

WORKING

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FUTURE

FY2014-2018 Regional Transportation Improvement Program

Report No. 06-2013

Adopted by the COMPASS Board on September 16, 2013

Resolution No. 18-2013

Amended: November 18, 2013, December 16, 2013, January 27, 2014, April 21, 2014, June 16, 2014, October 20, 2014, and December 15, 2014.

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FOR THE PURPOSE OF APPROVING THE FY2014-2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION

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 Ada and Canyon Counties;

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

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

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between August 5 and September 4, 2013, for people to review and comment on proposed projects in the 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 FY2014-2018 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding Air Quality Conformity Demonstration for Northern Ada County, 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 approves the Final FY2014-2018 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

DATED this 16th day of September 2013.

APPROVED:

By: 
Bryce Millar, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: 
Matthew J. Stoll, Executive Director
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I. INTRODUCTION

The Regional 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 Idaho Transportation Investment Program (ITIP) is the state's short-range capital improvement program. The TIP and ITIP must contain consistent information about transportation projects. The ITIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho (COMPASS) TIP.

The TIP is developed through a cooperative process by COMPASS, the designated metropolitan planning organization (MPO) for the Nampa Urbanized Area and the Boise Urbanized Area 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, Parma, and Star; Capital City Development Corporation; and Valley Regional Transit (VRT), the regional public transportation authority.

The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion 2035*. The COMPASS Board of Directors adopted *Communities in Motion 2035* on September 20, 2010. 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 2035* is consistent with the goals and objectives of the area's comprehensive plans.

The first four years of the TIP are of particular 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. Per federal regulations, information on the status of projects in the first year of the previous TIP will be posted online by December 2013. These are posted at www.compassidaho.org/prodserv/transimprovement.htm under "Annual Listing of Projects."

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 13 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 TMA includes the cities of Boise, Eagle, Meridian, and Garden City; and the Nampa Urbanized Area includes the cities of Nampa, Caldwell, and Middleton, as well as adjacent densely settled areas as shown in Figure 1. The smoothed urbanized area boundaries for the Boise and Nampa areas were adopted by the COMPASS Board, via Resolution 15-2013, on August 19, 2013. The planning area includes all of Ada and Canyon Counties. The Ada County air quality "maintenance area" encompasses the entire area of Ada County north of the Boise Baseline (Figure 2), located seven miles south of the City of Kuna. Northern Ada County is a maintenance area for two air pollutants – coarse particulate matter (airborne dust and other particles; referred to as "PM₁₀") and carbon monoxide. Northern Ada County violated the federal standard for these pollutants in the 1980s and early 1990s, and has been in compliance ever since. Plans are in place to ensure the area maintains its compliance with these standards. The urban clusters of the cities of Kuna and Star are inside the planning area and the maintenance area.

Figure 1
Urbanized Areas and Urban Clusters

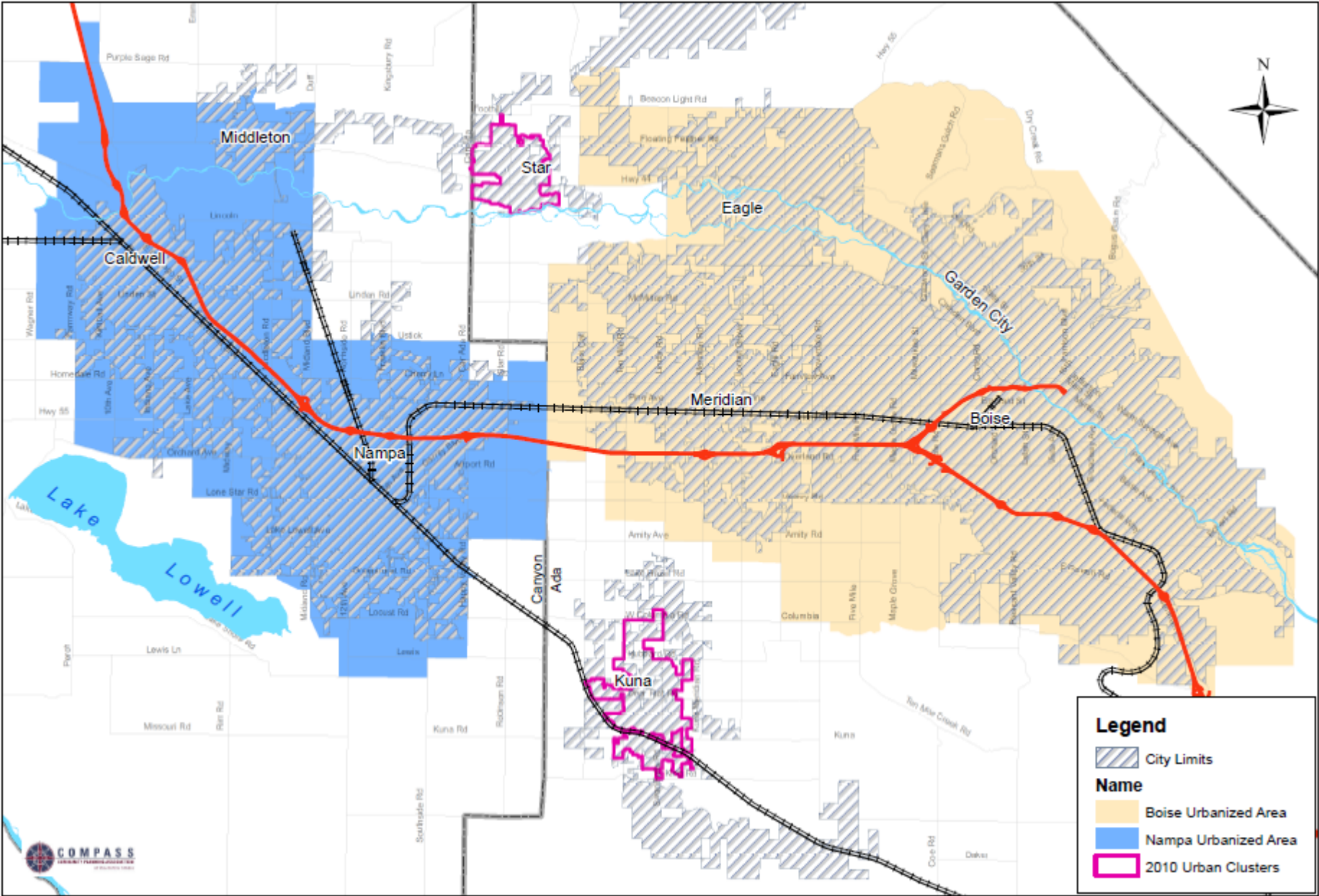
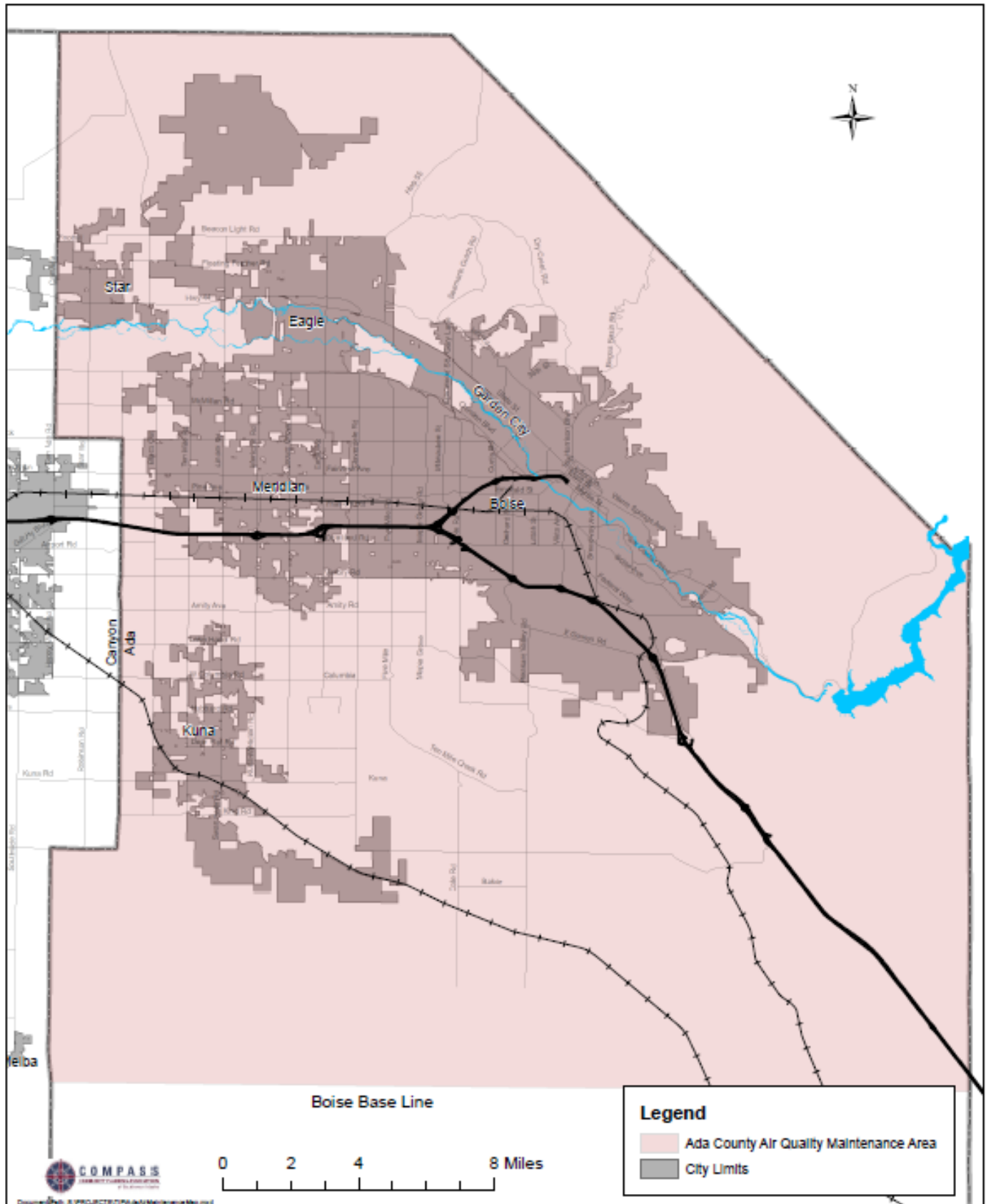


Figure 2
Northern Ada County Air Quality Maintenance Area



II. FORMATTING

The Federal Highway Administration (FHWA) and ITD met early in 2010 with the intent of finding ways to more efficiently manage the ITIP process. Several major changes resulted from these meetings:

- FHWA requires all reporting documents be shown in the year of expenditure. This means project costs must be shown with inflationary factors expected for the year funds will be expended.
 - Agencies in the State of Idaho currently use a 2% inflation factor to adjust the cost of future expenditures for most projects. Previously, inflation was considered, but it was shown as a “discount” by decreasing available revenue by the inflation factor each year.
- ITD has opted to show certain projects in a “grouped” format for highway projects. This will make minor changes to the documents more efficient and timely because grouped projects do not require a formal amendment 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 complex and requires right-of-way acquisition and an environmental clearance document beyond a categorical exclusion.
 - Project is considered regionally significant.
 - Project is classified as “expansion” and triggers air quality analysis.
- A grouping process is not developed for transit projects that are managed by the Federal Transit Administration (FTA). All transit projects are shown individually.
- NOTE: The COMPASS Board adopted Resolution 06-2014, which removed all project grouping in the COMPASS Planning Area.

III. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP begins approximately 16 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas, local governments outside the urbanized areas within Ada and Canyon Counties, and the general public.

Local Governments’ Input. Many local governments in Ada County have a designated transportation task force committee to provide input into the development of the annual TIP and ACHD’s Five-Year Work Plan. During the period of August 2012 through December 2012, staff from COMPASS, ITD, and VRT met with elected officials, designated transportation task force committees, and/or staff 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) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects.

Ada County Highway District’s Capital Investment Citizens Advisory Committee (CICAC). ACHD’s CICAC 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, state agencies, and other public agencies in Ada and Canyon Counties. RTAC makes recommendations to the COMPASS Board of Directors regarding planning activities and was involved throughout the TIP development process. Representatives on the committee reviewed

the draft TIP and made recommendations to the COMPASS Board of Directors on the approval of the projects to be funded.

Public Comment Period. Public comment on the draft FY2014-2018 TIP project list was solicited from August 5, 2013 through September 4, 2013.

Legal notices, a news release, emails, the comment form, a flier, a cover sheet for the TIP, newspaper advertisements, postcards, Facebook posts, and the COMPASS website included the language "...including the federal program of projects proposed for funding by Valley Regional Transit..." to fulfill VRT's outreach requirements. VRT's program of proposed projects was also provided on the COMPASS website.

Public comment on an amendment to *Communities in Motion 2035*, the regional long-range transportation plan for Ada and Canyon Counties, ran concurrently with the TIP public comment period. Two projects (widening SH-55 [Eagle Road] in Meridian and design work to widen US 20/26 near Caldwell) were included in the draft TIP project list, but had been listed as "unfunded" in *Communities in Motion 2035*. For the projects to be included in the final TIP, *Communities in Motion 2035* had to be amended first to show those projects as part of the funded transportation system. Due to the timing and the interrelated nature of the issues, the public comment periods were held simultaneously and were promoted jointly. Public comment on recommended (unfunded) projects and corridors for *Communities in Motion 2040* was also solicited and promoted with the TIP and *Communities in Motion 2035* amendment public comment periods.

Draft TIP Documents. Draft TIP documents and comment forms were available for public review online and at the following locations:

- Ada Community Library, Hidden Springs Branch (Boise)
- Ada Community Library, Lake Hazel Branch (Boise)
- Ada Community Library, Star Branch (Star)
- Ada Community Library, Victory Branch (Boise)
- COMPASS Office (Meridian)
- Eagle Public Library (Eagle)
- Garden City Public Library (Garden City)
- Library! At Cole and Ustick (Boise)
- Meridian Library District, Cherry Lane (Meridian)
- Meridian Library District, Overland (Meridian)

COMPASS also sent requests to other libraries to place comment materials (Kuna, Boise Main, Boise Cole/Ustick, Caldwell, Nampa, Middleton), but they did not respond.

Open Houses. COMPASS hosted two open houses: Wednesday, August 14, 2013, 4 – 8 pm, in Nampa at the Hugh Nichols Public Safety Building and Thursday, August 15, 2013, 4 – 8 pm, in Boise at the Library! at Cole and Ustick. Thirty-three people attended the open houses to ask questions and submit comments.

Display Advertisements. Display advertisements about the public comment period appeared in the *Idaho Statesman* (August 5, 13, and 29), the *Idaho Press Tribune* (August 5, 13, and 29), the *Valley Times* (August 5, 12, 19, and 26), and the *Kuna Melba News* (August 7, 13, and 21). An example of a display advertisement is shown on the following page.

News Release. COMPASS sent one news release notifying the public of the comment period and open houses; the news release was sent to regional print, visual, and radio media on August 5, 2013.

Legal Notice. COMPASS published a legal notice for the TIP and *Communities in Motion 2035* public comment period in *The Idaho Statesman* and the *Idaho Press Tribune* on August 5, 6, and 7, 2013.

COMPASS Website. All draft TIP materials, including the air quality conformity analysis, *Communities in Motion 2035* amendment materials, online and printable comment forms, as well as information about the public comment period and the open houses were available on the COMPASS website from August 5, 2013, through September 4, 2013, at www.compassidaho.org/prodserv/transimprovement.htm. Other pages on the COMPASS website contained related information and directed viewers to this page.

Direct Mail and Email. COMPASS sent four email messages to approximately 2,000 people each publicizing the TIP public comment period. The first message, sent on August 5, 2013, announced the opening of the public comment period. A second email was sent on August 12, 2013, to remind people of the open houses. A third email was sent on August 26, 2013, and a final email was sent on August 30, 2013. COMPASS requested member agencies and other partners to also forward the emails to their email lists, so the emails likely received even wider distribution.

In addition, COMPASS mailed 283 postcards on August 6, 2013, to additional interested individuals for whom COMPASS does not have email addresses.

Flier. COMPASS created a flier advertising the joint TIP, *Communities in Motion 2035*, and *Communities in Motion 2040* public comment period and open houses and sent it to 14 libraries in the two-county area to post on community bulletin boards. The flier was also displayed at the COMPASS office and sent to RTAC and the Public Participation Committee members with a request to post it at their offices and other public places within their jurisdictions.

Facebook. COMPASS posted information about the TIP comment period on its Facebook page on three days: August 6, 14, and 26, 2013 (www.facebook.com/COMPASSIdaho).

Community Calendars. COMPASS posted the open houses on the COMPASS Facebook page "events" section and on the following community calendars:

- KBOI, Channel 2
- KIVI, Channel 6
- KTVB, Channel 7
- KTRV, Channel 12



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Cars, Buses, and Bikes!
Oh My!
Comment Now on Your Future Transportation System

COMPASS is looking for your comments on transportation projects and plans that will be implemented within one year, the next five years, and the next 25 years. **Comment by 12 pm (noon) September 4, 2013.**

Within One Year: 2014 COMPASS is requesting comments on a proposed amendment to the current regional long-range transportation plan (**Communities in Motion 2035**) to add projects in 2014 on Eagle Road and US 20/26.

Within Five Years: 2014 – 2018 COMPASS is soliciting comments on the DRAFT **Regional Transportation Improvement Program (TIP)**, which lists projects proposed for federal transportation funding for FY2014 – 2018 and includes the federal program of projects proposed for funding by Valley Regional Transit.

COMPASS is also accepting comments on the DRAFT **air quality conformity demonstration for northern Ada County** for projects in the FY2014 – 2018 TIP.

25 Years and Beyond: 2040 COMPASS is looking for feedback on a draft list of prioritized transportation corridors/projects for the next regional long-range transportation plan (**Communities in Motion 2040**).

Learn more and submit comments:

- Attend an open house
 - Wednesday, August 14, Hugh Nichols Public Safety Building, 820 2nd Street South, Nampa, 4 – 8 pm
 - Thursday, August 15, Library! at Cole/Ustick, 7557 W. Ustick, Boise, 4 – 8 pm
- Find information and comment online: www.compassidaho.org/whatsnew.htm

Questions? Contact 208/475-2229 or info@compassidaho.org

Those needing assistance may call 208/475-2229 48 hours in advance. *Personas que necesitan asistencia especial, llamar al número 208/475-2229 con 48 horas de aviso.*

- *Idaho Press Tribune*
- *Idaho Statesman*
- *Boise Weekly*
- NewWest.Net
- *Idaho Business Review*

Executive Director's Blog. COMPASS used the Executive Director's blog (www.compassidaho.blogspot.com) to help publicize the comment period and discuss issues related to the public comment materials. Three TIP-related blogs were posted during the public comment period, discussing (1) what materials COMPASS was requesting comment on, (2) the new Transportation Alternatives Program, and (3) the *Communities in Motion 2035* amendment. Blogs were posted on August 6, August 14, and August 21, 2013.

Brochure. COMPASS staff updated a brochure for the TIP, which was available on the COMPASS website, at the COMPASS office, and at the open houses.

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:

Those needing assistance may call 208/475-2229 48 hours in advance.
Personas que necesitan asistencia especial, llamar al número 208/475-2229 con 48 horas de aviso.

IV. AIR QUALITY CONFORMITY

The Northern Ada County Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analysis for the FY2014-2018 conformity demonstration on July 2, 2013. The roadway project list was also approved by the ICC on July 2, 2013. A complete listing of the ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

Finding. *Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update*¹ contains motor vehicle emissions budgets for three pollutants: coarse particulate matter less than 10 microns in size (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOC). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2014-2018 Regional TIP. The complete air quality conformity demonstration, *Conformity Demonstration of the FY2014-2018 Regional Transportation Improvement Program*, Report Number 07-2013, is provided under separate cover and can be found online at www.compassidaho.org/prodserv/aq-demo.htm.

¹ http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf

V. 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.

2013-2017 Five-Year Work Program, ACHD, February 22, 2012.

Draft FY2014-2018 Integrated Five-Year Work Program, ACHD.

ACHD's 2012 Capital Improvement Plan, approved May 2012.

Communities in Motion 2035: Regional Long-Range Transportation Plan for Ada and Canyon Counties, adopted by the COMPASS Board on September 20, 2010.

Downtown Boise Mobility Study, adopted by the VRT Board, October 2005.

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

Idaho on the Move, A Long-Range Plan to Improve Safety, Mobility, and Economic Vitality, adopted by the Idaho Transportation Board, December 2010.

Idaho Transportation Investment Program, FY2014-2018, Public Review Draft, ITD, July 2013.

Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan, approved by the U.S. Environmental Protection Agency (EPA), September 2012.

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013².

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

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

Valleyconnect, approved by the VRT Board, August 2011.

Valley Regional Transit Five Year Strategic Plan, approved by the VRT Board, November 2002, updated 2012.

² On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

VI. FUNDING CATEGORIES

Federal funds administered by ITD are received from FHWA, FTA, the Federal Aviation Administration, and the National Highway Traffic Safety Administration. Federal-aid projects generally require state or local matching funds of approximately 7.34-50%, 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 program names or abbreviations correlate to the program names found in Table 1 and Table 10.

A. Highway Preservation Program

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

1. Pavement Preservation

The Pavement Preservation Program preserves the existing pavement conditions by completing overlays and chip seals to existing roadway surfaces.

2. Bridge Preservation

This program provides for bridge deck rehabilitation and bridge repair.

3. System Support

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

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

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

The Rest Area Program typically 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. ITD does not currently fund this program.

4. Safety

The Safety Program uses various federal funding sources to invest in safety initiatives including Safe Routes to Schools, 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 federal aid funds invest in rail grade crossing improvements and highway intersection and guardrail improvements. Additionally, there is a small state funded rail crossing improvements program.

5. Transportation Alternatives Program (TAP)

The TAP is a statewide competitive program that invests approximately \$5.5 million in designated federal funds for eligible activities. Projects within the Boise TMA have a separate competitive process for TAP funds.

6. Congestion Mitigation/Air Quality (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

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 when required to meet changes to roadway usage.

8. Expansion

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

GARVEE stands 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. GARVEE bonds were approved in FY2006, FY2007, FY2008, FY2009, FY2010, FY2011, and FY2012.

10. High Priority – SAFETEA-LU

From 2005 through September 30, 2012, the U. S. Congress designated specific improvement projects (aka earmarks) under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) transportation law. These funds cannot be used for any other purpose without congressional action.

Effective on October 1, 2012, the new federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21) provides funding for

transportation. No earmarks were allowed under MAP-21. All high priority projects shown are carried over from SAFETEA-LU.

C. Local Programs

The Local Programs category includes federal funding resources 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 MPOs and LHTAC representing local agencies.

1. Surface Transportation Program – Urban (STP-U)

Local STP-U program funds are for projects in urban areas with populations between 5,000 and 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. 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. COMPASS serves as the MPO for the Nampa Urbanized Area, which is eligible for these funds.

2. Surface Transportation Program - Rural (STP-R)

Local STP-R program funds are for projects in small towns and 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)

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. Projects in the Boise TMA are funded through the STP-TMA funds.

4. Bridge Local On (Bridge) and Off System (Bridge [Off System])

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 of 50 or lower.

Other Federal Transportation Funding (Other Federal)

The FHWA and FTA provide funding for the metropolitan planning activities through this program. The FTA portion is also referred to as FTA 5303 funds, as described below.

Federal Transit Administration Programs

The FTA provides federal assistance funds under its various programs to transit entities. VRT, the regional public transportation authority for Ada and Canyon Counties, is the designated recipient of FTA's Section 5307 funds for urbanized area funds. Projects for rural funds are selected and managed by ITD.

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. Starting in 2013 under MAP-21, Section 5307 may accommodate services previously funded under Section 5316, which was eliminated under MAP-21.

Section 5310 (FTA 5310). These funds provide for services and rolling stock (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. Starting in 2013 under MAP-21, Section 5310 may accommodate services previously funded under Section 5317, which was eliminated under MAP-21.

Section 5311 (FTA 5311). Funds from this program are distributed to the state for transit services targeting areas with populations 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 5339 (FTA 5339). These program funds provide capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities. Funds may be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

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 *the Conformity Demonstration of the FY2014-2018 Regional Transportation Improvement Program*, Report Number 07-2013³.

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.**"*

³ <http://www.compassidaho.org/prodserv/aq-demo.htm>

VII. FINANCIAL CONSTRAINT

The TIP is a financially driven document. By federal law and guidance, financial constraint is required, meaning that the TIP can 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 improve the transportation system and 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 MAP-21 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. Program funding levels for FY2013 and FY2014 are based on anticipated MAP-21 apportionments. Forecasted federal highway funding for FY2015 through FY2018 maintains FY2011 actual apportionment levels. Inflation is estimated at two percent annually.
- b. Obligation authority is assumed to be equal to 100% of estimated apportionments. Funding forecasts do not include year-end redistribution or obligation authority not used by any other states.
- c. Approximately \$25 million in highway-related federal aid in direct cost recovery is redirected annually to state highway system projects.

2. State Funding Assumptions

- a. Estimates of state funds available for capital construction take into account projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in the ITIP.
- b. An estimated \$19.5 million in state funds are available for highway capital construction in FY2014, \$7.5 million in FY2015, \$5.2 million in FY2016, \$6 million in FY2017, and \$1 million in FY2017 throughout the state.

3. GARVEE Bonding Assumptions

GARVEE is a transportation financing instrument approved for use in Idaho by the 2005 Legislature. Idaho Code stipulates that no more than 30% of ITD's federal apportionment can be used for debt service.

- a. The Idaho Legislature authorized ITD to provide financing of \$857 million to complete the GARVEE program.
- b. GARVEE bonds are revenue bonds; ITD uses federal highway revenue to repay them.

B. Public Transportation Funding Assumptions

The forecasted federal funding for FY2014 through FY2018 is maintains MAP-21 FY2013 actual apportionments of \$9.4 million for rural capital and services, \$12 million for urban capital and services, and \$420,000 for statewide planning.

- a. Dedicated state funds of \$312,000 are available for vehicle replacement needs.
- b. Estimates do not include discretionary funding because they are typically earmarked in annual Congressional Appropriations Acts and are difficult to estimate.

Financial Status of ITD Projects

The FY2014-2018 ITIP provides financial data and financial constraint for ITD projects.

ITD continually seeks strives to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from two primary sources. The State of Idaho receives approximately 53% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and approximately 46% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account and air-fuel tax accounts. Annually, ITD accounts to the Idaho State Legislature on plans to use 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 3) 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 outlines ITD's legislatively approved budget for FY2014.

The ITIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2014 through FY2018. 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 references to projects found in Idaho's five metropolitan planning organization's TIPs.

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 in Table 1 include the match and federal funds estimated to be available to programmed projects.

Figure 3: Idaho Transportation Department FY2014 Appropriations

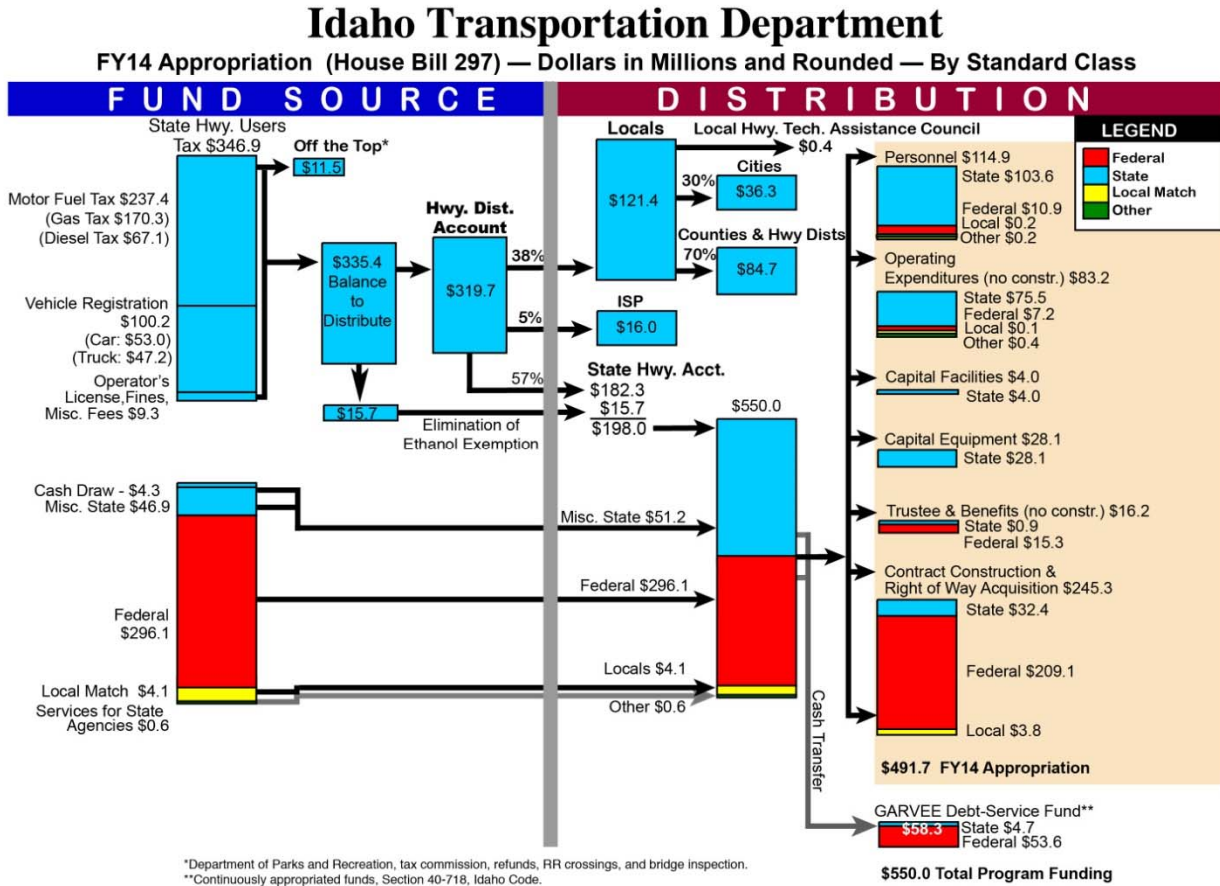


Table 1:
AVAILABLE FUNDING* WITH MATCH vs. PROGRAMMED PROJECTS (June 26, 2013)
DRAFT FY2014-2018 IDAHO TRANSPORTATION INVESTMENT PROGRAM
Estimates of Obligation Authority/Apportionments/Allocations in \$000s with Match (Year-of-Expenditure Dollars)
This table will be updated as more up-to-date information is available

Program Name	Statewide Transportation Improvement Program (ITIP)										Prel. Dev. & Set-Asides	
	FY2014		FY2015 [*]		FY2016 [*]		FY2017 [*]		FY2018 [*]		Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program		
Pavement Preservation ¹	48,307	50,401	40,023	38,688	63,235	54,190	63,508	65,271	84,902	65,232	-	-
Restoration	70,640	63,717	68,311	75,738	43,946	50,639	69,200	72,163	30,000	20,050	-	-
SHS Pavements	118,947	114,118	108,334	114,426	107,181	104,830	132,708	137,434	114,902	85,282	-	-
Bridge Preservation ^{1,5}	9,284	10,123	13,081	13,481	12,146	11,229	10,747	10,431	14,352	10,719	-	-
Bridge Restoration	38,062	38,015	60,463	52,299	53,378	53,594	35,825	43,401	45,000	51,318	-	-
SHS Bridges	47,346	48,138	73,544	65,781	65,524	64,823	46,572	53,832	59,352	62,037	-	-
SHS Core	166,293	162,256	181,878	180,206	172,705	169,653	179,280	191,266	174,254	147,319	-	-
Expansion	15,921	18,502	4,850	20,400	12,198	23,778	21,484	-	9,304	-	-	-
Early Development	517	692	1,579	552	690	547	152	202	-	150	120,000	75,873
Formula Debt Service + Fees & Interest	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	-	-
SHS Expansion	76,438	79,194	66,429	80,952	72,888	84,325	81,636	60,202	69,304	60,150	120,000	75,873
System Support	2,864	3,314	2,252	2,704	2,245	2,702	2,245	2,702	1,500	2,702	-	-
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	-
SHS Other	7,864	8,314	7,252	7,704	7,245	7,702	7,245	7,702	6,500	7,702	-	-
Safety - Statewide	23,846	21,962	23,348	19,294	23,666	26,992	9,845	17,870	23,118	22,584	-	-
Safety - Federal Rail	1,905	1,948	1,340	1,569	1,435	1,298	1,146	2,981	1,766	2,056	-	-
Safety - State Rail	531	531	275	275	250	95	250	118	250	118	-	-
Hwy Safety	26,282	24,441	24,963	21,138	25,351	28,386	11,241	20,969	25,134	24,757	-	-
Systems Planning	1,760	1,882	1,852	2,161	1,655	1,921	1,299	1,594	-	1,193	-	-
Metropolitan Planning (MPOs)	1,678	1,678	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	-	-
State Planning & Research	6,155	6,155	6,586	6,586	6,586	6,586	6,586	6,586	6,586	6,586	-	-
Hwy Planning	9,593	9,715	10,220	10,529	10,023	10,289	9,667	9,962	8,368	9,561	-	-
TAP - Urban & Rural	1,577	1,577	1,720	1,720	1,720	1,720	1,720	1,720	1,720	1,720	-	-
Safe Routes to School	904	722	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	-	-
Hwy Statewide Competitive	4,327	4,145	3,566	3,566	3,566	3,566	3,566	3,566	3,566	3,566	-	-
STP - Local Urban	8,393	8,835	8,918	8,922	8,918	12	8,918	9,372	8,918	8,377	33,122	31,949
STP - Transportation Mgt. Area	8,933	9,064	9,490	9,167	9,490	9,143	9,490	8,873	9,490	7,881	19,360	7,450
STP - Rural	12,425	12,737	13,508	13,812	13,508	15,092	13,508	15,487	13,508	14,127	27,556	9,142
TAP - Transportation Mgt. Area	453	460	494	363	494	500	494	383	494	415	988	766
Bridge, Local	5,447	5,427	5,447	5,071	5,447	5,486	5,447	5,420	5,447	4,010	11,112	11,143
Bridge, Off System	4,085	3,910	4,085	4,732	4,085	2,651	4,085	3,876	4,085	6,674	8,333	7,044
Hwy Local	39,736	40,433	41,942	42,067	41,942	32,884	41,942	43,410	41,942	41,485	100,472	67,494
Hwy Federal Formula & State Funds	330,533	328,498	336,250	346,163	333,720	336,804	334,577	337,076	329,068	294,540	220,472	143,367
High Priority (SAFETEA-LU)	2,789	2,789	-	-	4,997	4,997	-	-	-	-	-	-
High Priority (TEA-21)	-	-	18,426	18,426	6,696	6,969	-	-	-	-	-	-
Discretionary Earmarks (carried over)	2,065	2,065	833	833	-	-	-	-	-	-	-	-
Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-
Federal Lands Access	13,898	8,400	13,898	5,400	13,898	10,000	13,898	5,400	13,898	5,400	13,898	-
Indian Reservation Roads	1,660	1,660	1,029	1,029	-	-	-	-	-	-	-	-
Other Federal Non-Formula	370	370	370	370	370	370	370	370	370	370	-	-
Hwy Other Federal Programs	20,782	15,284	34,556	26,058	26,234	22,336	14,268	5,770	14,268	5,770	13,898	-
Federal Non-Participating	1,930	1,930	500	500	-	-	-	-	-	-	2,154	2,154
Local/Private Partnership	9,891	9,891	2,650	2,625	10	10	-	-	-	38	12,526	12,326
Hwy Other State Programs	11,821	11,821	3,125	3,125	10	10	-	-	-	38	14,480	14,480
GARVEE SFY10 Leg. Authorization ³	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE SFY12 Leg. Authorization ²	80,000	80,000	-	-	-	-	-	-	-	-	-	-
GARVEE Total	80,000	80,000	-	-	-	-	-	-	-	-	-	-
Highways Total	443,136	435,603	373,931	375,346	359,964	359,150	348,845	342,846	343,336	300,348	248,850	157,847
Capital	5,804	5,804	5,092	5,092	5,116	5,116	5,344	5,344	4,586	4,586	-	-
Operations	21,736	21,736	13,508	13,508	13,159	13,159	12,357	12,357	2,107	2,107	-	-
Public Transit Total (FA Only)	27,540	27,540	18,600	18,600	18,275	18,275	17,701	17,701	6,693	6,693	-	-
New Airport Facilities	37,443	37,443	43,664	43,664	27,414	27,414	34,596	34,596	32,127	32,127	-	-
Airport Facility Maintenance	25,279	25,279	14,475	14,475	20,354	20,354	10,877	10,877	13,264	13,264	-	-
Airport Planning	982	982	2,532	2,532	1,211	1,211	5,200	5,200	341	341	-	-
Aviation System Planning	278	278	278	278	278	278	278	278	278	278	-	-
Aeronautics Total	63,982	63,982	60,949	60,949	49,257	49,257	50,951	50,951	46,010	46,010	-	-
Grand Total	534,658	527,125	453,480	454,895	427,496	426,682	417,497	411,498	396,039	353,051	248,850	157,847

*Available estimates are to be used for planning purposes only. FFY2014 based upon early estimates of MAP-21 funding. FFY is last year of act.

