-U	179	179	1620	1620	61	61	1900	1900	67	67	7323	7323
Total	44007	43536	32969	116458	37664	37770	28601	28581	47968	47929	72721	72434

*Future GARVEE funds are not yet approved by the Idaho Legislature, but approval is anticipated.

IX. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is provided in Table 13. 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.

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Allocated to Air Quality	Percent to Roadways	Percent to Alternative Solutions	Percent to Air Quality
2010	\$44,356,000	\$21,906,000	\$21,071,000	-0-	49%	48%	0%
2011	\$119,004,000	\$107,687,000	\$8,700,000	\$420,000	90%	7%	0%
2012	\$37,696,000	\$27,220,000	\$9,120,000	-0-	72%	24%	0%
2013	\$33,782,000	\$25,147,000	\$6,801,000	-0-	74%	20%	0%
2014	\$48,034,000	\$34,528,000	\$11,918,000	-0-	72%	25%	0%
PD	\$72,715,000	\$56,384,000	\$15,941,000	-0-	78%	22%	0%
Total	\$355,587,000	\$272,872,000	\$73,551,000	\$420,000	77%	21%	0%

PD=Preliminary Development

APPENDIX A
LIST OF PROJECTS

FY2011 - 2015 Transportation Improvement Program Grouped Projects Only



Year of Expenditure Report (All Values in Thousands of Dollars)

Future costs estimated based on costs in 2011 and then adjusted for inflation based on a 5% annual inflation rate

Inflation-adjusted costs for projects in PD (Preliminary Development) are based on a FY2016 time frame

Bridge

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$2,160	\$540	\$2,700	2011	\$2,160	\$540	\$2,700
2012	\$336	\$84	\$420	2012	\$320	\$80	\$400
2013	\$8,622	\$2,155	\$10,777	2013	\$7,820	\$1,955	\$9,775
2014	\$7,270	\$1,817	\$9,087	2014	\$6,280	\$1,570	\$7,850
2015	\$0	\$0	\$0	2015	\$0	\$0	\$0
PD	\$0	\$0	\$0	PD	\$0	\$0	\$0

The following projects are likely, but not guaranteed to be funded through this group

Key Number	Project
12029	I-84, Gowen Railroad Bridge Eastbound, Boise
12379	I-84, Gowen Railroad Bridge Westbound
12867	Northside Boulevard Overpass, Interchange 35, Nampa
12030	SH 16, Willow Creek Bridge
12866	Union Pacific Railroad East Lateral Canal Bridge, Nampa

Roadway (Capital)

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$46	\$4	\$50	2011	\$46	\$4	\$50
2012	\$0	\$0	\$0	2012	\$0	\$0	\$0
2013	\$822	\$65	\$888	2013	\$746	\$59	\$805
2014	\$0	\$0	\$0	2014	\$0	\$0	\$0
2015	\$0	\$0	\$0	2015	\$0	\$0	\$0
PD	\$0	\$0	\$0	PD	\$0	\$0	\$0

The following projects are likely, but not guaranteed to be funded through this group

Key Number	Project
12356	I-84, Wye Interchange Storm Retention Pond

PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Type, then by Project Name
All Values in Thousands of Dollars
Totals May Be Skewed Due to Rounding

Roadway (Maintenance)

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$1,891	\$111	\$2,002	2011	\$1,891	\$111	\$2,002
2012	\$7,165	\$400	\$7,566	2012	\$6,824	\$381	\$7,206
2013	\$10,098	\$800	\$10,898	2013	\$9,159	\$726	\$9,885
2014	\$8,770	\$728	\$9,498	2014	\$7,576	\$629	\$8,205
2015	\$9,018	\$749	\$9,767	2015	\$7,419	\$616	\$8,035
PD	\$6,851	\$543	\$7,393	PD	\$5,368	\$425	\$5,793

The following projects are likely, but not guaranteed to be funded through this group

<u>Key Number</u>	<u>Project</u>
GU09308	16th Avenue North, 7th Street North to Garrity Boulevard
11922	ACHD Thin Lift Overlay Projects
12208	ACHD Thin Lift Overlay Projects, Phase 2
10559	Federal Aid Overlay Arterials and Collectors - FY2011
11065	Federal Aid Overlay Arterials and Collectors - FY2012
11581	Federal Aid Overlay Arterials and Collectors - FY2013
12050	Federal Aid Overlay Arterials and Collectors - FY2014
12363	Federal Aid Overlay Arterials and Collectors - FY2015
12369	Federal Aid Overlay Arterials and Collectors - PD
12352	I-84, Eisenman Interchange to Indian Creek Bridge Eastbound
12353	I-84, Eisenman Interchange to Indian Creek Bridge Westbound
11045	I-84, Regina to Cleft Eastbound
12377	Middleton Road Pavement Rehabilitation, Canyon County
12047	Midland Road Pavement Rehabilitation, Ustick Road to US 20/26
12354	SH 21, High Bridge to Robie Creek
12044	SH 55 (Eagle Road), Fairview Avenue to SH 44
11046	SH 55, Snake River Bridge to Pride Lane, Canyon County
11566	US95, Wilder to Parma

Safety

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$443	\$57	\$500	2011	\$443	\$57	\$500
2012	\$1,612	\$88	\$1,700	2012	\$1,535	\$84	\$1,619
2013	\$309	\$331	\$639	2013	\$280	\$300	\$580
2014	\$192	\$0	\$192	2014	\$166	\$0	\$166
2015	\$4,339	\$328	\$4,668	2015	\$3,570	\$270	\$3,840
PD	\$0	\$0	\$0	PD	\$0	\$0	\$0

The following projects are likely, but not guaranteed to be funded through this group

<u>Key Number</u>	<u>Project</u>
12359	Farmway Road, Railroad Crossing
12342	I-84, Pavement Striping - FY2014
12343	I-84, Pavement Striping - FY2015
10526	Pavement Striping, Ada County - FY2011
12026	Pavement Striping, Ada County - FY2013
12025	Pavement Striping, Ada County, FY2012
12219	Pedestrian Countdown Heads, ACHD
12362	Railroad Crossing on Pinto Road West of Caldwell
12361	SH 19 Railroad Crossing East of Greenleaf
11578	SH 44 (State Street) and Ballentyne Road Intersection
12383	SH 55, Intersection Karcher Road and Lake Avenue, Canyon County
12360	South Orchard Road, Railroad Crossing
12366	State Street ITS, ACHD

Studies/Planning/Special

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$1,541	\$87	\$1,628	2011	\$1,541	\$87	\$1,628
2012	\$2,730	\$174	\$2,904	2012	\$2,600	\$166	\$2,766
2013	\$1,274	\$81	\$1,355	2013	\$1,156	\$73	\$1,229
2014	\$1,720	\$115	\$1,835	2014	\$1,485	\$100	\$1,585
2015	\$1,472	\$117	\$1,589	2015	\$1,211	\$96	\$1,307
PD	\$362	\$29	\$391	PD	\$284	\$22	\$306

The following projects are likely, but not guaranteed to be funded through this group

<u>Key Number</u>	<u>Project</u>
12387	Avenue C Sidewalk, SR2S, Wilder
12058	Boise School District Coordinator, SR2S, FY2011

PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Type, then by Project Name

6/9/2011

All Values in Thousands of Dollars

Totals May Be Skewed Due to Rounding

FINAL

12061	Communities in Motion Update
12274	COMPASS Planning - FY2011
12371	COMPASS Planning - FY2012 and FY2013
12372	COMPASS Planning - FY2014
12373	COMPASS Planning - FY2015
12374	COMPASS Planning - PD
09827	Household Travel Survey
12386	Light Birch Elementary and Crosswalks, SR2S, Wilder
11191	Metropolitan Planning - FY2011
11199	Metropolitan Planning - FY2012
11590	Metropolitan Planning - FY2013
12380	Metropolitan Planning - FY2014
12381	Metropolitan Planning - FY2015
11847	Metropolitan Planning Transit - FY2011
11848	Metropolitan Planning Transit - FY2012
11849	Metropolitan Planning Transit - FY2013
12770	Metropolitan Planning Transit - FY2014
12057	Nampa School District, SR2S, FY2011
12060	Onboard Transit Survey, COMPASS
12385	SH 44 Sidewalk, SR2S, Middleton
12384	Treasure Valley YMCA, SR2S, Boise

Report Summary - Total Costs (All Grouped Projects)

Yearly costs - adjusted for inflation				Yearly costs - not adjusted for inflation			
	Federal	Local	Total		Federal	Local	Total
2011	\$6,081	\$799	\$6,880	2011	\$6,081	\$799	\$6,880
2012	\$11,843	\$747	\$12,590	2012	\$11,279	\$711	\$11,991
2013	\$21,125	\$3,432	\$24,557	2013	\$19,161	\$3,113	\$22,274
2014	\$17,951	\$2,661	\$20,612	2014	\$15,507	\$2,298	\$17,806
2015	\$14,829	\$1,194	\$16,023	2015	\$12,200	\$982	\$13,182
PD	\$7,213	\$571	\$7,784	PD	\$5,651	\$448	\$6,099

PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Type, then by Project Name

All Values in Thousands of Dollars

Totals May Be Skewed Due to Rounding

6/9/2011

FINAL

FY2011 - 2015 Transportation Improvement Program Individual Projects Only



Year of Expenditure Report (All Values in Thousands of Dollars)

Inflation-adjusted costs for projects in PD (Preliminary Development) are based on a FY2016 time frame

Future costs estimated based on costs in 2011 and then adjusted for inflation based on a 5% annual inflation rate

Amity Road, Chestnut Street to Kings Corner

Key # : 10541
Requesting Agency : City of Nampa
Project Year : 2012
Total Previous Expenditures \$1,480

	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$7,089	\$6,870
Total Cost (Previous + Programmed)	\$8,569	\$8,350

Project Description :
Widen from four (4) to five (5) lanes urban section.



Funding Source : High Priority - SAFETEA-LU

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$4,589	\$0	\$0	\$0	\$0	\$4,589	\$0	\$4,370	\$0	\$0	\$0	\$0	\$4,370
Yearly Cost	\$2,500	\$4,589	\$0	\$0	\$0	\$0	\$7,089	\$2,500	\$4,370	\$0	\$0	\$0	\$0	\$6,870
Federal Share	\$2,317	\$4,252	\$0	\$0	\$0	\$0	\$6,568	\$2,317	\$4,049	\$0	\$0	\$0	\$0	\$6,366
Local Share	\$183	\$337	\$0	\$0	\$0	\$0	\$520	\$183	\$321	\$0	\$0	\$0	\$0	\$504

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Blaine Street and Cleveland Avenue Curb Replacement

Key # : 09656
Requesting Agency : City of Caldwell
Project Year : 2011
Total Previous Expenditures \$2,481

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : (\$402) (\$402)
Total Cost (Previous + Programmed) \$2,079 \$2,079

Project Description :
 Maintenance repairs on Blaine Street and Cleveland Avenue.



Funding Source : STP-U

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	(\$402)	\$0	\$0	\$0	\$0	\$0	(\$402)	(\$402)	\$0	\$0	\$0	\$0	\$0	(\$402)
Yearly Cost	(\$402)	\$0	\$0	\$0	\$0	\$0	(\$402)	(\$402)	\$0	\$0	\$0	\$0	\$0	(\$402)
Federal Share	(\$372)	\$0	\$0	\$0	\$0	\$0	(\$372)	(\$372)	\$0	\$0	\$0	\$0	\$0	(\$372)
Local Share	(\$30)	\$0	\$0	\$0	\$0	\$0	(\$30)	(\$30)	\$0	\$0	\$0	\$0	\$0	(\$30)

Bowmont Road Lynwood to SH 45, Nampa

Key # : 12898
Requesting Agency : Nampa HD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$4,334 \$3,413
Total Cost (Previous + Programmed) \$4,334 \$3,413

Project Description :
 Realign Bowmont Road from Lynwood to SH 45.



Funding Source : STP-R

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$80	\$0	\$0	\$0	\$0	\$0	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$80
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$4,254	\$4,254	\$0	\$0	\$0	\$0	\$0	\$3,333	\$3,333
Yearly Cost	\$80	\$0	\$0	\$0	\$0	\$4,254	\$4,334	\$80	\$0	\$0	\$0	\$0	\$3,333	\$3,413
Federal Share	\$74	\$0	\$0	\$0	\$0	\$3,942	\$4,016	\$74	\$0	\$0	\$0	\$0	\$3,088	\$3,162
Local Share	\$6	\$0	\$0	\$0	\$0	\$312	\$318	\$6	\$0	\$0	\$0	\$0	\$245	\$251

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Caldwell Biking - Walking Trail System

Key # : 09438
Requesting Agency : City of Caldwell
Project Year : 2011
Total Previous Expenditures \$319

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$13 \$13
Total Cost (Previous + Programmed) \$332 \$332

Project Description :

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



Funding Source : STP-U

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$13
Yearly Cost	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$13
Federal Share	\$12	\$0	\$0	\$0	\$0	\$0	\$12	\$12	\$0	\$0	\$0	\$0	\$0	\$12
Local Share	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$1

Eagle Road, Victory Road to Ridenbaugh Canal

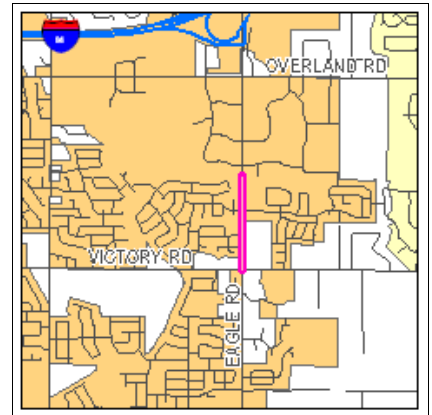
Key # : RD203-07
Requesting Agency : ACHD
Project Year : 2011
Total Previous Expenditures \$3,037

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,548 \$1,548
Total Cost (Previous + Programmed) \$4,585 \$4,585

Project Description :

Widen roadway from two (2) lanes to five (5) lanes, including curb, gutter, sidewalk and bicycle lanes. Acquire 96 feet of right-of-way. Victory Road and Eagle Road intersection project to be programmed concurrently. Includes signal at Easy Jet and Eagle Road. Project includes Eagle Road Bridge #248 over the Ridenbaugh Canal. Listed in the 2007 Capital Improvements Plan as Eagle Road, Victory



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$20
CE	\$28	\$0	\$0	\$0	\$0	\$0	\$28	\$28	\$0	\$0	\$0	\$0	\$0	\$28
CN	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
Yearly Cost	\$1,548	\$0	\$0	\$0	\$0	\$0	\$1,548	\$1,548	\$0	\$0	\$0	\$0	\$0	\$1,548
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$1,548	\$0	\$0	\$0	\$0	\$0	\$1,548	\$1,548	\$0	\$0	\$0	\$0	\$0	\$1,548