Funds expressed in Year-of-Expenditure Dollars assuming 2% annual inflation.

¹Buying power preserved for 2-5% inflation.

²GARVEE bonds provide no net additional transportations funding as they are repaid with future federal funds via debt service.

Financial Status of Project Sponsoring Entities. ACHD projects are derived from the agency's annual Five-Year Work Program⁴, 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. The ACHD historical budget history is provided in Table 2. 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, Highway Distribution Account (gas tax), state sales tax, and impact fees. The total revenue projection is then divided into two subcategories – Maintenance and Operations and Capital Projects. The amount identified for Capital Projects serves as the amount available for the Five-Year Work Program and matches the revenue column in Table 3. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

Table 2: Ada County Highway District Budget History, 2001 - 2013

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
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
2010	\$17,405,103	\$74,481,012	\$65,167,931	\$9,313,081	\$26,718,184	\$6,503,198	\$3,276,737
2011	\$26,204,360	\$80,686,381	\$76,593,567	\$4,092,814	\$4,840,822	\$4,840,822	\$0
2012	\$0	\$82,169,639	\$82,781,051	-\$611,412	\$0	\$0	\$0
2013*	\$0	\$79,058,700	\$85,039,955	-\$5,981,255	na	na	na

Source: Local Jurisdiction Financial Report Summary, 2001-2012.

* 2013 end-of-year information is not yet available – the figures above are from the FY2014-FY2015 budget.

Table 3: Ada County Highway District Budget Program, FY2014 - FY2017

Projected Revenues and Expenditures					
Year	Programmed	Revenue	Reimbursements	Total Revenue	Difference
2014	\$33,360,000	\$29,900,000	\$1,700,000	\$31,600,000	(\$1,760,000)
2015	\$34,340,000	\$31,000,000	\$700,000	\$31,700,000	(\$2,650,000)
2016	\$34,120,000	\$32,100,000	\$60,000	\$32,160,000	(\$1,960,000)
2017	\$37,370,000	\$33,200,000	\$1,840,000	\$35,040,000	(\$2,330,000)
PD*	\$77,360,000	\$70,200,000	\$80,000	\$70,280,000	(\$7,080,000)
Total	\$257,420,000	\$230,300,000	\$8,680,000	\$238,980,000	(\$18,450,000)

Source: Ada County Highway District FY2013-2017 Five Year Work Program (February 22, 2012)

*PD = preliminary development, meaning the project does not have a construction year, but may begin design work.

4 <http://www.achdidaho.org/Departments/PP/5Year.aspx>

The mayors and city councils of the cities of Nampa, Caldwell, and Middleton and the Commissioners of the highway districts in Canyon County sponsor 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 providing the required local match. Tables 4 - 7 provide historical and projected financial statistics for the urban and rural portions of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
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
2010	\$18,833,330	\$26,169,613	\$26,169,613	-\$1,117,206	\$17,716,124	\$9,615,929	\$6,328,975
2011	\$8,308,158	\$25,794,364	\$23,759,298	\$2,035,066	\$9,883,400	\$8,377,714	\$1,429,269
2012	\$9,748,757	\$25,622,371	\$26,393,114	-\$770,744	\$8,979,554	\$4,131,177	\$4,847,777

Source: Local Jurisdiction Financial Report Summary, 2001-2012. Started including Canyon Highway District No.4 financial data in 2007.

Year	Total Income	Disbursements	Receipts over Disbursements
2013	\$26,832,552	\$25,515,807	\$1,316,746
2014	\$28,099,892	\$26,720,954	\$1,378,937
2015	\$29,427,090	\$27,983,023	\$1,444,067
2016	\$30,816,973	\$29,304,701	\$1,512,272
2017	\$32,272,503	\$30,688,804	\$1,583,699

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2008-2012, using a 4-year average in year-over-year changes in total income and average income-disbursement ratio.

Table 6: Other Canyon County Cities and Highway Districts Budget History, 2001-2012

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations –Highway User Revenue
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
2010	\$1,880,174	\$4,248,111	\$4,395,249	-\$147,138	\$1,733,036	\$1,303,951	\$266,868
2011	\$1,662,647	\$4,610,727	\$4,684,307	-\$73,580	\$1,959,102	\$1,138,884	\$752,862
2012	\$2,063,277	\$3,894,993	\$3,986,619	-\$91,626	\$2,128,347	\$1,427,310	\$518,470

Source: Local Jurisdiction Financial Report Summary 2001-2012 (does not include data for Notus from 2009-2011)

Table 7: Other Canyon County Cities and Highway Districts Budget Projections, 2013-2017

Year	Total Income	Disbursements	Receipts over Disbursements
2013	\$3,949,344	\$4,087,159	(\$137,815)
2014	\$4,004,454	\$4,144,192	(\$139,738)
2015	\$4,060,333	\$4,202,021	(\$141,688)
2016	\$4,116,991	\$4,260,656	(\$143,665)
2017	\$4,174,440	\$4,320,110	(\$145,670)

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2001-2010, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio (2008-2012)

More details regarding financial analysis are available online in the Transportation Financial Report (September 2010), which can be accessed online at <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 authority, is the recipient of the FTA's funds in the Treasure Valley, specifically those under the Section 5307 and 5339 Programs. Local governments in the Treasure Valley are committed to supporting VRT and its transit system improvement programs. The City of Boise provides the greatest share of local government funding for VRT.

Table 8: Valley Regional Transit Budget History, 2003-2012				
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
2010	\$1,417,861	\$13,414,818	\$12,005,258	\$2,827,421
2011	\$2,827,421	\$11,527,863	\$11,494,884	\$2,860,400
2012	\$2,860,400	\$22,459,817	\$19,597,895	\$5,722,322

Source: Valley Regional Transit budget reports, 2003-2012.

Table 9: Valley Regional Transit Budget Projections, 2015-2019				
Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2014		\$11,253,093	\$12,785,982	\$1,532,889
2015	\$1,532,889	\$11,447,522	\$12,969,389	\$1,521,867
2016	\$1,521,867	\$11,662,225	\$13,231,203	\$1,568,977
2017	\$1,568,977	\$11,901,819	\$13,477,773	\$1,575,953
2018	\$1,575,953	\$12,252,874	\$13,834,398	\$1,581,524
2019	\$1,581,524	\$12,614,460	\$14,201,722	\$1,587,262

Source: Valley Regional Transit, FY2014 – Six Year Operating/Capital Budget Projects (summary).

General Statement of Financial Constraint. The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 10 demonstrates available funding versus programmed funding for all funding sources available in 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 the required local match and that the document meets the requirement of financial constraint.

Table 10. COMPASS Region Available vs. Programmed Funding (All amounts in thousands including local match)(Shown in year of expenditure - inflated)

Funding Source	2014		2015		2016		2017		2018		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge	\$15,565	\$15,565	\$11,591	\$11,591	\$291	\$291	\$14,178	\$14,178	\$0	\$0	\$0	\$0
Bridge (Local)	\$0	\$0	\$457	\$457	\$152	\$152	\$1,421	\$1,421	\$0	\$0	\$7,032	\$7,032
Bridge Preservation	\$0	\$0	\$1,878	\$1,878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Early Development (ED)	\$402	\$402	\$403	\$403	\$279	\$279	\$105	\$105	\$0	\$0	\$0	\$0
Expansion	\$16,819	\$16,819	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA Discretionary	\$1,115	\$1,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FLAP	\$3,067	\$3,067	\$3,351	\$3,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*FTA 5303	\$240	\$228	\$240	\$228	\$240	\$228	\$240	\$228	\$240	\$228	\$0	\$0
*FTA 5307 LU	\$3,458	\$3,203	\$3,458	\$3,307	\$3,458	\$3,947	\$3,458	\$3,984	\$3,458	\$4,132	\$0	\$0
*FTA 5307 SU	\$2,287	\$1,626	\$2,287	\$1,710	\$2,287	\$1,146	\$2,287	\$1,679	\$2,287	\$1,331	\$0	\$0
*FTA 5309	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*FTA 5310 LU	\$241	\$229	\$241	\$230	\$241	\$229	\$241	\$229	\$241	\$229	\$0	\$0
*FTA 5310 SU	\$221	\$209	\$221	\$209	\$221	\$209	\$221	\$209	\$221	\$209	\$0	\$0
*FTA 5311	\$603	\$603	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*FTA 5316 SU	\$33	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*FTA 5339	\$375	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*FTA 5339 LU	\$373	\$274	\$373	\$335	\$373	\$335	\$373	\$335	\$373	\$335	\$0	\$0
*FTA 5339 SU	\$247	\$215	\$247	\$0	\$247	\$0	\$247	\$0	\$247	\$0	\$0	\$0
FY2012 GARVEE	\$80,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Priority - SAFETEA-LU	\$6,711	\$6,711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$5,322	\$5,322	\$306	\$306	\$12,930	\$12,930	\$2,521	\$2,521	\$1,418	\$1,418	\$0	\$0
HSIP (Local)	\$1,189	\$1,189	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local (Regionally Significant)	\$2,835	\$2,835	\$0	\$0	\$531	\$531	\$5,205	\$5,205	\$3,204	\$3,204	\$0	\$0
Local Participating	\$359	\$359	\$3,223	\$3,223	\$0	\$0	\$0	\$0	\$5,715	\$5,715	\$29	\$29
Other Federal	\$1,062	\$1,062	\$1,128	\$1,128	\$1,128	\$1,128	\$1,128	\$1,128	\$1,128	\$1,128	\$0	\$0
Pavement Preservation	\$315	\$315	\$6,096	\$6,096	\$4,104	\$4,104	\$6,163	\$6,163	\$0	\$0	\$0	\$0
Restoration	\$19,981	\$19,981	\$12,153	\$12,153	\$3,727	\$3,727	\$14,410	\$14,410	\$0	\$0	\$0	\$0
Safety - SAFETEA-LU Rail	\$0	\$0	\$255	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safe Routes to Schools	\$247	\$247	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Tax Anticipated Revenue (STAR)	\$9,310	\$9,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Rail	\$254	\$254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-R	\$1,020	\$1,020	\$0	\$0	\$4,158	\$4,158	\$0	\$0	\$3,082	\$3,082	\$2,020	\$2,020
STP-TMA	\$8,933	\$9,064	\$9,490	\$9,141	\$9,490	\$9,143	\$9,490	\$8,839	\$9,490	\$7,844	\$19,360	\$7,403
STP-U	\$2,145	\$2,145	\$1,052	\$1,052	\$2,953	\$2,953	\$55	\$55	\$2,833	\$2,833	\$9,918	\$9,918
System Support	\$16	\$16	\$55	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP-TMA	\$453	\$397	\$494	\$444	\$494	\$447	\$494	\$390	\$494	\$436	\$988	\$829
Traffic Operations	\$291	\$291	\$288	\$288	\$321	\$321	\$348	\$348	\$0	\$0	\$0	\$0
Total	\$185,689	\$184,681	\$59,287	\$57,840	\$47,625	\$46,258	\$62,585	\$61,427	\$34,431	\$32,124	\$39,347	\$27,231

*FTA funds are shown as federal only because local match rates vary from 0% to 50%.

**PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.

Updated 09/24/2013

VIII. 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 11.

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.
- Roadway projects that also have some aspect of transit, pathway, bicycle lanes, and/or sidewalks are shown as 75% roadway and 25% alternative solutions.
- Other projects that cannot be classified into one of the above categories are included as "other."

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Other	Percent to Roadways	Percent to Alternative Solutions	Percent to Other
2014	\$193,033	\$161,737	\$24,820	\$6,476	83.79%	12.86%	3.35%
2015	\$59,951	\$43,068	\$13,917	\$2,966	71.84%	23.21%	4.95%
2016	\$48,393	\$31,067	\$11,620	\$5,705	64.20%	24.01%	11.79%
2017	\$63,722	\$49,760	\$11,057	\$2,905	78.09%	17.35%	4.56%
2018	\$34,401	\$21,031	\$11,699	\$1,672	61.13%	34.01%	4.86%
PD	\$27,232	\$23,443	\$1,817	\$1,973	86.09%	6.67%	7.24%
Total	\$426,732	\$330,106	\$74,929	\$21,697	77.36%	17.56%	5.08%

PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.

Updated 9/24/13

All projects contained in the TIP are shown in the appendix sorted alphabetically by the project name using a 2% inflation factor for construction projects (projects are noted if inflation is used).

APPENDIX A
LIST OF PROJECTS

FY 2014-2018 Regional Transportation Improvement Program



Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars

10th Avenue Bridge, Caldwell

Key # : 13055

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: City of Caldwell

Project Year: 2017

Total Previous Expenditures: \$316

Total Programmed Cost: \$1,487

Total Cost (Previous + Programmed): \$1,803

Project Description: Replace bridge at 10th Avenue in Caldwell.



Funding Source Bridge (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	66	0	0	0	0	66	61	5
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	236	1,185	1,421	1,317	104
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$66	\$0	\$0	\$236	\$1,185	\$1,487	\$1,378	\$109

10th Avenue ITS and Overlay, Caldwell

Key # : 13905

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,318

Total Cost (Previous + Programmed): \$1,318

Project Description: Overlay a .5mile section of 10th Avenue in Downtown Caldwell from the Railroad Overpass to I-84 to replace a surface in poor condition. Install intelligent transportation system (ITS) components, and bring pedestrian facilities to current standards.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	5	108	0	0	0	0	114	105	8
PD	0	0	0	0	157	1,048	1,205	1,116	88
Fund Totals:	\$5	\$108	\$0	\$0	\$157	\$1,048	\$1,318	\$1,221	\$97

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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Monday, December 22, 2014
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16th Avenue Signal Project, Nampa

Key # : 13958

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: City of Nampa

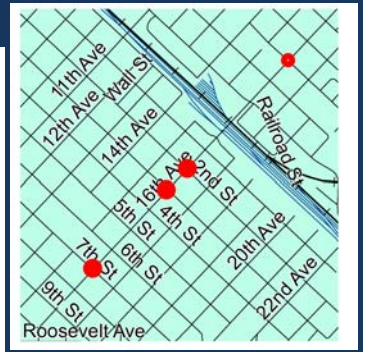
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$172

Total Cost (Previous + Programmed): \$172

Project Description: This project will install crash reduction signalization countermeasures at the following intersections along 16th Avenue: 3rd Street North, 2nd Street South, 3rd Street South, and 7th Street South.



Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	1	6	0	0	15	150	172	159	13
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$6	\$0	\$0	\$15	\$150	\$172	\$159	\$13

21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell

Key # : 13052

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Caldwell

Project Year: 2016

Total Previous Expenditures: \$325

Total Programmed Cost: \$2,497

Total Cost (Previous + Programmed): \$2,822

Project Description: Widen 21st Avenue from Chicago Avenue to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings.



Funding Source **STP-U** Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	104	0	0	0	104	96	8
2016	0	0	0	0	312	2,081	2,393	2,217	176
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$104	\$0	\$312	\$2,081	\$2,497	\$2,314	\$183

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

ACHD Overlays, Arterials and Collectors - FY2014

Key # : 12050

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$266

Total Programmed Cost: \$3,520

Total Cost (Previous + Programmed): \$3,786

Project Description: Supplement the local overlay program.



Federal Aid Overlay
Arterials and Collectors

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	370	3,150	3,520	3,262	258
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$370	\$3,150	\$3,520	\$3,262	\$258

ACHD Rideshare, Ada County - FY2014

Key # : 12059

Inflated

PROJECT TYPE:

Travel Demand Management

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$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% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	220	220	220	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0

ACHD Rideshare, Ada County - FY2015 and FY2016

Key # : 12370

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$440

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% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	440	440	440	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$440	\$440	\$440	\$0

ACHD Rideshare, Ada County - FY2017

Key # : 13477

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$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% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	220	220	220	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0

ACHD Rideshare, Ada County - FY2018

Key # : 13899

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$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 : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	220	220	204	16
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$204	\$16

ACHD Rideshare, Ada County - PD

Key # : TMA30

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$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% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	220	220	220	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0

ACHD Rideshare, Canyon County - FY2014

Key # : 11586

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	55	55	55	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

ACHD Rideshare, Canyon County - FY2015

Key # : 12375

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	55	55	55	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

ACHD Rideshare, Canyon County - FY2016

Key # : 12376

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U

Local Match : 0.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	55	55	55	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

ACHD Rideshare, Canyon County - FY2017

Key # : 13051

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U

Local Match : 0.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	55	55	55	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

ACHD Rideshare, Canyon County - FY2018

Key # : 13483

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U

Local Match : 0.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	55	55	55	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

ACHD Rideshare, Canyon County - PD

Key # : 13904

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Travel Demand Management

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$55

Total Cost (Previous + Programmed): \$55

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-U

Local Match : 0.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	55	55	55	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$55	\$55	\$55	\$0

Ada County SR2S, VRT - FY2014

Key # : 13821

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$140

Total Cost (Previous + Programmed): \$140

Project Description: This project will be subcontracted to the Treasure Valley YMCA to continue the Safe Routes to School coordination program in Ada County.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	140	0	0	0	0	140	130	10
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$140	\$0	\$0	\$0	\$0	\$140	\$130	\$10

Ada County SR2S, VRT - FY2015

Key # : 13908

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$143

Total Cost (Previous + Programmed): \$143

Project Description: Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	143	0	0	0	0	143	133	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$143	\$0	\$0	\$0	\$0	\$143	\$133	\$10

Ada County SR2S, VRT - FY2016

Key # : 13909

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$147

Total Cost (Previous + Programmed): \$147

Project Description: Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	147	0	0	0	0	147	136	11
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$147	\$0	\$0	\$0	\$0	\$147	\$136	\$11

Ada County SR2S, VRT - FY2017

Key # : 13910

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$152

Total Cost (Previous + Programmed): \$152

Project Description: Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	152	0	0	0	0	152	141	11
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$152	\$0	\$0	\$0	\$0	\$152	\$141	\$11

Ada County SR2S, VRT - FY2018

Key # : 13911

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

Project Description: Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	156	0	0	0	0	156	145	11
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$156	\$0	\$0	\$0	\$0	\$156	\$145	\$11

Ada County SR2S, VRT - PD

Key # : 13912

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

Project Description: Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	156	0	0	0	0	156	145	11
Fund Totals:	\$0	\$156	\$0	\$0	\$0	\$0	\$156	\$145	\$11

ADA Ramp Improvements, Nampa

Key # : 13499

Inflated

PROJECT TYPE:

Safety

Requesting Agency: City of Nampa

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$16

Total Cost (Previous + Programmed): \$16

Project Description: Provide improvements for the Americans with Disabilities Act (ADA) on sidewalks in the City of Nampa.



Funding Source System Support Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	16	16	0	16
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$16	\$16	\$0	\$16

Adaptive Signals, Boise Town Square Mall, ACHD

Key # : 13901

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$883

Total Cost (Previous + Programmed): \$883

Project Description: Install adaptive signal system technology at 17 intersections surrounding the Boise Town Square Mall in Boise.



Adaptive Signal Technology

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	6	77	0	0	105	696	883	818	65
Fund Totals:	\$6	\$77	\$0	\$0	\$105	\$696	\$883	\$818	\$65

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

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Allendale Road Railroad Crossing, Canyon County

Key # : 13027

Inflated

PROJECT TYPE:

Requesting Agency: Golden Gate HD

Safety

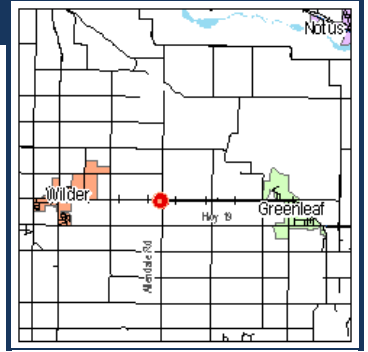
Project Year: 2014

Total Previous Expenditures: \$3

Total Programmed Cost: \$75

Total Cost (Previous + Programmed): \$78

Project Description: Safety improvements at the railroad crossing at Allendale Road in Canyon County. Replace asphalt with concrete.



Funding Source State Rail Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	10	65	75	0	75
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$65	\$75	\$0	\$75

Alternatives Analysis for Downtown Boise Circulator System, Phase 1

Key # : 13343

Inflated

PROJECT TYPE:

Requesting Agency: City of Boise

Studies/Planning/Special

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$500

Total Cost (Previous + Programmed): \$500

Project Description: Conduct the first phases of an alternatives analysis for a downtown Boise circulator system.



Funding Source FTA 5339 Local Match : 25.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	500	0	0	0	0	500	375	125
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$500	\$0	\$0	\$0	\$0	\$500	\$375	\$125

Amity Road, Chestnut Street to Kings Corner

Key # : 10541

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Nampa

Project Year: 2014

Total Previous Expenditures: \$3,979

Total Programmed Cost: \$4,422

Total Cost (Previous + Programmed): \$8,401

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



Funding Source High Priority - SAFETEA-LU Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	656	3,766	4,422	4,097	325
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$656	\$3,766	\$4,422	\$4,097	\$325

Bergeson Street Crosswalk, SR2S, ACHD

Key # : 13040

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ACHD

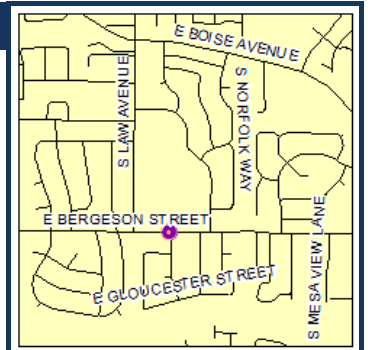
Project Year: 2014

Total Previous Expenditures: \$3

Total Programmed Cost: \$42

Total Cost (Previous + Programmed): \$45

Project Description: Safe Routes to School project to install rectangular rapid flashing beacon on Bergeson Street at the entrance to Liberty Elementary School in Boise.



Funding Source SR2S Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	42	42	42	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$42	\$42	\$42	\$0

Biking Walking Path Extension and Pedestrian Signal, Caldwell

Key # : 13485

Inflated

PROJECT TYPE:

Requesting Agency: City of Caldwell

Paved Pathway

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

Project Description: Extension of the existing biking walking path from the YMCA south adjacent to the Heritage Charter School and then crossing Ustick Road with a high-intensity activated crosswalk (HAWK) signal (approximately 1580 feet at 10 feet wide).



Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Bogus Basin Road Improvements, ACHD

Key # : 14361

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Roadway (Maintenance)

Project Year: 2014

Total Previous Expenditures: \$20

Total Programmed Cost: \$2,927

Total Cost (Previous + Programmed): \$2,947

Project Description: This project will make improvements on Bogus Basin Road. This is a Federal Land Access Program project managed by Western Federal Lands.



Funding Source FLAP Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	348	0	0	0	0	2,416	2,764	2,561	203
2015	0	0	0	0	163	0	163	151	12
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$348	\$0	\$0	\$0	\$163	\$2,416	\$2,927	\$2,712	\$215

Bowmont Road, Lynwood to SH-45, Nampa

Key # : 12898

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: Nampa HD

Project Year: 2015

Total Previous Expenditures: \$459

Total Programmed Cost: \$2,343

Total Cost (Previous + Programmed): \$2,802

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



Funding Source STP-R

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	13	0	15	0	0	28	26	2
2015	0	0	0	0	357	1,958	2,315	2,145	170
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$13	\$0	\$15	\$357	\$1,958	\$2,343	\$2,171	\$172

Capital Maintenance, ACHD - FY2015

Key # : 12363

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,749

Total Cost (Previous + Programmed): \$5,749

Project Description: Supplement the local maintenance program.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	15	370	0	0	0	0	385	357	28
2015	0	0	0	0	655	4,709	5,364	4,970	394
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$15	\$370	\$0	\$0	\$655	\$4,709	\$5,749	\$5,327	\$422

Capital Maintenance, ACHD - FY2016

Key # : 13907

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$781

Total Cost (Previous + Programmed): \$781

Project Description: Supplement the local maintenance program.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	5	115	0	0	0	0	120	111	9
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	57	603	661	612	48
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$115	\$0	\$0	\$57	\$603	\$781	\$723	\$57

Capital Maintenance, ACHD - FY2017

Key # : 13479

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,648

Total Cost (Previous + Programmed): \$2,648

Project Description: Supplement the local maintenance program.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	10	255	0	0	0	0	265	246	19
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	228	2,154	2,382	2,208	175
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$255	\$0	\$0	\$228	\$2,154	\$2,648	\$2,453	\$194

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

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Capital Maintenance, ACHD - FY2018

Key # : 12369

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,390

Total Cost (Previous + Programmed): \$6,390

Project Description: Supplement the local maintenance program.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	10	432	0	0	0	0	442	410	32
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	778	5,170	5,948	5,511	437
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$432	\$0	\$0	\$778	\$5,170	\$6,390	\$5,921	\$469

Capital Maintenance, ACHD - PD

Key # : 13903

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

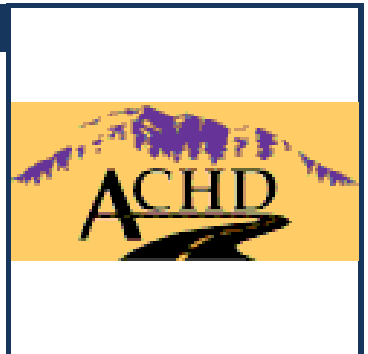
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,519

Total Cost (Previous + Programmed): \$6,519

Project Description: Supplement the local maintenance program.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	21	430	0	0	0	0	451	418	33
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	773	5,295	6,068	5,623	445
Fund Totals:	\$21	\$430	\$0	\$0	\$773	\$5,295	\$6,519	\$6,041	\$478

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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Capital Maintenance, VRT, Boise - FY2014

Key # : 13480

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,064

Total Cost (Previous + Programmed): \$1,064

Project Description: For replacement transit bus or replacement transit facility in FY2014.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	1,064	1,064	986	78
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,064	\$1,064	\$986	\$78

Capital Maintenance, VRT, Boise - FY2015

Key # : 13510

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$612

Total Cost (Previous + Programmed): \$612

Project Description: For replacement transit bus or replacement transit facility in FY2015.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	612	612	567	45
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$612	\$612	\$567	\$45

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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Capital Maintenance, VRT, Boise - FY2016

Key # : 13511

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

Project Description: For replacement transit bus or replacement transit facility in FY2016.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	156	156	145	11
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$156	\$156	\$145	\$11

Capital Maintenance, VRT, Boise - FY2017

Key # : 13902

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$531

Total Cost (Previous + Programmed): \$531

Project Description: For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	531	531	492	39
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$531	\$531	\$492	\$39

Capital Maintenance, VRT, Boise - FY2018

Key # : 13482

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

Total Cost (Previous + Programmed): \$362

Project Description: For replacement transit bus or replacement transit facility in 2018.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	362	362	335	27
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$362	\$362	\$335	\$27

Capital Maintenance, VRT, Nampa - PD

Key # : 13906

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Intelligent Transportation Systems

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$166

Total Cost (Previous + Programmed): \$166

Project Description: For replacement transit bus or replacement transit facilities in the Nampa Urbanized Area.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	166	166	153	12
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$166	\$166	\$153	\$12

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

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Capital Vehicle Purchase, VRT, Nampa - FY2015

Key # : 13957

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$495

Total Cost (Previous + Programmed): \$495

Project Description: Provide up to three (3) replacement vehicles for the fixed line intercounty service in the Nampa Urbanized Area. Vehicles are currently leased.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	495	495	458	36
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$495	\$495	\$458	\$36

Capital Vehicle Purchase, VRT, Nampa - FY2016

Key # : 12364

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$505

Total Cost (Previous + Programmed): \$505

Project Description: Provide up to three (3) replacement vehicles for the fixed line intercounty service in the Nampa Urbanized Area. Vehicles are currently leased.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	505	505	468	37
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$505	\$505	\$468	\$37

Carrie Rex Avenue Sidewalk, SR2S, Melba

Key # : 13042

Inflated

PROJECT TYPE:

Requesting Agency: City of Melba

Paved Pathway

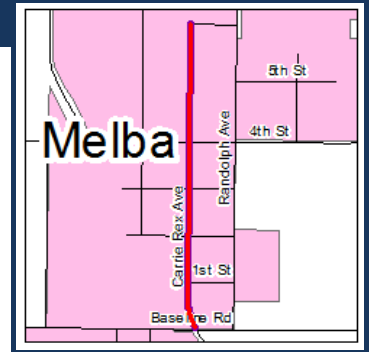
Project Year: 2014

Total Previous Expenditures: \$1

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$101

Project Description: Safe Routes to School project to construct sidewalk, curb, and gutter on Carrie Rex Avenue from Baseline Road to Melba Elementary School.



Funding Source SR2S

Local Match : 0.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	100	100	100	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$100	\$0

Centennial Way Roundabout, Caldwell

Key # : 13484

Inflated

PROJECT TYPE:

Requesting Agency: City of Caldwell

Roadway (Capital)

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,018

Total Cost (Previous + Programmed): \$3,018

Project Description: This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate legs of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a roundabout intersection.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	10	380	0	0	0	0	390	361	29
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	210	0	320	2,098	2,628	2,435	193
Fund Totals:	\$10	\$380	\$210	\$0	\$320	\$2,098	\$3,018	\$2,796	\$222

Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD

Key # : C315

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Safety

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$514

Total Cost (Previous + Programmed): \$514

Project Description: This Local Highway Safety Improvement Program (LHSIP) project will install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road.

Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	4	70	0	0	0	0	74	69	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	75	365	440	408	32
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$4	\$70	\$0	\$0	\$75	\$365	\$514	\$476	\$38

City of Caldwell SR2S - FY2014

Key # : 14340

Inflated

PROJECT TYPE:

Requesting Agency: City of Caldwell

Safety

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$43

Total Cost (Previous + Programmed): \$43

Project Description: This will fund a Safe Routes to Schools director and coordinator to work with elementary and middle schools in the Caldwell School District, as well as children who participate in the YMCA Child Development programs. These funds are a pass-through to the Treasure Valley YMCA, and will cover one year of funding for the director and coordinator positions and related materials.



Funding Source **TAP-State** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	43	43	40	3
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$43	\$43	\$40	\$3

City of Middleton Transportation Plan

Key # : 09511

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: City of Middleton

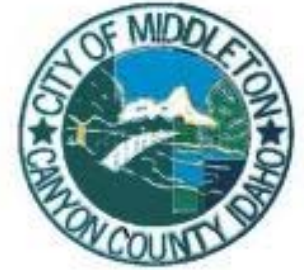
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: (\$28)

Total Cost (Previous + Programmed): (\$28)

Project Description: Transportation plan for the City of Middleton.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-28	-28	-26	-2
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$28)	(\$28)	(\$26)	(\$2)

City of Nampa SR2S - FY2014 and FY2015

Key # : 14339

Inflated

PROJECT TYPE:

Safety

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$67

Total Cost (Previous + Programmed): \$67

Project Description: This will fund a Safe Routes to Schools coordinator to work with elementary and middle schools throughout the City of Nampa. This program implements educational and encouragement activities at schools and community-wide events. These funds will cover two years of funding a part-time position and related materials.



SR2S
Safe Routes to School

Funding Source TAP-State

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	33	33	31	2
2015	0	0	0	0	0	34	34	31	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$67	\$67	\$62	\$5

City of Nampa, SR2S

Key # : 13043

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Nampa

Project Year: 2014

Total Previous Expenditures: \$30

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$130

Project Description: Safe Routes to School project to construct a multi-use trail between East Iowa Avenue and East Sherman Avenue to accommodate students attending Sherman Elementary School and to support a part-time coordinator position serving Nampa schools.



Funding Source SR2S Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	100	100	100	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$100	\$0

Cole Road, I-84 to Franklin Road

Key # : RD207-16

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

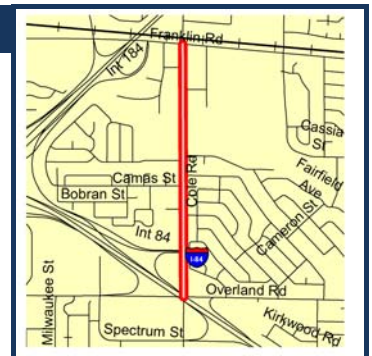
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,116

Total Cost (Previous + Programmed): \$5,116

Project Description: Widen roadway from three (3)-lane to five (5)-lane section with curb, gutter, sidewalk and bike lanes, or as otherwise determined by the Cole Road and Franklin Road concept report.



Funding Source Local Participating Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	7	0	0	0	7	0	7
2016	0	0	1,248	0	0	0	1,248	0	1,248
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	45	0	2,490	2,535	0	2,535
PD	0	0	0	0	0	1,325	1,325	0	1,325
Fund Totals:	\$0	\$0	\$1,256	\$45	\$0	\$3,814	\$5,116	\$0	\$5,116

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Na

Key # : 13486

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Safety

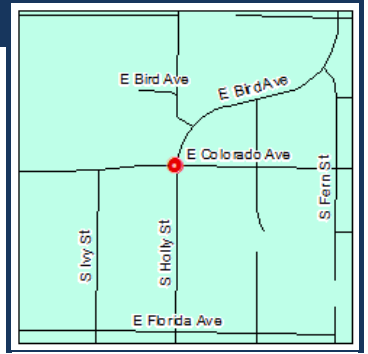
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$992

Total Cost (Previous + Programmed): \$992

Project Description: Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa.



Funding Source Local Participating Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	5	40	0	0	0	0	45	0	45
2015	0	46	0	0	0	0	46	0	46
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	66	0	0	66	0	66
Fund Totals:	\$5	\$86	\$0	\$66	\$0	\$0	\$157	\$0	\$157

Funding Source STP-U Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	84	0	0	0	0	84	78	6
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	99	651	751	696	55
Fund Totals:	\$0	\$84	\$0	\$0	\$99	\$651	\$835	\$774	\$61

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Communities in Motion Update, COMPASS

Key # : 13047

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$319

Total Cost (Previous + Programmed): \$319

Project Description: Project will fund specific studies and public involvement activities related to updating Communities in Motion, the long-range transportation plan. Costs only include direct expenses for the project (no staff time).



Metropolitan Planning

Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	319	0	0	0	0	319	296	23
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$319	\$0	\$0	\$0	\$0	\$319	\$296	\$23

COMPASS Planning - FY2014

Key # : 12372

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$382

Total Cost (Previous + Programmed): \$382

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	382	0	0	0	0	382	354	28
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$382	\$0	\$0	\$0	\$0	\$382	\$354	\$28

COMPASS Planning - FY2015 and FY2016

Key # : 12373

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$662

Total Cost (Previous + Programmed): \$662

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	582	0	0	0	0	582	539	43
2016	0	80	0	0	0	0	80	74	6
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$662	\$0	\$0	\$0	\$0	\$662	\$613	\$49

COMPASS Planning - FY2017

Key # : 12374

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$331

Total Cost (Previous + Programmed): \$331

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	331	0	0	0	0	331	307	24
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$331	\$0	\$0	\$0	\$0	\$331	\$307	\$24

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

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COMPASS Planning - FY2018

Key # : 13478

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$331

Total Cost (Previous + Programmed): \$331

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STP-U Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	99	0	0	0	0	99	92	7
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$99	\$0	\$0	\$0	\$0	\$99	\$92	\$7

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	232	0	0	0	0	232	215	17
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$232	\$0	\$0	\$0	\$0	\$232	\$215	\$17

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

COMPASS Planning - PD

Key # : 13900

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$331

Total Cost (Previous + Programmed): \$331

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STP-U Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	99	99	92	7
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$99	\$99	\$92	\$7

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	232	232	215	17
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$232	\$232	\$215	\$17

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County

Key # : 14363

Inflated

PROJECT TYPE:

Requesting Agency: Joint Canyon HD/Nampa HD

Studies/Planning/Special

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$161

Total Cost (Previous + Programmed): \$161

Project Description: This project will develop a bicycle/pedestrian plan in the Deer Flat Refuge near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands.



Funding Source **FLAP** Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	161	161	149	12
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$161	\$161	\$149	\$12

District 3 Pavement Striping – FY2017

Key # : 13464

Inflated

PROJECT TYPE:

Requesting Agency: ITD

Roadway (Maintenance)

Project Year: 2017

Total Previous Expenditures: \$20

Total Programmed Cost: \$348

Total Cost (Previous + Programmed): \$368

Project Description: Pavement striping on the I-84 corridor. Project total: \$328,000 (19% Ada County, 27% Canyon County, 14% Elmore County, 40% Payette County).



Funding Source **Traffic Operations** Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	23	325	348	348	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$23	\$325	\$348	\$348	\$0

District 3 Ramp Pavement Improvements - FY2015

Key # : 13456

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

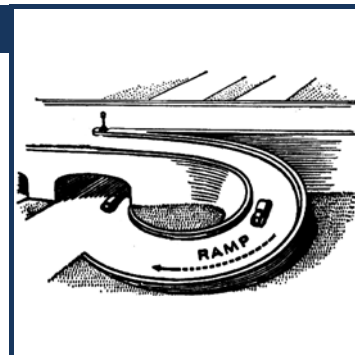
Project Year: 2015

Total Previous Expenditures: \$150

Total Programmed Cost: \$1,950

Total Cost (Previous + Programmed): \$2,100

Project Description: Pavement resurfacing. Total cost \$1,912,000 (40% in Payette County, 27% in Canyon County, 19% in Ada County and 14% in Elmore County).



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	151	1,799	1,950	1,799	151
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$151	\$1,799	\$1,950	\$1,799	\$151

Dry Creek Trail, Phase 1, Eagle

Key # : 13916

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Eagle

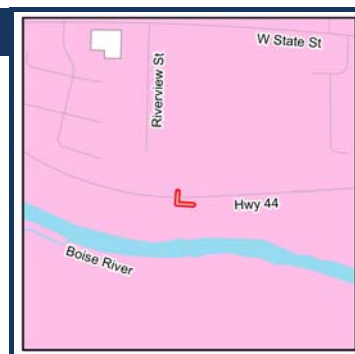
Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$154

Total Cost (Previous + Programmed): \$154

Project Description: Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Eagle Island Pathway system.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	5	44	0	0	0	0	49	45	4
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	14	92	105	97	8
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$44	\$0	\$0	\$14	\$92	\$154	\$143	\$11

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Dry Creek Trail, Phase 2, Eagle

Key # : 13917

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Eagle

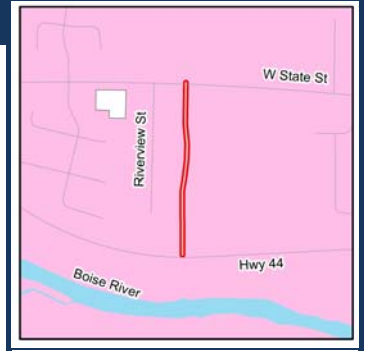
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$106

Total Cost (Previous + Programmed): \$106

Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.



Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	14	92	106	98	8
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$14	\$92	\$106	\$98	\$8

Farmway Road and SH-44 Rehabilitation, Canyon County

Key # : 13054

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: Notus-Parma HD

Project Year: 2018

Total Previous Expenditures: \$448

Total Programmed Cost: \$3,082

Total Cost (Previous + Programmed): \$3,530

Project Description: Reconstruct Farmway Road from US 20/26 to SH-44 and SH-44 from Farmway Road to I-84 ramps. Work includes eliminating abrupt shoulders and corrects sub-standard bridge crossings.



Funding Source STP-R

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	513	2,569	3,082	2,855	226
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$513	\$2,569	\$3,082	\$2,855	\$226

Federal Aid Overlay Arterials and Collectors - FY2009

Key # : 09503

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: (\$11)

Total Cost (Previous + Programmed): (\$11)

Project Description: Supplement the local overlay program



Federal Aid Overlay
Arterials and Collectors

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-11	-11	-10	-1
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$11)	(\$11)	(\$10)	(\$1)

Five Mile Road, Franklin Road to Fairview Avenue

Key # : 11582

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

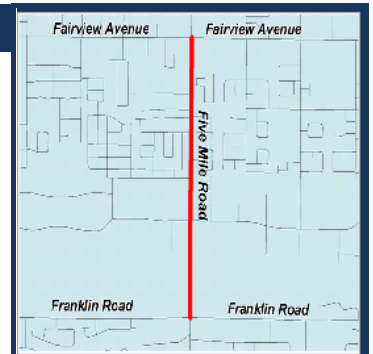
Project Year: 2014

Total Previous Expenditures: \$8,527

Total Programmed Cost: \$1,188

Total Cost (Previous + Programmed): \$9,715

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.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	775	775	718	57
2015	0	1	182	0	6	224	413	383	30
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1	\$182	\$0	\$6	\$999	\$1,188	\$1,101	\$87

Franklin Road and Cloverdale Road Intersection

Key # : 08698

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

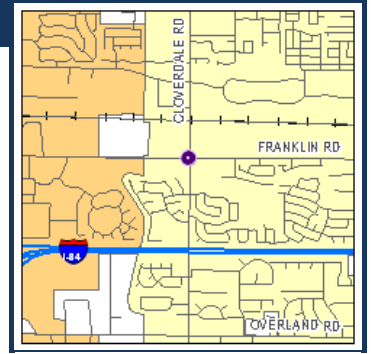
Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$534)

Total Cost (Previous + Programmed):

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



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-138	-10	-127	-43	-216	-534	-495	-39
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$138)	(\$10)	(\$127)	(\$43)	(\$216)	(\$534)	(\$495)	(\$39)

Franklin Road, Black Cat Road to Ten Mile Road, Meridian

Key # : 12368

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$1,035

Total Programmed Cost: \$10,595

Total Cost (Previous + Programmed): \$11,630

Project Description: Widen Franklin Road from two (2)-lane to five (5)-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven (7)-lane by seven (7)-lane intersection.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	3,030	0	0	0	3,030	2,808	222
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	229	666	6,670	7,565	7,009	555
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$3,030	\$229	\$666	\$6,670	\$10,595	\$9,817	\$778

Garden City West Bridge Pathway Crossing - FY2012

Key # : 13512

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Garden City

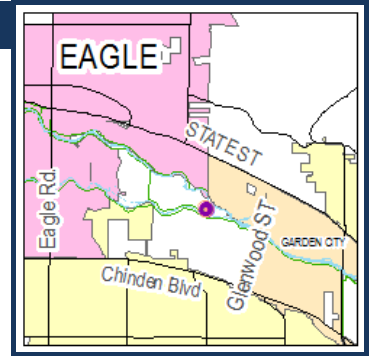
Project Year: 2014

Total Previous Expenditures: \$113

Total Programmed Cost: \$938

Total Cost (Previous + Programmed): \$1,051

Project Description: This multi-jurisdictional project will help fund construction of a 12-foot wide, 180-foot long bicycle-pedestrian bridge across the Boise River between Glenwood Street, Eagle Road, State Street, and Chinden Boulevard, connecting over 30 miles of non-motorized pathways.



Funding Source Local Participating Local Match : 100.00% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	182	182	0	182
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$182	\$182	\$0	\$182

Funding Source TAP-TMA Local Match : 7.34% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	84	84	78	6
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$84	\$84	\$78	\$6

Funding Source FHWA Discretionary Local Match : 7.34% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	10	662	672	623	49
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$662	\$672	\$623	\$49

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Garry/Idaho Center Boulevard Signal Upgrade, Nampa

Key # : 13960

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$354

Total Cost (Previous + Programmed): \$354

Project Description: Install Adaptive Technology Crash Reduction Countermeasures at nine high-accident signalized intersections within the Garry Blvd./Idaho Center Blvd. north corridor. The project will be a coordinated effort between ITD and the City of Nampa.



Adaptive Signal Technology

Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	2	13	0	0	19	320	354	328	26
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$2	\$13	\$0	\$0	\$19	\$320	\$354	\$328	\$26

Greenbelt Extension, Orchard Street, Kuna

Key # : 14342

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Kuna

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$93

Total Cost (Previous + Programmed): \$93

Project Description: This project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved six-foot asphalt pathway.



Funding Source **TAP-State** Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	21	0	0	0	0	21	19	2
2015	0	0	0	0	0	72	72	67	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$21	\$0	\$0	\$0	\$72	\$93	\$87	\$7

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Greenbelt Resurfacing, Pioneer Pathway Southwest of River Street, Boise

Key # : 13914

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Boise

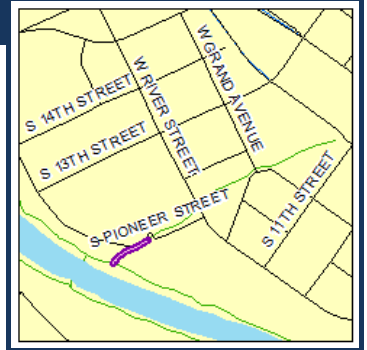
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

Project Description: Remove existing asphalt and base to sub-grade, install new base, widen to 12-foot pathway. Form and pour concrete pathway (near Bronco Elite). Project is 325 linear feet.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Greenbelt, Eckert Road Underpass, Boise

Key # : 13913

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Boise

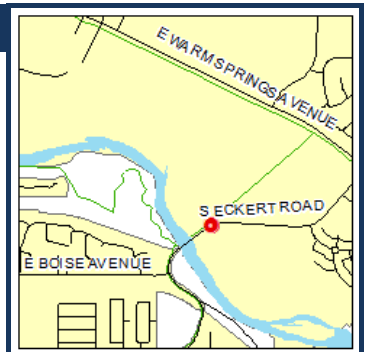
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$526

Total Cost (Previous + Programmed): \$526

Project Description: Construction of a Class I bicycle and pedestrian concrete underpass at Eckert Road on the north side of the Boise River. The project will allow bicyclists and pedestrians on the Greenbelt to cross Eckert Road separately from vehicles.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	5	42	0	0	0	0	48	44	4
2018	0	0	0	0	0	0	0	0	0
PD	0	0	4	0	62	412	478	443	35
Fund Totals:	\$5	\$42	\$4	\$0	\$62	\$412	\$526	\$487	\$39

Greenbelt, Garden City to Americana Boulevard, Boise

Key # : 13514

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Boise

Project Year: 2016

Total Previous Expenditures: \$175

Total Programmed Cost: \$2,335

Total Cost (Previous + Programmed): \$2,510

Project Description: Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists.



Funding Source Community Choices Local Match : 13.50% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	393	393	340	53
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$393	\$393	\$340	\$53

Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	21	0	0	0	0	21	19	2
2015	0	0	0	0	0	224	224	208	16
2016	0	0	0	0	0	265	265	246	19
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$21	\$0	\$0	\$0	\$490	\$511	\$473	\$37

Funding Source STP-TMA Local Match : 73.40% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	79	112	51	250	939	1,431	381	1,050
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$79	\$112	\$51	\$250	\$939	\$1,431	\$381	\$1,050

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Greenbelt, Logger's Creek Bridge Replacement, Boise

Key # : 13920

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Boise

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$108

Total Cost (Previous + Programmed): \$108

Project Description: Replace the old wooden pedestrian bridge with a new metal structure. The bridge will match with existing alignment.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	2	8	0	0	0	0	10	9	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	13	85	98	90	7
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$2	\$8	\$0	\$0	\$13	\$85	\$108	\$100	\$8

Greenhurst Road Signals, Nampa

Key # : 13959

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$133

Total Cost (Previous + Programmed): \$133

Project Description: Install Crash Reduction Signalization Countermeasures at three (3) successive intersections along East Greenhurst Road.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	1	5	0	0	12	115	133	123	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$5	\$0	\$0	\$12	\$115	\$133	\$123	\$10

High Accident Warning Signs, Canyon Highway District

Key # : 13956

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Canyon HD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$159

Total Cost (Previous + Programmed): \$159

Project Description: Install horizontal curve signage in multiple locations throughout Canyon Highway District to increase safety related to lane departures.



Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	1	28	0	0	0	0	29	27	2
2015	0	0	0	0	22	108	130	120	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$28	\$0	\$0	\$22	\$108	\$159	\$147	\$12

High Capacity Corridor Alternatives Analysis

Key # : 13046

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,082

Total Cost (Previous + Programmed): \$1,082

Project Description: Study to identify and analyze options to improve mobility in a priority corridor to be determined in the long-range transportation plan. The study will evaluate all reasonable transit alternatives. This project will be re-evaluated after the 2014 and 2015 state legislative sessions.



Transit Alternatives Analysis

Funding Source **STP-TMA** Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	1,082	0	0	0	0	1,082	1,003	79
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,082	\$0	\$0	\$0	\$0	\$1,082	\$1,003	\$79

Homedale Road Intersection Improvements, Caldwell

Key # : 13488

Inflated

PROJECT TYPE:

Safety

Requesting Agency: City of Caldwell

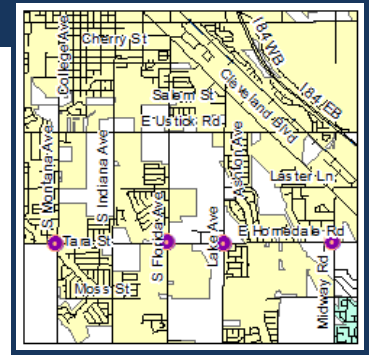
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$64

Total Cost (Previous + Programmed): \$64

Project Description: Intersection improvements on Homedale Road in Caldwell at the following intersections: Homedale Road and Montana Road, Homedale Road and Lake Road, Homedale Road and Florida Avenue, and Homedale Road and Midway Road.



Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	4	60	64	59	5
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$4	\$60	\$64	\$59	\$5

Household Travel Survey

Key # : 09827

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: (\$51)

Total Cost (Previous + Programmed): (\$51)

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



Household Travel Survey

Funding Source **STP-TMA** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-51	0	0	0	0	-51	-47	-4
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$51)	\$0	\$0	\$0	\$0	(\$51)	(\$47)	(\$4)

I-84, 11th Avenue to Garrity Boulevard

Key # : 11974

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

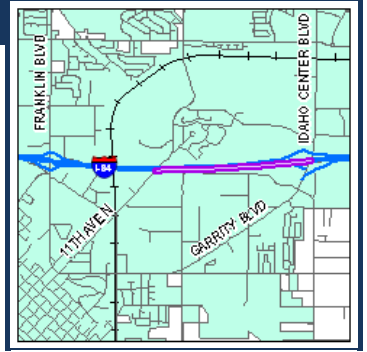
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$30)

Total Cost (Previous + Programmed):

Project Description: Widen I-84 from two to three lanes in each direction from 11th Avenue to Garrity Boulevard and match the grade for the new bridge at Garrity Boulevard.



Funding Source FY2010 GARVEE

Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-32	2	-30	0	-30
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$32)	\$2	(\$30)	\$0	(\$30)

I-84, Blacks Creek to Mayfield Slope Flattening, Ada County

Key # : 13938

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

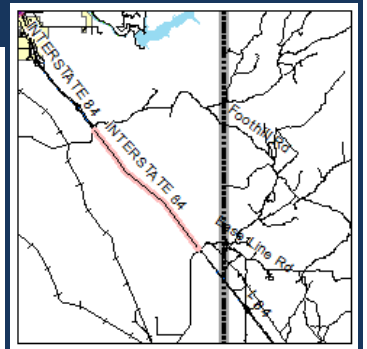
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,663

Total Cost (Previous + Programmed): \$1,663

Project Description: This is a safety improvement on I-84 flattening the Mayfield slope to Blacks Creek.



Funding Source HSIP

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	100	0	0	0	0	0	100	0	100
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	142	1,421	1,563	0	1,563
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$0	\$0	\$0	\$142	\$1,421	\$1,663	\$0	\$1,663

I-84, Broadway Avenue Interchange, Boise

Key # : 09821

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

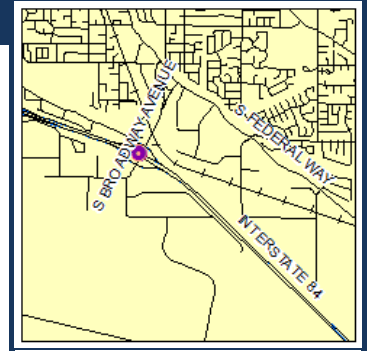
Project Year: 2014

Total Previous Expenditures: \$6,000

Total Programmed Cost: \$31,631

Total Cost (Previous + Programmed): \$37,631

Project Description: Redesign and rebuild interchange. Includes widening the railroad bridge.



Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	2,730	0	0	0	25,839	28,569	0	28,569
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$2,730	\$0	\$0	\$0	\$25,839	\$28,569	\$0	\$28,569

Funding Source Expansion Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-4,298	0	0	4,178	856	736	679	57
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$4,298)	\$0	\$0	\$4,178	\$856	\$736	\$679	\$57

Funding Source Bridge Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	2,326	2,326	2,155	171
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,326	\$2,326	\$2,155	\$171

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Broadway Interchange to Gowen Interchange, Traffic Control

Key # : 13846

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

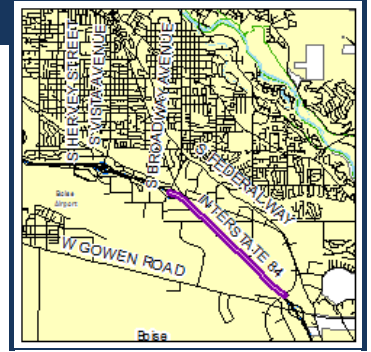
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,723

Total Cost (Previous + Programmed): \$1,723

Project Description: This project was split from the I-84, Broadway Interchange to Gowen Interchange widening project to safety operations and traffic control.



Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	1,369	1,369	0	1,369
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,369	\$1,369	\$0	\$1,369

Funding Source Expansion Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	150	204	354	327	27
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$150	\$204	\$354	\$327	\$27

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Cole Road to Orchard Road Widening

Key # : 09819

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$2)

Total Cost (Previous + Programmed):

Project Description: Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay.
Add third lane in each direction.



Funding Source FY2009 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-5	-118	-123	0	-123
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$5)	(\$118)	(\$123)	\$0	(\$123)

Funding Source Expansion Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	7	118	125	116	9
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$7	\$118	\$125	\$116	\$9

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-4	0	-4	0	-4
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$4)	\$0	(\$4)	\$0	(\$4)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Garrity Interchange

Key # : 10915

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$30

Total Cost (Previous + Programmed):

Project Description: Widen mainline bridges to carry three (3) lanes each direction.



Funding Source FY2010 GARVEE

Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	30	30	0	30
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$30	\$30	\$0	\$30

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Garry Interchange to Franklin Interchange

Key # : 10916

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

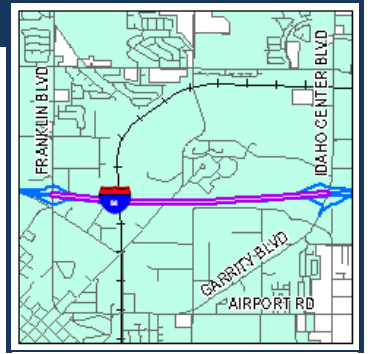
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$329)

Total Cost (Previous + Programmed):

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



Funding Source FY2010 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	-26	-57	-226	-309	0	-309
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	(\$26)	(\$57)	(\$226)	(\$309)	\$0	(\$309)

Funding Source FY2009 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-1	0	0	0	-1	0	-1
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$1)	\$0	\$0	\$0	(\$1)	\$0	(\$1)

Funding Source Expansion Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-20	0	0	0	-20	-19	-1
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$20)	\$0	\$0	\$0	(\$20)	(\$19)	(\$1)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Funding Source FY2008 GARVEE **Local Match : 100.00%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-1	0	0	0	-1	0	-1
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$1)	\$0	\$0	\$0	(\$1)	\$0	(\$1)

Funding Source Non-Participating **Local Match : 100.00%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	2	2	0	2
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2	\$2	\$0	\$2

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Garrity Interchange to Meridian Interchange, Storm Water Ponds (104

Key # : 11902

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

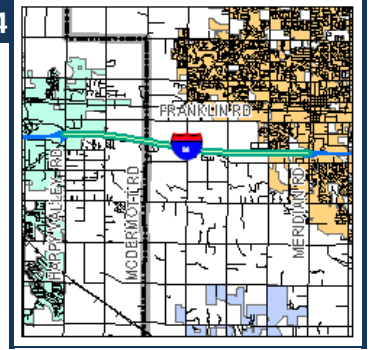
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$269)

Total Cost (Previous + Programmed):

Project Description: Project split out from main construction project to build storm water retention ponds.



Funding Source Expansion Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-138	0	0	0	-138	-128	-10
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$138)	\$0	\$0	\$0	(\$138)	(\$128)	(\$10)

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-1	-8	-17	-105	-131	0	-131
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$1)	(\$8)	(\$17)	(\$105)	(\$131)	\$0	(\$131)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Garrity Road Eastbound On-Ramp, Nampa

Key # : 13934

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

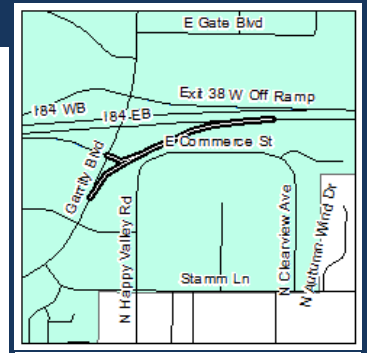
Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$786

Total Cost (Previous + Programmed): \$786

Project Description: Project will provide minor widening and re-striping to enable two on-ramp lanes to I-84 from northbound Garrity Road in Nampa.



Funding Source Restoration Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	25	196	0	0	0	0	221	204	17
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	52	513	565	521	44
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$25	\$196	\$0	\$0	\$52	\$513	\$786	\$725	\$61

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Garrity Road Interchange to Ten Mile Road, Reconstruction

Key # : 11489

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

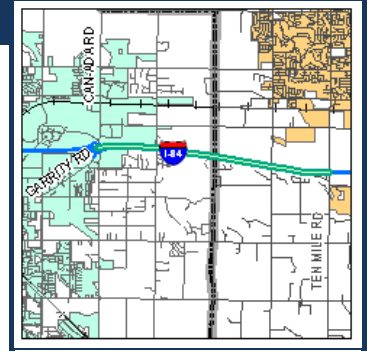
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$52)

Total Cost (Previous + Programmed):

Project Description: Ten Mile Road phase of the widening project on I-84 between Garrity Interchange and Meridian Interchange.



Funding Source Non-Participating Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-8	-8	0	-8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$8)	(\$8)	\$0	(\$8)

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	-2	-42	-29	-73	0	-73
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	(\$2)	(\$42)	(\$29)	(\$73)	\$0	(\$73)

Funding Source FY2011 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	29	29	0	29
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$29	\$29	\$0	\$29

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Gowen Road Interchange, Boise

Key # : 09822

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures: \$8,324

Total Programmed Cost: \$31,473

Total Cost (Previous + Programmed): \$39,797

Project Description: Redesign and rebuild interchange. Project includes widening I-84 from Broadway Interchange to the Gowen Interchange.



Funding Source Non-Participating Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	95	95	0	95
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$95	\$95	\$0	\$95

Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	1,400	0	0	0	23,099	24,499	0	24,499
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,400	\$0	\$0	\$0	\$23,099	\$24,499	\$0	\$24,499

Funding Source FY2011 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	2,600	2,600	0	2,600
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$2,600

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Funding Source Expansion **Local Match : 7.73%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-5,828	0	0	4,127	5,980	4,279	3,948	331
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$5,828)	\$0	\$0	\$4,127	\$5,980	\$4,279	\$3,948	\$331

I-84, Meridian Interchange to Five Mile Road

Key # : 13057

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

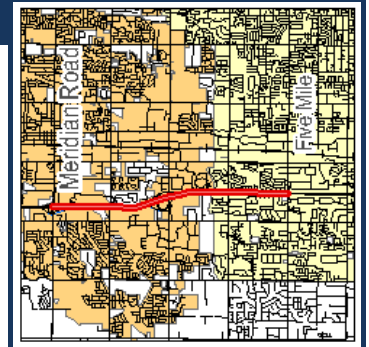
Project Year: 2014

Total Previous Expenditures: \$200

Total Programmed Cost: \$27,882

Total Cost (Previous + Programmed): \$28,082

Project Description: Realign and rebuild I-84 from the Meridian Interchange to Five Mile Road.
Project includes adding a water retention pond for Wye Interchange runoff.



Funding Source Restoration **Local Match : 7.73%** **Funding Allocation : 75 % Road 25 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	-70	10	0	0	2,076	25,866	27,882	25,727	2,155
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$70)	\$10	\$0	\$0	\$2,076	\$25,866	\$27,882	\$25,727	\$2,155

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Meridian Road Interchange, Meridian

Key # : 10939

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

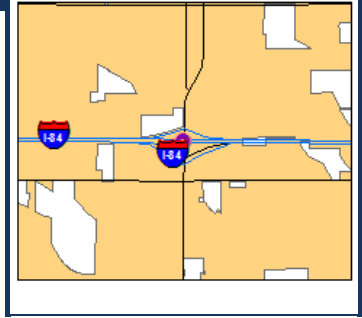
Project Year: 2014

Total Previous Expenditures: \$7,830

Total Programmed Cost: \$33,285

Total Cost (Previous + Programmed): \$41,115

Project Description: Redesign and rebuild interchange.



Funding Source Expansion Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-4,012	-2,014	400	4,377	4,586	3,337	3,079	258
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$4,012)	(\$2,014)	\$400	\$4,377	\$4,586	\$3,337	\$3,079	\$258

Funding Source Non-Participating Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	145	145	0	145
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$145	\$145	\$0	\$145

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	18	0	0	0	0	18	0	18
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$18	\$0	\$0	\$0	\$0	\$18	\$0	\$18

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Funding Source FY2012 GARVEE **Local Match : 100.00%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	3,662	1,405	0	0	24,718	29,785	0	29,785
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$3,662	\$1,405	\$0	\$0	\$24,718	\$29,785	\$0	\$29,785

I-84, Orchard Interchange

Key # : 09817

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$100

Total Cost (Previous + Programmed):

Project Description: Reconstruct interchange to accommodate future widening of I-84.



Funding Source Non-Participating **Local Match : 100.00%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	100	100	0	100
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$0	\$100

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Orchard Street to Vista Avenue Widening

Key # : 09820

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

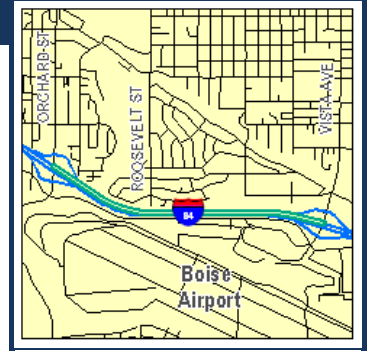
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$3)

Total Cost (Previous + Programmed):

Project Description: Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay.
Add third lane in each direction.



Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-3	0	0	0	0	-3	0	-3
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$3)	\$0	\$0	\$0	\$0	(\$3)	\$0	(\$3)

Funding Source Expansion Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	9	227	236	219	17
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$9	\$227	\$236	\$219	\$17

Funding Source FY2009 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-9	-227	-236	0	-236
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$9)	(\$227)	(\$236)	\$0	(\$236)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Orchard Street to Vista Avenue Widening

Key # : 09820

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

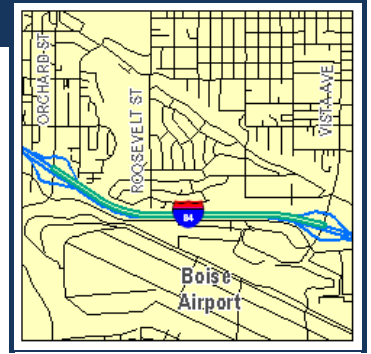
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$12)

Total Cost (Previous + Programmed):

Project Description: Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay.
Add third lane in each direction.



Funding Source Expansion Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	9	227	236	219	17
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$9	\$227	\$236	\$219	\$17

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	-3	0	0	0	0	-3	0	-3
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$3)	\$0	\$0	\$0	\$0	(\$3)	\$0	(\$3)

Funding Source FY2009 GARVEE Local Match : Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-9	-236	-245		
2015	0	0	0	0	0	0	0		
2016	0	0	0	0	0	0	0		
2017	0	0	0	0	0	0	0		
2018	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	(\$9)	(\$236)	(\$245)		

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Pavement Striping - FY2015

Key # : 12343

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$348

Total Cost (Previous + Programmed): \$348

Project Description: Restripe I-84 corridor. Total cost \$341,000 (59% in Ada County and 41% in Elmore County).



Funding Source Traffic Operations

Local Match : 0.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	10	0	0	0	0	0	10	10	0
2015	0	0	0	0	38	300	338	338	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$38	\$300	\$348	\$348	\$0

I-84, Pavement Striping – FY2019

Key # : 18818

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$360

Total Cost (Previous + Programmed): \$360

Project Description: Restripe I-84 corridor.



Funding Source Restoration Local Match : 0.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	15	0	0	0	0	0	15	15	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	15	330	345	345	0
Fund Totals:	\$15	\$0	\$0	\$0	\$15	\$330	\$360	\$360	\$0

Funding Source Local Match : Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Sand Hollow Interchange, Canyon County

Key # : 19047

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,700

Total Cost (Previous + Programmed): \$8,700

Project Description: Replace the bridge at I-84 and Sand Hollow in Canyon County. (66% Canyon County and 34% Payette County)



Funding Source Bridge

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	200	100	0	0	0	0	300	278	22
2016	50	50	0	0	0	0	100	93	7
2017	20	0	0	0	0	0	20	19	1
2018	0	0	0	0	1,080	7,200	8,280	7,672	608
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$270	\$150	\$0	\$0	\$1,080	\$7,200	\$8,700	\$8,061	\$639

I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell

Key # : 18830

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,093

Total Cost (Previous + Programmed): \$1,093

Project Description: Replace signage at the I-84 interchanges at US 20/26 and I-84B/Centennial Way in Caldwell to improve safety.



Funding Source Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	9	20	0	0	0	0	29	27	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	139	925	1,064	986	78
Fund Totals:	\$9	\$20	\$0	\$0	\$139	\$925	\$1,093	\$1,013	\$80

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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8:37 AM

I-84, Ten Mile Creek Bridge to Meridian Interchange

Key # : 13845

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

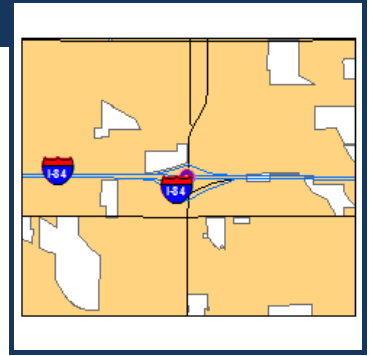
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,390

Total Cost (Previous + Programmed): \$1,390

Project Description: This project was split out of the Meridian Interchange rebuild project to widen the Ten Mile Creek structures under Meridian Road and I-84 during the fall/winter months to reduce possible delays on Meridian Road Interchange construction.



Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	49	100	1,160	1,309	0	1,309
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$49	\$100	\$1,160	\$1,309	\$0	\$1,309

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	81	0	81	0	81
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$81	\$0	\$81	\$0	\$81

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Ten Mile Interchange

Key # : 09815

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$210)

Total Cost (Previous + Programmed):

Project Description: Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road.