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Fairview Avenue, Cloverdale Road to Five Mile Road

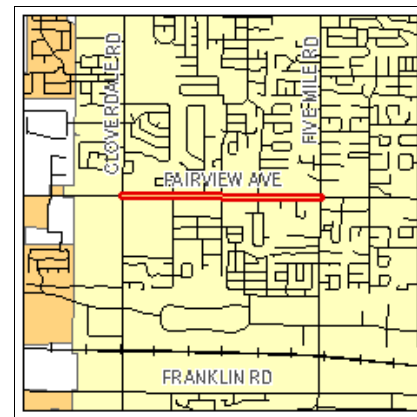
Key # : RC0127
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$10,000 \$7,835
Total Cost (Previous + Programmed) \$10,000 \$7,835

Project Description :

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



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$1,053	\$1,053	\$0	\$0	\$0	\$0	\$0	\$825	\$825
RW	\$0	\$0	\$0	\$0	\$0	\$1,085	\$1,085	\$0	\$0	\$0	\$0	\$0	\$850	\$850
UT	\$0	\$0	\$0	\$0	\$0	\$140	\$140	\$0	\$0	\$0	\$0	\$0	\$110	\$110
CE	\$0	\$0	\$0	\$0	\$0	\$702	\$702	\$0	\$0	\$0	\$0	\$0	\$550	\$550
CN	\$0	\$0	\$0	\$0	\$0	\$7,020	\$7,020	\$0	\$0	\$0	\$0	\$0	\$5,500	\$5,500
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$7,835	\$7,835
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$7,835	\$7,835

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

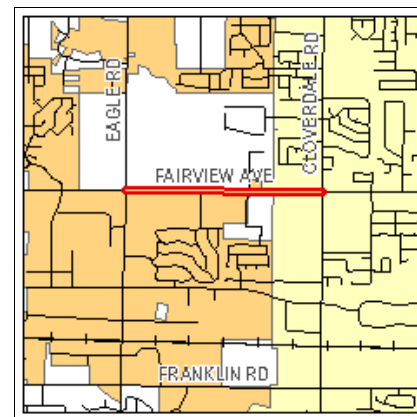
Key # : RC0130
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$7,880 \$6,174
Total Cost (Previous + Programmed) \$7,880 \$6,174

Project Description :

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Widening based on recommendations from 2006 Capital Improvement Plan. Ultimate lane configurations and roadway features to be determined through the Fairview Avenue Concept Design.



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$0	\$0	\$0	\$0	\$0	\$520	\$520
RW	\$0	\$0	\$0	\$0	\$0	\$322	\$322	\$0	\$0	\$0	\$0	\$0	\$252	\$252
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$255	\$255	\$0	\$0	\$0	\$0	\$0	\$200	\$200
CN	\$0	\$0	\$0	\$0	\$0	\$6,639	\$6,639	\$0	\$0	\$0	\$0	\$0	\$5,202	\$5,202
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$7,880	\$7,880	\$0	\$0	\$0	\$0	\$0	\$6,174	\$6,174
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$7,880	\$7,880	\$0	\$0	\$0	\$0	\$0	\$6,174	\$6,174

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Fairview Avenue, Five Mile Road to Maple Grove Road

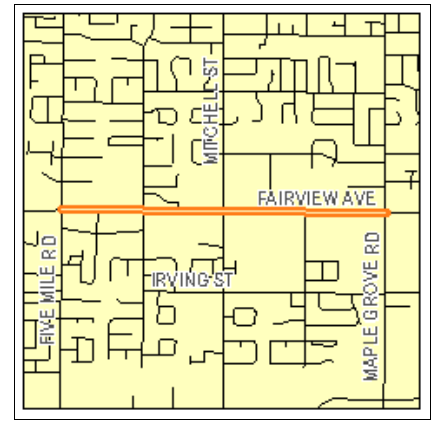
Key # : RC0131
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$6,649 \$5,210
Total Cost (Previous + Programmed) \$6,649 \$5,210

Project Description :

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



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$83	\$83	\$0	\$0	\$0	\$0	\$0	\$65	\$65
PC	\$0	\$0	\$0	\$0	\$0	\$383	\$383	\$0	\$0	\$0	\$0	\$0	\$300	\$300
RW	\$0	\$0	\$0	\$0	\$0	\$1,493	\$1,493	\$0	\$0	\$0	\$0	\$0	\$1,170	\$1,170
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$191	\$191	\$0	\$0	\$0	\$0	\$0	\$150	\$150
CN	\$0	\$0	\$0	\$0	\$0	\$4,499	\$4,499	\$0	\$0	\$0	\$0	\$0	\$3,525	\$3,525
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$6,649	\$6,649	\$0	\$0	\$0	\$0	\$0	\$5,210	\$5,210
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$6,649	\$6,649	\$0	\$0	\$0	\$0	\$0	\$5,210	\$5,210

Fairview Avenue, Locust Grove Road to SH 55 (Eagle Road)

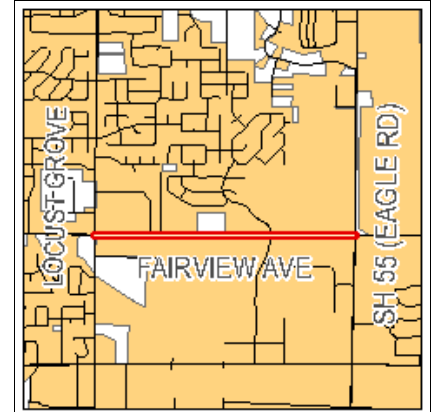
Key # : RC0133
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$7,969 \$6,244
Total Cost (Previous + Programmed) \$7,969 \$6,244

Project Description :

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



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$0	\$0	\$0	\$0	\$0	\$520	\$520
RW	\$0	\$0	\$0	\$0	\$0	\$347	\$347	\$0	\$0	\$0	\$0	\$0	\$272	\$272
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$319	\$319	\$0	\$0	\$0	\$0	\$0	\$250	\$250
CN	\$0	\$0	\$0	\$0	\$0	\$6,639	\$6,639	\$0	\$0	\$0	\$0	\$0	\$5,202	\$5,202
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$7,969	\$7,969	\$0	\$0	\$0	\$0	\$0	\$6,244	\$6,244
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$7,969	\$7,969	\$0	\$0	\$0	\$0	\$0	\$6,244	\$6,244

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Fairview Avenue, Meridian Road to Locust Grove Road

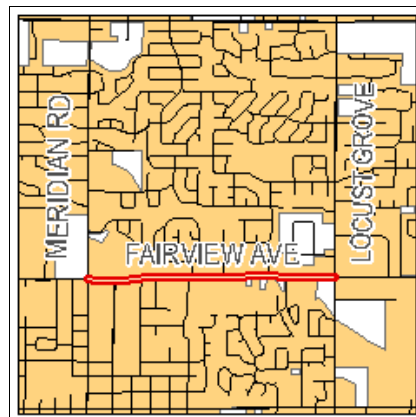
Key # : RC0135
 Requesting Agency : ACHD
 Project Year : PD
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$8,083 \$6,333
 Total Cost (Previous + Programmed) \$8,083 \$6,333

Project Description :

Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Widening based on recommendations from the 2006 Capital Improvements Plan. Ultimate lane configurations and roadway features to be determined through the Fairview Avenue Concept Design.



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$0	\$0	\$0	\$0	\$0	\$520	\$520
RW	\$0	\$0	\$0	\$0	\$0	\$780	\$780	\$0	\$0	\$0	\$0	\$0	\$611	\$611
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$6,639	\$6,639	\$0	\$0	\$0	\$0	\$0	\$5,202	\$5,202
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$8,083	\$8,083	\$0	\$0	\$0	\$0	\$0	\$6,333	\$6,333
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$8,083	\$8,083	\$0	\$0	\$0	\$0	\$0	\$6,333	\$6,333

Five Mile Road and Fairview Avenue Intersection

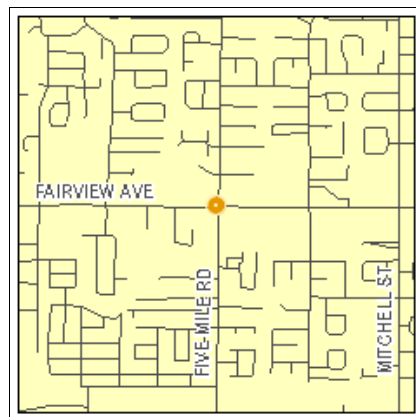
Key # : 07238
 Requesting Agency : ACHD
 Project Year : 2011
 Total Previous Expenditures \$6,593

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$124 \$124
 Total Cost (Previous + Programmed) \$6,717 \$6,717

Project Description :

This is a companion project with KN 11582 and includes only the intersection construction work of the intersection of Franklin Road and Fairview Avenue. Major intersection and signal modifications including double left-turn lanes on all legs. Advance construction beginning in FY2009 with payback through FY2010.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	(\$11)	\$0	\$0	\$0	\$0	\$0	(\$11)	(\$11)	\$0	\$0	\$0	\$0	\$0	(\$11)
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$20
CN	\$115	\$0	\$0	\$0	\$0	\$0	\$115	\$115	\$0	\$0	\$0	\$0	\$0	\$115
Yearly Cost	\$124	\$0	\$0	\$0	\$0	\$0	\$124	\$124	\$0	\$0	\$0	\$0	\$0	\$124
Federal Share	\$115	\$0	\$0	\$0	\$0	\$0	\$115	\$115	\$0	\$0	\$0	\$0	\$0	\$115
Local Share	\$9	\$0	\$0	\$0	\$0	\$0	\$9	\$9	\$0	\$0	\$0	\$0	\$0	\$9

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Five Mile Road, Franklin Road to Fairview Avenue

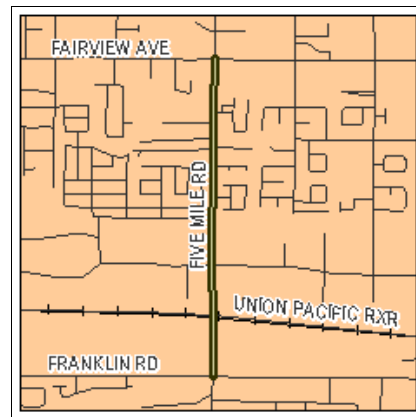
Key # : 11582
Requesting Agency : ACHD
Project Year : 2013
Total Previous Expenditures \$2,312

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$8,053 \$7,240
Total Cost (Previous + Programmed) \$10,365 \$9,552

Project Description :

Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. Advance construction beginning in FY2013 with payback through FY2014.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$72	\$0	\$0	\$0	\$0	\$0	\$72	\$72	\$0	\$0	\$0	\$0	\$0	\$72
RW	(\$72)	\$0	\$0	\$0	\$0	\$0	(\$72)	(\$72)	\$0	\$0	\$0	\$0	\$0	(\$72)
UT	\$0	\$0	\$9	\$0	\$0	\$0	\$9	\$0	\$0	\$8	\$0	\$0	\$0	\$8
CE	\$0	\$0	\$245	\$0	\$0	\$0	\$245	\$0	\$0	\$222	\$0	\$0	\$0	\$222
CN	\$0	\$0	\$6,317	\$1,482	\$0	\$0	\$7,799	\$0	\$0	\$5,730	\$1,280	\$0	\$0	\$7,010
Yearly Cost	\$0	\$0	\$6,571	\$1,482	\$0	\$0	\$8,053	\$0	\$0	\$5,960	\$1,280	\$0	\$0	\$7,240
Federal Share	\$0	\$0	\$6,089	\$1,373	\$0	\$0	\$7,462	\$0	\$0	\$5,523	\$1,186	\$0	\$0	\$6,709
Local Share	\$0	\$0	\$482	\$109	\$0	\$0	\$591	\$0	\$0	\$437	\$94	\$0	\$0	\$531

Franklin Road and Black Cat Road Intersection

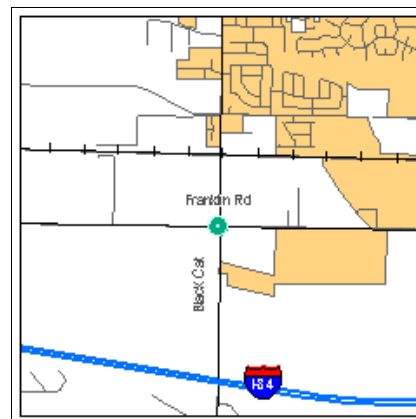
Key # : 12367
Requesting Agency : ACHD
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$3,822 \$3,415
Total Cost (Previous + Programmed) \$3,822 \$3,415

Project Description :

Reconstruct the intersection at Franklin Road and Black Cat Road with a three (3) lane by five (5) lane intersection or a two-lane roundabout.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$15
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$1,260	\$0	\$0	\$0	\$0	\$1,260	\$0	\$1,200	\$0	\$0	\$0	\$0	\$1,200
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$232	\$0	\$0	\$232	\$0	\$0	\$0	\$200	\$0	\$0	\$200
CN	\$0	\$0	\$0	\$2,315	\$0	\$0	\$2,315	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
Yearly Cost	\$15	\$1,260	\$0	\$2,547	\$0	\$0	\$3,822	\$15	\$1,200	\$0	\$2,200	\$0	\$0	\$3,415
Federal Share	\$14	\$1,168	\$0	\$2,360	\$0	\$0	\$3,541	\$14	\$1,112	\$0	\$2,039	\$0	\$0	\$3,164
Local Share	\$1	\$92	\$0	\$187	\$0	\$0	\$281	\$1	\$88	\$0	\$161	\$0	\$0	\$251

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Franklin Road and Cloverdale Road Intersection

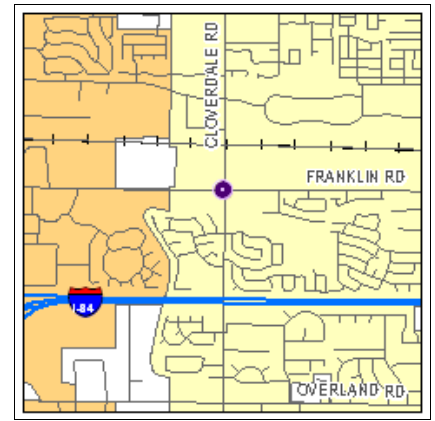
Key # : 08698
Requesting Agency : ACHD
Project Year : 2011
Total Previous Expenditures \$9,756

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : (\$1,410) (\$1,410)
Total Cost (Previous + Programmed) \$8,346 \$8,346

Project Description :

Widen the intersection at Franklin Road and Cloverdale Road. (Project tied to KN 12062)