Funding Source Expansion Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-210	0	0	0	-210	-195	-15
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$210)	\$0	\$0	\$0	(\$210)	(\$195)	(\$15)

I-84, Various Ramp Improvements

Key # : 13936

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

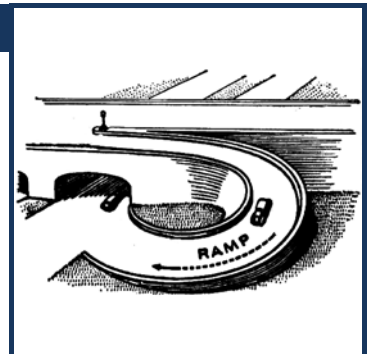
Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,185

Total Cost (Previous + Programmed): \$1,185

Project Description: Provides for pavements rehabilitation on various ramps on I-84. Total project cost = \$1,142,000 (27% Ada County, 19% Canyon County, 40% Elmore County, 14% Payette County).



Funding Source Restoration Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	75	0	0	0	0	0	75	75	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	101	1,009	1,110	1,110	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$75	\$0	\$0	\$0	\$101	\$1,009	\$1,185	\$1,185	\$0

I-84, Vista Avenue to Broadway Avenue Widening

Key # : 09823

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$7)

Total Cost (Previous + Programmed):

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



Funding Source FY2009 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-20	-5	-25	0	-25
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$20)	(\$5)	(\$25)	\$0	(\$25)

Funding Source Expansion Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	26	5	31	29	2
Fund Totals:	\$0	\$0	\$0	\$0	\$26	\$5	\$31	\$29	\$2

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	-13	0	-13	0	-13
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$13)	\$0	(\$13)	\$0	(\$13)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84, Vista Interchange

Key # : 09818

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

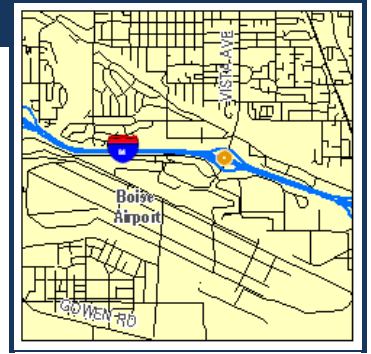
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$77)

Total Cost (Previous + Programmed):

Project Description: Reconstruct interchange to accommodate future widening of I-84.



Funding Source Non-Participating Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-6	-6	0	-6
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$6)	(\$6)	\$0	(\$6)

Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-69	-69	0	-69
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$69)	(\$69)	\$0	(\$69)

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	-2	0	0	0	0	0	-2	0	-2
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$2)	\$0	\$0	\$0	\$0	\$0	(\$2)	\$0	(\$2)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

I-84B, Nampa Library Block, Nampa

Key # : 13933

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

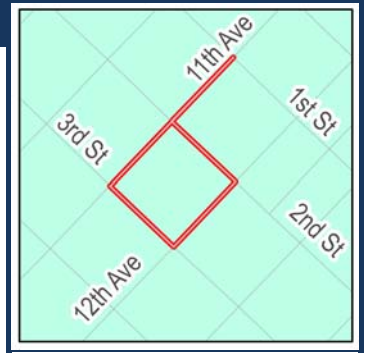
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$495

Total Cost (Previous + Programmed): \$495

Project Description: Project will rehabilitate the pavement and change traffic flow around the library block (2nd and 3rd Streets) in downtown Nampa.



Funding Source Restoration Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	495	495	0	495
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$495	\$495	\$0	\$495

Intersection Improvements, Canyon Highway District

Key # : 13489

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Canyon HD

Project Year: 2014

Total Previous Expenditures: \$49

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$489

Project Description: Safety Improvements at intersections in Canyon Highway District. Intersections include: Lake Avenue and Orchard Avenue; Middleton Road and Linden Road; Homedale Road and 10th Avenue; Midway Avenue and Lonestar Road; Homedale Road and Indiana Avenue.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	24	0	0	60	356	440	408	32
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$24	\$0	\$0	\$60	\$356	\$440	\$408	\$32

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Intersection Middleton Road and Flamingo Avenue, Nampa

Key # : 13502

Inflated

PROJECT TYPE:

Safety

Requesting Agency: City of Nampa

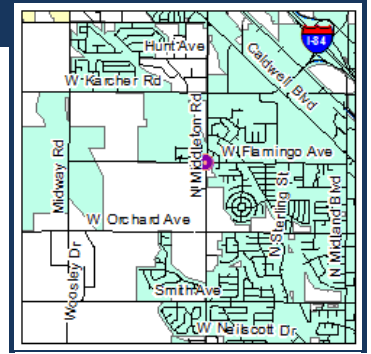
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$509

Total Cost (Previous + Programmed): \$509

Project Description: Add a traffic signal at the intersection of Middleton Road and Flamingo Avenue in Nampa.



Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	10	499	509	472	37
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$499	\$509	\$472	\$37

Intersection of Cemetery Road and SH-44, Middleton

Key # : 09513

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Middleton

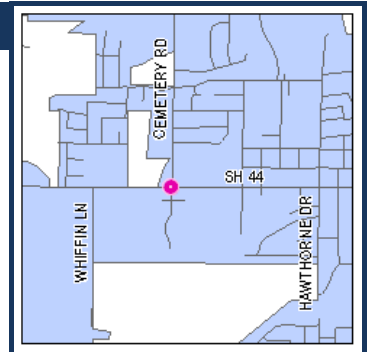
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: (\$45)

Total Cost (Previous + Programmed): (\$45)

Project Description: Realign and add turn and acceleration lanes for urban 4-lane intersection.



Funding Source **STP-U** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-45	-45	-42	-3
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$45)	(\$45)	(\$42)	(\$3)

Intersection SH-55 and Midway Road, Nampa

Key # : 13025

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$30

Total Programmed Cost: \$4,888

Total Cost (Previous + Programmed): \$4,918

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 and Midway Road in Nampa.



Funding Source **HSIP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	100	200	0	0	0	300	278	22
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	598	3,990	4,588	4,251	337
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$100	\$200	\$0	\$598	\$3,990	\$4,888	\$4,529	\$359

ITS, SH-55 (Eagle Road), Signal Timing, Eagle - FY2019

Key # : 18810

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$120

Total Cost (Previous + Programmed): \$120

Project Description: Improve signal timing on SH-55 (Eagle Road) from Ustick Road to Wainwright Drive in the City of Eagle



Funding Source **Restoration** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	8	20	0	0	0	0	28	26	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	12	80	92	85	7
Fund Totals:	\$8	\$20	\$0	\$0	\$12	\$80	\$120	\$111	\$9

Junction US 20/26 UPRR Overpass, Canyon County

Key # : 12886

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures: \$560

Total Programmed Cost: \$5,231

Total Cost (Previous + Programmed): \$5,791

Project Description: Replace the Union Pacific Railroad bridge at the junction of US 20/26 in Canyon County.



Funding Source Bridge Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	314	4,917	5,231	4,847	384
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$314	\$4,917	\$5,231	\$4,847	\$384

Lake Hazel Road Extension, Ada County

Key # : RD213-17

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

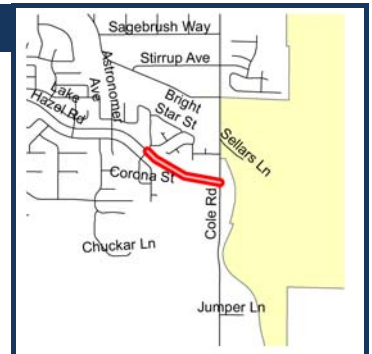
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,285

Total Cost (Previous + Programmed): \$1,285

Project Description: Extend Lake Hazel Road from existing east end terminus to Cole Road as a two (2)-lane road with an asphalt pathway to improve area circulation and connectivity.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	10	0	1,275	1,285	0	1,285
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$10	\$0	\$1,275	\$1,285	\$0	\$1,285

Linder Road and Deer Flat Road Intersection, Kuna

Key # : 13492

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

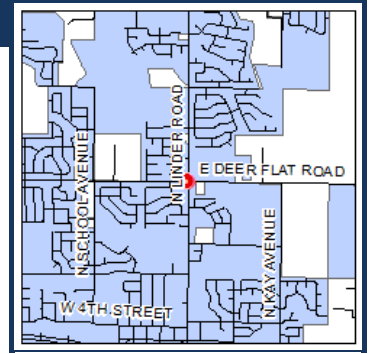
Project Year: PD

Total Previous Expenditures: \$315

Total Programmed Cost: \$1,812

Total Cost (Previous + Programmed): \$2,127

Project Description: Make improvements to the intersection at Linder Road and Deer Flat Road in Kuna to include curb, gutter, sidewalk, and bike lanes.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	398	0	0	0	398	369	29
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	184	1,230	1,414	1,311	104
Fund Totals:	\$0	\$0	\$398	\$0	\$184	\$1,230	\$1,812	\$1,679	\$133

Maple Grove Road, Franklin Road to Fairview Avenue

Key # : 07192

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$875)

Total Cost (Previous + Programmed):

Project Description: Widen roadway to five lanes with bike lanes, sidewalk, railroad crossing improvement, and conduit for future signal at Irving Street. This includes rebuilding Bridge #151 and the intersection of Fairview Avenue and Maple Grove Road. The Fairview Avenue intersection will include double left turns on all legs, two through lanes on all legs, and right turn lanes on the east and west bound legs.



Funding Source Local Participating

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	-2	0	0	-330	13	-556	-875	-811	-64
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$2)	\$0	\$0	(\$330)	\$13	(\$556)	(\$875)	(\$811)	(\$64)

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

Key # : RD205-07

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

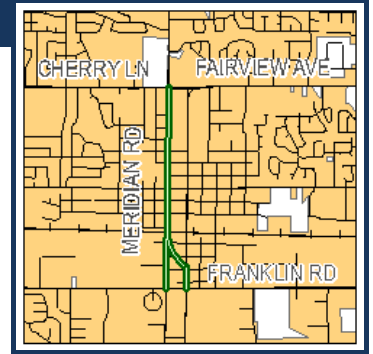
Project Year: 2014

Total Previous Expenditures: \$9,813

Total Programmed Cost: \$505

Total Cost (Previous + Programmed): \$10,318

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.



Funding Source Local (Regionally Significant) **Local Match :** 100.00% **Funding Allocation :** 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	5	500	505	0	505
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$5	\$500	\$505	\$0	\$505

Metropolitan Planning - FY2014

Key # : 12380

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,050

Total Cost (Previous + Programmed): \$1,050

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.



Metropolitan Planning

Funding Source Other Federal **Local Match :** 7.34% **Funding Allocation :** Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	1,050	0	0	0	0	1,050	973	77
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,050	\$0	\$0	\$0	\$0	\$1,050	\$973	\$77

Metropolitan Planning - FY2015

Key # : 12381

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,050

Total Cost (Previous + Programmed): \$1,050

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.



Metropolitan Planning

Funding Source Other Federal Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	1,050	0	0	0	0	1,050	973	77
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,050	\$0	\$0	\$0	\$0	\$1,050	\$973	\$77

Metropolitan Planning - FY2016

Key # : 13495

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,128

Total Cost (Previous + Programmed): \$1,128

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.



Metropolitan Planning

Funding Source Other Federal Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	1,128	0	0	0	0	1,128	1,045	83
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,128	\$0	\$0	\$0	\$0	\$1,128	\$1,045	\$83

Metropolitan Planning - FY2017

Key # : 13496

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,128

Total Cost (Previous + Programmed): \$1,128

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.



Metropolitan Planning

Funding Source Other Federal Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	1,128	0	0	0	0	1,128	1,045	83
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,128	\$0	\$0	\$0	\$0	\$1,128	\$1,045	\$83

Metropolitan Planning - FY2018

Key # : 13963

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,128

Total Cost (Previous + Programmed): \$1,128

Project Description: Metropolitan Planning Organization (MPO) planning funds from the Federal Highway Administration



Metropolitan Planning

Funding Source Other Federal Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	1,128	0	0	0	0	1,128	1,045	83
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,128	\$0	\$0	\$0	\$0	\$1,128	\$1,045	\$83

Metropolitan Planning Transit - FY2014

Key # : 12770

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$246

Total Cost (Previous + Programmed): \$246

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration.



Metropolitan Planning - Transit

Funding Source FTA 5303

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	246	0	0	0	0	246	228	18
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$246	\$0	\$0	\$0	\$0	\$246	\$228	\$18

Metropolitan Planning Transit - FY2015

Key # : 13797

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$291

Total Cost (Previous + Programmed): \$291

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration. (Federal = \$270,000) (Update KN T313)



Metropolitan Planning - Transit

Funding Source FTA 5303

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	291	0	0	0	0	291	270	21
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$291	\$0	\$0	\$0	\$0	\$291	\$270	\$21

Metropolitan Planning Transit - FY2016

Key # : 13798

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$246

Total Cost (Previous + Programmed): \$246

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration.



Metropolitan Planning -
Transit

Funding Source FTA 5303

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	246	0	0	0	0	246	228	18
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$246	\$0	\$0	\$0	\$0	\$246	\$228	\$18

Metropolitan Planning Transit - FY2017

Key # : 13799

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$246

Total Cost (Previous + Programmed): \$246

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration.



Metropolitan Planning -
Transit

Funding Source FTA 5303

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	246	0	0	0	0	246	228	18
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$246	\$0	\$0	\$0	\$0	\$246	\$228	\$18

Metropolitan Planning Transit - FY2018

Key # : 14267

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$246

Total Cost (Previous + Programmed): \$246

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration.



Metropolitan Planning -
Transit

Funding Source FTA 5303

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	246	0	0	0	0	246	228	18
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$246	\$0	\$0	\$0	\$0	\$246	\$228	\$18

Micro Seals, I-84B, Canyon County – FY2015

Key # : 13465

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$200

Total Programmed Cost: \$2,487

Total Cost (Previous + Programmed): \$2,687

Project Description: Preventive maintenance (seal coats) on I-84B in Canyon County.



Funding Source Pavement Preservation

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	226	2,260	2,487	0	2,487
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$226	\$2,260	\$2,487	\$0	\$2,487

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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Micro Seals, SH-55 (Eagle Road), I-84 to SH-44 - FY2015

Key # : 13466

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

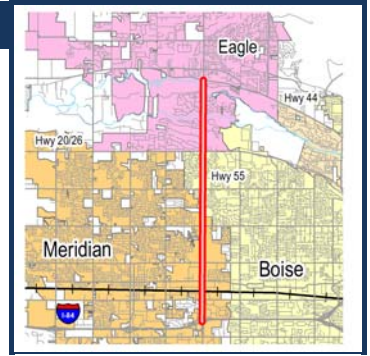
Project Year: 2015

Total Previous Expenditures: \$90

Total Programmed Cost: \$1,971

Total Cost (Previous + Programmed): \$2,061

Project Description: Preventive maintenance (seal coats) on SH-55 (Eagle Road).



Funding Source Pavement Preservation Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	27	0	0	0	0	27	0	27
2015	0	0	0	0	177	1,767	1,944	0	1,944
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$27	\$0	\$0	\$177	\$1,767	\$1,971	\$0	\$1,971

Middleton Road and Ustick Roundabout, Caldwell

Key # : 13487

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Caldwell

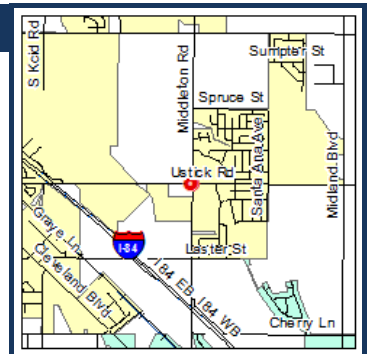
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,318

Total Cost (Previous + Programmed): \$1,318

Project Description: Improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and congestion.



Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	5	225	0	0	0	0	230	213	17
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	358	12	77	640	1,088	1,008	80
Fund Totals:	\$5	\$225	\$358	\$12	\$77	\$640	\$1,318	\$1,221	\$97

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Midland Road Pavement Rehabilitation, Ustick Road to US-20/26

Key # : 12047

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: Canyon HD

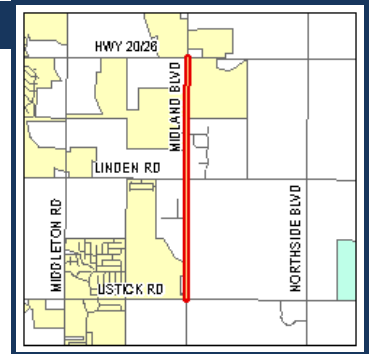
Project Year: 2014

Total Previous Expenditures: \$269

Total Programmed Cost: (\$150)

Total Cost (Previous + Programmed): \$119

Project Description: Rehabilitate two (2) miles of two (2)-lane roadway between Ustick Road and US-20/26.



Funding Source STP-U Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-150	-150	-139	-11
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$150)	(\$150)	(\$139)	(\$11)

National Summer Transportation Institute, NNU - FY2014

Key # : 14373

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: ITD

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$20

Total Cost (Previous + Programmed):

Project Description: This is a summer camp program for on-the-job training of professional based skills and activities to incoming seventh graders to encourage interest in the transportation sector. The camp will be held at Northwest Nazarene University. This is a Federal Highway Administration discretionary project.



Funding Source FHWA Discretionary Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	20	0	20	20	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$20	\$0	\$20	\$20	\$0

Natures Wood Duck Island Trail Restoration, Ada County

Key # : 13820

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: Ada County

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$180

Total Cost (Previous + Programmed): \$180

Project Description: This project will make permanent repairs to a portion of the Boise River Greenbelt within the Bethine Church River Trail area. This unpaved portion of the Greenbelt is next to the Boise River in an area highly susceptible to erosion during high springtime river flows.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	13	149	162	150	12
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$13	\$149	\$162	\$150	\$12

Funding Source STP-TMA Local Match : Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0		
2015	0	3	0	0	0	15	18		
2016	0	0	0	0	0	0	0		
2017	0	0	0	0	0	0	0		
2018	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$3	\$0	\$0	\$0	\$15	\$18		

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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

Key # : 09515

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Middleton

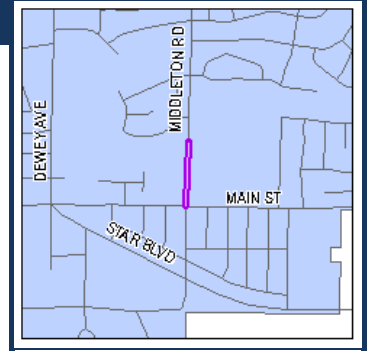
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: (\$31)

Total Cost (Previous + Programmed): (\$31)

Project Description: Rebuild to urban 4-lane section.



Funding Source STP-U

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-31	-31	-29	-2
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$31)	(\$31)	(\$29)	(\$2)

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

Sorted by Project Type then Project Name

All Values in Thousands of Dollars

Amended 12/15/14

Old Highway 30, Plymouth Street Bridge, Caldwell

Key # : 13494

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: Joint City of Caldwell/Canyon HD

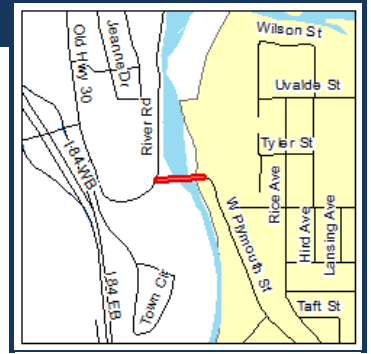
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$10,396

Total Cost (Previous + Programmed): \$10,396

Project Description: Replace the Plymouth Street bridge with a new two-lane structure. The existing bridge will remain in place and used as a bicycle and pedestrian bridge.



Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	6	480	189	0	307	1,532	2,514	2,329	185
Fund Totals:	\$6	\$480	\$189	\$0	\$307	\$1,532	\$2,514	\$2,329	\$185

Funding Source Bridge (Local) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	54	642	0	0	0	0	696	645	51
2016	0	0	0	0	0	0	0	0	0
2017	0	0	155	0	0	0	155	144	11
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	916	6,116	7,032	6,516	516
Fund Totals:	\$54	\$642	\$155	\$0	\$916	\$6,116	\$7,882	\$7,304	\$579

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Pathway, Warm Springs, Ada County

Key # : 18895

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: Ada County

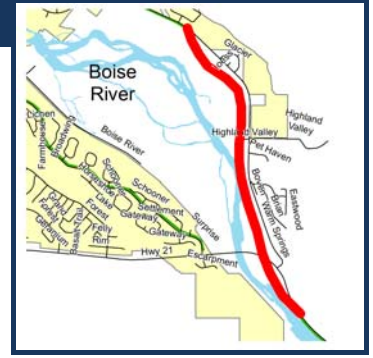
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,333

Total Cost (Previous + Programmed): \$1,333

Project Description: This project will design, reconstruct and improve 1.3 miles of the Warm Springs Pathway, a parallel alternative transportation route for bicyclists and pedestrians along Warm Springs Avenue in Ada County. This project includes piping and covering a portion of the open irrigation canal and widening that portion of the trail from 8-feet to 10-feet.



Funding Source Community Choices Local Match : 62.52% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	10	239	0	0	0	0	249	93	156
2016	0	0	0	0	0	645	645	242	403
2017	0	0	0	0	0	439	439	165	274
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$239	\$0	\$0	\$0	\$1,084	\$1,333	\$500	\$833

Peckham Road Railroad Crossing, Canyon County

Key # : 13028

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Golden Gate HD

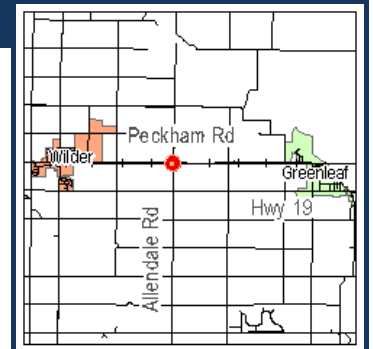
Project Year: 2014

Total Previous Expenditures: \$5

Total Programmed Cost: \$179

Total Cost (Previous + Programmed): \$184

Project Description: Safety improvements at the railroad crossing at Peckham Road in Canyon County. Replace asphalt with concrete.



Funding Source State Rail Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	23	156	179	0	179
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$23	\$156	\$179	\$0	\$179

Peckham Road, US-95 to Notus Road, Canyon County

Key # : 13964

Inflated

PROJECT TYPE:

Requesting Agency: Joint City of Greenleaf/City of Wilder/Golde Roadway (Capital)

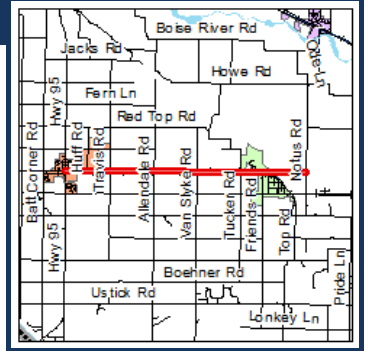
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,399

Total Cost (Previous + Programmed): \$2,399

Project Description: Major widening on Peckham Road from US-95 to Notus Road in Canyon County. This project is generally road rehabilitation and also includes curb, gutter, and sidewalk improvements within the Cities of Wilder and Greenleaf.



Funding Source STP-R

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	17	362	0	0	0	0	379	351	28
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	342	1,678	2,020	1,872	148
Fund Totals:	\$17	\$362	\$0	\$0	\$342	\$1,678	\$2,399	\$2,223	\$176

Pedestrian Improvements, College of Western Idaho, Nampa

Key # : T302

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Paved Pathway

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$176

Total Cost (Previous + Programmed): \$176

Project Description: Construct a pedestrian crossing over the Union Pacific Railroad track between the new College of Western Idaho Park-and-Ride lot and the Idaho Center. Project uses FY2013 and FY2014 funding. (Federal = \$141,000)

Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	176	176	141	35
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$176	\$176	\$141	\$35

Pedestrian Improvements, Lincoln Elementary, Caldwell

Key # : 19062

Inflated

PROJECT TYPE:

Requesting Agency: City of Caldwell

Paved Pathway

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

Total Cost (Previous + Programmed): \$65

Project Description: This project will upgrade sidewalks along Grant Street and provide safe crosswalks, pedestrian ramps and a pedestrian island, and rapid flashing beacons at two major thoroughfares. Sidewalks will be 5-feet wide and will include curb ramps for wheelchair accessibility. The project will also help residents safely access Memorial Park.



Funding Source		Community Choices			Local Match : 7.34%		Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	2	0	0	0	0	63	65	60	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$2	\$0	\$0	\$0	\$0	\$63	\$65	\$60	\$5

Pedestrian Improvements, Middleton Heights Elementary, Middleton

Key # : 18954

Inflated

PROJECT TYPE:

Requesting Agency: City of Middleton

Paved Pathway

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$286

Total Cost (Previous + Programmed): \$286

Project Description: This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton.



Funding Source		Community Choices			Local Match : 25.00%		Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	5	0	0	0	0	0	5	4	1
2016	0	0	0	0	0	281	281	211	70
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$281	\$286	\$215	\$72

Pedestrian Improvements, Near Nampa High, Nampa

Key # : T303

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Paved Pathway

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$424

Total Cost (Previous + Programmed): \$424

Project Description: Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding. (Federal = \$339,000)

Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	424	424	339	85
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$424	\$424	\$339	\$85

Pedestrian Improvements, near Skyview High, Nampa

Key # : T304

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Paved Pathway

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$63

Total Cost (Previous + Programmed): \$63

Project Description: Design and construct pedestrian safety improvements on East Greenhurst Road near Skyview High School. The project will improve pedestrian crossing at the intersection of Greenhurst and the entrance to Skyview High School (just east of Chestnut Street). Rectangular Rapid Flashing Beacons will be installed to alert drivers and protect pedestrians. Project uses FY2013 funding. (Federal = \$50,000)

Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	63	63	50	13
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$63	\$63	\$50	\$13

Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa

Key # : 18867

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$300

Project Description: This project will install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at East Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway realignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north.



Funding Source Community Choices Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	300	300	278	22
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$278	\$22

Pedestrian Signal, South Midland Boulevard, Nampa

Key # : 14344

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$198

Total Cost (Previous + Programmed): \$198

Project Description: This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection.



Funding Source TAP-State Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	13	0	0	0	0	13	12	1
2015	0	0	0	0	0	185	185	171	14
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$13	\$0	\$0	\$0	\$185	\$198	\$183	\$15

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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8:37 AM

Project provides bridge rehabilitation at various locations on I-84 in Boise.

Key # : 13035

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$95

Total Programmed Cost: \$1,916

Total Cost (Previous + Programmed): \$2,011

Project Description: Project provides bridge rehabilitation at various locations on I-84 in Boise.



Funding Source Bridge Preservation **Local Match : 7.34%** **Funding Allocation : 100 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	250	1,666	1,916	1,775	141
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$250	\$1,666	\$1,916	\$1,775	\$141

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Rail with Trail Pathway, Meridian

Key # : 13918

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: City of Meridian

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$622

Total Cost (Previous + Programmed): \$622

Project Description: Project constructs a multi-use pathway either along or parallel to the railroad tracks for one-half miles near Downtown Meridian.



Funding Source Local Participating Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	10	0	0	0	0	10	0	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	5	36	41	0	41
PD	0	0	0	0	3	25	29	0	29
Fund Totals:	\$0	\$10	\$0	\$0	\$9	\$61	\$80	\$0	\$80

Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	5	61	0	0	0	0	66	61	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	37	244	280	260	21
PD	0	0	0	0	25	170	195	181	14
Fund Totals:	\$5	\$61	\$0	\$0	\$62	\$414	\$542	\$502	\$40

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Rideshare, Commuteride Replacement Vans, ACHD

Key # : T301

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$568

Total Cost (Previous + Programmed): \$568

Project Description: Replace commuteride vehicles that are beyond their useful life. (Federal = \$454,000)

Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	568	568	454	114
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$568	\$568	\$454	\$114

Rideshare, Commuteride Replacement Vans, ACHD

Key # : T305

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$308

Total Cost (Previous + Programmed): \$308

Project Description: Replace Commuteride vehicles that are beyond their useful life. Project uses FY2014 funding. (Federal = \$246,000)

Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	308	308	246	62
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$308	\$308	\$246	\$62

Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County

Key # : 14362

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: Canyon HD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,376

Total Cost (Previous + Programmed): \$3,376

Project Description: This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands.



Funding Source **FLAP**

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	188	0	0	0	0	0	188	174	14
2015	188	0	0	0	250	2,750	3,188	2,954	234
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$376	\$0	\$0	\$0	\$250	\$2,750	\$3,376	\$3,128	\$248

Set Aside for STP-TMA Cost Increases - FY2014

Key # : CL140

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

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



Funding Source **STP-TMA**

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Set Aside for STP-TMA Cost Increases - FY2015

Key # : CL150

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

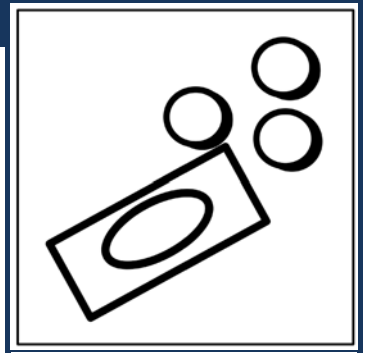
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$57

Total Cost (Previous + Programmed): \$57

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



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	57	57	53	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$57	\$57	\$53	\$4

Set aside for STP-TMA Cost Increases - FY2018

Key # : CL180

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

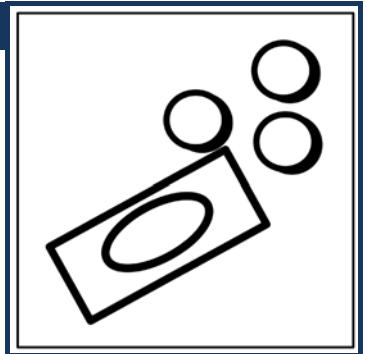
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$175

Total Cost (Previous + Programmed): \$175

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



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	175	175	162	13
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$175	\$175	\$162	\$13

SH-16, Boise River Bridge North Stage

Key # : 12915

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

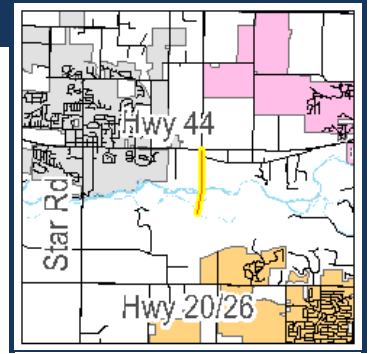
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$29

Total Cost (Previous + Programmed):

Project Description: SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing.
This project includes the north stage of the Boise River Bridge.



Funding Source Non-Participating Local Match : Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	170	170		
2015	0	0	0	0	0	0	0		
2016	0	0	0	0	0	0	0		
2017	0	0	0	0	0	0	0		
2018	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$170	\$170		

Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	3,296	3,296	0	3,296
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,296	\$3,296	\$0	\$3,296

Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	-3,530	-3,530	0	-3,530
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$3,530)	(\$3,530)	\$0	(\$3,530)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	93	93	0	93
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$93	\$93	\$0	\$93

SH-16, Junction I-84 to SH 44, Environmental Study

Key # : 09963

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

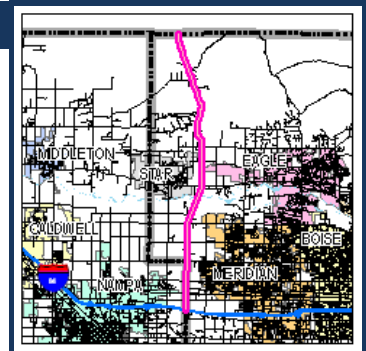
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: (\$53)

Total Cost (Previous + Programmed):

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



Funding Source FY2008 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	-46	0	0	0	0	0	-46	0	-46
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$46)	\$0	\$0	\$0	\$0	\$0	(\$46)	\$0	(\$46)

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	-7	0	0	0	0	0	-7	0	-7
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$7)	\$0	\$0	\$0	\$0	\$0	(\$7)	\$0	(\$7)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

SH-16, Junction SH-44 to Emmett

Key # : 13467

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

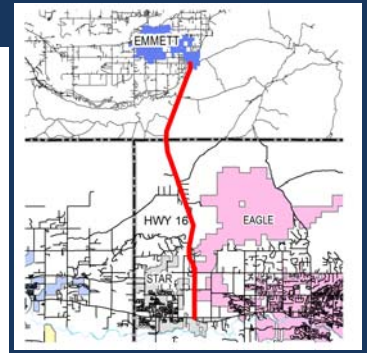
Project Year: 2016

Total Previous Expenditures: \$10

Total Programmed Cost: \$1,172

Total Cost (Previous + Programmed): \$1,182

Project Description: Preventive maintenance (seal coats) on SH-16 from the Junction of SH-55 to the City of Emmett. Project total: \$1,162,00 (60% Ada County, 40% Gem County).



Funding Source Pavement Preservation

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	40	0	0	0	0	0	40	0	40
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	103	1,029	1,132	0	1,132
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$40	\$0	\$0	\$0	\$103	\$1,029	\$1,172	\$0	\$1,172

SH-16, Phyllis Canal and South Phase

Key # : 12917

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

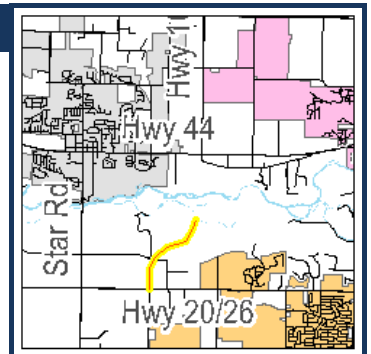
Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$155

Total Cost (Previous + Programmed):

Project Description: SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes a bridge over the Phyllis Canal and the south phase.



Funding Source FY2011 GARVEE

Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	155	0	0	155	0	155
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$155	\$0	\$0	\$155	\$0	\$155

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

Key # : 11236

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

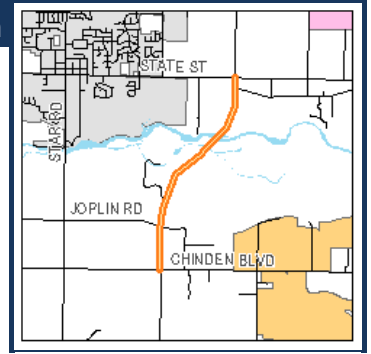
Project Year: 2014

Total Previous Expenditures: \$82,702

Total Programmed Cost: (\$224)

Total Cost (Previous + Programmed): \$82,478

Project Description: Project will construct 2.2 miles of four (4) lane divided highway with a new Boise River crossing. The bulk of project funding was in previous years.



Funding Source FY2011 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-3,104	0	0	0	-3,104	0	-3,104
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$3,104)	\$0	\$0	\$0	(\$3,104)	\$0	(\$3,104)

Funding Source FY2012 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	2,200	0	0	0	2,200	0	2,200
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$2,200	\$0	\$0	\$0	\$2,200	\$0	\$2,200

Funding Source FY2006/2007 GARVEE Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	-155	0	0	0	-155	0	-155
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$155)	\$0	\$0	\$0	(\$155)	\$0	(\$155)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Funding Source Expansion **Local Match : 7.73%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	830	0	0	0	830	766	64
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$830	\$0	\$0	\$0	\$830	\$766	\$64

Funding Source Non-Participating **Local Match :** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	30	0	0	0	30		
2015	0	0	0	0	0	0	0		
2016	0	0	0	0	0	0	0		
2017	0	0	0	0	0	0	0		
2018	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$30	\$0	\$0	\$0	\$30		

Funding Source FY2010 GARVEE **Local Match : 100.00%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	-11	-25	11	0	0	0	-25	0	-25
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$11)	(\$25)	\$11	\$0	\$0	\$0	(\$25)	\$0	(\$25)

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

SH-19, Simplot Gate 6 to Blaine Street, Caldwell

Key # : 13937

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,185

Total Cost (Previous + Programmed): \$2,185

Project Description: Pavement rehabilitation on SH-19 from Simplot Gate 6 to Blaine Street in Caldwell.



Funding Source Restoration Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	133	0	0	0	0	0	133	133	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	134	1,917	2,052	2,052	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$133	\$0	\$0	\$0	\$134	\$1,917	\$2,185	\$2,185	\$0

SH-21, High Bridge to Robie Creek

Key # : 12354

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

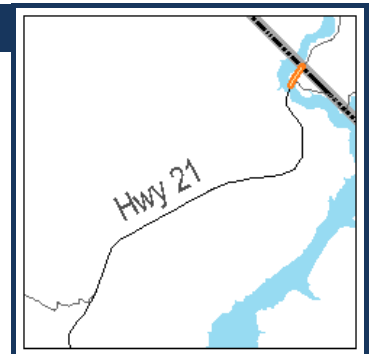
Project Year: 2014

Total Previous Expenditures: \$75

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$75

Project Description: Rehabilitate SH-21 from High Bridge to Robie Creek. Total project cost = \$3,703,000 (10% Ada County, 90% Boise County). FOR INFORMATION ONLY. Details shown in ITD's federal document.



Funding Source Restoration Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SH-44, Canyon Canal Bridge, Middleton

Key # : 18950

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$700

Total Cost (Previous + Programmed): \$700

Project Description: Replace bridge on SH-44 at Canyon Canal Bridge in the City of Middleton



Funding Source Bridge Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	20	100	0	0	0	0	120	111	9
2016	10	0	0	0	0	0	10	9	1
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	60	500	560	519	41
Fund Totals:	\$40	\$100	\$0	\$0	\$60	\$500	\$700	\$649	\$51

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

Key # : 07827

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

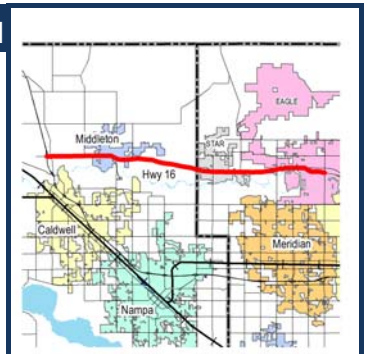
Project Year: 2017

Total Previous Expenditures: \$4,174

Total Programmed Cost: \$204

Total Cost (Previous + Programmed): \$4,378

Project Description: Preserve corridor for additional lanes.



Funding Source Early Development (ED) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	51	0	0	0	51	47	4
2015	0	0	51	0	0	0	51	47	4
2016	0	0	51	0	0	0	51	47	4
2017	0	0	51	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$204	\$0	\$0	\$0	\$204	\$189	\$15

SH-44, Junction I-84 to Star

Key # : 13463

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$300

Total Programmed Cost: \$9,335

Total Cost (Previous + Programmed): \$9,635

Project Description: Resurfacing and restoration on SH-44 from Junction of I-84 to the City of Star.



Funding Source Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	849	8,486	9,335	8,650	685
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$849	\$8,486	\$9,335	\$8,650	\$685

SH-44, State Street to Junction SH-55 (Eagle Road)

Key # : 13923

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,047

Total Cost (Previous + Programmed): \$3,047

Project Description: Project will resurface SH-44 from State Street to the Junction of SH-55 (Eagle Road) in Eagle.



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	75	0	0	0	0	0	75	69	6
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	197	2,776	2,972	2,743	230
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$75	\$0	\$0	\$0	\$197	\$2,776	\$3,047	\$2,812	\$236

SH-45, Deer Flat to I-84B

Key # : 13030

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$270

Total Programmed Cost: \$6,512

Total Cost (Previous + Programmed): \$6,782

Project Description: Rebuild SH-45 from Deer Flat Road to I-84B in Nampa.



Funding Source Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	850	5,662	6,512	6,034	478
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$850	\$5,662	\$6,512	\$6,034	\$478

SH-45, Snake River Bridge, Walters Ferry

Key # : 13389

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

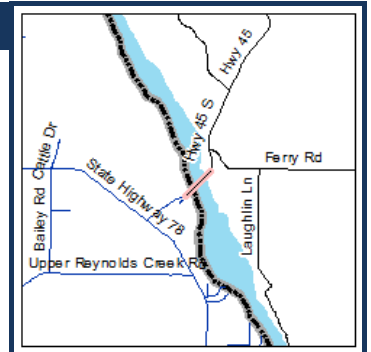
Project Year: 2017

Total Previous Expenditures: \$460

Total Programmed Cost: \$6,651

Total Cost (Previous + Programmed): \$7,111

Project Description: Redesign and rebuild bridge. Total project cost is \$6,280,000 (88% Canyon County and 12% Owyhee County).



Funding Source Bridge Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	120	0	0	0	0	0	120	111	9
2015	82	0	0	0	0	0	82	76	6
2016	42	0	104	0	0	0	146	135	11
2017	0	0	0	0	822	5,481	6,304	5,841	463
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$243	\$0	\$104	\$0	\$822	\$5,481	\$6,651	\$6,163	\$488

SH-55 (Eagle Road) I-84 to Franklin Road

Key # : 13473

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

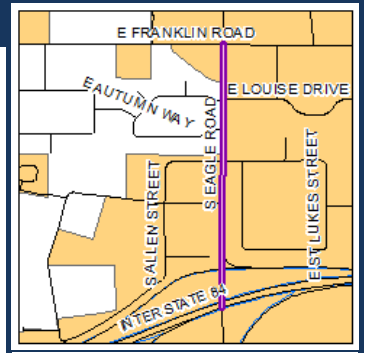
Project Year: 2014

Total Previous Expenditures: \$341

Total Programmed Cost: \$1,309

Total Cost (Previous + Programmed): \$1,650

Project Description: Add one lane on the southbound side of SH-55 (Eagle Road) from I-84 to Franklin Road.



Funding Source **HSIP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	109	1,200	1,309	1,213	96
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$109	\$1,200	\$1,309	\$1,213	\$96

SH-55 (Eagle Road), Meridian Town Center

Key # : 13349

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

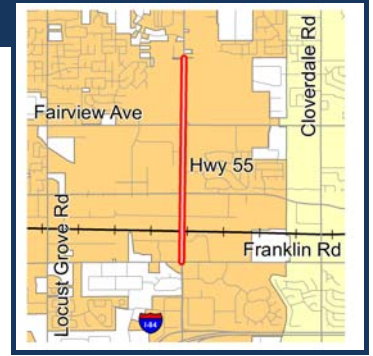
Project Year: 2015

Total Previous Expenditures: \$50

Total Programmed Cost: \$9,390

Total Cost (Previous + Programmed): \$9,440

Project Description: Add one lane northbound from Franklin Road to Fairview Avenue and add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Town Center shopping center using State Tax Anticipated Revenue (STAR) financing.



Funding Source STAR Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	9,310	9,310	0	9,310
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9,310	\$9,310	\$0	\$9,310

Funding Source State Funds Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	80	0	80	0	80
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$80	\$0	\$80	\$0	\$80

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

SH-55 (Karcher Road) and Hoskins, Pride, and Riverside Streets, Canyon Co

Key # : 18779

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,595

Total Cost (Previous + Programmed): \$1,595

Project Description: Safety and operational improvements on SH-55 (Karcher Road) at the intersections of Hoskins Road, Pride Lane, and Riverside Road.



Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	50	0	0	0	0	0	50	46	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	155	1,390	1,545	1,432	113
Fund Totals:	\$50	\$0	\$0	\$0	\$155	\$1,390	\$1,595	\$1,478	\$117

SH-55 and Farmway Road Intersection, Canyon County

Key # : 18841

Inflated

PROJECT TYPE:

Requesting Agency:

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,000

Total Cost (Previous + Programmed): \$3,000

Project Description: This project will rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on the north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs and three 12-foot lanes on Farmway Road.

Funding Source Safety Local Match : 100.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	300	2,700	3,000	0	3,000
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$300	\$2,700	\$3,000	\$0	\$3,000

SH-55, Intersection at SH-55 (Eagle Road) and SH-44, Ada County

Key # : 13476

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

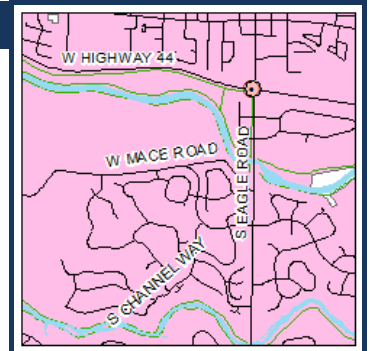
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,254

Total Cost (Previous + Programmed): \$1,254

Project Description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle.



Funding Source **HSIP**

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	206	0	0	0	0	206	191	15
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	103	946	1,048	972	77
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$206	\$0	\$0	\$103	\$946	\$1,254	\$1,162	\$92

SH-55, Intersection Eagle Road and McMillan Road, Ada County

Key # : 13058

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: Joint ITD/ACHD

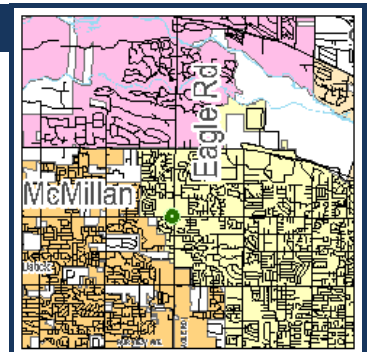
Project Year: 2015

Total Previous Expenditures: \$2,625

Total Programmed Cost: \$2,740

Total Cost (Previous + Programmed): \$5,365

Project Description: This is a joint project between ACHD and ITD to make improvements to the intersection at SH-55 (Eagle Road) and McMillan Road. The split in funding between the agencies will be determined toward the close of the project.



Funding Source **Local Participating**

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	90	0	0	0	90	0	90
2015	0	0	0	500	25	2,125	2,650	0	2,650
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$90	\$500	\$25	\$2,125	\$2,740	\$0	\$2,740

SH-55, Intersection Karcher Road and Indiana Avenue, Canyon County

Key # : 13475

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

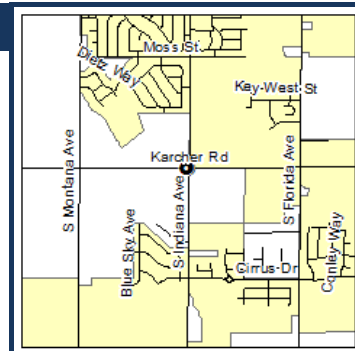
Project Year: 2016

Total Previous Expenditures: \$57

Total Programmed Cost: \$3,903

Total Cost (Previous + Programmed): \$3,960

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Indiana Avenue in the City of Caldwell.



Funding Source **HSIP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	200	0	0	0	0	0	200	185	15
2015	0	0	306	0	0	0	306	284	22
2016	0	0	0	0	309	3,088	3,397	3,148	249
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$200	\$0	\$306	\$0	\$309	\$3,088	\$3,903	\$3,616	\$286

SH-55, Intersection Karcher Road and Lake Avenue, Canyon County

Key # : 12383

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

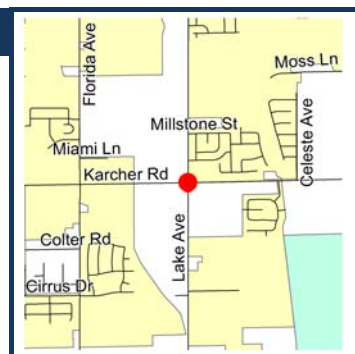
Project Year: 2016

Total Previous Expenditures: \$595

Total Programmed Cost: \$3,865

Total Cost (Previous + Programmed): \$4,460

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Nampa.



Funding Source **HSIP** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	505	3,360	3,865	3,581	284
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$505	\$3,360	\$3,865	\$3,581	\$284

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

SH-55, Intersection Karcher Road and Middleton Road, Nampa

Key # : 12046

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: Joint City of Nampa/ITD

Project Year: 2014

Total Previous Expenditures: \$820

Total Programmed Cost: \$5,352

Total Cost (Previous + Programmed): \$6,172

Project Description: Intersection improvement at the intersection of Karcher and Middleton Road in Nampa.



Funding Source HSIP Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	2	0	0	411	2,754	3,167	2,935	232
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$2	\$0	\$0	\$411	\$2,754	\$3,167	\$2,935	\$232

Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	475	0	230	1,480	2,185	2,025	160
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$475	\$0	\$230	\$1,480	\$2,185	\$2,025	\$160

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

SH-55, Karcher Road and Nampa/Caldwell Boulevard, Canyon County

Key # : 13033

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

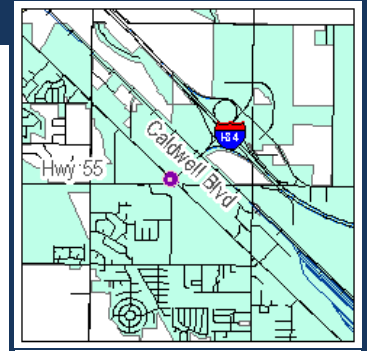
Project Year: 2016

Total Previous Expenditures: \$30

Total Programmed Cost: \$1,080

Total Cost (Previous + Programmed): \$1,110

Project Description: Intersection improvements to reduce safety issues at the intersection of SH-55 (Karcher Road) and Nampa/Caldwell Boulevard in Nampa.



Funding Source **HSIP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	51	1,029	1,080	1,001	79
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$51	\$1,029	\$1,080	\$1,001	\$79

SH-55, Snake River Bridge, Marsing

Key # : 13387

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$460

Total Programmed Cost: \$8,221

Total Cost (Previous + Programmed): \$8,681

Project Description: Bridge replacement over Snake River near Marsing. Total project cost is \$8,074,000 (69% Canyon County and 31% Owyhee County).



Funding Source **Bridge** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	120	0	0	0	0	0	120	111	9
2015	82	0	0	0	0	0	82	76	6
2016	42	0	104	0	0	0	146	135	11
2017	0	0	0	0	1,027	6,847	7,874	7,296	578
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$243	\$0	\$104	\$0	\$1,027	\$6,847	\$8,221	\$7,618	\$603

Sidewalk, North Middleton Road, Middleton

Key # : 14343

Inflated

PROJECT TYPE:

Enhancement

Requesting Agency: City of Middleton

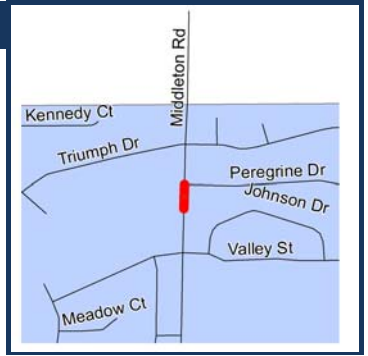
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$61

Project Description: This project will install sidewalks along North Middleton Road on the west side, from Triumph Drive south 225 feet to connect to sidewalks existing along Mountain View subdivision across the street from Mill Creek Elementary School.



Funding Source TAP-State Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	8	0	0	0	0	8	6	2
2015	0	0	0	0	0	53	53	42	11
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$8	\$0	\$0	\$0	\$53	\$61	\$49	\$12

Signal Timing Improvements, ACHD

Key # : 13491

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$28

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$228

Project Description: Signal timing improvements for traffic safety at: Federal Way from Protest Road to Gowen Road; Franklin Road, Maple Grove Road to Eagle Road; Overland Road, Cloverdale Road to Overland Park; Overland Road, Meridian Road to Eagle Road.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	200	0	0	0	0	200	185	15
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$185	\$15

Signal Timing Plan Update, ACHD

Key # : 13955

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$193

Total Cost (Previous + Programmed): \$193

Project Description: Update signal timing on nine (9) corridor sections to improve mobility and increase safety. Signal timing improvements will occur on sections of Park Center Blvd., Orchard Rd., Curtis Rd., and numerous intersections surrounding Boise Towne Square Mall.



Traffic Signal Upgrade

Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	1	0	0	0	0	0	1	1	0
2015	0	7	0	0	0	185	192	178	14
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$7	\$0	\$0	\$0	\$185	\$193	\$179	\$14

South Cemetery Road, SH-44 to Willow Creek, Middleton

Key # : 12048

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: City of Middleton

Project Year: 2018

Total Previous Expenditures: \$472

Total Programmed Cost: \$3,075

Total Cost (Previous + Programmed): \$3,547

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



Funding Source Local Participating Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	510	0	0	0	510	0	510
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$510	\$0	\$0	\$0	\$510	\$0	\$510

Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	336	2,230	2,565	2,377	188
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$336	\$2,230	\$2,565	\$2,377	\$188

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

South Orchard Access Road, Railroad Crossing, Ada County

Key # : 12360

Inflated

PROJECT TYPE:

Safety

Requesting Agency: Joint ITD/ACHD

Project Year: 2015

Total Previous Expenditures: \$10

Total Programmed Cost: \$310

Total Cost (Previous + Programmed): \$320

Project Description: Add a railroad gate and signal at the South Orchard Access Road.



Funding Source Safety - SAFETEA-LU Rail Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	55	55	55	0
2015	0	0	0	0	0	255	255	255	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$310	\$310	\$310	\$0

State Highways, Pavement Striping - FY2016

Key # : 13023

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$326

Total Cost (Previous + Programmed): \$326

Project Description: Restripe state highways in District 3. Total costs = \$314,000.00 (26% Ada County, 19% Canyon County, 41% Elmore County, 14% Payette County).



Funding Source Traffic Operations Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	5	0	0	0	0	0	5	5	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	23	299	321	321	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$0	\$0	\$0	\$23	\$299	\$326	\$326	\$0

State Street and Collister Drive Intersection, ACHD

Key # : 13481

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

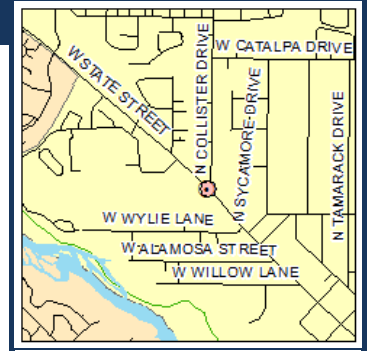
Project Year: 2017

Total Previous Expenditures: \$540

Total Programmed Cost: \$5,767

Total Cost (Previous + Programmed): \$6,307

Project Description: Intersection improvements at State Street and Collister Drive.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	320	0	0	0	0	320	297	23
2015	0	0	393	0	0	0	393	364	29
2016	0	0	130	0	0	0	130	121	10
2017	0	0	0	0	647	4,277	4,924	4,563	361
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$320	\$523	\$0	\$647	\$4,277	\$5,767	\$5,343	\$423

State Street ITS, SH-16 to 23rd Street, Boise, ACHD

Key # : 12366

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: ACHD

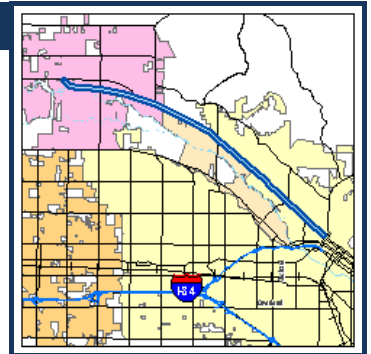
Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$208)

Total Cost (Previous + Programmed):

Project Description: Install intelligent transportation system (ITS) devices on State Street, including closed circuit television cameras, speed detection systems, fiber optic communications cable, dynamic message signs, upgraded traffic signal controllers, and re-time traffic signals.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	-5	-9	0	0	-8	-186	-208	-193	-15
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$5)	(\$9)	\$0	\$0	(\$8)	(\$186)	(\$208)	(\$193)	(\$15)

Swan Falls Road Shoulder Widening, Kuna - FY2012

Key # : 13518

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ACHD

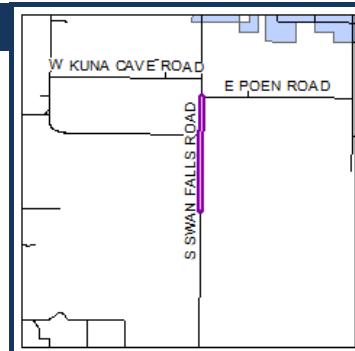
Project Year: 2014

Total Previous Expenditures: \$170

Total Programmed Cost: \$530

Total Cost (Previous + Programmed): \$700

Project Description: This project will construct three miles of five-foot shoulders along Swan Falls Road from Poen Road to Initial Point to provide safe walking, bicycling and vehicle pull-offs with funds through the National Scenic Byways Program.



Funding Source FHWA Discretionary Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	44	399	443	354	89
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$44	\$399	\$443	\$354	\$89

Funding Source Local Participating Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	87	87	0	87
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$87	\$87	\$0	\$87

Three Cities ITS

Key # : 08821

Inflated

PROJECT TYPE:

Intelligent Transportation Systems

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$3,739

Total Programmed Cost: \$2,289

Total Cost (Previous + Programmed): \$6,028

Project Description: Project will select and install adaptive signal technology to enhance 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).



Adaptive Signal Technology

Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source High Priority - SAFETEA-LU Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	300	1,989	2,289	2,121	168
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$300	\$1,989	\$2,289	\$2,121	\$168

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise

Key # : T311

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$120

Total Cost (Previous + Programmed): \$120

Project Description: Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program. Project uses FY2014 funding. (Federal = \$96,000)

Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	120	120	96	24
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$120	\$120	\$96	\$24

Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa

Key # : T312

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$120

Total Cost (Previous + Programmed): \$120

Project Description: Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program. Project uses FY2013 and FY2014 funding. (Federal = \$96,000)

Funding Source FTA 5339 SU

Local Match : 20.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	120	120	96	24
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$120	\$120	\$96	\$24

Transit - Acquisition of Service Admin. And Implementation, Nampa - FY201

Key # : 14220

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$125

Total Cost (Previous + Programmed): \$125

Project Description: Provide administration and implementation of acquisition of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	125	125	100	25
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$125	\$125	\$100	\$25

Transit - Acquisition of Service Canyon County, Nampa

Key # : T309

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$61

Project Description: Provide administration and implementation of acquisition of service in Canyon County, with service to the Nampa Urbanized Area. These funds pay only for the services that travel within the urbanized area. Service outside the urbanized area will be paid by Parma Senior Center and others. Project uses FY2014 funding. (Federal = \$49,000)

Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	61	61	49	12
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$61	\$61	\$49	\$12

Transit - Acquisition of Service Kuna and Star

Key # : T306

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$39

Total Cost (Previous + Programmed): \$39

Project Description: Provide administration and implementation of acquisition of service in the cities of Kuna and Star, with service to the Boise Urbanized Area. Project uses FY2013 and FY2014 funding. (Federal = \$31,000)

Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	39	39	31	8
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$39	\$39	\$31	\$8

Transit - Acquisition of Service, Eagle and Meridian

Key # : 12802

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of purchase of service in the cities of Eagle and Meridian for service in the Boise Urbanized Area. (Federal share= \$209,000)



Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	261	261	209	52
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Associated Capital Enhancements, Boise - FY2015

Key # : 12789

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$265

Total Cost (Previous + Programmed): \$265

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 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	265	265	212	53
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$265	\$265	\$212	\$53

Transit - Associated Capital Enhancements, Boise - FY2017

Key # : 13783

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Enhancement including shelters. Benches, lighting, landing pads, waste disposal, bike racks or information postings in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	200	200	160	40
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$160	\$40

Transit - Associated Capital Enhancements, Boise - FY2018

Key # : 14223

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

Project Description: Provide capital improvements at park and ride lots and bus stops in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	400	400	320	80
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$400	\$400	\$320	\$80

Transit - Associated Capital Enhancements, Nampa - FY2014

Key # : 12778

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$144

Total Cost (Previous + Programmed): \$144

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	144	144	115	29
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$144	\$144	\$115	\$29

Transit - Associated Capital Enhancements, Nampa - FY2015

Key # : 14260

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	200	200	160	40
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$160	\$40

Transit - Associated Capital Enhancements, Nampa - FY2017

Key # : 14259

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	200	200	160	40
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$160	\$40

Transit - Associated Capital Enhancements, Nampa - FY2018

Key # : 14258

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	100	100	80	20
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Associated Capital Improvements, Boise - FY2014

Key # : 14226

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$248

Total Cost (Previous + Programmed): \$248

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	248	248	198	50
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$248	\$248	\$198	\$50

Transit - Associated Capital Improvements, Boise - FY2015

Key # : 14262

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$579

Total Cost (Previous + Programmed): \$579

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	579	579	463	116
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$579	\$579	\$463	\$116

Transit - Associated Capital Improvements, Boise - FY2016

Key # : 14263

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$768

Total Cost (Previous + Programmed): \$768

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	768	768	614	154
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$768	\$768	\$614	\$154

Transit - Associated Capital Improvements, Boise - FY2017

Key # : 14264

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$463

Total Cost (Previous + Programmed): \$463

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	463	463	370	93
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$463	\$463	\$370	\$93

Transit - Associated Capital Improvements, Boise - FY2018

Key # : 14265

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$753

Total Cost (Previous + Programmed): \$753

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	753	753	602	151
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$753	\$753	\$602	\$151

Transit - Associated Capital Improvements, Nampa - FY2013

Key # : 12760

Inflated

PROJECT TYPE:

Requesting Agency: Joint City of Nampa/Valley Regional Transit Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$891

Total Cost (Previous + Programmed): \$891

Project Description: Provide enhancements including sidewalk enhancements, bicycle facility enhancements, shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. Project also includes three bicycles/pedestrian improvement projects in the City of Nampa. (Federal = \$713,000)



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	891	891	713	178
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$891	\$891	\$713	\$178

Transit - Associated Capital Improvements, Nampa - FY2015

Key # : 12795

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$540

Total Cost (Previous + Programmed): \$540

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 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	540	540	432	108
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$540	\$540	\$432	\$108

Transit - Associated Capital Improvements, Nampa - FY2017

Key # : 13213

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$130

Total Cost (Previous + Programmed): \$130

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	130	130	104	26
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$130	\$130	\$104	\$26

Transit - Associated Capital Improvements, Nampa - FY2017

Key # : 13784

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$300

Project Description: Enhancements including shelters, benches, lighting, landing pads, waste disposal, bike racks or information postings in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	300	300	240	60
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$240	\$60

Transit - Associated Capital Improvements, Nampa - FY2018

Key # : 14224

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Previous + Programmed): \$60

Project Description: Provide capital facility and equipment improvements in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	60	60	48	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$48	\$12

Transit - Bicycle and Pedestrian Infrastructure, Nampa - FY2013

Key # : 13711

Inflated

PROJECT TYPE:

Requesting Agency: City of Nampa

Paved Pathway

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$286

Total Cost (Previous + Programmed): \$286

Project Description: This project will provide bicycle and pedestrian infrastructure to enlarge access and connectivity by connecting multiple neighborhoods in southeast and north Nampa to the downtown area and to one of the three transit transfer stations in Nampa. The project will expand the transportation network while accommodating those who bike or walk as a primary mode of transportation. (federal = \$236,000)



Funding Source FTA 5316 SU

Local Match : 17.65%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	286	286	236	50
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$286	\$286	\$236	\$50

Transit - Bike/Pedestrian Improvements, Nampa - FY2014

Key # : 14261

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Paved Pathway

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$186

Total Cost (Previous + Programmed): \$186

Project Description: Project to improve bicycle and pedestrian facilities at South Stanform Street.

Project will place a culvert and provide a pathway extension.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	186	186	149	37
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$186	\$186	\$149	\$37

Transit - Boise State University Maintenance Facility - FY2008

Key # : 11350

Inflated

PROJECT TYPE:

Requesting Agency: Boise State University

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$543

Total Programmed Cost: \$108

Total Cost (Previous + Programmed): \$651

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



Bus Maintenance Facility

Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	108	108	86	22
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$108	\$108	\$86	\$22

Transit - Boise State University Replacement Shuttles, Boise - FY2015

Key # : 13223

Inflated

PROJECT TYPE:

Requesting Agency: Boise State University

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

Project Description: Purchase replacement shuttles for Boise State University.



Shuttle Replacement

Funding Source FTA 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	83	83	69	14
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$83	\$83	\$69	\$14

Transit - Boise State University Replacement Shuttles, Boise - FY2016

Key # : 13224

Inflated

PROJECT TYPE:

Requesting Agency: Boise State University

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$332

Total Cost (Previous + Programmed): \$332

Project Description: Purchase replacement shuttles for Boise State University.



Shuttle Replacement

Funding Source FTA 5307 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	332	332	276	56
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$332	\$332	\$276	\$56

Transit - Capital Enhancements, Boise - FY2013

Key # : 12754

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	40	40	32	8
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2013

Key # : 12755

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$88

Total Cost (Previous + Programmed): \$88

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 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	88	88	73	15
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$88	\$88	\$73	\$15

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2013

Key # : 13827

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$324

Total Cost (Previous + Programmed): \$324

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 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	324	324	259	65
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$324	\$324	\$259	\$65

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2013

Key # : 13835

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$66

Total Cost (Previous + Programmed): \$66

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 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	66	66	53	13
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$66	\$66	\$53	\$13

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2014

Key # : 14221

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$193

Total Cost (Previous + Programmed): \$193

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 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	193	193	154	39
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$193	\$193	\$154	\$39

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2015

Key # : 14237

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$224

Total Cost (Previous + Programmed): \$224

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 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	224	224	186	38
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$224	\$224	\$186	\$38

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2016

Key # : 14238

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

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 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	307	307	255	52
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$307	\$307	\$255	\$52

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2017

Key # : 13779

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$391

Total Cost (Previous + Programmed): \$391

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



Funding Source FTA 5307 LU

Local Match : 17.14%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	391	391	324	67
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$391	\$391	\$324	\$67

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2017

Key # : 14239

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

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 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	307	307	255	52
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$307	\$307	\$255	\$52

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2018

Key # : 14240

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

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 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	307	307	255	52
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$307	\$307	\$255	\$52

Transit - Capital Lease or Purchase and Maintenance, Nampa

Key # : 12179

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$962

Total Cost (Previous + Programmed): \$962

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. (Federal = \$769,438.)



Funding Source FTA 5307

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	962	962	770	192
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$962	\$962	\$770	\$192

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2013

Key # : 12761

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$368

Total Cost (Previous + Programmed): \$368

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	368	368	294	74
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$368	\$368	\$294	\$74

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2013

Key # : 13831

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$27

Total Cost (Previous + Programmed): \$27

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	27	27	22	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$27	\$27	\$22	\$5

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2014

Key # : 12779

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$21

Total Cost (Previous + Programmed): \$21

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	21	21	17	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$21	\$21	\$17	\$4

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2014

Key # : 14218

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$259

Total Cost (Previous + Programmed): \$259

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 5339 SU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	259	259	215	44
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$259	\$259	\$215	\$44

Transit - Capital Purchase and Maintenance, Boise - FY2013

Key # : 13828

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$263

Total Cost (Previous + Programmed): \$263

Project Description: Project is a "acquisition of service" sponsored by Valley Regional Transit and pass-through to Treasure Valley Transit to provide rides for seniors and persons with disabilities in the Meridian and Eagle areas who are unable to access transportation through volunteer driver programs or limited senior center transportation services.



Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	263	263	210	53
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$263	\$263	\$210	\$53

Transit - Capital, Acquisition of Service, Nampa - FY2013

Key # : 13832

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$194

Total Cost (Previous + Programmed): \$194

Project Description: Provides additional service for persons with disabilities in Nampa, Caldwell and Middleton through an "acquisition of service" agreement sponsored by Valley Regional Transit and pass-through to Treasure Valley Transit.



Funding Source FTA 5310 SU

Local Match : 24.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	194	194	147	47
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$194	\$194	\$147	\$47

Transit - Capital, Safety and Security, Boise - FY2015

Key # : 12788

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	40	40	32	8
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital, Safety and Security, Boise - FY2016

Key # : 13206

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	40	40	32	8
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital, Safety and Security, Boise - FY2017

Key # : 13781

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	40	40	32	8
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital, Safety and Security, Boise - FY2018

Key # : 14222

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	40	40	32	8
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital, Safety and Security, Nampa - FY2013

Key # : 12759

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$29

Total Cost (Previous + Programmed): \$29

Project Description: Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Nampa Urbanized Area. (federal \$23,000)



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	29	29	23	6
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$29	\$29	\$23	\$6

Transit - Capital, Safety and Security, Nampa - FY2014

Key # : 14375

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$30

Total Cost (Previous + Programmed): \$30

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	30	30	24	6
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$30	\$30	\$24	\$6

Transit - Capital, Safety and Security, Nampa - FY2015

Key # : 12794

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	15	15	12	3
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit - Capital, Safety and Security, Nampa - FY2016

Key # : 13212

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	15	15	12	3
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit - Capital, Safety and Security, Nampa - FY2017

Key # : 13782

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	15	15	12	3
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit - Capital, Safety and Security, Nampa - FY2018

Key # : 14225

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	15	15	12	3
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit - Demand Response Operations, Boise - FY2013

Key # : 12756

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$435

Total Cost (Previous + Programmed): \$435

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	435	435	348	87
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$435	\$435	\$348	\$87

Transit - Demand Response Operations, Boise - FY2014

Key # : 12774

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$500

Total Cost (Previous + Programmed): \$500

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	500	500	400	100
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$400	\$100

Transit - Demand Response Operations, Boise - FY2015

Key # : 12791

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$457

Total Cost (Previous + Programmed): \$457

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	457	457	366	91
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$457	\$457	\$366	\$91

Transit - Demand Response Operations, Boise - FY2016

Key # : 13209

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$469

Total Cost (Previous + Programmed): \$469

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	469	469	375	94
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$469	\$469	\$375	\$94

Transit - Demand Response Operations, Boise - FY2017

Key # : 13789

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$481

Total Cost (Previous + Programmed): \$481

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



Funding Source FTA 5307 LU

Local Match : 20.20%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	481	481	384	97
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$481	\$481	\$384	\$97

Transit - Demand Response Operations, Boise - FY2018

Key # : 14229

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$493

Total Cost (Previous + Programmed): \$493

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	493	493	394	99
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$493	\$493	\$394	\$99

Transit - Demand Response Operations, Nampa - FY2013

Key # : 12763

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	40	40	32	8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Demand Response Operations, Nampa - FY2014

Key # : 12781

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	83	83	66	17
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$83	\$83	\$66	\$17

Transit - Demand Response Operations, Nampa - FY2015

Key # : 12798

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$35

Total Cost (Previous + Programmed): \$35

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	35	35	28	7
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$35	\$35	\$28	\$7

Transit - Demand Response Operations, Nampa - FY2016

Key # : 13216

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$36

Total Cost (Previous + Programmed): \$36

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	36	36	29	7
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$36	\$36	\$29	\$7

Transit - Demand Response Operations, Nampa - FY2017

Key # : 13790

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$37

Total Cost (Previous + Programmed): \$37

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	37	37	30	7
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$37	\$37	\$30	\$7

Transit - Demand Response Operations, Nampa - FY2018

Key # : 14233

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$38

Total Cost (Previous + Programmed): \$38

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	38	38	30	8
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$38	\$38	\$30	\$8

Transit - Demand Response Services, TVT - FY2014

Key # : 14275

Inflated

PROJECT TYPE:

Requesting Agency: Treasure Valley Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$638

Total Cost (Previous + Programmed): \$638

Project Description: Provide rural transportation services in Ada, Boise, Canyon, Elmore, Gem, and Owyhee Counties.