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	(\$137)	\$0	\$0	\$0	\$0	\$0	(\$137)	(\$137)	\$0	\$0	\$0	\$0	\$0	(\$137)
CN	(\$1,273)	\$0	\$0	\$0	\$0	\$0	(\$1,273)	(\$1,273)	\$0	\$0	\$0	\$0	\$0	(\$1,273)
Yearly Cost	(\$1,410)	\$0	\$0	\$0	\$0	\$0	(\$1,410)	(\$1,410)	\$0	\$0	\$0	\$0	\$0	(\$1,410)
Federal Share	(\$1,307)	\$0	\$0	\$0	\$0	\$0	(\$1,307)	(\$1,307)	\$0	\$0	\$0	\$0	\$0	(\$1,307)
Local Share	(\$103)	\$0	\$0	\$0	\$0	\$0	(\$103)	(\$103)	\$0	\$0	\$0	\$0	\$0	(\$103)

Franklin Road, Black Cat Road to Ten Mile Road

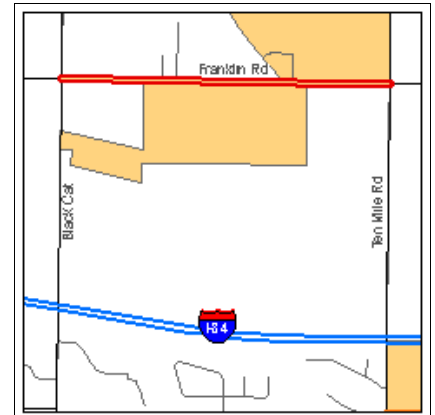
Key # : 12368
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$10,506 \$8,456
Total Cost (Previous + Programmed) \$10,506 \$8,456

Project Description :

Widen Franklin Road from two (2) lanes to five (5) lanes from Black Cat Road to Ten Mile Road. Work includes curb, gutter, sidewalks, and bicycle facilities.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$15
PC	\$1,020	\$0	\$0	\$0	\$0	\$0	\$1,020	\$1,020	\$0	\$0	\$0	\$0	\$0	\$1,020
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$9,471	\$9,471	\$0	\$0	\$0	\$0	\$0	\$7,421	\$7,421
Yearly Cost	\$1,035	\$0	\$0	\$0	\$0	\$9,471	\$10,506	\$1,035	\$0	\$0	\$0	\$0	\$7,421	\$8,456
Federal Share	\$959	\$0	\$0	\$0	\$0	\$8,776	\$9,735	\$959	\$0	\$0	\$0	\$0	\$6,876	\$7,835
Local Share	\$76	\$0	\$0	\$0	\$0	\$695	\$771	\$76	\$0	\$0	\$0	\$0	\$545	\$621

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Franklin Road, Ten Mile Road to Linder Road

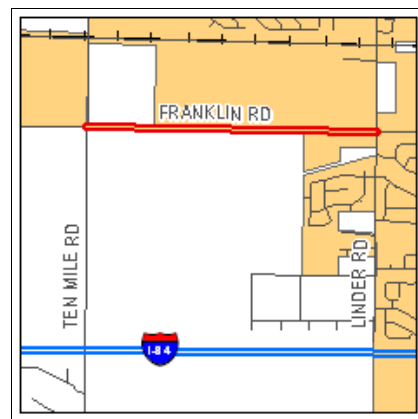
Key # : RC0165
Requesting Agency : ACHD
Project Year : 2012
Total Previous Expenditures \$2,347

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$3,646 \$3,473
Total Cost (Previous + Programmed) \$5,993 \$5,820

Project Description :

Widen roadway from two (2) lanes to five (5) lanes with curb, gutter and sidewalk. Project is on a designated I-84 Detour Route.



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$15
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$63	\$0	\$0	\$0	\$0	\$63	\$0	\$60	\$0	\$0	\$0	\$0	\$60
CE	\$0	\$53	\$0	\$0	\$0	\$0	\$53	\$0	\$50	\$0	\$0	\$0	\$0	\$50
CN	\$0	\$3,515	\$0	\$0	\$0	\$0	\$3,515	\$0	\$3,348	\$0	\$0	\$0	\$0	\$3,348
Yearly Cost	\$15	\$3,631	\$0	\$0	\$0	\$0	\$3,646	\$15	\$3,458	\$0	\$0	\$0	\$0	\$3,473
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$15	\$3,631	\$0	\$0	\$0	\$0	\$3,646	\$15	\$3,458	\$0	\$0	\$0	\$0	\$3,473

Franklin Road, Touchmark Way to Five Mile Road (08698)

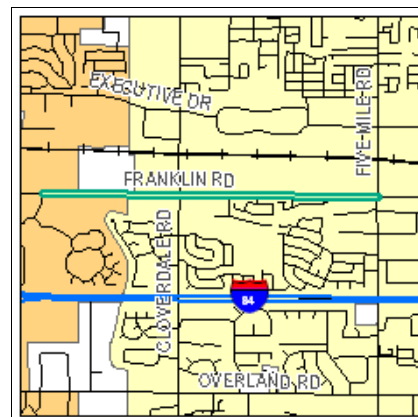
Key # : 12062
Requesting Agency : ACHD
Project Year : 2011
Total Previous Expenditures \$90

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$6,383 \$6,383
Total Cost (Previous + Programmed) \$6,473 \$6,473

Project Description :

Reconstruct and widen existing two (2) to three (3) - lane roadway to four (4) to five (5) lanes with an urban section. Install drainage, curb, gutter, sidewalk, and shoulder. Acquire 96 feet of right-of-way. This project started as part of 08698.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$581	\$0	\$0	\$0	\$0	\$0	\$581	\$581	\$0	\$0	\$0	\$0	\$0	\$581
CN	\$5,802	\$0	\$0	\$0	\$0	\$0	\$5,802	\$5,802	\$0	\$0	\$0	\$0	\$0	\$5,802
Yearly Cost	\$6,383	\$0	\$0	\$0	\$0	\$0	\$6,383	\$6,383	\$0	\$0	\$0	\$0	\$0	\$6,383
Federal Share	\$5,914	\$0	\$0	\$0	\$0	\$0	\$5,914	\$5,914	\$0	\$0	\$0	\$0	\$0	\$5,914
Local Share	\$469	\$0	\$0	\$0	\$0	\$0	\$469	\$469	\$0	\$0	\$0	\$0	\$0	\$469

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

FY2005 Pavement Overlay, Canyon County

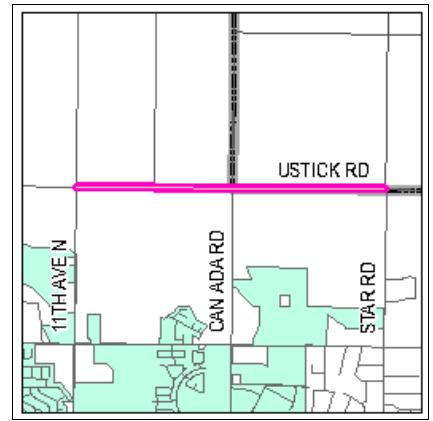
Key # : 09679
Requesting Agency : Nampa HD
Project Year : 2011
Total Previous Expenditures \$1,430

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : (\$92) (\$92)
Total Cost (Previous + Programmed) \$1,338 \$1,338

Project Description :

Pavement overlay on Ustick Road from Star Road to 11th Avenue. FY2008 action provides funds to correct construction issue with change order.



Funding Source : STP-U

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)
Yearly Cost	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)	(\$92)	\$0	\$0	\$0	\$0	\$0	(\$92)

Intersection of Star Road and Franklin Road

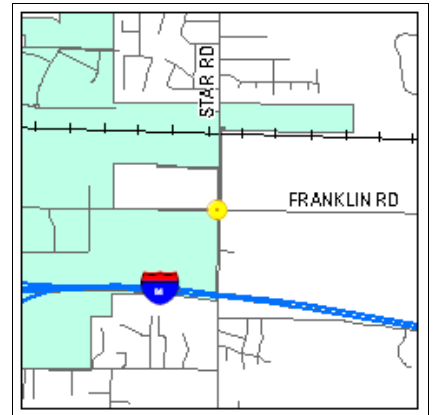
Key # : 09989
Requesting Agency : City of Nampa
Project Year : 2012
Total Previous Expenditures \$944

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,562 \$1,488
Total Cost (Previous + Programmed) \$2,506 \$2,432

Project Description :

Intersection improvements.



Funding Source : STP-U

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$208	\$0	\$0	\$0	\$0	\$208	\$0	\$198	\$0	\$0	\$0	\$0	\$198
CN	\$0	\$1,355	\$0	\$0	\$0	\$0	\$1,355	\$0	\$1,290	\$0	\$0	\$0	\$0	\$1,290
Yearly Cost	\$0	\$1,562	\$0	\$0	\$0	\$0	\$1,562	\$0	\$1,488	\$0	\$0	\$0	\$0	\$1,488
Federal Share	\$0	\$1,448	\$0	\$0	\$0	\$0	\$1,448	\$0	\$1,379	\$0	\$0	\$0	\$0	\$1,379
Local Share	\$0	\$115	\$0	\$0	\$0	\$0	\$115	\$0	\$109	\$0	\$0	\$0	\$0	\$109

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Junction US 20/26 UPRR Overpass, Canyon County

Key # : 12886
Requesting Agency : ITD
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$7,847 \$6,825
Total Cost (Previous + Programmed) \$7,847 \$6,825

Project Description :
 Bridge Replacement.



Funding Source : Bridge
Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$158	\$0	\$0	\$0	\$0	\$158	\$0	\$150	\$0	\$0	\$0	\$0	\$150
PC	\$0	\$158	\$0	\$0	\$0	\$0	\$158	\$0	\$150	\$0	\$0	\$0	\$0	\$150
RW	\$0	\$210	\$0	\$0	\$0	\$0	\$210	\$0	\$200	\$0	\$0	\$0	\$0	\$200
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$955	\$0	\$0	\$955	\$0	\$0	\$0	\$825	\$0	\$0	\$825
CN	\$0	\$0	\$0	\$6,367	\$0	\$0	\$6,367	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
Yearly Cost	\$0	\$525	\$0	\$7,322	\$0	\$0	\$7,847	\$0	\$500	\$0	\$6,325	\$0	\$0	\$6,825
Federal Share	\$0	\$420	\$0	\$5,858	\$0	\$0	\$6,278	\$0	\$400	\$0	\$5,060	\$0	\$0	\$5,460
Local Share	\$0	\$105	\$0	\$1,464	\$0	\$0	\$1,569	\$0	\$100	\$0	\$1,265	\$0	\$0	\$1,365

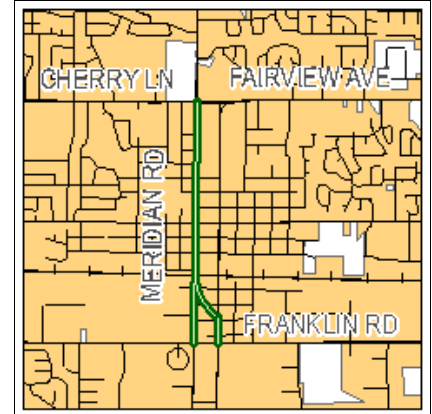
Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue

Key # : RD205-07
Requesting Agency : ACHD
Project Year : 2013
Total Previous Expenditures \$1,388

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$11,085 \$10,369
Total Cost (Previous + Programmed) \$12,473 \$11,757

Project Description :
 Phase 2 of the split corridor. Construct the northern portion (north of Franklin Road) of the Split Corridor roadway project. Includes the cross-over portion between Main Street and Meridian Road. Meridian Road, two-way segment - five (5) lanes, one-way segment - three (3) lanes, Main Street, one-way segment - three (3) lanes.



Funding Source : Local (Regionally Significant)
Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$28	\$0	\$0	\$0	\$28	\$0	\$0	\$25	\$0	\$0	\$0	\$25
RW	\$2,304	\$2,205	\$0	\$0	\$0	\$0	\$4,509	\$2,304	\$2,100	\$0	\$0	\$0	\$0	\$4,404
UT	\$0	\$0	\$551	\$0	\$0	\$0	\$551	\$0	\$0	\$500	\$0	\$0	\$0	\$500
CE	\$0	\$0	\$83	\$0	\$0	\$0	\$83	\$0	\$0	\$75	\$0	\$0	\$0	\$75
CN	\$0	\$0	\$5,915	\$0	\$0	\$0	\$5,915	\$0	\$0	\$5,365	\$0	\$0	\$0	\$5,365
Yearly Cost	\$2,304	\$2,205	\$6,576	\$0	\$0	\$0	\$11,085	\$2,304	\$2,100	\$5,965	\$0	\$0	\$0	\$10,369
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$2,304	\$2,205	\$6,576	\$0	\$0	\$0	\$11,085	\$2,304	\$2,100	\$5,965	\$0	\$0	\$0	\$10,369

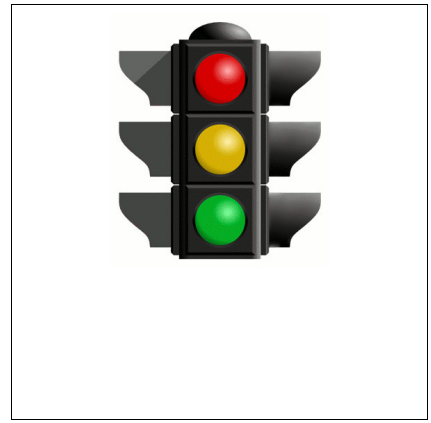
*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
 All Values in Thousands of Dollars

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Nampa Downtown Traffic Signal Interconnect

Key # : 12225
Requesting Agency : City of Nampa
Project Year : 2011
Total Previous Expenditures \$1,161



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$340	\$340
Total Cost (Previous + Programmed)	\$1,501	\$1,501

Project Description :
 Replace eleven outdated traffic signal controllers and cabinets, retrofit existing heads to new controllers, and interconnect all signals.

Funding Source : STP-U
Local Match : 7.34%

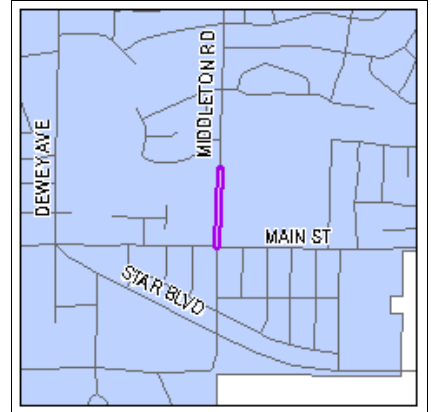
Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$340	\$0	\$0	\$0	\$0	\$0	\$340	\$340	\$0	\$0	\$0	\$0	\$0	\$340
Yearly Cost	\$340	\$0	\$0	\$0	\$0	\$0	\$340	\$340	\$0	\$0	\$0	\$0	\$0	\$340
Federal Share	\$315	\$0	\$0	\$0	\$0	\$0	\$315	\$315	\$0	\$0	\$0	\$0	\$0	\$315
Local Share	\$25	\$0	\$0	\$0	\$0	\$0	\$25	\$25	\$0	\$0	\$0	\$0	\$0	\$25

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

Key # : 09515
Requesting Agency : City of Middleton
Project Year : 2011
Total Previous Expenditures \$972



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$40	\$40
Total Cost (Previous + Programmed)	\$1,012	\$1,012

Project Description :
 Rebuild to Urban four (4)-lane.