Funding Source FTA 5311

Local Match : 42.50%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	638	638	367	271
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$638	\$638	\$367	\$271

Transit - Demand Response, Nampa

Key # : T310

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$183

Total Cost (Previous + Programmed): \$183

Project Description: Provide administration and implementation of demand response service in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding. (Federal = \$146,000)

Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	183	183	146	37
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$183	\$183	\$146	\$37

Transit - Deviated Fixed Route Services, TVT - FY2014

Key # : 14276

Inflated

PROJECT TYPE:

Requesting Agency: Treasure Valley Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$409

Total Cost (Previous + Programmed): \$409

Project Description: Provide transportation services in Ada, Boise, Canyon, Elmore, Gem, and Owyhee Counties.



Funding Source FTA 5311

Local Match : 42.30%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	409	409	236	173
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$409	\$409	\$236	\$173

Transit - Fixed Line and Demand Response, Boise - FY2015

Key # : 14250

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$113

Total Cost (Previous + Programmed): \$113

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



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	113	113	57	57
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$113	\$113	\$57	\$57

Transit - Fixed Line and Demand Response, Boise - FY2016

Key # : 14251

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$116

Total Cost (Previous + Programmed): \$116

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



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	116	116	58	58
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$116	\$116	\$58	\$58

Transit - Fixed Line and Demand Response, Boise - FY2017

Key # : 14252

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$116

Total Cost (Previous + Programmed): \$116

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



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	116	116	58	58
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$116	\$116	\$58	\$58

Transit - Fixed Line and Demand Response, Boise - FY2018

Key # : 14253

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$122

Total Cost (Previous + Programmed): \$122

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



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	122	122	61	61
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$122	\$122	\$61	\$61

Transit - Fixed Line and Demand Response, Nampa - FY2014

Key # : 12780

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$944

Total Cost (Previous + Programmed): \$944

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



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	944	0	0	0	0	944	472	472
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$944	\$0	\$0	\$0	\$0	\$944	\$472	\$472

Transit - Fixed Line and Demand Response, Nampa - FY2015

Key # : 12797

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$976

Total Cost (Previous + Programmed): \$976

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



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	976	976	488	488
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$976	\$976	\$488	\$488

Transit - Fixed Line and Demand Response, Nampa - FY2016

Key # : 13215

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

Total Cost (Previous + Programmed): \$1,000

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



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,000	1,000	500	500
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$500	\$500

Transit - Fixed Line and Demand Response, Nampa - FY2017

Key # : 13791

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,025

Total Cost (Previous + Programmed): \$1,025

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



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,025	1,025	513	513
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,025	\$1,025	\$513	\$513

Transit - Fixed Line and Demand Response, Nampa - FY2018

Key # : 14234

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,051

Total Cost (Previous + Programmed): \$1,051

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



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1,051	1,051	526	526
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,051	\$1,051	\$526	\$526

Transit - Fixed Line Operations, Nampa - FY2013

Key # : 12762

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,035

Total Cost (Previous + Programmed): \$1,035

Project Description: Provide transit operations and administration in the Nampa Urbanized Area, including service to the YMCA



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	1,035	1,035	518	518
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,035	\$1,035	\$518	\$518

Transit - GoRide Job Access, VRT - FY2012

Key # : 13713

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$41

Total Cost (Previous + Programmed): \$41

Project Description: The GoRide Job Access Transportation project will provide job training and job access. VRT in coordination with the Idaho Office for Refugees will train refugees to drive a vehicle from the VRT vehicle sharing pool to transport groups of refugees.



Funding Source FTA 5316 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	41	41	33	8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$41	\$41	\$33	\$8

Transit – Job Access Reverse Commute (JARC) – Program Development FY2

Key # : 12172

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$121

Total Cost (Previous + Programmed): \$121

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



Funding Source FTA 5316 LU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	121	121	97	24
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$121	\$121	\$97	\$24

Transit - Maintenance Facility Improvements, Boise, VRT - FY2012

Key # : 13778

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$250

Total Cost (Previous + Programmed): \$250

Project Description: Replace washing and wastewater containment equipment at the Ada County transit operations and maintenance facility.



Funding Source FTA 5309

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	250	250	200	50
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$250	\$250	\$200	\$50

Transit - Mobility Admin. and Implementation, Boise - FY2015

Key # : 14241

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,104

Total Cost (Previous + Programmed): \$1,104

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 LU

Local Match : 31.78%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	1,104	1,104	753	351
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,104	\$1,104	\$753	\$351

Transit - Mobility Admin. and Implementation, Boise - FY2016

Key # : 14242

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,131

Total Cost (Previous + Programmed): \$1,131

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 LU

Local Match : 31.70%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,131	1,131	772	359
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,131	\$1,131	\$772	\$359

Transit - Mobility Admin. and Implementation, Boise - FY2017

Key # : 14243

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,159

Total Cost (Previous + Programmed): \$1,159

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 LU

Local Match : 31.78%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,159	1,159	791	368
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,159	\$1,159	\$791	\$368

Transit - Mobility Admin. and Implementation, Boise - FY2018

Key # : 14244

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,189

Total Cost (Previous + Programmed): \$1,189

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 31.78%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1,189	1,189	811	378
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,189	\$1,189	\$811	\$378

Transit - Mobility Admin. and Implementation, Nampa - FY2015

Key # : 14254

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$440

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 39.70%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	440	440	265	175
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$440	\$440	\$265	\$175

Transit - Mobility Admin. and Implementation, Nampa - FY2016

Key # : 14255

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$451

Total Cost (Previous + Programmed): \$451

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 39.70%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	451	451	272	179
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$451	\$451	\$272	\$179

Transit - Mobility Admin. and Implementation, Nampa - FY2017

Key # : 14256

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$463

Total Cost (Previous + Programmed): \$463

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 39.72%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	463	463	279	184
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$463	\$463	\$279	\$184

Transit - Mobility Admin. and Implementation, Nampa - FY2018

Key # : 14257

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$473

Total Cost (Previous + Programmed): \$473

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 SU

Local Match : 39.70%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	473	473	285	188
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$473	\$473	\$285	\$188

Transit - Mobility Implementation, Boise - FY2014

Key # : 12785

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$611

Total Cost (Previous + Programmed): \$611

Project Description: Program implementation for mobility management projects in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	611	611	489	122
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$611	\$611	\$489	\$122

Transit - Mobility Implementation, Nampa - FY2014

Key # : 14227

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$181

Total Cost (Previous + Programmed): \$181

Project Description: Provide implementation of mobility services in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	181	181	145	36
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$181	\$181	\$145	\$36

Transit - Mobility Management, Boise - FY2013

Key # : 12767

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$560

Total Cost (Previous + Programmed): \$560

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	560	560	448	112
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$560	\$560	\$448	\$112

Transit - Mobility Management, VRT - FY2012

Key # : 13327

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2014

Total Previous Expenditures:

Total Programmed Cost: \$125

Total Cost (Previous + Programmed):

Project Description: Provide mobility management services, including coordinated marketing and technology integration in the Nampa Urbanized Area



Funding Source FTA 5317 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	125	125	100	25
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$125	\$125	\$100	\$25

Transit – Mobility Programs Operations, Boise – FY2013

Key # : 14379

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$704

Total Cost (Previous + Programmed): \$704

Project Description: Provides operations for mobility management programs in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	704	704	352	352
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$704	\$704	\$352	\$352

Transit – Mobility Programs Operations, Boise – FY2014

Key # : 14377

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$768

Total Cost (Previous + Programmed): \$768

Project Description: Provides operations for mobility management programs in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	768	768	384	384
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$768	\$768	\$384	\$384

Transit – Mobility Programs Operations, Nampa – FY2014

Key # : 14376

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$228

Total Cost (Previous + Programmed): \$228

Project Description: Provides operations for mobility management programs in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	228	228	114	114
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$228	\$228	\$114	\$114

Transit – New Freedom Initiative Development – FY2012

Key # : 12173

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$38

Total Cost (Previous + Programmed): \$38

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



Funding Source FTA 5317 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	38	38	30	8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$38	\$38	\$30	\$8

Transit - Planning, Boise - FY2013

Key # : 12757

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$179

Total Cost (Previous + Programmed): \$179

Project Description: Support planning efforts in Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	179	0	0	0	0	179	143	36
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$179	\$0	\$0	\$0	\$0	\$179	\$143	\$36

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

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Transit - Planning, Boise - FY2014

Key # : 12775

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$410

Total Cost (Previous + Programmed): \$410

Project Description: Support planning efforts in Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	410	0	0	0	0	410	328	82
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$410	\$0	\$0	\$0	\$0	\$410	\$328	\$82

Transit - Planning, Boise - FY2015

Key # : 12792

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$409

Total Cost (Previous + Programmed): \$409

Project Description: Support planning efforts in Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	409	0	0	0	0	409	327	82
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$409	\$0	\$0	\$0	\$0	\$409	\$327	\$82

Transit - Planning, Boise - FY2016

Key # : 13210

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$419

Total Cost (Previous + Programmed): \$419

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	419	0	0	0	0	419	335	84
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$419	\$0	\$0	\$0	\$0	\$419	\$335	\$84

Transit - Planning, Boise - FY2017

Key # : 13792

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$429

Total Cost (Previous + Programmed): \$429

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	429	0	0	0	0	429	343	86
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$429	\$0	\$0	\$0	\$0	\$429	\$343	\$86

Transit - Planning, Boise - FY2018

Key # : 14230

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$440

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	440	0	0	0	0	440	352	88
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$440	\$0	\$0	\$0	\$0	\$440	\$352	\$88

Transit - Planning, Nampa - FY2013

Key # : 12764

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$153

Total Cost (Previous + Programmed): \$153

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	153	0	0	0	0	153	122	31
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$153	\$0	\$0	\$0	\$0	\$153	\$122	\$31

Transit - Planning, Nampa - FY2014

Key # : 12782

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$251

Total Cost (Previous + Programmed): \$251

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	251	0	0	0	0	251	201	50
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$251	\$0	\$0	\$0	\$0	\$251	\$201	\$50

Transit - Planning, Nampa - FY2015

Key # : 12799

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$161

Total Cost (Previous + Programmed): \$161

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	161	0	0	0	0	161	129	32
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$161	\$0	\$0	\$0	\$0	\$161	\$129	\$32

Transit - Planning, Nampa - FY2016

Key # : 13217

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$165

Total Cost (Previous + Programmed): \$165

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



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	165	0	0	0	0	165	132	33
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$165	\$0	\$0	\$0	\$0	\$165	\$132	\$33

Transit - Planning, Nampa - FY2017

Key # : 13793

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$169

Total Cost (Previous + Programmed): \$169

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



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	169	0	0	0	0	169	135	34
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$169	\$0	\$0	\$0	\$0	\$169	\$135	\$34

Transit - Planning, Nampa - FY2018

Key # : 14235

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Studies/Planning/Special

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$174

Total Cost (Previous + Programmed): \$174

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	174	0	0	0	0	174	139	35
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$174	\$0	\$0	\$0	\$0	\$174	\$139	\$35

Transit - Preventive Maintenance - FY2012

Key # : 12177

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$81

Total Cost (Previous + Programmed): \$81

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%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	81	81	65	16
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$81	\$81	\$65	\$16

Transit - Preventive Maintenance, Boise - FY2013

Key # : 12758

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,723

Total Cost (Previous + Programmed): \$1,723

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	1,723	1,723	1,378	345
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,723	\$1,723	\$1,378	\$345

Transit - Preventive Maintenance, Boise - FY2014

Key # : 12776

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,766

Total Cost (Previous + Programmed): \$1,766

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	1,766	1,766	1,413	353
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,766	\$1,766	\$1,413	\$353

Transit - Preventive Maintenance, Boise - FY2015

Key # : 12793

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,371

Total Cost (Previous + Programmed): \$1,371

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	1,371	1,371	1,097	274
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,371	\$1,371	\$1,097	\$274

Transit - Preventive Maintenance, Boise - FY2016

Key # : 13211

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,856

Total Cost (Previous + Programmed): \$1,856

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,856	1,856	1,485	371
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,856	\$1,856	\$1,485	\$371

Transit - Preventive Maintenance, Boise - FY2017

Key # : 13794

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,902

Total Cost (Previous + Programmed): \$1,902

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,902	1,902	1,522	380
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,902	\$1,902	\$1,522	\$380

Transit - Preventive Maintenance, Boise - FY2018

Key # : 14231

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,950

Total Cost (Previous + Programmed): \$1,950

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



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1,950	1,950	1,560	390
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,950	\$1,950	\$1,560	\$390

Transit - Preventive Maintenance, Nampa - FY2014

Key # : 12783

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$239

Total Cost (Previous + Programmed): \$239

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	239	239	191	48
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$239	\$239	\$191	\$48

Transit - Preventive Maintenance, Nampa - FY2015

Key # : 12800

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$245

Total Cost (Previous + Programmed): \$245

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	245	245	196	49
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$245	\$245	\$196	\$49

Transit - Preventive Maintenance, Nampa - FY2016

Key # : 13218

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$251

Total Cost (Previous + Programmed): \$251

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	251	251	201	50
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$251	\$251	\$201	\$50

Transit - Preventive Maintenance, Nampa - FY2017

Key # : 13795

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$258

Total Cost (Previous + Programmed): \$258

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	258	258	206	52
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$258	\$258	\$206	\$52

Transit - Preventive Maintenance, Nampa - FY2018

Key # : 14236

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$264

Total Cost (Previous + Programmed): \$264

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



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	264	264	211	53
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$264	\$264	\$211	\$53

Transit - Purchase of Service Admin. and Implementation, Boise - FY2014

Key # : 14245

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$286

Total Cost (Previous + Programmed): \$286

Project Description: Provide administration and implementation of purchase of service in the Cities of Meridian and Eagle in the Boise Urbanized Area.



Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	286	286	229	57
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$286	\$286	\$229	\$57

Transit - Purchase of Service Admin. and Implementation, Boise - FY2016

Key # : 13220

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$266

Total Cost (Previous + Programmed): \$266

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



Funding Source FTA 5310 LU

Local Match : 13.91%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	266	266	229	37
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$266	\$266	\$229	\$37

Transit - Purchase of Service Admin. and Implementation, Boise - FY2017

Key # : 13786

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$266

Total Cost (Previous + Programmed): \$266

Project Description: Provide administration and implementation of purchase of service in the Boise Urbanized Area.



Funding Source FTA 5310 LU

Local Match : 13.80%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	266	266	229	37
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$266	\$266	\$229	\$37

Transit - Purchase of Service Admin. and Implementation, Boise - FY2018

Key # : 14228

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$265

Total Cost (Previous + Programmed): \$265

Project Description: Provide administration and implementation of purchase of service in the Boise Urbanized Area.



Funding Source FTA 5310 LU

Local Match : 13.50%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	265	265	229	36
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$265	\$265	\$229	\$36

Transit - Purchase of Service Admin. and Implementation, Nampa - FY2015

Key # : 14246

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of purchase of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	261	261	209	52
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Purchase of Service Admin. and Implementation, Nampa - FY2016

Key # : 14247

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of purchase of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	261	261	209	52
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Purchase of Service Admin. and Implementation, Nampa - FY2017

Key # : 14248

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of purchase of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	261	261	209	52
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Purchase of Service Admin. and Implementation, Nampa - FY2018

Key # : 14249

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of purchase of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	261	261	209	52
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Replacement Vehicles, ACHD, Commuteride - FY2014

Key # : 14268

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$175

Total Cost (Previous + Programmed): \$175

Project Description: Provide up to five (5) replacement vehicles for service starting in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	175	175	140	35
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$175	\$175	\$140	\$35

Transit - Valley Regional Transit Technology, Boise - FY2013

Key # : 13225

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Purchase technology equipment for Valley Regional Transit in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	100	100	80	20
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Valley Regional Transit Technology, Boise - FY2014

Key # : 13226

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Previous + Programmed): \$150

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	150	150	120	30
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$150	\$150	\$120	\$30

Transit - Valley Regional Transit Technology, Boise - FY2015

Key # : 13227

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	100	100	80	20
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Valley Regional Transit Technology, Boise - FY2016

Key # : 13228

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	100	100	80	20
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Valley Regional Transit Technology, Boise - FY2017

Key # : 13796

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	100	100	80	20
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Valley Regional Transit Technology, Boise - FY2018

Key # : 14232

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	100	100	80	20
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit - Vans - FY2009

Key # : 11787

Inflated

PROJECT TYPE:

Requesting Agency: ACHD

Public Transportation

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$97)

Total Cost (Previous + Programmed):

Project Description: New and replacement Commuteride van purchase.



Purchase Commuter Vans

Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	-97	-97	-90	-7
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$97)	(\$97)	(\$90)	(\$7)

Transit - Vehicle Maintenance, Kuna Senior Center, Boise

Key # : T307

Inflated

PROJECT TYPE:

Requesting Agency: Kuna Senior Center

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$5

Total Cost (Previous + Programmed): \$5

Project Description: Provide general maintenance on two vehicles for the Kuna Senior Center using funds from the Boise Urbanized Area. The vehicles travel between the cities of Kuna and Boise. Project uses FY2014 funding. (Federal = \$4,000)

Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	5	5	4	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5	\$5	\$4	\$1

Transit - Vehicle Replacement Melba, EOA

Key # : New3

Inflated

PROJECT TYPE:

Public Transportation

Requesting Agency: EOA

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$52

Total Cost (Previous + Programmed): \$52

Project Description: Replace a vehicle for the Melba Valley Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project. (Federal = \$42,000)



Funding Source FTA 5339 Rural Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	52	52	42	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$42	\$10

Transit - Vehicle Replacement Parma, EOA

Key # : New1

Inflated

PROJECT TYPE:

Paved Pathway

Requesting Agency: EOA

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$52

Total Cost (Previous + Programmed): \$52

Project Description: Replace a vehicle for the Parma Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project. (Federal = \$42,000)



Funding Source FTA 5339 Rural Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	52	52	42	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$42	\$10

Transit - Vehicle Replacement, Good Samaritan Society, Boise

Key # : T308

Inflated

PROJECT TYPE:

Requesting Agency: Boise Good Samaritan

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$50

Total Cost (Previous + Programmed): \$50

Project Description: Provide a replacement, wheel-chair accessible, vehicle for Boise Good Samaritan Society for service in the Boise Urbanized Area. Project uses FY2014 and FY2015 funding. (Federal = \$40,000)

Funding Source FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	50	50	40	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$40	\$10

Transit - YMCA GoRide Community Service, Caldwell YMCA - FY2014

Key # : 14266

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$109

Total Cost (Previous + Programmed): \$109

Project Description: Provide service between Caldwell schools and the YMCA.



Funding Source FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	109	109	55	55
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$109	\$109	\$55	\$55

Transit -Fixed Line and Demand Reponse Operations, Nampa

Key # : 12174

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$516

Total Cost (Previous + Programmed):

Project Description: Provide operating funds for demand response service in the Nampa Urbanized Area. (Federal = \$413,000)



Funding Source FTA 5307

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	516	516	413	103
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$516	\$516	\$413	\$103

Transit -Technology Implementation, VRT - FY2013

Key # : 13830

Inflated

PROJECT TYPE:

Requesting Agency: Valley Regional Transit

Public Transportation

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: This project will install automatic passenger counters, fare collection system upgrades, driver vehicle entry system for vehicle sharing pool and smart bus technology.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	100	100	80	20
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Travel Survey and Transit On-Board Data Collection, COMPASS

Key # : 13048

Inflated

PROJECT TYPE:

Studies/Planning/Special

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$357

Total Cost (Previous + Programmed): \$357

Project Description: This is a minor update to collect household travel characteristics and on-board transit ridership data within Ada County and Canyon County. The study will use a small sample size for use in verification in trip characteristics.



Onboard Transit Survey

Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	357	0	0	0	0	357	331	26
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$357	\$0	\$0	\$0	\$0	\$357	\$331	\$26

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

US 20/26 and Farmway Road Intersection, Canyon County

Key # : 18852

Inflated

PROJECT TYPE:

Requesting Agency: ITD

Safety

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

Project Description: Project will add a left-turn lane on north-bound US 20/26 to Farmway Road and add a flashing beacon to existing warning signs.

Funding Source **Local Match :** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

Funding Source Restoration **Local Match : 7.34%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	400	400	371	29
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$400	\$400	\$371	\$29

US 20/26, Branstetter Street to Junction I-184, Boise

Key # : 13928

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,893

Total Cost (Previous + Programmed): \$2,893

Project Description: Project will resurface US 20/26 from Branstetter Street to Junction I-184 in Boise.



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	100	0	0	0	0	0	100	92	8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	364	2,429	2,793	2,577	216
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$0	\$0	\$0	\$364	\$2,429	\$2,893	\$2,669	\$224

US 20/26, Broadway Bridge, Boise

Key # : 11588

Inflated

PROJECT TYPE:

Bridge

Requesting Agency: ITD

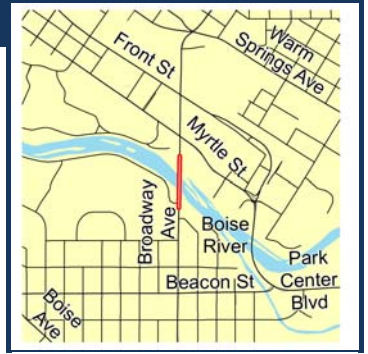
Project Year: 2015

Total Previous Expenditures: \$702

Total Programmed Cost: \$19,175

Total Cost (Previous + Programmed): \$19,877

Project Description: Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section.



Funding Source Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	1,000	1,000	0	0	0	2,000	1,853	147
2015	0	0	0	0	0	5,147	5,147	4,769	378
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,000	\$1,000	\$0	\$0	\$5,147	\$7,147	\$6,622	\$525

Funding Source Bridge Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	260	340	0	0	0	0	600	556	44
2015	0	0	0	0	1,084	10,344	11,428	10,589	839
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$260	\$340	\$0	\$0	\$1,084	\$10,344	\$12,028	\$11,145	\$883

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

US 20/26, Corridor Preservation, Caldwell to Boise

Key # : 07826

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

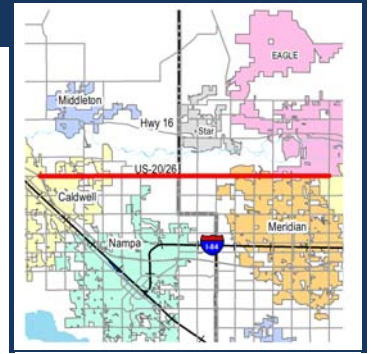
Project Year: 2017

Total Previous Expenditures: \$3,492

Total Programmed Cost: \$204

Total Cost (Previous + Programmed): \$3,696

Project Description: Acquire right-of-way for corridor preservation.



Funding Source Early Development (ED) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	51	0	0	0	51	47	4
2015	0	0	51	0	0	0	51	47	4
2016	0	0	51	0	0	0	51	47	4
2017	0	0	51	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$204	\$0	\$0	\$0	\$204	\$189	\$15

US 20/26, Intersections of Meridian Road and Locust Grove Road, Meridian

Key # : 13941

Inflated

PROJECT TYPE:

Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,518

Total Cost (Previous + Programmed): \$1,518

Project Description: Project will add right turn lanes on the eastbound side of US 20/26 at Meridian Road and Locust Grove Road in Meridian.



Funding Source HSIP Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	100	0	0	0	0	0	100	0	100
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	105	1,313	1,418	0	1,418
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$0	\$0	\$0	\$105	\$1,313	\$1,518	\$0	\$1,518

US 20/26, Locust Grove Road to Cloverdale Road, Meridian

Key # : 13927

Inflated

PROJECT TYPE:

Roadway (Maintenance)

Requesting Agency: ITD

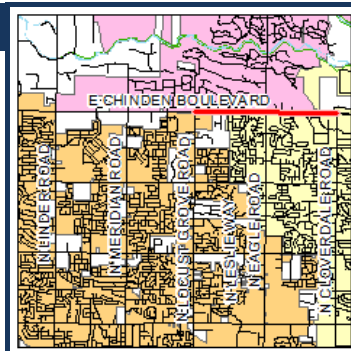
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,470

Total Cost (Previous + Programmed): \$3,470

Project Description: Project will resurface US 20/26 from Locust Grove Road to Cloverdale Road. ,



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	100	0	0	0	0	0	100	92	8
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	439	2,931	3,370	3,110	261
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$0	\$0	\$0	\$439	\$2,931	\$3,470	\$3,202	\$268

US 20/26, Smeed Parkway to Middleton Road, Caldwell

Key # : 13921

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

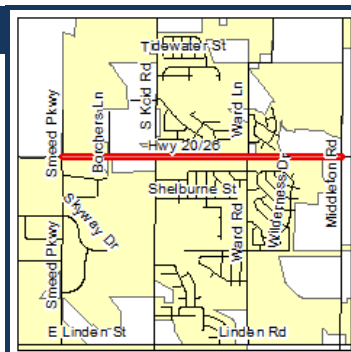
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$600

Total Cost (Previous + Programmed): \$600

Project Description: Project will design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction is expected to cost \$12.3 million but is considered "unfunded."



Funding Source Early Development (ED) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	300	0	0	0	0	0	300	278	22
2015	150	0	0	0	0	0	150	139	11
2016	150	0	0	0	0	0	150	139	11
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$600	\$0	\$0	\$0	\$0	\$0	\$600	\$556	\$44

US 95, Anderson Corner Road Improvements, Canyon County

Key # : 13836

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ITD

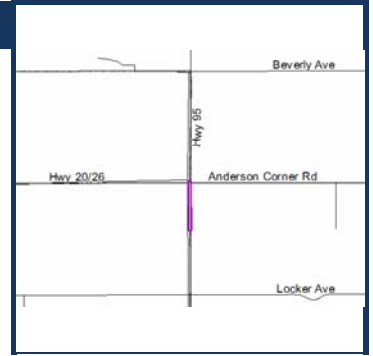
Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$275

Total Cost (Previous + Programmed): \$275

Project Description: Construct a new northbound right-turn lane onto Anderson Corner Road and extend southbound acceleration lane by one-quarter mile.



Funding Source State - Unallocated Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	251	251	0	251
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$251	\$251	\$0	\$251

Funding Source State Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	24	0	24	0	24
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$24	\$0	\$24	\$0	\$24

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

Sorted by Project Type then Project Name
All Values in Thousands of Dollars

Amended 12/15/14

Ustick Road, Linder Road to Meridian Road, Meridian

Key # : RD202-35

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,054

Total Cost (Previous + Programmed): \$4,054

Project Description: Widen roadway to five (5) lanes with curb, gutter, sidewalks and bike lanes.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	449	0	0	0	449	0	449
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,327	1,327	0	1,327
2018	0	0	0	449	43	1,786	2,279	0	2,279
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$449	\$449	\$43	\$3,113	\$4,054	\$0	\$4,054

Ustick Road, Locust Grove to Leslie Way, Meridian

Key # : RD205-05

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

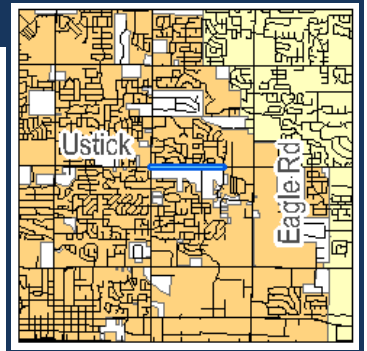
Project Year: 2014

Total Previous Expenditures: \$675

Total Programmed Cost: \$2,330

Total Cost (Previous + Programmed): \$3,005

Project Description: Widen roadway from two (2) lanes to five (5) lanes with curb, gutter, sidewalks and bike lanes, per the 2009 CIP update and North Meridian Plan. The Locust Grove intersection must be constructed before or concurrently with this project.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	150	40	2,140	2,330	0	2,330
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$150	\$40	\$2,140	\$2,330	\$0	\$2,330

Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key # : RD202-37

Inflated

PROJECT TYPE:

Roadway (Capital)

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,736

Total Cost (Previous + Programmed): \$5,736

Project Description: 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.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	531	0	0	0	0	0	531	0	531
2017	541	0	318	159	48	4,139	5,205	0	5,205
2018	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1,072	\$0	\$318	\$159	\$48	\$4,139	\$5,736	\$0	\$5,736

APPENDIX B
PUBLIC COMMENTS

Full Public Comments
Draft FY2014-2018 Regional Transportation Improvement Program (TIP)
and Associated Air Quality Conformity Demonstration

Online Comment Form

August 6, 2013
83703

Comment on TIP

My only comment is that ALL projects taken into consideration should include, as an essential element, planning compatible with the COMPLETE STREETS format, so as to provide SAFE alternate transportation options such as bicycling, walking, and public transit such as bus or light rail.

Comment on Air Quality

My only comment is that ALL projects taken into consideration should include, as an essential element, planning compatible with the COMPLETE STREETS format, so as to provide SAFE alternate transportation options such as bicycling, walking, and public transit such as bus or light rail.

Online Comment Form

August 8, 2013
Jim Pline, Pline Engineering
83704

Comment on TIP

The Eagle Road improvements do not come near meeting the capacity and traffic operations needs. A third lane is required from Franklin to the I-84 IC with a fourth lane for the westbound I-84 On Ramp. As a minimum it would be desirable to add the third lane from Magic View Drive to the westbound on ramp and then maybe make the other changes when the Interchange structure is expanded.

COMPASS response: forwarded to ITD

From: Toni Tisdale

Sent: Thursday, August 15, 2013 1:42 PM

To:

Subject: Thank you for your comment

Mr. Pline:

Thank you for taking the time to comment on the Draft FY2014-2018 Regional Transportation Improvement Program. I will forward your comments about Eagle

Road to ITD staff for consideration. Your comment will also be included for COMPASS Board consideration.

Online Comment Form

August 8, 2013
83705

Comment on TIP

I like that there are projects that encourage and aid active transportation.

Comment on Air Quality

Air quality must get better in the Treasure Valley. Whatever we must do, please let's do it.

Comment Form

August 15, 2013
83706

Comment on TIP

Support for all Greenbelt related projects: E306, 13514, E314, E308, E313, E307.

Comment Form

August 15, 2013
83702

Comment on TIP

Most road improvements should add bike lanes, carpool/bus lanes, and other options for mass transit modes.

Comments on Air Quality

Yes, we should do this so we get the federal funding.

Online Comment Form

August 19, 2013
83607

Comment on TIP

There are intersection improvements on each intersection with Homedale Rd except Indiana. With the low dollar figure attached I would assume (as explained at the Open House) that these are fairly minor changes and that Indiana is actually being studied for greater improvements later. If that assumption is correct, I must say that because of it's proximity to both high schools in Caldwell, it is extremely dangerous. There are 2 -3 accidents there a week...I can see it from my kitchen window. My son was one of them and I am just grateful no one was injured that

time. The next day there were fire trucks and ambulances that blocked the intersection for 3 hours. Maybe Caldwell will address this one on their own, but it's important to know why it is not included on this list.

COMPASS response: forwarded to City of Caldwell

Online Comment Form

August 30, 2013

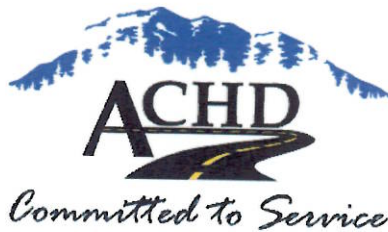
83705

Comment on TIP

I believe that VRT is doing a great job but we need more public transit and need to start acquiring land for dedicated public transit--rail or whatever--between Caldwell and Boise. Let's stop paving over America and give citizens a choice of public transit.

See letter from ACHD on next page.

T:\FY13\600 Projects\685 TIP\1418TIP\130904TIPPublicComment-VERBATIM.docx



Sara M. Baker, President
John S. Franden, Vice President
Rebecca W. Arnold, Commissioner
Mitchell A. Jaurena, Commissioner
Jim D. Hansen, Commissioner

September 4, 2013

Amy Luft
COMPASS
700 NE 2nd St., Ste. 200
Meridian, Idaho 83642



Dear Ms. Luft:

Thank you for the opportunity to comment on the ongoing efforts to update COMPASS' planning documents. ACHD offers the following comments for your consideration:

- **Communities in Motion 2035 Amendment** – ACHD supports the proposed changes to the Plan.
- **Draft FY2014-2018 Regional Transportation Improvement Program (TIP) Update** – ACHD appreciates COMPASS' support for the District through grant funding. The federal funds programmed for ACHD will assist in meeting our mission of driving quality transportation for all Ada County. Specifically, ACHD supports additional federal funds to support maintenance of existing facilities.

We have the following comments regarding the TIP update:

ITD has done excellent work using GARVEE dollars through Connecting Idaho to improve I-84 and in initiating the Highway 16 Corridor Extension with the Boise River Crossing. Further, ITD has had great success in making critical improvements by partnering with ACHD and local developers to provide substantial congestion relief, most notably Eagle Road (SH 55) from I-84 to River Valley (13349 & 13473), SH 44 and Linder (now under construction), and the Eagle/McMillan Intersection (2015).

However, the Chinden Boulevard (US 20/26) corridor has received little or no attention. Of greatest concern to ACHD is the section between Eagle Road and Locust Grove. The directional lane volumes on Chinden currently exceed planning threshold in both the morning and evening peak periods, and this road is the most congested two-lane road in the area if not the entire state. The draft RTIP contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale (H310), and eastbound right turn lanes at Meridian Road and at Locust Grove Road (H328).

While these projects are probably well justified from a safety and congestion standpoint, they do not address the nature and magnitude of congestion in the Chinden corridor. In order to take advantage of any available funds for construction, ACHD would encourage ITD to begin design of this corridor. Land development is increasing in north Meridian, and soon the parallel

ACHD roadways will not have the capacity to handle the traffic best served by the state highway system. ACHD is interested, where appropriate, in discussing partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

- **Communities in Motion 2040 Priority Corridors** – ACHD appreciates the opportunity to participate in the identification and prioritization of the corridors to be placed in the long-range plan. The COMPASS Board shows foresight in directing available federal funding towards maintenance. This will aid the region in protecting the significant transportation investments it has made.