Funding Source : STP-U
Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$40	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$40
Yearly Cost	\$40	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$40
Federal Share	\$37	\$0	\$0	\$0	\$0	\$0	\$37	\$37	\$0	\$0	\$0	\$0	\$0	\$37
Local Share	\$3	\$0	\$0	\$0	\$0	\$0	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$3

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Rideshare, ACHD's Rideshare Program, Ada County - FY2012

Key # : 11066
Requesting Agency : ACHD
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$231 \$220
Total Cost (Previous + Programmed) \$231 \$220

Project Description :

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



Rideshare Program

Funding Source : STP-TMA

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Yearly Cost	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Federal Share	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Rideshare, ACHD's Rideshare Program, Ada County - FY2013

Key # : 11580
Requesting Agency : ACHD
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$231 \$220
Total Cost (Previous + Programmed) \$231 \$220

Project Description :

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



Rideshare Program

Funding Source : STP-TMA

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Yearly Cost	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Federal Share	\$0	\$231	\$0	\$0	\$0	\$0	\$231	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Rideshare, ACHD's Rideshare Program, Ada County - FY2014

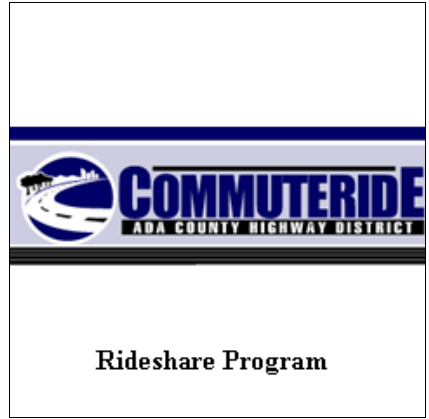
Key # : 12059
 Requesting Agency : ACHD
 Project Year : 2014
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$255 \$220
 Total Cost (Previous + Programmed) \$255 \$220

Project Description :

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



Funding Source : STP-TMA

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$255	\$0	\$0	\$255	\$0	\$0	\$0	\$220	\$0	\$0	\$220
Yearly Cost	\$0	\$0	\$0	\$255	\$0	\$0	\$255	\$0	\$0	\$0	\$220	\$0	\$0	\$220
Federal Share	\$0	\$0	\$0	\$255	\$0	\$0	\$255	\$0	\$0	\$0	\$220	\$0	\$0	\$220
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Rideshare, ACHD's Rideshare Program, Ada County - FY2015

Key # : 12370
 Requesting Agency : ACHD
 Project Year : 2015
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$267 \$220
 Total Cost (Previous + Programmed) \$267 \$220

Project Description :

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



Funding Source : STP-TMA

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$267	\$0	\$267	\$0	\$0	\$0	\$0	\$220	\$0	\$220
Yearly Cost	\$0	\$0	\$0	\$0	\$267	\$0	\$267	\$0	\$0	\$0	\$0	\$220	\$0	\$220
Federal Share	\$0	\$0	\$0	\$0	\$267	\$0	\$267	\$0	\$0	\$0	\$0	\$220	\$0	\$220
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Rideshare, ACHD's Rideshare Program, Ada County - PD

Key # : TMA30
Requesting Agency : ACHD
Project Year : PD
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$281 \$220
Total Cost (Previous + Programmed) \$281 \$220

Project Description :

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



Funding Source : STP-TMA

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$281	\$281	\$0	\$0	\$0	\$0	\$0	\$220	\$220
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$281	\$281	\$0	\$0	\$0	\$0	\$0	\$220	\$220
<i>Federal Share</i>	\$0	\$0	\$0	\$0	\$0	\$281	\$281	\$0	\$0	\$0	\$0	\$0	\$220	\$220
<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Rideshare, ACHD's Rideshare Program, Canyon County - FY2012

Key # : 11234
Requesting Agency : ACHD
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$58 \$55
Total Cost (Previous + Programmed) \$58 \$55

Project Description :

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



Funding Source : STP-U

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$58	\$0	\$0	\$0	\$0	\$58	\$0	\$55	\$0	\$0	\$0	\$0	\$55
Yearly Cost	\$0	\$58	\$0	\$0	\$0	\$0	\$58	\$0	\$55	\$0	\$0	\$0	\$0	\$55
<i>Federal Share</i>	\$0	\$58	\$0	\$0	\$0	\$0	\$58	\$0	\$55	\$0	\$0	\$0	\$0	\$55
<i>Local Share</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Rideshare, ACHD's Rideshare Program, Canyon County - FY2013

Key # : 11235
Requesting Agency : ACHD
Project Year : 2013
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$61 \$55
Total Cost (Previous + Programmed) \$61 \$55

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



Funding Source : STP-U

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$61	\$0	\$0	\$0	\$61	\$0	\$0	\$55	\$0	\$0	\$0	\$55
Yearly Cost	\$0	\$0	\$61	\$0	\$0	\$0	\$61	\$0	\$0	\$55	\$0	\$0	\$0	\$55
Federal Share	\$0	\$0	\$61	\$0	\$0	\$0	\$61	\$0	\$0	\$55	\$0	\$0	\$0	\$55
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

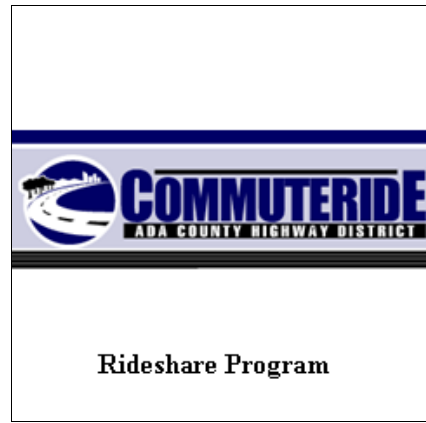
Rideshare, ACHD's Rideshare Program, Canyon County - FY2014

Key # : 11586
Requesting Agency : ACHD
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$64 \$55
Total Cost (Previous + Programmed) \$64 \$55

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



Funding Source : STP-U

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$64	\$0	\$0	\$64	\$0	\$0	\$0	\$55	\$0	\$0	\$55
Yearly Cost	\$0	\$0	\$0	\$64	\$0	\$0	\$64	\$0	\$0	\$0	\$55	\$0	\$0	\$55
Federal Share	\$0	\$0	\$0	\$64	\$0	\$0	\$64	\$0	\$0	\$0	\$55	\$0	\$0	\$55
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Set Aside for STP-TMA Cost Increases

Key # : CL11
Requesting Agency : COMPASS
Project Year : 2011
Total Previous Expenditures \$0



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$0	\$0
Total Cost (Previous + Programmed)	\$0	\$0

Project Description :
 Set aside for STP-TMA cost increases.

Funding Source : STP-TMA
Local Match : 7.34%

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)
 PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing

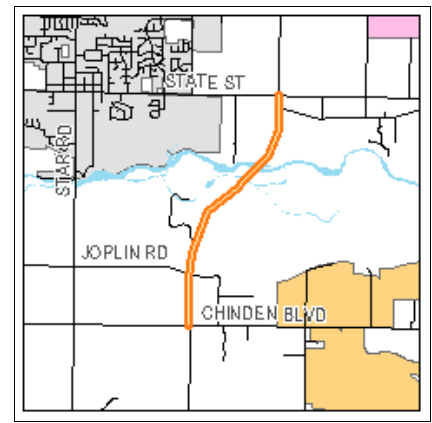
Key # : 11236
Requesting Agency : ITD
Project Year : 2012
Total Previous Expenditures \$20,008

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$106,043 \$101,933
Total Cost (Previous + Programmed) \$126,051 \$121,941

Project Description :

Construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. Funding and projects shown beyond FY2010 are pending, subject to further review and annual approval from the Idaho Legislature.



Funding Source : Future GARVEE

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$7,665	\$0	\$0	\$0	\$0	\$7,665	\$0	\$7,300	\$0	\$0	\$0	\$0	\$7,300
CN	\$0	\$78,645	\$0	\$0	\$0	\$0	\$78,645	\$0	\$74,900	\$0	\$0	\$0	\$0	\$74,900
Yearly Cost	\$0	\$86,310	\$0	\$0	\$0	\$0	\$86,310	\$0	\$82,200	\$0	\$0	\$0	\$0	\$82,200
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$0	\$86,310	\$0	\$0	\$0	\$0	\$86,310	\$0	\$82,200	\$0	\$0	\$0	\$0	\$82,200

Funding Source : FY2006/2007 GARVEE

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400

Funding Source : FY2008 GARVEE

Local Match : 100.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$0	\$0	\$0	\$2,600

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Funding Source : FY2009 GARVEE

Local Match : 100.00%

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467	\$2,467	\$0	\$0	\$0	\$0	\$0	\$2,467

Funding Source : FY2010 GARVEE

Local Match : 100.00%

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$50	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$50
PC	\$1,116	\$0	\$0	\$0	\$0	\$0	\$1,116	\$1,116	\$0	\$0	\$0	\$0	\$0	\$1,116
RW	\$600	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$0	\$0	\$0	\$0	\$0	\$600
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$1,766	\$0	\$0	\$0	\$0	\$0	\$1,766	\$1,766	\$0	\$0	\$0	\$0	\$0	\$1,766
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$1,766	\$0	\$0	\$0	\$0	\$0	\$1,766	\$1,766	\$0	\$0	\$0	\$0	\$0	\$1,766

Funding Source : FY2011 GARVEE

Local Match : 100.00%

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500
Federal Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500	\$11,500	\$0	\$0	\$0	\$0	\$0	\$11,500

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

SH 44 (State Street) and Linder Road Intersection

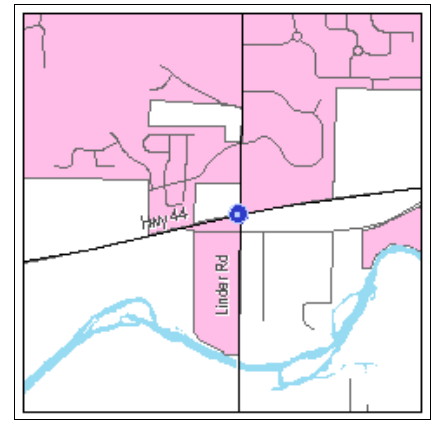
Key # : 12365
Requesting Agency : ACHD
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$4,254 \$3,500
Total Cost (Previous + Programmed) \$4,254 \$3,500

Project Description :

This is a joint project between ACHD and ITD to expand the SH 44 and Linder Road intersection to a seven (7) lanes by seven (7) lanes with receiving lanes extending about 1/2 mile in each direction east and west on SH 44. Linder Road would be tapered back, but in a shorter distance due to lower volumes.



Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$4,254	\$0	\$4,254	\$0	\$0	\$0	\$0	\$3,500	\$0	\$3,500
Yearly Cost	\$0	\$0	\$0	\$0	\$4,254	\$0	\$4,254	\$0	\$0	\$0	\$0	\$3,500	\$0	\$3,500
Federal Share	\$0	\$0	\$0	\$0	\$3,942	\$0	\$3,942	\$0	\$0	\$0	\$0	\$3,243	\$0	\$3,243
Local Share	\$0	\$0	\$0	\$0	\$312	\$0	\$312	\$0	\$0	\$0	\$0	\$257	\$0	\$257

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

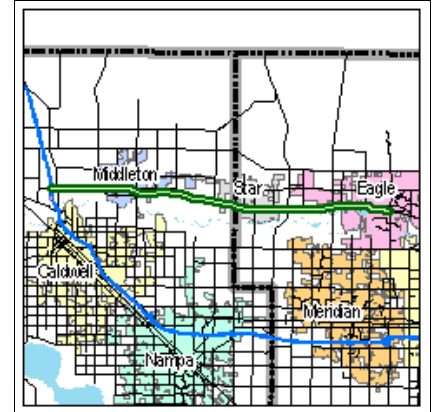
Key # : 07827
Requesting Agency : ITD
Project Year : 2011
Total Previous Expenditures \$4,017

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$276 \$250
Total Cost (Previous + Programmed) \$4,293 \$4,267

Project Description :

Preserve corridor for additional lanes.



Funding Source : Expansion

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$50	\$53	\$55	\$58	\$61	\$0	\$276	\$50	\$50	\$50	\$50	\$50	\$0	\$250
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$50	\$53	\$55	\$58	\$61	\$0	\$276	\$50	\$50	\$50	\$50	\$50	\$0	\$250
Federal Share	\$46	\$49	\$51	\$54	\$56	\$0	\$256	\$46	\$46	\$46	\$46	\$46	\$0	\$232
Local Share	\$4	\$4	\$4	\$4	\$4	\$0	\$20	\$4	\$4	\$4	\$4	\$4	\$0	\$18

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

SH 55, Intersection Karcher Road and Middleton Road, Nampa

Key # : 12046
Requesting Agency : City of Nampa, ITD
Project Year : 2014
Total Previous Expenditures \$226

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$5,289 \$4,586
Total Cost (Previous + Programmed) \$5,515 \$4,812

Project Description :

Intersection improvement at the intersection of Karcher Road and Middleton Road in Nampa



Funding Source : Safety - Statewide

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$434	\$0	\$0	\$434	\$0	\$0	\$0	\$375	\$0	\$0	\$375
CN	\$0	\$0	\$0	\$2,894	\$0	\$0	\$2,894	\$0	\$0	\$0	\$2,500	\$0	\$0	\$2,500
Yearly Cost	\$0	\$0	\$0	\$3,328	\$0	\$0	\$3,328	\$0	\$0	\$0	\$2,875	\$0	\$0	\$2,875
Federal Share	\$0	\$0	\$0	\$3,084	\$0	\$0	\$3,084	\$0	\$0	\$0	\$2,664	\$0	\$0	\$2,664
Local Share	\$0	\$0	\$0	\$244	\$0	\$0	\$244	\$0	\$0	\$0	\$211	\$0	\$0	\$211

Funding Source : STP-U

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$10
PC	\$115	\$0	\$0	\$0	\$0	\$0	\$115	\$115	\$0	\$0	\$0	\$0	\$0	\$115
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$1,836	\$0	\$0	\$1,836	\$0	\$0	\$0	\$1,586	\$0	\$0	\$1,586
Yearly Cost	\$125	\$0	\$0	\$1,836	\$0	\$0	\$1,961	\$125	\$0	\$0	\$1,586	\$0	\$0	\$1,711
Federal Share	\$116	\$0	\$0	\$1,701	\$0	\$0	\$1,817	\$116	\$0	\$0	\$1,470	\$0	\$0	\$1,585
Local Share	\$9	\$0	\$0	\$135	\$0	\$0	\$144	\$9	\$0	\$0	\$116	\$0	\$0	\$126

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

South Cemetery Road, SH 44 to Willow Creek, Middleton

Key # : 12048
Requesting Agency : City of Middleton
Project Year : PD
Total Previous Expenditures \$100

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,990 \$2,343
Total Cost (Previous + Programmed) \$3,090 \$2,443

Project Description :

Construct a new 0.284 mile roadway segment linking SH 44 and Middleton Road by way of Sawtooth Lake Drive.