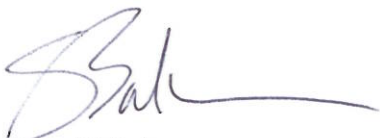
ACHD would add one voice of caution to the way the prioritized corridors are presented. It should be clearly noted that many improvements planned in ACHD’s Capital Improvements Program were assumed in determining the priority corridors. Without the significant investment planned on the part of ACHD, the prioritization may look substantially different. It should be noted that the ultimate programming and construction of these planned improvements is dependent on future budgeting decisions. Where ACHD has actually scoped a corridor or project, we recommend a parenthetical annotation of the value we have determined. This will provide the COMPASS Board a clearer delineation of those corridor/project elements which have planning level values associated with them.

In addition, the focus in CIM2040 includes pedestrian and bicycle and transit projects. ACHD supports this holistic approach, but believes the scale of the planning for these efforts should be done by the implementing agencies. ACHD has a countywide prioritization process and numerous neighborhood plans both adopted and ongoing. We look forward to partnering with COMPASS to provide these outcomes.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Ryan Head, Planning and Programming Supervisor, at rhead@achdidaho.org or 208-387-6234.

Sincerely,



Sara M Baker
Commission President
Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714



ADA COUNTY

COMMISSIONERS'
OFFICE
200 W. Front Street
Boise, Idaho 83702
(208) 287-7000
Fax: 287-7009

Jim Tibbs
Commissioner, First District

Rick Yzaguirre
Commissioner, Second District

David L. Case
Commissioner, Third District

April 14, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY14-18 Regional Transportation Improvement Program – Amendment #4

Dear Director Stoll:

We have reviewed the requested changes associated with proposed Amendment #4 to the FY2014-2018 Regional Transportation Improvement Program and would like to offer the following in response to the call for public comment.

Ada County supports the request made by Valley Regional Transit to increase funding for a vehicle sharing program by \$88,000 to allow the addition of another vehicle, as well as their requests for multiple technical corrections.

The new section of pathway programmed on the south side of the river between Garden City and Americana Boulevard will be a valuable addition to the Boise River Greenbelt, and we support the requests of Boise City to shift \$419,000 to the project to ensure it is completed. We also appreciate the foresight for the need to postpone design work on the Eckert Road Greenbelt Underpass and concur with the proposal to commence work in 2017.

Ada County continues to actively support the construction of the Garden City West Bridge and strongly agrees with Garden City's request to add \$84,000 to cover increased construction costs. In addition to providing expanded bicycle and pedestrian options in Garden City, the new bridge will be yet another significant improvement to the Boise River Greenbelt.

Thank you for your consideration and if you have any questions please do not hesitate to contact Ada County Development Services at 287-7900.

Sincerely,

Board of Ada County Commissioners

A handwritten signature in blue ink that reads "David L. Case".

David L. Case
Chairman

/kw

cc: Megan M. Leatherman, Director of Development Services

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments
Comments for Public Comment Period August 11 through September 3, 2014

Number of comments received: Comment Form: 3, Email: 4, Letter: 0

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<i>Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program</i>			
<p>The TIP is inadequate in planning and implementing expansion of transit options, particularly expansion of bus and van services to reach more people and businesses. It also fails to focus on the critical need for planning and investment NOW along the two high capacity transit corridors that have been identified in Communities in Motion for years. The state of Idaho and most of the local governments in the Treasure Valley have great difficulty measuring the economic, social and educational value that a reliable, accessible and frequent transit system can provide individuals and businesses throughout the Treasure Valley. Similarly, we haven't quantified for the public the long-term cost of continuing to postpone meaningful investment in transit options. The assumption is that before people will prioritize local investment in anything but more and wider roads, they must experience a greater level of pain: more congestion, more air and water pollution, degradation of their quality of life, etc... Of course, at that point, the Treasure Valley will have lost any competitive advantage it has today. Businesses will look elsewhere for a better investment. There are business and community leaders in the Treasure Valley today who are ready to engage the public and help plan and invest in transit options. Unless I missed something buried in the TIP, it implies the opposite - that there is little public interest so transit will continue to be relegated to the vague and distant future. (i.e., Key# 13046 is vague to the point of being meaningless. It pays lip-service to high capacity "analysis" sometime in 2018 but little else.) Perhaps there is an assumption underlying the TIP that it will take the federal government to push the Treasure Valley into investing in transit options if it is to happen. In fact, as more of the nation's population lives in urban areas served by transit systems, a greater percentage of federal transportation funds may well be focused on improving existing transit infrastructure. Idaho's inadequate state and local transit planning and investment will put us in an even more precarious position to compete for those funds. Taxpayers from other parts of the country will not be interested in helping Idaho expand its reliance on just one form of transportation when other regions made the tough decisions years before to provide transportation choices to their businesses and citizens.</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83712	Online comment form
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83702	Online comment form

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program			
<p>I am commenting on the following KEY numbers: 12363, 13907, 13479, 12369, 13903, C304, C305. The project descriptions are so vague as to be useless. If you want real feedback, then you need to do a better job than a 5 word descriptions which means nothing. The organization of this report is almost completely useless. near as I can tell, projects are not organized by fiscal amount, by geographic location, nor by requesting agency, making finding relevant projects also a waste of time. Is this report specifically designed to be hard to read to discourage feedback? Providing an overview with the relevant project numbers in a separate PDF file is about as inconvenient as possible. Also, a PDF is about the most inconvenient method possible to display data that needs to be searched through. Why not copy and paste this into a spreadsheet, where it can at least be sorted by some measures as needed by the public? Many descriptions include jargon that the public has no way of looking up or deciphering. "Set-aside for STP-TMA cost increases" means nothing to your neighbors. Here is a reasonable description: This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands." That at least tells us where the project will be, what it will do, and who is going to manage the project.</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The key numbers listed relate to ACHD Capital Maintenance projects. Staff will add a link to ACHD's Design and Construction Review report which provides project segments when available. http://www.achdidaho.org/Projects/DCR/DCR.pdf</p>	<p>83704 Jason Robinson Republican Liberty Caucus of Idaho</p>	<p>Online comment form</p>
<p>I have only one general comment on the TIP. SH 20/26 has been overlooked long enough. It needs to be widened as soon as possible from Eagle Road to Linder and then from Linder to the SH-16 extension soon thereafter. This has to be one of the most congested sections of the state highway system. I understand ITD is working on the design in incremental sections. Anything that can expedite that would be welcome. Thanks, David</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>80703 David Turnbull Brighton Corporation</p>	<p>Email</p>
<p>On behalf of Ada County, I respectfully submit a request that the Ada County Warm Springs Pathway Improvements project (currently scheduled for 2017) be funded sooner if the funds become available. We appreciate the opportunity to use grant funds to increase safety along this well-traveled portion of the bike path and would appreciate advancement of funds, if possible.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Selena O'Neal Ada County</p>	<p>Email</p>
<p>It has been brought to my attention by staff reviewing your draft TIP that both, the description and title for KN 13054 are misleading. This work is not in fact on "SH-44", it is west of where SH-44 ends. This road segment is called Ext 44 Rd. This is an LHTAC project but I bring it up to you since staff was looking at your TIP. Thanks.</p>	<p>Technical corrections made</p>	<p>Aaron Bauges ITD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
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Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program

Please pass these along to whomever is the right person to review and correct (if my observations and recommendations are correct). Thanks, Jeff
 PS I'm familiar with Eagle (primarily), so these are the only ones I've looked at carefully.

Technical corrections made

Jeff Madsen

Email

Pathway, Dry Creek Trail, Phase 2, Eagle

Key # : 13917
 Requesting Agency: City of Eagle
 Project Year: 2017
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$100
 Total Cost (Previous + Programmed): \$100
 Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.



Funding Source: TAD-TMA Local Match: 7.34% Funding Allocation: 100% Alternative

This appears to be the wrong map for the description. Whether this is the right map or not, State Street is erroneously listed as "Eagle Rd."

SH-44, State Street to SH-44 (Eagle Road), Pavement Preservation, Eagle

Key # : 13923
 Requesting Agency: ITD
 Project Year: 2016
 Total Previous Expenditures: \$75
 Total Programmed Cost: \$2,857
 Total Cost (Previous + Programmed): \$2,932
 Project Description: Project will resurface SH-44 from East State Street to the junction of SH-55 North in the City of Eagle.



Funding Source: Pavement Preservation Local Match: 7.34% Funding Allocation: 100% Dist

This map shows the wrong section of SH-44 for the description. The section of SH-44 described should be about 2 miles to the east of this section.

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
<i>Question 2. Comments on the Air Quality Conformity Demonstration for Northern Ada County</i>			
<p>Comments above regarding inadequate planning and investment in transit options applies here as well. The circular reasoning is frustrating. Since state and local governments can't figure out funding for transit today, they cannot anticipate anything but current transit levels well into the future. In fact, the COMPASS model travel modes section (page 14) admits as much: "Currently, no major system expansion is funded for the region's transit system in either the draft FY2015-2019 TIP or CIM 2040. Therefore, only the transit system as it exists today is included in the analysis through 2040."</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>Federal regulations specify that only funded projects are to be included in the air quality conformity demonstration. As there is not funding for an expanded transit system, one cannot be included in air quality conformity demonstration modeling.</p>	83712	Online comment form
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83702	Online comment form
<p>This document is mostly useless to any resident of Ada County. I am sure that COMPAS didn't actually expect any citizens to pour through 32 pages of bureaucratese with no clear description of impact to the average resident. Will emissions testing prices go up? Will vehicle emissions be tightened like in CA? Will we see per-mile taxes placed on vehicles?</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The sole purpose of the air quality conformity demonstration is to demonstrate whether or not future transportation projects will cause northern Ada County to violate air quality "budgets" set by the Department of Environmental Quality. The results of the analysis indicate they will not.</p> <p>The air quality conformity demonstration is not intended to address policy issues.</p>	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
Question 3. Comments on the FY2015 federal program of projects proposed for funding by Valley Regional Transit.			
VRT's budget is fine for the short-term.	Comment provided to the COMPASS Board of Directors.	83712	Online comment form
Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!	Comment provided to the COMPASS Board of Directors.	83702	Online comment form
Why isn't this information, which is formatted in rows & columns, distributed in MS Excel, or OpenOffice spreadsheet format? That would make sense for tabular financial data.	Comment provided to the COMPASS Board of Directors.	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

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FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Extended Public Comment Period September 19 through October 3, 2014

Number of comments received: Email: 35 Letter: 6

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Please see attached letter from the City of Eagle.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83616 Mayor James Reynolds	Letter Via Email
(Regarding Key Number 13476, SH-55 (Eagle Road) and SH-44 Intersection, Eagle) ITD project manager requested the following description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle. ITD anticipates improvements that may include a continuous-flow intersection (CFI) configuration to allow more capacity and improve safety at the intersection. Design started in FY2014. Construction totals are estimated at \$4,750,000, but is considered "unfunded" at this time.	Technical correction made	Mark Campbell ITD	Email
I would like to comment, from a personal point of view, on the proposed change that is removing the project to rehabilitate I-84 from SH-20/26 (Franklin Rd) to Franklin Boulevard. I feel that this is a VERY MUCH needed improvement that should stay in the plan!!!! Traffic is absolutely horrendous through this stretch and there are constantly near and/or collisions from the bottlenecking that occurs at the Franklin Road (Nampa) area. I think/feel that this is a much more important project that changing out the Eagle Rd/SH-44 intersection. It may be a bit slow but it still works where the I-84 is in terrible road condition and absolutely needs widening, not just rehabilitating the existing lanes.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Stacey Yarrington	Email
My comment is that it is tragic that the 13.5 million restoration project of I84 between Caldwell and Nampa is removed from the TIP, <u>unless</u> funding can be found quickly to widen and improve that highway corridor and get it off the top of the unfunded list of priority projects.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Bruce Krosch Caldwell	Email
<p>First of all, thanks for letting me submit my input to this very important project.</p> <p>As you can see from all of the attachment, I have been active in getting my input out concerning the I-84 upgrade from the Franklin in Nampa to Caldwell. As I type this out, the highway district is attempting to un-do all of the damage to the I-84 roadway from the Caldwell exit (28) to a little past the Caldwell Airport.</p> <p>As far as my input is concerned, I DO NOT agree with the ITD input from their spokesperson (Attachment) that the reason for not completing the segment of I-84 due to lack of traffic. If this were the case, why did they re-do all of the highway from Ontario to the outskirts of Caldwell and leave this stretch not completed.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83605 Brian Allen	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>This segment is not even on the ITD website as far as planning is concerned, and I have contacted the ITD board member for this district and this is also attached.</p> <p>I finally sent a copy (attachment) of my e-mail to ITD and the corresponding response (ITD spokesperson) to all the legislators in District 10, the Mayor of Caldwell, the head of the House and Senate, and the head of each transportation committee for both the House and Senate. I asked for their responses, and of course as of this date I have only received a very nice response from the Mayor of Caldwell.</p> <p>The bottom line is I believe other projects both completed, being completed, and planned have been done at the expense of this vital link between Nampa and Caldwell. The segment of roadway on I-84 between the Caldwell Airport and exit 28 for Caldwell is a disgrace and is in my opinion a safety hazard with all the patchwork done to this roadway.</p> <p>The scheduling of the I-84 link between Nampa and Caldwell can not wait until 2019, and priorities must be re-arranged to accomplish this as soon as feasible.</p> <p>(A 7-page attachment of previous email correspondence with ITD, Canyon Highway District, and City of Caldwell was also provided. See attachment.)</p>			
<p>On behalf of Mayor Nancolas and the City of Caldwell, we present the following comments:</p> <ol style="list-style-type: none"> 1. I-84 from Franklin Boulevard in Nampa to Interchange 29 in Caldwell (US20/26 AKA Franklin Road) <ol style="list-style-type: none"> a. This stretch of freeway, as acknowledged is in need of capacity improvements. Significant pavement problems exist here including a number of areas of pavement failure (rutting, reflective cracking, total base failure and pumping). b. Removal of this project reflects an overtly disproportionate application of Federal Funding readily visible to the public and neglects a severely dilapidated segment of the Idaho Interstate stewardship. c. We recommend reconsideration of this project and possible phasing if necessary to maintain its feasibility in the Transportation Improvement Plan. d. Alternatively, a capacity improvement could be considered to fulfill the known needs here in a near term future year. 2. Note that the US/20/26 and Franklin Road, Caldwell, KN H340, is not in the incorporated limits of Caldwell. 3. It may be appropriate to consider deferring improvement to the intersection of Farmway Rd and US 20/26 in favor of a combined maintenance and capacity project on I-84 from Nampa to Caldwell (see comment 1). The addition of this project at such a significant cost is puzzling and seems unwarranted. If the proposed intersection improvement is retained, appropriate data concerning delay, present capacity, and accident history would be helpful for consideration by the COMPASS Board. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Technical corrections made</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>4. H323: Improvements on SH55 are needed. These should be done in harmony with the ITD SH55 Corridor Plan.</p> <p>5. 13055 – At some point, this project was mistakenly renamed. This is the 10th Avenue Indian Creek Bridge, not the RR overpass.</p> <p>6. The Proposed Signage Structure project at US20/26 and Centennial: This project might also be delayed to allow capacity and rehabilitation improvements to I-84 between Nampa and Caldwell. This course may carry greater weight than signage structures for those areas presently.</p>			
<p>I saw the article in the Idaho Statesman this morning, and I am thoroughly disgusted with how ITD is handling road repairs and construction in Idaho. We just came back from Oregon, and as soon as you cross the State line, it is like "Welcome to Hillbilly Idaho". Our roads are atrocious! How many more patches can you put on the Interstate? I think it is now more patches than original road. You should be ASHAMED of the work that has been done and even more so, what has NOT been done.</p> <p>What is up with using cement on new construction on I-84. I would like to research and see who got the concrete bid. It looks fishy; seems to me someone is lining someone else's pockets. Is the owner of the company a relative? Or a friend, or a friend of a friend, or married to someone's friend or relative? Oregon's highways are BEAUTIFUL and I don't see all this crappy workmanship and sidewalks slapped together with ruts from day one.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Rita Milburn Golbon</p>	<p>Email</p>
<p>It is VERY DISSAPPOINTING to hear that ITD has cancelled the already promised work that was scheduled for I-84 in the Nampa-Caldwell area. The area is in DESPARATE need of repair and widening. Congestion is a MESS and the road is totally TORN UP with deep cracks EVERYWHERE making it a hazard for us the daily travelers! I don't understand if this work was already scheduled and it is obviously NEEDED why can't ITD cancel a different Ada County project and complete this much needed Nampa-Caldwell project!! Why is it that the entire I-84 in Ada County is completing their projects, yet Nampa-Caldwell gets SHUT DOWN...there is something wrong in this picture...NOT RIGHT!!!! The Nampa-Caldwell area would also like to increase its Economic Development, but with our roads in their current down grade conditions who is going to want to come to the Nampa-Caldwell area, your are NOT HELPING our economic development by cancelling this project!</p> <p>Thank you for allowing us, the public, to voice our opinion on this BAD DECISION!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Being a frequent commuter to Canyon County due to my parents living there, having many clients residing there and having an employee commuting to my office in downtown Boise weekly, I find the management of our transportation system in this valley simply atrocious. I have lived and commuted in many much larger metro areas. This valley needs to figure out how to move more people efficiently, NOT build, improve and widen roads to handle more cars. That highway 16 extension may as well be called the Idaho Autobahn or the new Ada County Regional Airport. I cannot believe how much money was spent on that. We ripped up precious farmland and disrupted the Boise River to dump</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Scott Mecham, CPA KMS Financial Services</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>more traffic on Chinden? How much money was Roger Anderson and others paid to receive those easements?</p> <p>I see no discussion in the Statesman concerning Carpool Lanes on I-84/Connector between the Counties. Why? If this valley is not going to finally commit to a light rail system between the counties when we already have tracks in place and a Company on Federal Way that builds Locomotives, I cannot and will not support any future freeway construction projects like I have witnessed through the use of the GARVEE Bonds. Where are all the 18-Wheel trucks located on the 405 Freeway in Los Angeles? Answer: The far right lane. Why are the trucks here allowed to just completely take over the freeway blocking the flow of traffic and obstructing vision for the rest of us. That is a huge safety issue. If the existing tracks will not work, why is there no infrastructure put in place in the middle of the freeway every time we tear it up? Down the hill to the North of Ridgecrest Golf Course is an open area by the existing tracks that would make a great place for a train-station and parking lot. Does anyone in this State that has the reins, EVER think proactively not reactively? People WILL ride the train and all sorts of businesses will pop up around the stops. The system would provide long-term good paying jobs, not short-term expensive construction projects. Someone please tell me what could have been put toward that long-term, long lasting solution with all the money spent on Runway 16. All this road construction is just a very expensive Band-Aid and solves nothing long-term.</p> <p>I know this may be a dirty word in Conservative Idaho, but can we please get some progressives on the job instead of people living in the past trying to preserve what will eventually disappear anyway. The longer we wait, the more expensive it will be for all of us.</p>			
<p><u>As a resident of the Treasure Valley, I am writing to ask that you do everything in your power to ensure that the section of I-84 from Exit 36 in Nampa to Exit 29 in Caldwell, be improved in the same way that the Interstate is being improved currently from Meridian to Nampa.</u></p> <p>I drove this section of the Interstate just this past week, and was <u>appalled</u> at the condition of the roadway, which is under constant heavy use not only by local residents, but also by huge numbers of out-of-state travelers and truckers.</p> <p>My high school senior child is considering attending the College of Idaho in Caldwell, but the condition of this part of I-84 causes me to seriously wonder if this is a safe plan.</p> <p>I have lived in the West, the Southwest, and the Southeast United States, as well as Europe, and have driven across the United States more than once. I have never seen worse freeway conditions, in any of these places.</p> <p>The Nampa-to-Caldwell freeway restoration project is not just a "cosmetic" concern--it is a real safety issue, which must not be ignored or "tabled for future consideration".</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Rosemary Strawn, MD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>As physician, I am more concerned about safety issues than anything else, and this is a serious safety issue for <u>anyone</u> traveling on Interstate 84!!</p> <p>Please make this highway improvement project a top priority at your next COMPASS board meeting!</p>			
<p>Thank you for keeping the I-84 Nampa to Caldwell restoration project a priority. I realize that it will be quite an expensive undertaking, but it is so important to all of us who live in Canyon county.</p> <p>As a Nampa resident, I normally avoid this part of the freeway because of the roughness of the pavement and because of the hassles of merging onto it. The rest of the freeway from Nampa to Boise is great.</p> <p>Thank you for your continued efforts to find funding for this very important restoration project.</p> <p>PS: I am, also, a property owner of several rental properties in Nampa and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Jerry Doty Nampa</p>	<p>Email</p>
<p>Thank you for this opportunity to comment.</p> <p>As anyone can plainly see I-84 won't last until 2019, let alone survive an indefinite period beyond even that. It simply begs credulity that our politicians have landed us in this mess, all to deny a small gas tax increase.</p> <p>First a little blame. Why were our local Canyon County state senators, representatives, County Commissions and the rest all going along with every demand of the GOP leadership without a hint of resistance? They should have been getting with the leader, the speaker, the governor, other legislators and telling them, "If you want me to vote for what you want, GIVE CANYON COUNTY ITS ROAD!!!"</p> <p>What's truly stunning is the GOP is pitching itself as the party of smart business and roads yet they will deny us any major upgrade of public transit, such as light rail, all the while saying 'Americans want cars and roads', yet they refuse to provide even that to Canyon County. The only explanation is our local politicians fear the GOP statehouse leadership so much they won't fight for the little people.</p> <p>And where is Gov. Otter? We give him credit for trying at first with the original plan and gas tax proposal, but where has he been since? He should have been fighting for CC from the top down while the local guys were fighting from the bottom up.</p> <p>What he, and most of the GOP seem to forget when it comes to taxes; The most expensive hidden tax are bad roads. Everything from commerce to car repair bills and accident rates go in the wrong direction.</p> <p>What I think should happen;</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83607 Chris and Sheryl Morris Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>1. Implement the gas tax increase 2. Improve three lanes all the way to Caldwell's 10th St. exit. 3. Replace the Ustick Rd./I-84 overpass, which is a 1966 bridge and add a major exit there. 4. Put the Hwy 55/Karcher Rd. corridor running West/South from about Middleton Rd. to 10th St. on emergency upgrade status. It's possibly the most dangerous stretch of road in the valley. 5. Fix or completely redesign exit 35. It's become a death trap.</p> <p>Thanks for considering our opinion.</p>			
<p>I wish to comment on the decision to table the Nampa-to-Caldwell freeway restoration project.</p> <p>My husband and I travel to Nampa and Boise often to see family. We have always thought that this stretch of freeway, from Caldwell to Nampa, needs repair. It should be widened, as well, to allow proper traffic flow.</p> <p>Also, I am especially concerned about the left hand lane that merges right just before the under pass at Franklin Road as one travels west. That is a very dangerous situation. Proper traffic flow is reduced too quickly. Drivers do not always have enough time to adjust to the quick merger of traffic.</p> <p>The improvements from Franklin Road to Garrity and further east are wonderful. The traffic flow opens up and you feel like you are safe. However, driving west from Boise, one knows that ahead is a dangerous bottleneck of traffic, once you pass Garrity Blvd.</p> <p>My hope is that you will restore your plans to improve the stretch of freeway between Franklin Road and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Judy Huter Council</p>	<p>Email</p>
<p>I am not sure who I am supposed to direct my e-mail. Please forward my suggestion to the appropriate individual or committee.</p> <p>I would urge the ITD to fully fund widening I-84 to three lanes on each side from Franklin to the first exit in Caldwell beginning in the Fall of 2015. I have driven from Mesa, Arizona to Portland, Oregon this year. I can without a doubt say this is the worst Interstate Road I have ever driven on. I also urged Representative Joe Palmer Chairman of the House Transportation Committee to fix this section of the Interstate.</p> <p>The two entrance to I-84 between Nampa and Caldwell are very dangerous. I have seen three truck wrecks, numerous fender benders, and one fatality.</p> <p>This needs to be done even if it takes more Garvve Bonds. Quite honestly, it is an embarrassment to Idaho.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Ed Strong</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thanks for your help last week. With your help to understand, here are a couple of additional comments:</p> <ol style="list-style-type: none"> 1. Farmway and Karcher is a critical intersection, it is understandable to be making investment here. Riverside is also a very important intersection, but less critical as nearly as we can observe than Farmway. There is one huge matter of concern on SH55 with these projects – that is, as we understand, they are not being designed to comply or harmonize with the SH55 Corridor Plan. I would give my professional opinion that ITD’s Corridor plan is a superb solution to the safety and mobility concerns on SH55 while also preserving, more than any other alternative, the “economic opportunity” element of ITD’s mission. It would be wiser for us to concentrate the investment on SH55 to build a segment of the corridor or sacrifice a project further to the west end in order to build the new intersection improvements to the Corridor plan standards. The current trajectory, if we have correctly understood, will result in millions of dollars in construction that will be done away when the corridor is finally built per the plan. 2. I secondly just wanted to reiterate the importance of programming a project in the near future to repair and add capacity to I-84 from Franklin to Caldwell. It would reassure us to know that it will be in the program in the near future. Even with that, significant ITD resources will fall to costly maintenance of a heavily dilapidated section of our interstate stewardship; a problem for our own commerce, safety, mobility and for interstate traffic encountering it as nearly the first thing they experience in Idaho. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>
<p>I reading your comment in the Idaho Press Tribune it is hard to understand that you don't have the funds to repair our roads when the Dept. decided not to license some R V's because they were to wide and give the money to some of the money rich counties ? At that meeting it was indicated that you didn't need the money from the RV's?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Frank B. DeMark Caldwell</p>	<p>Email</p>
<p>I am interested in the Caldwell to Nampa I-84 controversy. If the work is put off until FY 2019 the folks will be driving on gravel and extremely dangerous conditions that will lead to accidents.</p> <p>As a former Caldwell City Councilperson, I would recommend placing two signs - one at Garity in Nampa on the west bound lane stating unsafe conditions ahead and at the west end of Caldwell on the east bound lane with the same signage. Is this part of your plan?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Gerald Langan Caldwell</p>	<p>Email</p>
<p>Thank you for the opportunity to comment. I commute from Caldwell to Nampa every day and have also spent considerable time to/from Boise and Ontario. The stretch of freeway between Nampa & Caldwell, both east & west bound, is by far the worst stretch of freeway I have travelled in a long time. The roadway is extremely rough and I can't even imagine what it will be like after another winter. The patchwork that has been done is dismal and looks terrible. (What an unappealing entrance to our beautiful state from the west.) I have learned to drive with one side of my car right on the solid white line to smooth out the ride just a bit, however that isn't going to last long as I've seen many other drivers with the same idea (and it's still a bumpy ride).</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Leona R. Fouts, Controller Premier Alliance Financial Companies Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I am very disappointed that the freeway between Caldwell and Ontario is getting such attention. That roadway wasn't even close to being as horrible as the Caldwell to Nampa stretch. I do understand that the previous plan was to widen between Nampa & Caldwell, thus the Ontario stretch was probably on the docket to start (or already started) when the plan had to be revised due to budget issues. It's just annoying to see all the work between Nampa & east Boise, and the work to Ontario, while Caldwell is totally ignored. Perhaps the decision makers should be required to drive that piece of freeway twice a day....I believe their perspective will certainly be enhanced.</p> <p>The 3-lane to 2-lane neck-down west bound in Nampa is dangerous (crazy, impatient drivers) and congested. While that bottleneck is truly an annoyance, I am more concerned with the road condition between Nampa/Caldwell. Please, please don't delay improvements to that stretch of freeway!</p> <p>Thank you for your time and efforts on behalf of the residents of Canyon County.</p>			
<p>I am writing to let you know how dismayed I am that I-84 from Franklin Blvd. to Franklin Rd. will not get expanded and nor will it get fixed. Big trucks have pounded this stretch of pavement to a shameful degree and harsh winter weather has not helped either.</p> <p>There are thousands of drivers using this stretch of I-84 and the rough condition is certainly not a welcoming piece of pavement for out of state visitors.</p> <p>If you can't fix this piece of pavement then consider lowering the speed limit to a safer limit. It is my opinion that 65 mph can't be a safe speed limit on this deteriorated stretch of road.</p> <p>Also, I would like to comment that in years past how poorly weeds and spraying the cracks has been done on the Canyon County side of the Interstate. Ada County seems to get constant attention with respect to weeds, trash and general maintenance of the Interstate Hwy.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Paul and Karen Alldredge Caldwell</p>	<p>Email</p>
<p>I am completely bewildered that I-84 between Nampa and Caldwell seemingly isn't a priority for ITD. That stretch of patched roadway is a hazard and an embarrassment.</p> <p>Why on earth is the section of freeway between Ontario and Caldwell being redone? It was only finished about 3 years ago and was in great shape and a beautiful cement stretch of freeway.</p> <p>20/26 and Nampa Caldwell Blvd are primed and ready to take on the extra traffic off the freeway so that construction can be done. Why on earth wasn't this bailing wire and chewing gum stretch of road chosen to be repaired instead of the area between Ontario and Caldwell? Just curious</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Netti Davis</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I wish to express my deep concern regarding the deplorable state I-84 is in between Nampa and Caldwell. I travel this stretch of I-84 every day. The transition from 3 lanes to two going west bound at the Franklin Interchange in Nampa is down right dangerous. First of all the change occurs virtually under the overpass. This location is not easily visualized by drivers who are not familiar with this section of highway. As the freeway heads west the road surface changes from cement to asphalt. The asphalt is in deplorable condition. There has been so much crack sealing the road is rough but worse than that the crack sealing glistens in the sun light and is very prominent at night. The crack sealing obscures the skip lines and the fog lines. When the lanes are changing direction to adjust for the change in the number of lanes this adds to the confusion, especially for the driver that is unfamiliar with these conditions.</p> <p>The Interstate is very rough. This is particularly true on the east side of exit 29. There is a great deal of crack sealing and pothole patching especially in the slow lane on each side. The road surface is in total failure. From a safety point of view, I do not see how ITD can continue to put off resurfacing this stretch of I-84. I know that some drivers including myself do not like to drive on the right lane because it is too rough and dangerous. This results in more slow drivers staying in the fast lane which causes anxiety to other drivers want to pass.</p> <p>Finally regarding design the following should occur:</p> <ol style="list-style-type: none"> 1. Expansion to 3 lanes each way past the Karcher Exit. 2. Rebuild and resurface all of I-84 to Exit 29. 3. The overpass on the east side of Karcher Exit should be torn down and moved to the east to allow more room for cars to merge onto the freeway particularly going east. 4. Build the Ustick exit <p>ITD needs to do better weed control. They let the weeds get too high and this is hard on the shoulders of the Freeway which are failing.</p> <p>In all I-84 has all the signs of road surface distress inclusive of fracturing, distortion and disintegration. What will happen if this continues: reduced speed and weight limits.</p> <p>SOMETHING MUST BE DONE! NOT IN 2019 but in 2015!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Wm F. Gigray III</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>The condition of I 84 thru Canyon county is atrocious to say the least. I fail to see the logic of the prioritization of the Highway 16 extension over the rebuild of I 84. Is the traffic on Highway 16 in excess of that on I 84? The dollars invested would have paid a far better return for a larger number of people state wide, if I 84 thru Canyon county had been rebuilt. Politics.</p> <p>I've lived, worked and have driven in Nigeria, Thailand, Malaysia and Singapore and Houston Texas. I returned to Idaho in 1987 and have been present for the huge changes in the highway system since. I worked in downtown Boise for the last 14 years and made a daily 64 mile commute. The whole route has been rebuilt, some areas as many as 3 times but not the road in canyon county.</p> <p>Traffic is being poured from both the east and west in to the bottle necked area of Canyon county. We are stuck with a road that is outdated in the volume of traffic it was designed to accommodate but more importantly the weight limitations of the original design and construction are being exceeded.</p> <p>80 mile per hour east bound traffic that enters the Caldwell area is not transitioning well to the slower 65 speed limit, We are also seeing an increase in truck traffic from the new Simplot plant and the industrial area west of Caldwell. There is also a marked increase in the semis with double and triple trailers. Most of the triple trailers are lightly loaded UPS/ FedEx etc Passing these rigs while their trailers are whipping back and forth across lanes is "interesting", almost as much as watching them pass each other. For more fun add a moderate cross wind!</p> <p>There are seasonal considerations especially the sugar beet trucks pulling trailers that are excessively heavy using an Interstate not designed to take these loads.</p> <p>"Maintenance" is typical of a third world country. Pouring tar into the cracks of a failing pavement is not maintainance. What patches that are put down are lumped on to the road and not blended into the existing surface. This creates numerous pronounced grooves and ruts in the pavement. I am amazed that some motorcyclist hasn't been killed trying to negotiate that stretch of road in the dark.</p> <p>I 84 thru Canyon County NEEDS TO BE RIPPED UP AND REBUILT ASAP !!!</p> <p>Sorry for the rant...but we need help.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Tom Hom</p>	<p>Email</p>
<p>I read and wonder who and not just the \$\$\$ make the decisions to continue to push the I84 between Franklin road in Nampa and the Franklin exit in Caldwell not to be fixed. The interstate is HORRIBLE. I have to drive it frequently. The patching that was done has NOT helped that much. I feel it is dangerous. Someone told me there wasn't as much traffic and other areas needed it more. WRONG!!! THIS AREA SEEMS TO GET "put off" or delayed" another year, another year...</p> <p>PLEASE DO THIS PART OF THE INTERSTATE SOONER THAN IT IS SCHEDULED.</p> <p>Look at all that has been done and is being done in ADA county and the highway between Nampa and Boise. I drive that road a lot also and it will be better when done.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 RaVena Baker Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I was born in Caldwell Idaho 76 years ago, and seen this type of thing happen many times.</p> <p>Also Highway 55 really needs to be fixed. My loved ones and I drive this highway frequently also. Read they are putting in stop lights, will be great until they can do more..</p> <p>Thank you for any and all you can do for us in the above.</p>			
<p>Please see attached letter from the Caldwell Chamber of Commerce.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Theresa Hardin Executive Director Caldwell Chamber of Commerce</p>	<p>Letter Via Email</p>
<p>Please see attached letter from ACHD.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83714 Mitchell A. Jaurena ACHD Commission Vice President</p>	<p>Letter Via Email</p>
<p>RE: expanding I-84 between Nampa and into Caldwell seems a top priority, traffic gets backed up at franklin every night you say the cost is \$120M. I understand there is \$200M left in the Garvee bond program use this! We need to keep our Interstate updated or we will be in big trouble, More cars on the Interstate everyday. It's a no brainer!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Anonymous</p>	<p>Letter</p>
<p>Please see attached letter from the Canyon County Commissioners.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Canyon County Board of Commissioners Steven J. Rule, Chairman Kathryn Alder Craig L. Hanson</p>	<p>Letter Via Email</p>
<p>I wish to express my concerns about the maintenance of I-84 between Nampa and Caldwell. I live in Nampa and work in Caldwell. I do not believe there is a worse stretch of freeway in all of Southern Idaho that this small stretch of road. It is rough and just not maintained well. There is tar patches that are not sealed and I am concerned about the affect on my tires and car's suspension.</p> <p>I would love to see three lanes each way but I would vote to just have the payment replace like it has been done between Boise and Mtn. Home, also the other side of Burley.</p> <p>Anything you can do to empres upon the powers at be to get this work done as soon as possible would be most appreciated. 5 years out is just too long to get this work done.</p> <p>Thanks for your consideration.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Lynn Robinson Nampa</p>	<p>Email</p>
<p>It is my understand that improvements to I84 between Nampa and Caldwell have been cancelled by the COMPASS program. I am incredibly unhappy and do not agree with this change! As a citizen and tax payer of Caldwell, our city needs such improvement and</p>	<p>Comment provided to the COMPASS Board of Directors</p>	<p>Dorys Delacruz</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>should not be restricted. I am sure all of you know what a mess the freeway is after you leave the Franklin interchange in Nampa. The conditions will only worsen and it will be unsafe to travel in. I want you to reconsider this decision and understand and know we count in Caldwell.</p>	<p>and the Idaho Transportation Department</p>		
<p>No way would the road between the Franklin interchange in Caldwell and Franklin Road in Nampa pass any kind of reasonable inspection. And, I 'm speaking of the road lanes themselves not mentioning the horrible condition of the shoulder on the passing lane where weeds are growing through the cracks. The entire right-of-way is disreputable and shows a total lack of consideration for Caldwell as a viable productive area of the Treasure Valley. ITD needs to find the budget means to improve this stretch of highway or we can truly become a no-man/no-woman's land. Thank you,</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Sharon Hubler Caldwell</p>	<p>Email</p>
<p>I84 between Franklin and Caldwell is a complete mess and downright scary. It is unacceptable for Compass to discontinue work in this area especially for those people who commute to Meridian and Boise daily!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Amy Lindsay</p>	<p>Email</p>
<p>Compass needs to rethink its decision not to improve I-84 between Nampa and Caldwell. The road is becoming especially dangerous, with the cracks and uneven surface covering nearly all of the roadbed. There may be less car traffic in that stretch, but the number of semi's and long loads remains the same as other stretches between Boise and Nampa. I have personally seen several triple-trailer semi's sway and bounce over the cracks and patches many times. Fix it before someone is killed because of the bad surface, and Compass and ITD get sued.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Madeline Buckendorf</p>	<p>Email</p>
<p>Hi, I-84 between Franklin in Caldwell and Franklin in Nampa is sooooo bad. I take ustick till it's safe further on. Get truckers to pay their fair share. They're harder on roads.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Please see attached letter from the City of Nampa.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Robert L. Henry, Mayor Nampa</p>	<p>Letter Via Email</p>
<p>I was disappointed to hear that improvements to I84 between Nampa and Caldwell have been cancelled. That particular section of freeway is in bad disrepair, particularly just east of the Franklin exit in Caldwell. I hope you will reconsider and reinstate the improvements.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Maurine Johnson Greenleaf</p>	<p>Email</p>
<p>It seems there is always enough money to keep fixing I-84 around the Boise area, but anything going East is the slum areas and not worth fixing. Try spreading the money out a little better.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>I would like to provide my comments on the removal of I84 improvements from the ITD budget. I feel, and ITD basically confirmed I84 in Canyon County is in desperate need of not only resurfacing a, also widening to properly accommodate the daily traffic use. I find it very hard to understand how ITD ca spend millions of dollars to improve drainage on I84 in the Boise area, which by the way I have never seen flood in my 20 years in this valley, and millions more to construct part of highway 16 that may or may not connect</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 Gregory G. Smith Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Emmett and I84 some say when tens of thousands vehicles use I84 daily. It is obvious to anyone who travels I84 in Canyon County that improvements are desperately needed. I travel I84 daily to and from Boise and Canyon County is in much worse condition. Thank you for considering my comments.</p>			
<p>I am a fuel tanker driver. I drive this road everyday along with many of my co workers. This road is in terrible shape. It was narrowed down from 3 lanes to two lanes at one of the busiest areas rather than taking it past Nampa. There are wrecks daily and the asphalt is in horrible shape. You need to have a death grip on the wheel to keep yourself in the lane and to keep from jumping into other traffic. The road has not been worked on except for maybe a squirt or two of tar into the cracks. It is a very busy stretch of freeway that drastically needed fixed long ago. The band aid that was put on it was worn out before it was ever applied. You really need to look into this section of highway before you lose more lives.</p> <p>Thank you for your time..</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Stanley Black</p>	<p>Email</p>
<p>I would like to add my voice to those encouraging reconsideration of improvements of I84 from Nampa to Caldwell. It is in very bad condition, I would say almost unsafe as one leaves Caldwell, going east. We in Canyon County send a lot of our population to Ada County and back everyday for employment. The means of commuting certainly considers more consideration than to be put on the back burner, or taken completely off the stove, for the near future.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Elaine Carpenter Caldwell</p>	<p>Email</p>
<p>Most of my concerns about the Regional Plans and Five Year Workplan are in regard to the lack of sensible/simple cost/benefit analysis to reduce the unnecessary extent of declining public health and safety, and perceived deficiencies in transportation planning to protect and preserve our heritage and community quality. I can only address our area, so will try to list once again the issues for the record that we have been addressing with your agencies for more than twenty years. Others before us tried for decade to protect our neighborhood's schools and children.</p> <p>There are plans and budgets to encourage more cut-through highway type traffic to and from State HWY 55, Eagle, East End, Hidden Springs, Bogus Basin, and Harris Ranch, etc., via Hill Road, through Boise's Historic North End, without concurrent plans to deal with the impacts downstream in neighborhoods who have documented traffic impact problems since 1981, the largest traffic hazard increases being manipulated through the highest possible numbers of schools, children, and bike routes. This greatly multiplies the vehicular and pedestrian and cyclist conflicts, directly reducing connectivity and safety for the most vulnerable citizens and their families.</p> <p>In the 1970s and/or early 1980s the Regional Planners adopted a Transportation Plan for Boise's North End that chose 18th Street as the new through-route to save Harrison Blvd. Due to claims of corruption, threats, etc., the traffic was suddenly moved into and through multiple school zones along 15th and Fort Streets, despite such actions being in violation of local planning documents, ethics, common decency, and Federal planning guidelines. Many of the people involved are still politics, which may be why this very</p>	<p>Comment provided to the COMPASS Board of Directors and the Ada County Highway District</p>	<p>83702 Cherie Cole Boise</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>basic planning error and violation of public trust has yet to be corrected.</p> <p>On the most fundamental level, doesn't it make sense not to "plan" to push the most dangerous and increasing vehicular and human risks into the highest volumes of children, which in turn affects the most families across the entire neighborhood???</p> <p>Both the children and the schools themselves are worthy of significant protection of those community assets. This is an open grid neighborhood - there is ZERO need to push cut-through traffic, and stranger dangers, into the children and schools' environments, as well as the cycling community's historic Ridge to River Bikeway along 15th Street. Something near 3,000 children are at much higher daily risk than necessary on this one route alone. I know other streets have issues, but this is so ridiculously apparent that I don't know how any agency can ignore and worsen the problem for so long.</p> <p>In regard to preservation of this famous Historic neighborhood, who really thinks it is wise to hack the heart out of the center of the neighborhood, waste the school/public assets, endanger generations, and split Harrison Blvd from Hyde Park with a State Street type traffic corridor?</p> <p>I feel I cannot write enough to get this aspect of Environmental Justice, Social Engineering, reckless disregard to Public Health and Safety, proven increased cancers and other long term health problems in children and ongoing generations in too-close proximity to traffic pollutants, further relating to community economic viability and indigent health care.</p> <p>We received 98% support for traffic calming along 15th Street many, many years ago, went through years and years of processes, were told by ACHD it was fully funded, yet the project is still less than 50% constructed. The traffic has been redirected even more intensely off Harrison Blvd and into the school streets since then, magnifying the traffic hazards despite 30 years of public input and investments. We read about support and encouragement for more cycling and "Safe Routes to School, which would help with pollution, the diabetes epidemic, social isolation, yet the transportation planning works violently and relentlessly against the survival of what "neighborhood" and "community" mean. What good does public input really do? Or federal transportation planning standards? Sent without edit, October 3, 2014</p>			
<p>As Manager of the P.E.O. Chapter House I urge you to continue the plan to improve the freeway all the way to Caldwell. The health of our community and our citizens depends on the life link that the freeway provides. Please don't cut us out of the Treasure Valley.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Darlene Harryman, Manager P.E.O. Chapter House</p>	<p>Email</p>