Funding Source : STP-U

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation							
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total	
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$0	\$0	\$0	\$0	\$0	\$2,990	\$2,990	\$0	\$0	\$0	\$0	\$0	\$0	\$2,343	\$2,343
Yearly Cost	\$0	\$0	\$0	\$0	\$0	\$2,990	\$2,990	\$0	\$0	\$0	\$0	\$0	\$2,343	\$2,343	
Federal Share	\$0	\$0	\$0	\$0	\$0	\$2,771	\$2,771	\$0	\$0	\$0	\$0	\$0	\$2,171	\$2,171	
Local Share	\$0	\$0	\$0	\$0	\$0	\$219	\$219	\$0	\$0	\$0	\$0	\$0	\$172	\$172	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

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

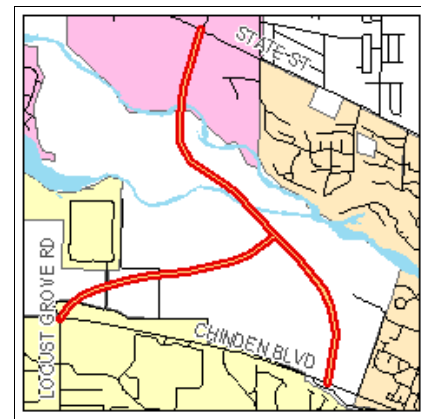
Key # : 09189
Requesting Agency : ACHD
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$4,408 \$3,964
Total Cost (Previous + Programmed) \$4,408 \$3,964

Project Description :

The propose and need of the project is to improve travel capacity, reduce congestion, and accommodate future demand on the river crossings in the area bounded by SH-44, SH-55 (Eagle Road), and US 20/26 (Chinden Boulevard).



Funding Source : High Priority - SAFETEA-LU

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$200	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$200
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$272	\$0	\$0	\$0	\$272	\$0	\$0	\$247	\$0	\$0	\$0	\$247
CN	\$0	\$0	\$2,720	\$0	\$0	\$0	\$2,720	\$0	\$0	\$2,467	\$0	\$0	\$0	\$2,467
Yearly Cost	\$200	\$0	\$2,992	\$0	\$0	\$0	\$3,192	\$200	\$0	\$2,714	\$0	\$0	\$0	\$2,914
Federal Share	\$185	\$0	\$2,773	\$0	\$0	\$0	\$2,958	\$185	\$0	\$2,515	\$0	\$0	\$0	\$2,700
Local Share	\$15	\$0	\$220	\$0	\$0	\$0	\$234	\$15	\$0	\$199	\$0	\$0	\$0	\$214

Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$1,216	\$0	\$0	\$1,216	\$0	\$0	\$0	\$1,050	\$0	\$0	\$1,050
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$1,216	\$0	\$0	\$1,216	\$0	\$0	\$0	\$1,050	\$0	\$0	\$1,050
Federal Share	\$0	\$0	\$0	\$1,126	\$0	\$0	\$1,126	\$0	\$0	\$0	\$973	\$0	\$0	\$973
Local Share	\$0	\$0	\$0	\$89	\$0	\$0	\$89	\$0	\$0	\$0	\$77	\$0	\$0	\$77

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - ADA Buses Ada County - FY2009

Key # : 11788
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$614 \$614
Total Cost (Previous + Programmed) \$614 \$614

Project Description :

Purchase buses for paratransit service in the Boise Urbanized Area. Funds are a Congressional earmark in the FY2009 Appropriations Bill.



Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$614	\$0	\$0	\$0	\$0	\$0	\$614	\$614	\$0	\$0	\$0	\$0	\$0	\$614
Yearly Cost	\$614	\$0	\$0	\$0	\$0	\$0	\$614	\$614	\$0	\$0	\$0	\$0	\$0	\$614
Federal Share	\$491	\$0	\$0	\$0	\$0	\$0	\$491	\$491	\$0	\$0	\$0	\$0	\$0	\$491
Local Share	\$123	\$0	\$0	\$0	\$0	\$0	\$123	\$123	\$0	\$0	\$0	\$0	\$0	\$123

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Boise State University Maintenance Facility - FY2008

Key # : 11350
Requesting Agency : Boise State University
Project Year : 2011
Total Previous Expenditures \$0



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$1,639	\$1,637
Total Cost (Previous + Programmed)	\$1,639	\$1,637

Project Description :
 Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.

Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$1,567	\$0	\$0	\$0	\$0	\$0	\$1,567	\$1,567	\$0	\$0	\$0	\$0	\$0	\$1,567
Yearly Cost	\$1,567	\$0	\$0	\$0	\$0	\$0	\$1,567	\$1,567	\$0	\$0	\$0	\$0	\$0	\$1,567
Federal Share	\$1,254	\$0	\$0	\$0	\$0	\$0	\$1,254	\$1,254	\$0	\$0	\$0	\$0	\$0	\$1,254
Local Share	\$313	\$0	\$0	\$0	\$0	\$0	\$313	\$313	\$0	\$0	\$0	\$0	\$0	\$313

Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$27	\$45	\$0	\$0	\$0	\$0	\$72	\$27	\$43	\$0	\$0	\$0	\$0	\$70
Yearly Cost	\$27	\$45	\$0	\$0	\$0	\$0	\$72	\$27	\$43	\$0	\$0	\$0	\$0	\$70
Federal Share	\$25	\$42	\$0	\$0	\$0	\$0	\$67	\$25	\$40	\$0	\$0	\$0	\$0	\$65
Local Share	\$2	\$3	\$0	\$0	\$0	\$0	\$5	\$2	\$3	\$0	\$0	\$0	\$0	\$5

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Bus and Support Vehicles, Equipment, and Preventative Maintenance

Key # : 12747
 Requesting Agency : Valley Regional Transit
 Project Year : 2011
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,250 \$1,250
 Total Cost (Previous + Programmed) \$1,250 \$1,250

Project Description :

Provides for bus and support vehicle purchase, equipment, and preventative maintenance in the Boise Urbanized Area.



Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250
Yearly Cost	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250
Federal Share	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Local Share	\$250	\$0	\$0	\$0	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$250

Transit - Capital Enhancements - FY2011

Key # : 12745
 Requesting Agency : Valley Regional Transit
 Project Year : 2011
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$14 \$14
 Total Cost (Previous + Programmed) \$14 \$14

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$14	\$0	\$0	\$0	\$0	\$0	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$14
Yearly Cost	\$14	\$0	\$0	\$0	\$0	\$0	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$14
Federal Share	\$11	\$0	\$0	\$0	\$0	\$0	\$11	\$11	\$0	\$0	\$0	\$0	\$0	\$11
Local Share	\$3	\$0	\$0	\$0	\$0	\$0	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$3

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Enhancements - FY2012

Key # : 12750
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$15 \$14
Total Cost (Previous + Programmed) \$15 \$14

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$15	\$0	\$0	\$0	\$0	\$15	\$0	\$14	\$0	\$0	\$0	\$0	\$14
Yearly Cost	\$0	\$15	\$0	\$0	\$0	\$0	\$15	\$0	\$14	\$0	\$0	\$0	\$0	\$14
Federal Share	\$0	\$12	\$0	\$0	\$0	\$0	\$12	\$0	\$11	\$0	\$0	\$0	\$0	\$11
Local Share	\$0	\$3	\$0	\$0	\$0	\$0	\$3	\$0	\$3	\$0	\$0	\$0	\$0	\$3

Transit - Capital Enhancements - FY2013

Key # : 12754
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$37 \$34
Total Cost (Previous + Programmed) \$37 \$34

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$37	\$0	\$0	\$0	\$37	\$0	\$0	\$34	\$0	\$0	\$0	\$34
Yearly Cost	\$0	\$0	\$37	\$0	\$0	\$0	\$37	\$0	\$0	\$34	\$0	\$0	\$0	\$34
Federal Share	\$0	\$0	\$30	\$0	\$0	\$0	\$30	\$0	\$0	\$27	\$0	\$0	\$0	\$27
Local Share	\$0	\$0	\$7	\$0	\$0	\$0	\$7	\$0	\$0	\$7	\$0	\$0	\$0	\$7

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Enhancements - FY2013

Key # : 12760
Requesting Agency : Valley Regional Transit
Project Year : 2013
Total Previous Expenditures \$0



	Adjusted for inflation	Not adjusted for inflation
Total Programmed Cost :	\$15	\$14
Total Cost (Previous + Programmed)	\$15	\$14

Project Description :
 Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area.

Funding Source : FTA 5307

Local Match : 20.00%

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$15	\$0	\$0	\$0	\$15	\$0	\$0	\$14	\$0	\$0	\$0	\$14
Yearly Cost	\$0	\$0	\$15	\$0	\$0	\$0	\$15	\$0	\$0	\$14	\$0	\$0	\$0	\$14
Federal Share	\$0	\$0	\$12	\$0	\$0	\$0	\$12	\$0	\$0	\$11	\$0	\$0	\$0	\$11
Local Share	\$0	\$0	\$3	\$0	\$0	\$0	\$3	\$0	\$0	\$3	\$0	\$0	\$0	\$3

Transit - Capital Enhancements - FY2014

Key # : 12772
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0



	Adjusted for inflation	Not adjusted for inflation
Total Programmed Cost :	\$39	\$34
Total Cost (Previous + Programmed)	\$39	\$34

Project Description :
 Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Boise Urbanized Area.

Funding Source : FTA 5307

Local Match : 20.00%

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$39	\$0	\$0	\$39	\$0	\$0	\$0	\$34	\$0	\$0	\$34
Yearly Cost	\$0	\$0	\$0	\$39	\$0	\$0	\$39	\$0	\$0	\$0	\$34	\$0	\$0	\$34
Federal Share	\$0	\$0	\$0	\$31	\$0	\$0	\$31	\$0	\$0	\$0	\$27	\$0	\$0	\$27
Local Share	\$0	\$0	\$0	\$8	\$0	\$0	\$8	\$0	\$0	\$0	\$7	\$0	\$0	\$7

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Enhancements - FY2014

Key # : 12778
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$16 \$14
Total Cost (Previous + Programmed) \$16 \$14

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$16	\$0	\$0	\$16	\$0	\$0	\$0	\$14	\$0	\$0	\$14
Yearly Cost	\$0	\$0	\$0	\$16	\$0	\$0	\$16	\$0	\$0	\$0	\$14	\$0	\$0	\$14
Federal Share	\$0	\$0	\$0	\$13	\$0	\$0	\$13	\$0	\$0	\$0	\$11	\$0	\$0	\$11
Local Share	\$0	\$0	\$0	\$3	\$0	\$0	\$3	\$0	\$0	\$0	\$3	\$0	\$0	\$3

Transit - Capital Enhancements - FY2015

Key # : 12789
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$41 \$34
Total Cost (Previous + Programmed) \$41 \$34

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle benches, or information posing in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$41	\$0	\$41	\$0	\$0	\$0	\$0	\$34	\$0	\$34
Yearly Cost	\$0	\$0	\$0	\$0	\$41	\$0	\$41	\$0	\$0	\$0	\$0	\$34	\$0	\$34
Federal Share	\$0	\$0	\$0	\$0	\$33	\$0	\$33	\$0	\$0	\$0	\$0	\$27	\$0	\$27
Local Share	\$0	\$0	\$0	\$0	\$8	\$0	\$8	\$0	\$0	\$0	\$0	\$7	\$0	\$7

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Enhancements - FY2015

Key # : 12795
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$17 \$14
Total Cost (Previous + Programmed) \$17 \$14

Project Description :

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$17	\$0	\$17	\$0	\$0	\$0	\$0	\$14	\$0	\$14
Yearly Cost	\$0	\$0	\$0	\$0	\$17	\$0	\$17	\$0	\$0	\$0	\$0	\$14	\$0	\$14
Federal Share	\$0	\$0	\$0	\$0	\$14	\$0	\$14	\$0	\$0	\$0	\$0	\$11	\$0	\$11
Local Share	\$0	\$0	\$0	\$0	\$3	\$0	\$3	\$0	\$0	\$0	\$0	\$3	\$0	\$3

Transit - Capital Lease - FY2010

Key # : 11367
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$281 \$281
Total Cost (Previous + Programmed) \$281 \$281

Project Description :

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



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$281	\$0	\$0	\$0	\$0	\$0	\$281	\$281	\$0	\$0	\$0	\$0	\$0	\$281
Yearly Cost	\$281	\$0	\$0	\$0	\$0	\$0	\$281	\$281	\$0	\$0	\$0	\$0	\$0	\$281
Federal Share	\$233	\$0	\$0	\$0	\$0	\$0	\$233	\$233	\$0	\$0	\$0	\$0	\$0	\$233
Local Share	\$48	\$0	\$0	\$0	\$0	\$0	\$48	\$48	\$0	\$0	\$0	\$0	\$0	\$48

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Transit - Capital Lease or Purchase and Maintenance - FY2011

Key # : 11373
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$282 \$282
Total Cost (Previous + Programmed) \$282 \$282

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$282	\$0	\$0	\$0	\$0	\$0	\$282	\$282	\$0	\$0	\$0	\$0	\$0	\$282
Yearly Cost	\$282	\$0	\$0	\$0	\$0	\$0	\$282	\$282	\$0	\$0	\$0	\$0	\$0	\$282
Federal Share	\$234	\$0	\$0	\$0	\$0	\$0	\$234	\$234	\$0	\$0	\$0	\$0	\$0	\$234
Local Share	\$48	\$0	\$0	\$0	\$0	\$0	\$48	\$48	\$0	\$0	\$0	\$0	\$0	\$48

Transit - Capital Lease or Purchase and Maintenance - FY2011

Key # : 11386
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$896 \$896
Total Cost (Previous + Programmed) \$896 \$896

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$896	\$0	\$0	\$0	\$0	\$0	\$896	\$896	\$0	\$0	\$0	\$0	\$0	\$896
Yearly Cost	\$896	\$0	\$0	\$0	\$0	\$0	\$896	\$896	\$0	\$0	\$0	\$0	\$0	\$896
Federal Share	\$744	\$0	\$0	\$0	\$0	\$0	\$744	\$744	\$0	\$0	\$0	\$0	\$0	\$744
Local Share	\$152	\$0	\$0	\$0	\$0	\$0	\$152	\$152	\$0	\$0	\$0	\$0	\$0	\$152

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Lease or Purchase and Maintenance - FY2012

Key # : 12168
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$941 \$896
Total Cost (Previous + Programmed) \$941 \$896

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$941	\$0	\$0	\$0	\$0	\$941	\$0	\$896	\$0	\$0	\$0	\$0	\$896
Yearly Cost	\$0	\$941	\$0	\$0	\$0	\$0	\$941	\$0	\$896	\$0	\$0	\$0	\$0	\$896
Federal Share	\$0	\$753	\$0	\$0	\$0	\$0	\$753	\$0	\$717	\$0	\$0	\$0	\$0	\$717
Local Share	\$0	\$188	\$0	\$0	\$0	\$0	\$188	\$0	\$179	\$0	\$0	\$0	\$0	\$179

Transit - Capital Lease or Purchase and Maintenance - FY2012

Key # : 12179
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$296 \$282
Total Cost (Previous + Programmed) \$296 \$282

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$296	\$0	\$0	\$0	\$0	\$296	\$0	\$282	\$0	\$0	\$0	\$0	\$282
Yearly Cost	\$0	\$296	\$0	\$0	\$0	\$0	\$296	\$0	\$282	\$0	\$0	\$0	\$0	\$282
Federal Share	\$0	\$246	\$0	\$0	\$0	\$0	\$246	\$0	\$234	\$0	\$0	\$0	\$0	\$234
Local Share	\$0	\$50	\$0	\$0	\$0	\$0	\$50	\$0	\$48	\$0	\$0	\$0	\$0	\$48

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Lease or Purchase and Maintenance - FY2013

Key # : 12755
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$988	\$896
Total Cost (Previous + Programmed)	\$988	\$896

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Boise Urbanized Area.

Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$988	\$0	\$0	\$0	\$988	\$0	\$0	\$896	\$0	\$0	\$0	\$896
Yearly Cost	\$0	\$0	\$988	\$0	\$0	\$0	\$988	\$0	\$0	\$896	\$0	\$0	\$0	\$896
Federal Share	\$0	\$0	\$820	\$0	\$0	\$0	\$820	\$0	\$0	\$744	\$0	\$0	\$0	\$744
Local Share	\$0	\$0	\$168	\$0	\$0	\$0	\$168	\$0	\$0	\$152	\$0	\$0	\$0	\$152

Transit - Capital Lease or Purchase and Maintenance - FY2013

Key # : 12761
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$311	\$282
Total Cost (Previous + Programmed)	\$311	\$282

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Nampa Urbanized Area.

Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$311	\$0	\$0	\$0	\$311	\$0	\$0	\$282	\$0	\$0	\$0	\$282
Yearly Cost	\$0	\$0	\$311	\$0	\$0	\$0	\$311	\$0	\$0	\$282	\$0	\$0	\$0	\$282
Federal Share	\$0	\$0	\$258	\$0	\$0	\$0	\$258	\$0	\$0	\$234	\$0	\$0	\$0	\$234
Local Share	\$0	\$0	\$53	\$0	\$0	\$0	\$53	\$0	\$0	\$48	\$0	\$0	\$0	\$48

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Lease or Purchase and Maintenance - FY2014

Key # : 12773
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,037 \$896
Total Cost (Previous + Programmed) \$1,037 \$896

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$1,037	\$0	\$0	\$1,037	\$0	\$0	\$0	\$896	\$0	\$0	\$896
Yearly Cost	\$0	\$0	\$0	\$1,037	\$0	\$0	\$1,037	\$0	\$0	\$0	\$896	\$0	\$0	\$896
Federal Share	\$0	\$0	\$0	\$861	\$0	\$0	\$861	\$0	\$0	\$0	\$744	\$0	\$0	\$744
Local Share	\$0	\$0	\$0	\$176	\$0	\$0	\$176	\$0	\$0	\$0	\$152	\$0	\$0	\$152

Transit - Capital Lease or Purchase and Maintenance - FY2014

Key # : 12779
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$326 \$282
Total Cost (Previous + Programmed) \$326 \$282

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and association equipment and maintenance in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$326	\$0	\$0	\$326	\$0	\$0	\$0	\$282	\$0	\$0	\$282
Yearly Cost	\$0	\$0	\$0	\$326	\$0	\$0	\$326	\$0	\$0	\$0	\$282	\$0	\$0	\$282
Federal Share	\$0	\$0	\$0	\$271	\$0	\$0	\$271	\$0	\$0	\$0	\$234	\$0	\$0	\$234
Local Share	\$0	\$0	\$0	\$55	\$0	\$0	\$55	\$0	\$0	\$0	\$48	\$0	\$0	\$48

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital Lease or Purchase and Maintenance - FY2015

Key # : 12790
 Requesting Agency : Valley Regional Transit
 Project Year : 2015
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,089 \$896
 Total Cost (Previous + Programmed) \$1,089 \$896

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$1,089	\$0	\$1,089	\$0	\$0	\$0	\$0	\$896	\$0	\$896
Yearly Cost	\$0	\$0	\$0	\$0	\$1,089	\$0	\$1,089	\$0	\$0	\$0	\$0	\$896	\$0	\$896
Federal Share	\$0	\$0	\$0	\$0	\$904	\$0	\$904	\$0	\$0	\$0	\$0	\$744	\$0	\$744
Local Share	\$0	\$0	\$0	\$0	\$185	\$0	\$185	\$0	\$0	\$0	\$0	\$152	\$0	\$152

Transit - Capital Lease or Purchase and Maintenance - FY2015

Key # : 12796
 Requesting Agency : Valley Regional Transit
 Project Year : 2015
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$343 \$282
 Total Cost (Previous + Programmed) \$343 \$282

Project Description :

Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 17.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$343	\$0	\$343	\$0	\$0	\$0	\$0	\$282	\$0	\$282
Yearly Cost	\$0	\$0	\$0	\$0	\$343	\$0	\$343	\$0	\$0	\$0	\$0	\$282	\$0	\$282
Federal Share	\$0	\$0	\$0	\$0	\$285	\$0	\$285	\$0	\$0	\$0	\$0	\$234	\$0	\$234
Local Share	\$0	\$0	\$0	\$0	\$58	\$0	\$58	\$0	\$0	\$0	\$0	\$48	\$0	\$48

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital, Safety and Security - FY2010

Key # : 11366
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$64 \$64
Total Cost (Previous + Programmed) \$64 \$64

Project Description :
 Provide associated capital maintenance, security, farebox, computer, and office and communications equipment in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$64	\$0	\$0	\$0	\$0	\$0	\$64	\$64	\$0	\$0	\$0	\$0	\$0	\$64
Yearly Cost	\$64	\$0	\$0	\$0	\$0	\$0	\$64	\$64	\$0	\$0	\$0	\$0	\$0	\$64
Federal Share	\$51	\$0	\$0	\$0	\$0	\$0	\$51	\$51	\$0	\$0	\$0	\$0	\$0	\$51
Local Share	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$13

Transit - Capital, Safety and Security - FY2010

Key # : 11378
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$135 \$135
Total Cost (Previous + Programmed) \$135 \$135

Project Description :
 Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$135	\$0	\$0	\$0	\$0	\$0	\$135	\$135	\$0	\$0	\$0	\$0	\$0	\$135
Yearly Cost	\$135	\$0	\$0	\$0	\$0	\$0	\$135	\$135	\$0	\$0	\$0	\$0	\$0	\$135
Federal Share	\$108	\$0	\$0	\$0	\$0	\$0	\$108	\$108	\$0	\$0	\$0	\$0	\$0	\$108
Local Share	\$27	\$0	\$0	\$0	\$0	\$0	\$27	\$27	\$0	\$0	\$0	\$0	\$0	\$27

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Capital, Safety and Security - FY2013

Key # : 12753
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$37 \$34
 Total Cost (Previous + Programmed) \$37 \$34

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$37	\$0	\$0	\$0	\$37	\$0	\$0	\$34	\$0	\$0	\$0	\$34
Yearly Cost	\$0	\$0	\$37	\$0	\$0	\$0	\$37	\$0	\$0	\$34	\$0	\$0	\$0	\$34
Federal Share	\$0	\$0	\$30	\$0	\$0	\$0	\$30	\$0	\$0	\$27	\$0	\$0	\$0	\$27
Local Share	\$0	\$0	\$7	\$0	\$0	\$0	\$7	\$0	\$0	\$7	\$0	\$0	\$0	\$7

Transit - Capital, Safety and Security - FY2013

Key # : 12759
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$15 \$14
 Total Cost (Previous + Programmed) \$15 \$14

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$15	\$0	\$0	\$0	\$15	\$0	\$0	\$14	\$0	\$0	\$0	\$14
Yearly Cost	\$0	\$0	\$15	\$0	\$0	\$0	\$15	\$0	\$0	\$14	\$0	\$0	\$0	\$14
Federal Share	\$0	\$0	\$12	\$0	\$0	\$0	\$12	\$0	\$0	\$11	\$0	\$0	\$0	\$11
Local Share	\$0	\$0	\$3	\$0	\$0	\$0	\$3	\$0	\$0	\$3	\$0	\$0	\$0	\$3

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
 All Values in Thousands of Dollars

Transit - Demand Response Operations - FY2012

Key # : 12171
 Requesting Agency : Valley Regional Transit
 Project Year : 2012
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$406 \$387
 Total Cost (Previous + Programmed) \$406 \$387

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$406	\$0	\$0	\$0	\$0	\$406	\$0	\$387	\$0	\$0	\$0	\$0	\$387
Yearly Cost	\$0	\$406	\$0	\$0	\$0	\$0	\$406	\$0	\$387	\$0	\$0	\$0	\$0	\$387
Federal Share	\$0	\$325	\$0	\$0	\$0	\$0	\$325	\$0	\$310	\$0	\$0	\$0	\$0	\$310
Local Share	\$0	\$81	\$0	\$0	\$0	\$0	\$81	\$0	\$77	\$0	\$0	\$0	\$0	\$77

Transit - Demand Response Operations - FY2012

Key # : 12174
 Requesting Agency : Valley Regional Transit
 Project Year : 2012
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$137 \$130
 Total Cost (Previous + Programmed) \$137 \$130

Project Description :

Provide operating funds for demand response service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$137	\$0	\$0	\$0	\$0	\$137	\$0	\$130	\$0	\$0	\$0	\$0	\$130
Yearly Cost	\$0	\$137	\$0	\$0	\$0	\$0	\$137	\$0	\$130	\$0	\$0	\$0	\$0	\$130
Federal Share	\$0	\$109	\$0	\$0	\$0	\$0	\$109	\$0	\$104	\$0	\$0	\$0	\$0	\$104
Local Share	\$0	\$27	\$0	\$0	\$0	\$0	\$27	\$0	\$26	\$0	\$0	\$0	\$0	\$26

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Demand Response Operations - FY2013

Key # : 12756
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$427 \$387
 Total Cost (Previous + Programmed) \$427 \$387

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$427	\$0	\$0	\$0	\$427	\$0	\$0	\$387	\$0	\$0	\$0	\$387
Yearly Cost	\$0	\$0	\$427	\$0	\$0	\$0	\$427	\$0	\$0	\$387	\$0	\$0	\$0	\$387
Federal Share	\$0	\$0	\$341	\$0	\$0	\$0	\$341	\$0	\$0	\$310	\$0	\$0	\$0	\$310
Local Share	\$0	\$0	\$85	\$0	\$0	\$0	\$85	\$0	\$0	\$77	\$0	\$0	\$0	\$77

Transit - Demand Response Operations - FY2013

Key # : 12763
 Requesting Agency : Valley Regional Transit
 Project Year : 2013
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$143 \$130
 Total Cost (Previous + Programmed) \$143 \$130

Project Description :

Provide operating funds for demand response service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$143	\$0	\$0	\$0	\$143	\$0	\$0	\$130	\$0	\$0	\$0	\$130
Yearly Cost	\$0	\$0	\$143	\$0	\$0	\$0	\$143	\$0	\$0	\$130	\$0	\$0	\$0	\$130
Federal Share	\$0	\$0	\$115	\$0	\$0	\$0	\$115	\$0	\$0	\$104	\$0	\$0	\$0	\$104
Local Share	\$0	\$0	\$29	\$0	\$0	\$0	\$29	\$0	\$0	\$26	\$0	\$0	\$0	\$26

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Transit - Demand Response Operations - FY2015

Key # : 12791
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$470 \$387
Total Cost (Previous + Programmed) \$470 \$387

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$470	\$0	\$470	\$0	\$0	\$0	\$0	\$387	\$0	\$387
Yearly Cost	\$0	\$0	\$0	\$0	\$470	\$0	\$470	\$0	\$0	\$0	\$0	\$387	\$0	\$387
Federal Share	\$0	\$0	\$0	\$0	\$376	\$0	\$376	\$0	\$0	\$0	\$0	\$310	\$0	\$310
Local Share	\$0	\$0	\$0	\$0	\$94	\$0	\$94	\$0	\$0	\$0	\$0	\$77	\$0	\$77

Transit - Demand Response Operations - FY2015

Key # : 12798
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$158 \$130
Total Cost (Previous + Programmed) \$158 \$130

Project Description :
 Provide operating funds for demand response service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$158	\$0	\$158	\$0	\$0	\$0	\$0	\$130	\$0	\$130
Yearly Cost	\$0	\$0	\$0	\$0	\$158	\$0	\$158	\$0	\$0	\$0	\$0	\$130	\$0	\$130
Federal Share	\$0	\$0	\$0	\$0	\$126	\$0	\$126	\$0	\$0	\$0	\$0	\$104	\$0	\$104
Local Share	\$0	\$0	\$0	\$0	\$32	\$0	\$32	\$0	\$0	\$0	\$0	\$26	\$0	\$26

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Fixed Line Operations - FY2011

Key # : 12166
 Requesting Agency : Valley Regional Transit
 Project Year : 2011
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,350 \$2,350
 Total Cost (Previous + Programmed) \$2,350 \$2,350

Project Description :

Provide transit operations and administration in the Boise Urbanized Area



Funding Source : FTA 5307

Local Match : 50.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$2,350	\$0	\$0	\$0	\$0	\$0	\$2,350	\$2,350	\$0	\$0	\$0	\$0	\$0	\$2,350
Yearly Cost	\$2,350	\$0	\$0	\$0	\$0	\$0	\$2,350	\$2,350	\$0	\$0	\$0	\$0	\$0	\$2,350
Federal Share	\$1,175	\$0	\$0	\$0	\$0	\$0	\$1,175	\$1,175	\$0	\$0	\$0	\$0	\$0	\$1,175
Local Share	\$1,175	\$0	\$0	\$0	\$0	\$0	\$1,175	\$1,175	\$0	\$0	\$0	\$0	\$0	\$1,175

Transit - Fixed Line Operations - FY2012

Key # : 12175
 Requesting Agency : Valley Regional Transit
 Project Year : 2012
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$684 \$651
 Total Cost (Previous + Programmed) \$684 \$651

Project Description :

Provide transit operations and administration in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 50.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$684	\$0	\$0	\$0	\$0	\$684	\$0	\$651	\$0	\$0	\$0	\$0	\$651
Yearly Cost	\$0	\$684	\$0	\$0	\$0	\$0	\$684	\$0	\$651	\$0	\$0	\$0	\$0	\$651
Federal Share	\$0	\$342	\$0	\$0	\$0	\$0	\$342	\$0	\$326	\$0	\$0	\$0	\$0	\$326
Local Share	\$0	\$342	\$0	\$0	\$0	\$0	\$342	\$0	\$326	\$0	\$0	\$0	\$0	\$326

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Transit - Fixed Line Operations - FY2015

Key # : 12797
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$791 \$651
Total Cost (Previous + Programmed) \$791 \$651

Project Description :
 Provide transit operations and administration in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 50.10%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$791	\$0	\$791	\$0	\$0	\$0	\$0	\$651	\$0	\$651
Yearly Cost	\$0	\$0	\$0	\$0	\$791	\$0	\$791	\$0	\$0	\$0	\$0	\$651	\$0	\$651
Federal Share	\$0	\$0	\$0	\$0	\$395	\$0	\$395	\$0	\$0	\$0	\$0	\$325	\$0	\$325
Local Share	\$0	\$0	\$0	\$0	\$396	\$0	\$396	\$0	\$0	\$0	\$0	\$326	\$0	\$326

Transit - Job Access Reverse Commute (JARC) - Program Development FY021

Key # : 11390
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$147 \$147
Total Cost (Previous + Programmed) \$147 \$147

Project Description :
 Mobility management for the JARC program in the Boise Urbanized Area.



Funding Source : FTA 5316 Large Urban

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$147	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$0	\$0	\$0	\$0	\$0	\$147
Yearly Cost	\$147	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$0	\$0	\$0	\$0	\$0	\$147
Federal Share	\$118	\$0	\$0	\$0	\$0	\$0	\$118	\$118	\$0	\$0	\$0	\$0	\$0	\$118
Local Share	\$29	\$0	\$0	\$0	\$0	\$0	\$29	\$29	\$0	\$0	\$0	\$0	\$0	\$29

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Job Access Reverse Commute (JARC) - Program Development FY201

Key # : 12784
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation
Not adjusted for inflation

Total Programmed Cost : \$170 \$147
Total Cost (Previous + Programmed) \$170 \$147

Project Description :
 Mobility management for the JARC program in the Boise Urbanized Area.



Funding Source : FTA 5316 Large Urban

Local Match : 20.20%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$170	\$0	\$0	\$170	\$0	\$0	\$0	\$147	\$0	\$0	\$147
Yearly Cost	\$0	\$0	\$0	\$170	\$0	\$0	\$170	\$0	\$0	\$0	\$147	\$0	\$0	\$147
Federal Share	\$0	\$0	\$0	\$136	\$0	\$0	\$136	\$0	\$0	\$0	\$117	\$0	\$0	\$117
Local Share	\$0	\$0	\$0	\$34	\$0	\$0	\$34	\$0	\$0	\$0	\$30	\$0	\$0	\$30

Transit - Job Access Reverse Commute (JARC) - Program Development FY201

Key # : 12801
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation
Not adjusted for inflation

Total Programmed Cost : \$179 \$147
Total Cost (Previous + Programmed) \$179 \$147

Project Description :
 Mobility management for the JARC program in the Boise Urbanized Area.



Funding Source : FTA 5316 Large Urban

Local Match : 20.10%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$179	\$0	\$179	\$0	\$0	\$0	\$0	\$147	\$0	\$147
Yearly Cost	\$0	\$0	\$0	\$0	\$179	\$0	\$179	\$0	\$0	\$0	\$0	\$147	\$0	\$147
Federal Share	\$0	\$0	\$0	\$0	\$143	\$0	\$143	\$0	\$0	\$0	\$0	\$117	\$0	\$117
Local Share	\$0	\$0	\$0	\$0	\$36	\$0	\$36	\$0	\$0	\$0	\$0	\$30	\$0	\$30

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Job Access Reverse Commute (JARC) Administration - FY2011

Key # : 12748
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation
Not adjusted for inflation

Total Programmed Cost : \$13 \$13
Total Cost (Previous + Programmed) \$13 \$13

Project Description :
 Program administration for mobility management projects in the Boise Urbanized Area.



Funding Source : FTA 5316 Large Urban

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>							
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total	
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$13
Yearly Cost	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$13
Federal Share	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$13
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Transit - Job Access Reverse Commute (JARC) Administration - FY2012

Key # : 12751
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation
Not adjusted for inflation

Total Programmed Cost : \$14 \$13
Total Cost (Previous + Programmed) \$14 \$13

Project Description :
 Program administration for mobility management projects in the Boise Urbanized Area.



Funding Source : FTA 5316 Large Urban

Local Match : 0.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>							
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total	
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$14	\$0	\$0	\$0	\$0	\$14	\$0	\$13	\$0	\$0	\$0	\$0	\$0	\$13
Yearly Cost	\$0	\$14	\$0	\$0	\$0	\$0	\$14	\$0	\$13	\$0	\$0	\$0	\$0	\$0	\$13
Federal Share	\$0	\$14	\$0	\$0	\$0	\$0	\$14	\$0	\$13	\$0	\$0	\$0	\$0	\$0	\$13
Local Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - New Freedom Initiative Development - FY2011

Key # : 11391
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$147 \$147
Total Cost (Previous + Programmed) \$147 \$147

Project Description :

Mobility management for the New Freedoms Program in the Boise Urbanized Area.



Funding Source : FTA 5317 Large Urban

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$147	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$0	\$0	\$0	\$0	\$0	\$147
Yearly Cost	\$147	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$0	\$0	\$0	\$0	\$0	\$147
Federal Share	\$118	\$0	\$0	\$0	\$0	\$0	\$118	\$118	\$0	\$0	\$0	\$0	\$0	\$118
Local Share	\$29	\$0	\$0	\$0	\$0	\$0	\$29	\$29	\$0	\$0	\$0	\$0	\$0	\$29

Transit - New Freedom Initiative Development - FY2012

Key # : 12173
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$95 \$90
Total Cost (Previous + Programmed) \$95 \$90

Project Description :

Mobility management for the New Freedoms Program in the Boise Urbanized Area.



Funding Source : FTA 5317 Large Urban

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$95	\$0	\$0	\$0	\$0	\$95	\$0	\$90	\$0	\$0	\$0	\$0	\$90
Yearly Cost	\$0	\$95	\$0	\$0	\$0	\$0	\$95	\$0	\$90	\$0	\$0	\$0	\$0	\$90
Federal Share	\$0	\$76	\$0	\$0	\$0	\$0	\$76	\$0	\$72	\$0	\$0	\$0	\$0	\$72
Local Share	\$0	\$19	\$0	\$0	\$0	\$0	\$19	\$0	\$18	\$0	\$0	\$0	\$0	\$18

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
All Values in Thousands of Dollars

Transit - New Freedom Initiative Development- FY2015

Key # : 12803
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$109 \$90
Total Cost (Previous + Programmed) \$109 \$90

Project Description :
 Mobility management for the New Freedoms Program in the Boise Urbanized Area.



Funding Source : FTA 5317 Large Urban

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$109	\$0	\$109	\$0	\$0	\$0	\$0	\$90	\$0	\$90
Yearly Cost	\$0	\$0	\$0	\$0	\$109	\$0	\$109	\$0	\$0	\$0	\$0	\$90	\$0	\$90
Federal Share	\$0	\$0	\$0	\$0	\$88	\$0	\$88	\$0	\$0	\$0	\$0	\$72	\$0	\$72
Local Share	\$0	\$0	\$0	\$0	\$22	\$0	\$22	\$0	\$0	\$0	\$0	\$18	\$0	\$18

Transit - Planning - FY2011

Key # : 11376
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$141 \$141
Total Cost (Previous + Programmed) \$141 \$141

Project Description :
 Support planning efforts in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$141	\$0	\$0	\$0	\$0	\$0	\$141	\$141	\$0	\$0	\$0	\$0	\$0	\$141
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$141	\$0	\$0	\$0	\$0	\$0	\$141	\$141	\$0	\$0	\$0	\$0	\$0	\$141
Federal Share	\$113	\$0	\$0	\$0	\$0	\$0	\$113	\$113	\$0	\$0	\$0	\$0	\$0	\$113
Local Share	\$28	\$0	\$0	\$0	\$0	\$0	\$28	\$28	\$0	\$0	\$0	\$0	\$0	\$28

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
 All Values in Thousands of Dollars

Transit - Planning - FY2011

Key # : 11387
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$134 \$134
Total Cost (Previous + Programmed) \$134 \$134

Project Description :
 Support planning efforts in the Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$134	\$0	\$0	\$0	\$0	\$0	\$134	\$134	\$0	\$0	\$0	\$0	\$0	\$134
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$134	\$0	\$0	\$0	\$0	\$0	\$134	\$134	\$0	\$0	\$0	\$0	\$0	\$134
Federal Share	\$107	\$0	\$0	\$0	\$0	\$0	\$107	\$107	\$0	\$0	\$0	\$0	\$0	\$107
Local Share	\$27	\$0	\$0	\$0	\$0	\$0	\$27	\$27	\$0	\$0	\$0	\$0	\$0	\$27

Transit - Planning - FY2012

Key # : 12169
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$141 \$134
Total Cost (Previous + Programmed) \$141 \$134

Project Description :
 Support planning efforts in Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$141	\$0	\$0	\$0	\$0	\$141	\$0	\$134	\$0	\$0	\$0	\$0	\$134
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$141	\$0	\$0	\$0	\$0	\$141	\$0	\$134	\$0	\$0	\$0	\$0	\$134
Federal Share	\$0	\$113	\$0	\$0	\$0	\$0	\$113	\$0	\$107	\$0	\$0	\$0	\$0	\$107
Local Share	\$0	\$28	\$0	\$0	\$0	\$0	\$28	\$0	\$27	\$0	\$0	\$0	\$0	\$27

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
All Values in Thousands of Dollars

Transit - Planning - FY2013

Key # : 12764
Requesting Agency : Valley Regional Transit
Project Year : 2013
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$155 \$141
Total Cost (Previous + Programmed) \$155 \$141

Project Description :
 Support planning efforts in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$155	\$0	\$0	\$0	\$155	\$0	\$0	\$141	\$0	\$0	\$0	\$141
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$155	\$0	\$0	\$0	\$155	\$0	\$0	\$141	\$0	\$0	\$0	\$141
Federal Share	\$0	\$0	\$124	\$0	\$0	\$0	\$124	\$0	\$0	\$113	\$0	\$0	\$0	\$113
Local Share	\$0	\$0	\$31	\$0	\$0	\$0	\$31	\$0	\$0	\$28	\$0	\$0	\$0	\$28

Transit - Planning - FY2014

Key # : 12775
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$155 \$134
Total Cost (Previous + Programmed) \$155 \$134

Project Description :
 Support planning efforts in Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$155	\$0	\$0	\$155	\$0	\$0	\$0	\$134	\$0	\$0	\$134
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$155	\$0	\$0	\$155	\$0	\$0	\$0	\$134	\$0	\$0	\$134
Federal Share	\$0	\$0	\$0	\$124	\$0	\$0	\$124	\$0	\$0	\$0	\$107	\$0	\$0	\$107
Local Share	\$0	\$0	\$0	\$31	\$0	\$0	\$31	\$0	\$0	\$0	\$27	\$0	\$0	\$27

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
All Values in Thousands of Dollars

Transit - Planning - FY2014

Key # : 12782
Requesting Agency : Valley Regional Transit
Project Year : 2014
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$163 \$141
Total Cost (Previous + Programmed) \$163 \$141

Project Description :
 Support planning efforts in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$163	\$0	\$0	\$163	\$0	\$0	\$0	\$141	\$0	\$0	\$141
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$163	\$0	\$0	\$163	\$0	\$0	\$0	\$141	\$0	\$0	\$141
Federal Share	\$0	\$0	\$0	\$131	\$0	\$0	\$131	\$0	\$0	\$0	\$113	\$0	\$0	\$113
Local Share	\$0	\$0	\$0	\$33	\$0	\$0	\$33	\$0	\$0	\$0	\$28	\$0	\$0	\$28

Transit - Planning - FY2015

Key # : 12792
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$163 \$134
Total Cost (Previous + Programmed) \$163 \$134

Project Description :
 Support planning efforts in Boise Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$163	\$0	\$163	\$0	\$0	\$0	\$0	\$134	\$0	\$134
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$0	\$163	\$0	\$163	\$0	\$0	\$0	\$0	\$134	\$0	\$134
Federal Share	\$0	\$0	\$0	\$0	\$130	\$0	\$130	\$0	\$0	\$0	\$0	\$107	\$0	\$107
Local Share	\$0	\$0	\$0	\$0	\$33	\$0	\$33	\$0	\$0	\$0	\$0	\$27	\$0	\$27

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
All Values in Thousands of Dollars

Transit - Planning - FY2015

Key # : 12799
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$171 \$141
Total Cost (Previous + Programmed) \$171 \$141

Project Description :
 Support planning efforts in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$171	\$0	\$171	\$0	\$0	\$0	\$0	\$141	\$0	\$141
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$0	\$0	\$0	\$0	\$171	\$0	\$171	\$0	\$0	\$0	\$0	\$141	\$0	\$141
Federal Share	\$0	\$0	\$0	\$0	\$137	\$0	\$137	\$0	\$0	\$0	\$0	\$113	\$0	\$113
Local Share	\$0	\$0	\$0	\$0	\$34	\$0	\$34	\$0	\$0	\$0	\$0	\$28	\$0	\$28

Transit - Preventive Maintenance - FY2009

Key # : 12164
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,149 \$2,149
Total Cost (Previous + Programmed) \$2,149 \$2,149

Project Description :
 Provide preventive maintenance support for fixed route and demand responsive transit services in the Boise Urbanized Area. Funds are a Congressional earmark in the FY2009 Appropriations Bill.



Funding Source : FTA 5309

Local Match : 19.35%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$2,149	\$0	\$0	\$0	\$0	\$0	\$2,149	\$2,149	\$0	\$0	\$0	\$0	\$0	\$2,149
Yearly Cost	\$2,149	\$0	\$0	\$0	\$0	\$0	\$2,149	\$2,149	\$0	\$0	\$0	\$0	\$0	\$2,149
Federal Share	\$1,733	\$0	\$0	\$0	\$0	\$0	\$1,733	\$1,733	\$0	\$0	\$0	\$0	\$0	\$1,733
Local Share	\$416	\$0	\$0	\$0	\$0	\$0	\$416	\$416	\$0	\$0	\$0	\$0	\$0	\$416

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Sorted by Project Name
All Values in Thousands of Dollars

Transit - Preventive Maintenance - FY2012

Key # : 12170
 Requesting Agency : Valley Regional Transit
 Project Year : 2012
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,916 \$1,825
 Total Cost (Previous + Programmed) \$1,916 \$1,825

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$1,916	\$0	\$0	\$0	\$0	\$1,916	\$0	\$1,825	\$0	\$0	\$0	\$0	\$1,825
Yearly Cost	\$0	\$1,916	\$0	\$0	\$0	\$0	\$1,916	\$0	\$1,825	\$0	\$0	\$0	\$0	\$1,825
Federal Share	\$0	\$1,533	\$0	\$0	\$0	\$0	\$1,533	\$0	\$1,460	\$0	\$0	\$0	\$0	\$1,460
Local Share	\$0	\$383	\$0	\$0	\$0	\$0	\$383	\$0	\$365	\$0	\$0	\$0	\$0	\$365

Transit - Preventive Maintenance - FY2012

Key # : 12177
 Requesting Agency : Valley Regional Transit
 Project Year : 2012
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$405 \$386
 Total Cost (Previous + Programmed) \$405 \$386

Project Description :

Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$405	\$0	\$0	\$0	\$0	\$405	\$0	\$386	\$0	\$0	\$0	\$0	\$386
Yearly Cost	\$0	\$405	\$0	\$0	\$0	\$0	\$405	\$0	\$386	\$0	\$0	\$0	\$0	\$386
Federal Share	\$0	\$324	\$0	\$0	\$0	\$0	\$324	\$0	\$309	\$0	\$0	\$0	\$0	\$309
Local Share	\$0	\$81	\$0	\$0	\$0	\$0	\$81	\$0	\$77	\$0	\$0	\$0	\$0	\$77

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Preventive Maintenance - FY2013

Key # : 12758
Requesting Agency : Valley Regional Transit
Project Year : 2013
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,012 \$1,825
Total Cost (Previous + Programmed) \$2,012 \$1,825

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$2,012	\$0	\$0	\$0	\$2,012	\$0	\$0	\$1,825	\$0	\$0	\$0	\$1,825
Yearly Cost	\$0	\$0	\$2,012	\$0	\$0	\$0	\$2,012	\$0	\$0	\$1,825	\$0	\$0	\$0	\$1,825
Federal Share	\$0	\$0	\$1,610	\$0	\$0	\$0	\$1,610	\$0	\$0	\$1,460	\$0	\$0	\$0	\$1,460
Local Share	\$0	\$0	\$402	\$0	\$0	\$0	\$402	\$0	\$0	\$365	\$0	\$0	\$0	\$365

Transit - Preventive Maintenance - FY2013

Key # : 12765
Requesting Agency : Valley Regional Transit
Project Year : 2013
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$426 \$386
Total Cost (Previous + Programmed) \$426 \$386

Project Description :

Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$426	\$0	\$0	\$0	\$426	\$0	\$0	\$386	\$0	\$0	\$0	\$386
Yearly Cost	\$0	\$0	\$426	\$0	\$0	\$0	\$426	\$0	\$0	\$386	\$0	\$0	\$0	\$386
Federal Share	\$0	\$0	\$340	\$0	\$0	\$0	\$340	\$0	\$0	\$309	\$0	\$0	\$0	\$309
Local Share	\$0	\$0	\$85	\$0	\$0	\$0	\$85	\$0	\$0	\$77	\$0	\$0	\$0	\$77

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Preventive Maintenance - FY2014

Key # : 12776
 Requesting Agency : Valley Regional Transit
 Project Year : 2014
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,113 \$1,825
 Total Cost (Previous + Programmed) \$2,113 \$1,825

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$2,113	\$0	\$0	\$2,113	\$0	\$0	\$0	\$1,825	\$0	\$0	\$1,825
Yearly Cost	\$0	\$0	\$0	\$2,113	\$0	\$0	\$2,113	\$0	\$0	\$0	\$1,825	\$0	\$0	\$1,825
Federal Share	\$0	\$0	\$0	\$1,690	\$0	\$0	\$1,690	\$0	\$0	\$0	\$1,460	\$0	\$0	\$1,460
Local Share	\$0	\$0	\$0	\$423	\$0	\$0	\$423	\$0	\$0	\$0	\$365	\$0	\$0	\$365

Transit - Preventive Maintenance - FY2014

Key # : 12783
 Requesting Agency : Valley Regional Transit
 Project Year : 2014
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$447 \$386
 Total Cost (Previous + Programmed) \$447 \$386

Project Description :

Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	Yearly costs - adjusted for inflation							Yearly costs - not adjusted for inflation						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$447	\$0	\$0	\$447	\$0	\$0	\$0	\$386	\$0	\$0	\$386
Yearly Cost	\$0	\$0	\$0	\$447	\$0	\$0	\$447	\$0	\$0	\$0	\$386	\$0	\$0	\$386
Federal Share	\$0	\$0	\$0	\$357	\$0	\$0	\$357	\$0	\$0	\$0	\$309	\$0	\$0	\$309
Local Share	\$0	\$0	\$0	\$89	\$0	\$0	\$89	\$0	\$0	\$0	\$77	\$0	\$0	\$77

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Preventive Maintenance - FY2015

Key # : 12793
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$2,218 \$1,825
Total Cost (Previous + Programmed) \$2,218 \$1,825

Project Description :

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



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$2,218	\$0	\$2,218	\$0	\$0	\$0	\$0	\$1,825	\$0	\$1,825
Yearly Cost	\$0	\$0	\$0	\$0	\$2,218	\$0	\$2,218	\$0	\$0	\$0	\$0	\$1,825	\$0	\$1,825
Federal Share	\$0	\$0	\$0	\$0	\$1,775	\$0	\$1,775	\$0	\$0	\$0	\$0	\$1,460	\$0	\$1,460
Local Share	\$0	\$0	\$0	\$0	\$444	\$0	\$444	\$0	\$0	\$0	\$0	\$365	\$0	\$365

Transit - Preventive Maintenance - FY2015

Key # : 12800
Requesting Agency : Valley Regional Transit
Project Year : 2015
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$469 \$386
Total Cost (Previous + Programmed) \$469 \$386

Project Description :

Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area.



Funding Source : FTA 5307

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$469	\$0	\$469	\$0	\$0	\$0	\$0	\$386	\$0	\$386
Yearly Cost	\$0	\$0	\$0	\$0	\$469	\$0	\$469	\$0	\$0	\$0	\$0	\$386	\$0	\$386
Federal Share	\$0	\$0	\$0	\$0	\$375	\$0	\$375	\$0	\$0	\$0	\$0	\$309	\$0	\$309
Local Share	\$0	\$0	\$0	\$0	\$94	\$0	\$94	\$0	\$0	\$0	\$0	\$77	\$0	\$77

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Treasure Valley, Idaho Transit Facilities - FY2008

Key # : 11789
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$360 \$360
Total Cost (Previous + Programmed) \$360 \$360

Project Description :

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.



Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$360	\$0	\$0	\$0	\$0	\$0	\$360	\$360	\$0	\$0	\$0	\$0	\$0	\$360
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$360	\$0	\$0	\$0	\$0	\$0	\$360	\$360	\$0	\$0	\$0	\$0	\$0	\$360
Federal Share	\$288	\$0	\$0	\$0	\$0	\$0	\$288	\$288	\$0	\$0	\$0	\$0	\$0	\$288
Local Share	\$72	\$0	\$0	\$0	\$0	\$0	\$72	\$72	\$0	\$0	\$0	\$0	\$0	\$72

Transit - Treasure Valley, Idaho Transit Facilities - FY2009

Key # : 12204
Requesting Agency : Valley Regional Transit
Project Year : 2011
Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$594 \$594
Total Cost (Previous + Programmed) \$594 \$594

Project Description :

Funds are from a FY2009 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.



Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$594	\$0	\$0	\$0	\$0	\$0	\$594	\$594	\$0	\$0	\$0	\$0	\$0	\$594
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Cost	\$594	\$0	\$0	\$0	\$0	\$0	\$594	\$594	\$0	\$0	\$0	\$0	\$0	\$594
Federal Share	\$475	\$0	\$0	\$0	\$0	\$0	\$475	\$475	\$0	\$0	\$0	\$0	\$0	\$475
Local Share	\$119	\$0	\$0	\$0	\$0	\$0	\$119	\$119	\$0	\$0	\$0	\$0	\$0	\$119

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

PE = Preliminary Engineering, PC = Preliminary Engineering Consulting, RW = Right of Way, UT = Utilities, CN = Construction Engineering, CN = Construction

Transit - Vans, Park and Ride - FY2009

Key # : 11787
 Requesting Agency : ACHD
 Project Year : 2011
 Total Previous Expenditures \$0

Adjusted for inflation Not adjusted for inflation

Total Programmed Cost : \$1,779 \$1,731
 Total Cost (Previous + Programmed) \$1,779 \$1,731

Project Description :
 New and replacement commuteride van purchase, and park and ride infrastructure.



Purchase Commuter Vans

Funding Source : FTA 5309

Local Match : 20.00%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$774	\$0	\$0	\$0	\$0	\$0	\$774	\$774	\$0	\$0	\$0	\$0	\$0	\$774
Yearly Cost	\$774	\$0	\$0	\$0	\$0	\$0	\$774	\$774	\$0	\$0	\$0	\$0	\$0	\$774
Federal Share	\$619	\$0	\$0	\$0	\$0	\$0	\$619	\$619	\$0	\$0	\$0	\$0	\$0	\$619
Local Share	\$155	\$0	\$0	\$0	\$0	\$0	\$155	\$155	\$0	\$0	\$0	\$0	\$0	\$155

Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$1,005	\$0	\$0	\$0	\$0	\$1,005	\$0	\$957	\$0	\$0	\$0	\$0	\$957
Yearly Cost	\$0	\$1,005	\$0	\$0	\$0	\$0	\$1,005	\$0	\$957	\$0	\$0	\$0	\$0	\$957
Federal Share	\$0	\$931	\$0	\$0	\$0	\$0	\$931	\$0	\$887	\$0	\$0	\$0	\$0	\$887
Local Share	\$0	\$74	\$0	\$0	\$0	\$0	\$74	\$0	\$70	\$0	\$0	\$0	\$0	\$70

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Transit - VRT Intercounty Bus Service Expansion - Large Vehicle

Key # : 11583
Requesting Agency : Valley Regional Transit
Project Year : 2012
Total Previous Expenditures \$0



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$394	\$375
Total Cost (Previous + Programmed)	\$394	\$375

Project Description :

This project will purchase a new 40+ passenger bus to increase the size of the bus fleet. The bus will be used for an additional run on an existing route or on a new route to provide express service between Ada and Canyon Counties.

Funding Source : STP-TMA

Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$394	\$0	\$0	\$0	\$0	\$394	\$0	\$375	\$0	\$0	\$0	\$0	\$375
Yearly Cost	\$0	\$394	\$0	\$0	\$0	\$0	\$394	\$0	\$375	\$0	\$0	\$0	\$0	\$375
Federal Share	\$0	\$365	\$0	\$0	\$0	\$0	\$365	\$0	\$347	\$0	\$0	\$0	\$0	\$347
Local Share	\$0	\$29	\$0	\$0	\$0	\$0	\$29	\$0	\$28	\$0	\$0	\$0	\$0	\$28

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US 20/26, Broadway Bridge, Boise

Key # : 11588
 Requesting Agency : ITD
 Project Year : 2015
 Total Previous Expenditures : \$250



	<u>Adjusted for inflation</u>	<u>Not adjusted for inflation</u>
Total Programmed Cost :	\$19,922	\$16,440
Total Cost (Previous + Programmed)	\$20,172	\$16,690

Project Description :
 Rebuild the Broadway Bridge including pedestrian facilities.

Funding Source : Bridge
 Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$50	\$53	\$0	\$0	\$0	\$0	\$103	\$50	\$50	\$0	\$0	\$0	\$0	\$100
PC	\$50	\$53	\$0	\$0	\$0	\$0	\$103	\$50	\$50	\$0	\$0	\$0	\$0	\$100
RW	\$0	\$0	\$221	\$0	\$0	\$0	\$221	\$0	\$0	\$200	\$0	\$0	\$0	\$200
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$960	\$0	\$960	\$0	\$0	\$0	\$0	\$790	\$0	\$790
CN	\$0	\$0	\$0	\$0	\$12,459	\$0	\$12,459	\$0	\$0	\$0	\$0	\$10,250	\$0	\$10,250
Yearly Cost	\$100	\$105	\$221	\$0	\$13,419	\$0	\$13,845	\$100	\$100	\$200	\$0	\$11,040	\$0	\$11,440
Federal Share	\$93	\$97	\$204	\$0	\$12,434	\$0	\$12,828	\$93	\$93	\$185	\$0	\$10,230	\$0	\$10,600
Local Share	\$7	\$8	\$16	\$0	\$985	\$0	\$1,016	\$7	\$7	\$15	\$0	\$810	\$0	\$840

Funding Source : Restoration
 Local Match : 7.34%

Yearly costs - adjusted for inflation

Yearly costs - not adjusted for inflation

Project Phases	<u>Yearly costs - adjusted for inflation</u>							<u>Yearly costs - not adjusted for inflation</u>						
	2011	2012	2013	2014	2015	PD*	Total	2011	2012	2013	2014	2015	PD*	Total
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$6,078	\$0	\$6,078	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
Yearly Cost	\$0	\$0	\$0	\$0	\$6,078	\$0	\$6,078	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
Federal Share	\$0	\$0	\$0	\$0	\$5,631	\$0	\$5,631	\$0	\$0	\$0	\$0	\$4,633	\$0	\$4,633
Local Share	\$0	\$0	\$0	\$0	\$446	\$0	\$446	\$0	\$0	\$0	\$0	\$367	\$0	\$367

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