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D.Reynolds

Council Members
Mark Butler
Mary McFarland
JeffKunz
Stan Ridgeway

September 24, 2014

COMPASS

Attn: Toni Tisdale
700 NE Z00 Street, Suite 200
Meridian, ID 83642

Idaho Transportation Department
Attn: Amy Revis, District Engineer
P. O. Box 8028
Boise, ID 83707-2028

SUBJECT: Proposed Changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP)

Dear Transportation Agencies,

The City of Eagle received notice on September 19, 2014, that the comment period for the FY 2015-2019 TIP was being extended to allow for additional agency comments due to significant changes in the program initiated by the Idaho Transportation Department. While historically the Eagle City Council would provide comment on these matters, City staff is providing the following comment on the projects that are new or changing within the City's planning sphere of influence due to the short timeline and limited public comment window provided to address these changes.

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ITS, S8-55 (Eagle Road) Adaptive Signals, Ada County (8339)
 - Listed under "New roadway safety projects"
City Comment: The City supports projects that will increase safety along the SH55 Corridor.
- SH-16 and Beacon Light Road Intersection Improvements, Ada County (8338)
 - Listed under "New roadway safety projects"
City Comment: The City would ask ITD and COMPASS to review the City's comments on the 2014-2018 Integrated Five Year work Program provided in a letter to the Ada County Highway District, dated April 29, 2014 (see attached).
- SH-55, Overhead Message Sign Near Avimor, Ada County (H344)
 - Listed under "New roadway maintenance (preservation and restoration) projects"
City Comment: The proposed project is not consistent with the City's sign Code (ECC 8-2A) but staff recognizes the project will be constructed outside of City limits.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- SH-55 (Eagle Road) and SH-44 Intersection, Eagle (13476)
 - o Convert to major intersection improvements and delayed; project in Early Development Program - construction considered unfunded
 - o Listed under "Major re-scope roadway projects"
City Comment: The City has had very limited discussions with ITD on this change and limits comment until additional public participation and design can be included. The City's concerns that should be included in the project design and development include pedestrian safety (including grade separated crossings), local road access and crossings mid-mile between Edgewood Lane and Eagle Road, impacts to the local road network including, but not limited to, the Eagle Road and Plaza Drive intersection and the Eagle Road and State Street intersection to the north of the project site. Further, staff is concerned about the project being "unfunded" beyond initial design. If ITD conducts public participation and selects a locally supported design it is imperative that the project move forward to construction in a timely manner otherwise the community may see the process as disingenuous and the project may quickly lose the community's support.

- o US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (13941)
 - o Removed Meridian Road intersection and advanced to 2017
 - o Listed under "Major re-scope roadway projects"
City Comment: The City supports the advancement for these projects from 2018 to 2017.

The City staff strongly urges that in the future changes of this significance from ITD be delivered to COMPASS prior to the customary/formal public comment period for the TIP. Further, that significant changes should be discussed with the local jurisdictions prior to requesting comment and in a manner that allows for the active engagement of our elected officials (75-days is not sufficient to promote a public process at the local level). If you have any questions please do not hesitate to contact Nichol Baird Spencer in our planning Department at 939-0227.

Sincerely,



James D. Reynolds
Mayor

Cc: Eagle City Council
ACHD
File



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D. Reynolds

Council Members:
Mark L. Butler
Mary McFarland
Jeff Kunz
Stan Ridgeway

April 29, 2014

Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

SUBJECT: City of Eagle Recommendation on 2015-2019 IFYWP

Dear Commissioners,

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded. The following list is the City's recommendation for the agency requests for the 2015-2019 IFYWP:

Rank	Project Name	Request Description
1	Plaza Dr to State Street, including the Eagle/State intersection	Implement traffic and safety improvements needed to improve traffic flow on Eagle Rd from Plaza Dr north to State St with an in depth study, and answers provided to the public, regarding the safety of, included but not limited to, the following high risk groups: bicyclists, children, elderly, hearing impaired, pedestrians, scooters, visually impaired, and wheelchairs for all potential alternatives for this intersection.
2	Hill Rd Extension, SHSS/State Street	Construct the extension of Hill Rd between Horseshoe Bend Rd and E. State St, including center medians at specified locations.
3	Beacon Light Rd/SH 16	The intersection should be looked at for safety. If safety warrants, install a signal at this intersection. But ultimately work with ITD to provide a disconnect between Beacon Light and SH/6
4	Ballantyne/Floating Feather	Intersection improvements (including improvements to the east leg of the intersection).
5	Floating Feather Rd/Park Ln	Intersection improvements.
6	Eagle Rd, Floating Feather Rd/Beacon Light Rd	Curb, gutter, sidewalks, and bike lanes on both sides of Eagle Rd. from Floating Feather to Beacon Light Rd.
7a	Linder Rd, Boise River/SH44	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
7b	Linder Rd, Chinden Blvd/Boise River	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
8	Beacon Light Rd	Preserve right-of-way from SH-16 to SH-55 for no more than 3-lanes.
9	Floating Feather Rd Alignment	Remove tire offset at Palmer Ln. and install curbs, gutters, and sidewalks since this road serves as a connecting route for multiple area schools.
10	Three Cities River Crossing	Continue to pursue right-of-way acquisition and construction of the Three Cities River Crossing project.

Rank	Project Name	Request Description
11	Linder Rd, SH44/Floating Feather Rd	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from SH-44 to Floating Feather Rd.
ED1	Aikens St, Eagle Rd/2nd St	To enhance traffic circulation in downtown extend Aikens St. east to Second St. from its current terminus to Second St. as shown on the Transportation/Pathway Network Map 8.2 within the City of Eagle 2011 Comprehensive Plan.
ED2	Plaza Drive Extension Across SH44	Support the CN of Plaza Dr extending eastward from 2nd St to the existing segment of Plaza Dr within Rocky Mountain Business Park and then southward across SH-44 and connecting to Riverside Dr generally in the north-south alignment with Palmetto Ave. If the entire corridor cannot be constructed at one time, then first extend Plaza Dr from Second St across the ACHD-owned property.
CPI	Park Ln/Cardon St	Add pedestrian signal and lighting at existing pedestrian crossing for Eagle High School
CP2	Floating Feather Rd, Park Ln/Ballantyne Ln	Sidewalks on Floating Feather from Park Ln to Ballantyne.
CP3	SH44, Edgewood Lane/Horseshoe Bend Rd	Construct pedestrian improvements on SH-44 from Edgewood Lane to Horseshoe Bend Rd.
CP4	Beacon Light Rd, SH55/SH16	Requested pedestrian improvements (sidewalks) and bike facilities on Beacon Light Rd from SH-55 to SH-16.
CPS	Horseshoe Bend, SH44/Hill Rd	Construct pedestrian and bike facilities on Horseshoe Bend from SH-44 north to Hill Rd and continue on Hill Rd from Horseshoe Bend Rd west to SH-55
CP6	Dry Creek Pedestrian Underpass	<u>Phase One:</u> Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side with the Eagle Island Pathway system. <u>Phase Two:</u> will connect the Dry Creek Pathway to the Dry Creek Valley, SprinR Valley, and SH-55 in the City of Eagle.

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded.

Sincerely,

James D. Reynolds
Mayor

cc: Eagle City Council
File

From: Brian Allen
Subject: Fwd: Condition of roads between Caldwell Airport and Exit
28 Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:33pm
Subject: Re: Condition of roads between Caldwell Airport and Exit 28

Mr. Rush,

Thanks for your reply to my inquiry concerning the condition of the 1-84 roadway. I am really looking forward to some improvement in the near future and hopefully will live long enough to see a new roadway from where they left off in Nampa to where the new 1-84 was started around Sand Hollow. You may surely utilize my comments for the public comment period.

Brian Allen

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:23 pm
Subject: Fw: Condition of roads between Caldwell Airport and Exit 28

-----Original Message-----

From: Adam Rush
Sent: Tuesday, July 01, 2014. 4:41 PM
To: Brian Allen
Subject: Condition of roads between Caldwell Airport and Exit 28

Hello Mr. Allen,

I shared your e-mail regarding the condition of roads between the Caldwell Airport and Exit 28 with transportation department staff members who are familiar with the area.

They identified the area as I-84 between Milepost 28.2 (just west of Exit 29), and Milepost 29.7 (where Linden Road crosses under I-84 by the Caldwell Airport).

This section has deteriorated more rapidly than some of the adjacent roadway. The transportation department is planning on cracksealing it and placing some thin lift patches with a grader in the next couple of months. Major repairs most likely will not occur until 2019, when there is a rebuild programmed for the section between milepost 28.3 and milepost 36 (where the GARVEE widening ends at Franklin).

At that time, work could include rebuild the route from the base up, which it needs.

If you would like, I could include your comments in the public comment period for the draft Idaho Transportation Investment Program. The department is currently accepting comments from the public on needed improvements to the highway

system. Having your comments submitted for the Idaho Transportation Investment Program would help your concerns to be shared with additional transportation department staff.

I could use your original inquiry from March of this year if you'd like to e-mail that to me.

Sincerely,

Adam Rush

Public Involvement Coordinator

Idaho Transportation Department

Office of Communications

Direct Line: 1-208-334-8119

E-mail Address: adam.rush@itd.idaho.gov

-----OriginalMessage-----

From: Brian Allen
Sent: Mon, Sep 8, 2014 2:15pm
Subject: Fw: Caldwell-area freeway work

-----Original Message-----

From: Reed Hollinshead
sent: Monday, September 08, 2014 2:03 PM
To: Brian Allen
Subject: Caldwell-area freeway work

Mr. Allen - There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Comments@itd.idaho.gov" <"mailto:Comments@itd.idaho.gov">
<Comments@itd.idaho.gov<mailto:Comments@itd.idaho.c;rov >>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:24pm
Subject: Fw: Condition of Canyon County Road

From: [Brian Allen](#)
Sent: Saturday, March 08, 2014 6:28PM
To: [Ken Couch](#)
Subject: RE: Condition of Canyon County Road

Julie,

As you can see from all the attached, I was initially wrong on who controlled this portion I-84, and all the phone calls, etc. were handled expeditiously and professionally to get this complaint to the correct people.

Brian Allen

From: Ken.Couch@itd.idaho.gov
To: info@canvonhd4.org; [Brian Allen](#)
CC: jl.canvonhd4.org; jgibbons@canvonhd4.org; jmcevoyra@canvonhd4.org
Date: Thu, 6 Mar 2014 13:58:51 -0700
Subject RE: Condition of Canyon County Road

Thanks Elaine!

I will address this.

Thanks!
Ken Couch

Transportation Technician Principal
ITD Caldwell Maintenance
208-459-7429 ext 103 Office
208-830-3638 Cell

***CONFIDENTIALITY NOTICE: This e-mail message may contain legally privileged and confidential information exempt or prohibited from disclosure under applicable law. If you are not the intended recipient of this e-mail, please notify this sender immediately and do not deliver, distribute or copy this e-mail, or disclose its contents or take any action in reliance on the information it contains.

From: Canyon Hwy Dist 4 [<mailto:info@canvonhd4.org>]
Sent: Wednesday, March 05, 2014 4:22PM
To: 'Brian Allen'
Cc: ryoungbloodra@canvonhd4.org; jgibbons@canvonhd4.org; jmcevoy@canvonhd4.org; Ken Couch
Subject: RE: Condition of Canyon County Road

Hello Mr. Allen,

Thank you for your email and concerns regarding I-84 between the Middleton Exit and the Caldwell Airport. However, the state highways are maintained by the Idaho Transportation Department and I have forwarded your email to the District 3 office. Thank you for calling and following up on your email, as I said to you on the phone our office will be glad to forward your email to **ITD** and if you have any more questions their phone number is 459-7429.

Have a wonderful evening!!

Elaine Jessup
Administrative Assistant
Canyon Highway District No. 4
454-8135

From: Brian Allen
Sent: Wednesday, March 05, 2014 4:07PM
To: ryoungblood01@canvonhd4.org; jgibbons@canvonhd4.org; jmcevovia@canvonhd4.org; info@canvonhd4.org
Subject: Condition of Canyon County Road

Good day,

I am writing to you to complain concerning the road conditions between the Middleton exit and Caldwell Airport on I-84. This situation is prevalent both Eastbound and Westbound. I saw crews filling in holes with asphalt this afternoon near the Flying J exit, however these do not last very long, as the big trucks just dig them up and then the pieces fly every which way.

I went into Meridian today and I live in Caldwell and take the Caldwell entrance to the freeway, and there are numerous holes and places where the partial overlay which has been done in the past have large gaps in them and holes as well. Again, the trucks let fly various pieces of asphalt every which way and it is very dangerous either being quite a ways behind them or even passing them to get out of the onslot of objects being thrown at cars/trucks. I am sure quite a few windshields have been broken/cracked/chipped due to tins being done. Every time lately when I come home from the Boise/Nampa area or go into the same locations, I get pelted numerous times in these degraded areas. I have already fixed two chips in my windshield, and am just waiting to get a big enough chunk where I will be required to pay the price of a new windshield or headlight fixture on my vehicles.

My question is: what is being done to correct this situation other than filling the potholes? I believe a complete roadway coating is in order to take care of the situation.

Your prompt reply would be appreciated.

Thank You

Brian Allen

From: Brian Allen
Subject: Fwd: 1-84 Upgrade Garrity to Caldwell
Date: Tue, Sep23, 2014 1:30 pm

-----Original Message-----

From: Garret Nancolas <gnancolas@cityofcaldwell.org>
To: Brian Allen
Sent: Tue, Sep 9, 2014 8:04am
Subject: RE: 1-84 Upgrade Garrity to Caldwell

Hello Brian,

Thank you very much for your information and effort on this issue. As you know, this is a priority for Caldwell and we are very concerned over the condition of the Interstate. Sometimes hearing from the public helps our cause in keeping this effort at the top of ITD's radar screen!

We will continue to push through COMPASS as well as through our Legislators to get funding for this much needed project!

Garret

From: Brian Allen
Sent: Monday, September 08, 2014 9:20PM
To: Garret Nancolas
Subject: I-84 Upgrade Garrity to Caldwell

Mr. Mayor,

Thought I would keep you in the loop concerning my inquiry into why ITD does not have anything on their website as far as future planning for the Garrity to Caldwell I-84 upgrade. I do not understand why they upgraded Ontario to Caldwell instead of spending the funds to complete our section of I-84. I have written to all of our legislators, the heads of both House and Senate Transportation Committee chairs, and the House and Senate Leaders with attachments of my e-mail and the reply from ITD. I sure hope that some of these people have had the opportunity to drive both the Eastbound and Westbound segments of I-84 between Garrity and Caldwell to see how poor a condition most of it is, especially just outside Caldwell up to the Caldwell Airport. Thanks, and looking forward to having you in office in Caldwell for many years to come.

Brian Allen

-----Original Message-----

From: Reed Hollinshead
Sent: Monday, September 08, 2014 2:03PM
To: Brian Allen
Subject: Caldwell-area freeway work

Mr. Allen- There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Conunents(witd.idaho .gov <mailto:Conunents riV,itd.idaho.gov>)"
< Comments@itd.idaho .gov <mailto:Comments@itd .idaho .gm->>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks



October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Caldwell Chamber Transportation Committee has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. ITO included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of 1-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Members of the Chamber's transportation committee are willing to form a working group to identify an improvement and funding plan. ITO needs to work as a partner with the affected local communities to identify the range of short- and long-term improvements that are critical to the current needs of existing businesses and residents as well as the future economic growth of Canyon County.

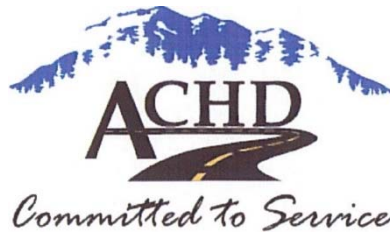
2. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include both left and right turn lanes on US 20/26. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.

Thank you for your consideration of our comments. Please do not hesitate to contact me if you have any questions.

Sincerely yours,

Theresa Hardin

Theresa Hardin
Executive Director
Caldwell Chamber of Commerce



John S. Franden, President
Mitchell A. Jaurena, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

October 1, 2014

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the proposed major changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP). ACHD is appreciative of COMPASS' support of Ada County projects through grant funding, and ITD's focus on road safety projects. ACHD continues to be concerned regarding the lack of capacity improvements programmed on SH20-26 (Chinden) and SH44. In regards to the major changes to the TIP, ACHD offers the following comments for your consideration:

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ACHD fully supports the addition of an adaptive signal improvement project on State Highway 55 (Eagle Road) in FY 2017. ACHD agrees that there is an immediate need for signal timing improvements to provide a safer road for the public and to improve the flow of traffic on Eagle Road and connecting arterials.
- ACHD is pleased that ITD has chosen to include in FY 2017 a signal improvement project at the intersection of SH-16 and Beacon Light Road. ITD has had great success in making critical improvements by partnering with ACHD, and ACHD looks forward to working with ITD staff to implement this project and provide the public with a safer intersection.

Projects proposed for removal as compared to original draft FY2015-2019 TIP

- From a regional perspective, ACHD is concerned with removing roadway maintenance for 1-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. Commuters have long since expressed concern with this section of 1-84. If it is not improved, trips reroute onto the local system, causing additional capacity concerns, especially on the already over capacity mobility corridors. ACHD understands the need to design and execute the proper maintenance and capacity solutions for all road projects, but does not support ITD's decision to remove this project from the TIP.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- The intersection of SH-55 (Eagle Road) and SH-44 is in need of enhancement to improve function and level of service. ACHD understands the need to design the correct solution, and that the project is now being re-scoped, but ACHD does not support placing the project in PD.
- The corridor that has received the least attention is Chinden Boulevard (US 20/26), where directional lane volumes currently exceed the planning threshold in both the A.M. and P.M. peak periods. Advancing the Chinden Boulevard and Locust Grove intersection improvement project is a step in the right direction, but ACHD would also strongly support including the Chinden Boulevard and Meridian intersection improvement that was eliminated in this draft update.
- The DRAFT TIP also contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale, which, teamed with the intersections, addresses some principal concerns here. Due to the funneling of

traffic from four lanes to *two*, though, neither the treatment nor the intersection improvement addresses the nature and significant magnitude of congestion in this corridor. In order to take advantage of any available funds for construction, ACHD strongly encourages ITD to begin the design of this heavily impacted corridor. Land development is increasing in north Meridian and there is insufficient capacity in the parallel ACHD roadway system to handle the traffic that needs to be served by the state highway system. The new connection of SH-16 has only exacerbated the situation. ACHD will discuss partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

Projects proposed for changes in year (advanced or delayed) as compared to original draft

FY2015-2019 TIP

- The one-year delay of the Local Highway Safety Improvement Program project for Cherry Lane, between Linder Road and Meridian Road, is understandable, and ACHD supports ITD's decision. In the future, we would encourage ITD to notify sponsoring agencies first so that these agencies *don't* first learn of such delays in the publication of STIP change documents.

Development program - construction considered unfunded.

- ACHD strongly supports resubmission of SH-44, SH-16 to Linder Road, between Eagle and Star for next year's Statewide Competitive Program. This segment of SH-44 is in need of increased capacity and, like nearby Chinden Boulevard, receives limited relief from parallel ACHD roadways. Also like Chinden, ACHD would encourage ITD to begin the design of this impacted corridor to handle the traffic best served by the state highway system. Having a designed project would allow ITD to take advantage of construction funds that may become available in the future.


Other

- Due to the number of near miss incidents and the increase in traffic on South Orchard Access Road due to the Mobilization and Training Equipment Site (MATES), ITD, Union Pacific Railroad, and Operation Lifesaver have identified the need for an improved South Orchard Access Road Railroad Crossing. ACHD has approved the Construction State and Local Agreement with ITD and is prepared to move forward with ROW improvements when funding is available.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tfersch@achdidaho.org or 208-387-6157.

Sincerely,



Mitchell A. Jaurena
ACHD Commission Vice President

Cc: Compass Executive Committee



CANYON COUNTY COMMISSIONERS

Steve Rule
District I

Kathryn Alder
District II

Craig L. Hanson
District III

1115 Albany •• Caldwell, Idaho 83605 •• Telephone: (208) 454-7507 •• Fax: (208) 454-7336

October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:


The Board of Canyon County Commissioners has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. We understand ITD included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of I-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Canyon County will work with ITD and COMPASS to identify funding strategies to complete the necessary short- and long-term improvements to the interstate.
2. We support the \$1,000,000 in FY19 funding for safety improvements at the US 20/26 and Franklin Road intersection in Caldwell.
3. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include turn lanes. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.
4. The purchase of replacement transit vehicles in Parma and Melba is necessary to continue to provide mobility options for rural residents, and we appreciate the FY15 funding for these projects.

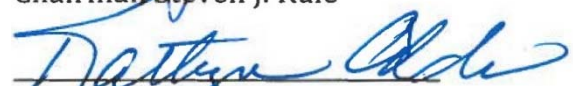
Thank you for the opportunity to comment on the proposed investments to the regional transportation system.

Sincerely,

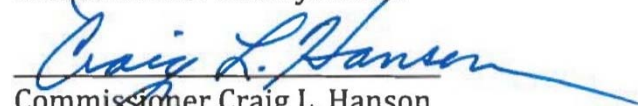
CANYON COUNTY BOARD OF COMMISSIONERS



Chairman Steven J. Rule



Commissioner Kathryn Alder



Commissioner Craig L. Hanson

ROBERT L. HENRY
MAYOR



CITY HALL
411 3RD ST. SOUTH
NAMPA, ID 83651
(208) 468-5401
FAX: (208) 465-2227

OFFICE OF THE MAYOR

October 3, 2014

Dear Ms. Tisdale:

On behalf of the City of Nampa, I would like to formally register my concerns that the Idaho Department of Transportation may delay the upgrade and widening of I-84 between Caldwell and Nampa's Franklin Interchange.

This has been promised for years. We need that third lane to keep traffic moving through Nampa and westward into Caldwell.

- There's the safety factor. Just the simple narrowing from four lanes to two is a major traffic hazard for the high volume of commuters who travel from Canyon County to Ada County.
- We are concerned that businesses eying Nampa will be deterred by the fact that this major road improvement is not high on the priority list.

It is understandable that the Transportation Department may need to delay a project because of funding issues. But why does a major project go to the end of the list? Why a five-year delay?

I simply ask that you reconsider the needs and move the Nampa-to-Caldwell stretch of I-84 higher on the list and fund the widening and expansion sooner than 2020.

If you have any questions, please contact me.

Sincerely,

Robert L. Henry
Mayor

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Amendment #1 November 17 through December 1, 2014

Number of comments received: Email: 7 Letter: 0 Phone: 1

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
On the US 20/26 and Farmway intersection, I think a traffic signal would be better than a warning signal, if funding is available. I think it would be better that way. I think a warning signal is a waste of money and time...Do it right the first time.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Carol Meek	Phone
<p>I realize there is limited ability for COMPASS to respond to the requests of the Treasure Valley citizens given the strangulation by the federal government and inflexible criteria on how transportation dollars can be spent. COMPASS is being forced into ridiculous positions of making sure roads have been evaluated for environmental justice, taking up valuable road space for the enormously limited numbers of people who ride bikes, and forced planning for mass transportation as boundaries of growth are set around our towns which force people into a more dense area. Perhaps if money was not wasted on such agenda driven projects there would be more money to invest in the improvement of our roads such as cited by so many citizens regarding the freeway section between Nampa and Caldwell.</p> <p>Regardless, I would like to direct you to two items for your future. This is the eventual goal of our federal government, perhaps your planning could get a jump start and just start planning for this now.</p> <p>http://www.activistpost.com/2012/07/agenda-21-dense-megacities-of-future.html http://agenda21news.com/2014/08/nightmarish-megacities-near-future/</p> <p>Happening in California and will eventually come to us http://www.america2050.org/</p> <p>And the UN plan for megacities http://www.unep.org/search.asp?q=megacities&sa.x=0&sa.y=0&cx=007059379654755265211%3Ajknqjgnyii&cof=forid%3A11 and megaregions http://www.unep.org/search.asp?sa.x=0&sa.y=0&q=megaregions&cx=007059379654755265211%3Ajknqjgnyii&cof=forid%3A11&siteurl=http%3A%2F%2Fwww.unep.org%2F</p>	Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department	Anonymous	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thank you for the opportunity to comment on the proposed Transportation Improvement Plan amendments including:</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County <p>We offer the following comments:</p> <ol style="list-style-type: none"> 1. Work on I-84 is essential. Amidst an entire network of critical highways and surface streets, Interstate 84 is a backbone for interstate and local travel, freight, and economy. We support needed improvements on I-84 and would again strongly encourage planning of both reconstruction and capacity improvements on Interstate from Nampa through Caldwell. 2. Improvements on State Highway 55 are certainly needed. Planned signalization projects will provide significant relief of congestion and will improve safety on that corridor. Both for the proposed Farmway and SH55 project as well as others, it is critical that design efforts and planning be synchronous with Idaho Transportation Department's Corridor plan for this area. Aligning present design work with the plan will help minimize loss of invested tax dollars, loss of infrastructure that might have to be replaced in a more costly way to enact the plan (if not built according to or harmoniously with it), and will initiate the measurable benefits of the plan immediately with the construction of three and now one more signalization project on this important corridor. <p>Sincere thanks for your consideration!</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton, City of Caldwell</p>	<p>Email</p>
<p>Hello! Thank you for sending out the e-mail.</p> <p>I am wondering about a couple things in particular:</p> <ol style="list-style-type: none"> 1) What ever happened to the work that was to be done at the intersection of Karcher (Hwy 55) and Middleton? I thought that was supposed to be done a year or two ago. 2) There is a new high school being built just a mile South of Hwy 20-26. That area has been mostly farm land for a very long time, and I am concerned about the impact on the infrastructure, particularly the traffic implications. Is there something that can be done ahead of time to curb the issues that will surely come? I haven't seen anything about that in the plans (unless I missed it) <p>My comment is that we ought to focus on getting some of these on the books (and finished in the case of Karcher/Middleton) before moving forward further with other projects.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Mr. Thompson: The Karcher/ Middleton project was obligated at the end of the summer 2014 and recently bid for construction. Work on that project will begin when the weather permits.</p> <p>I am not familiar with the school you are talking about that will be south of US 20/26. I will have someone here look into the issue and get back with you.</p> <p>***</p>	<p>Doug Thompson</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
	<p>Thanks for your comments and information on the new high school.</p> <p>COMPASS is also concerned about large traffic generators. COMPASS provides information to the local land use agencies to indicate the impact of new developments on the transportation network. With the newest COMPASS long-range transportation plan, <i>Communities in Motion 2040</i>, our elected officials have asked us to increase our consideration of the role of transportation and the impact on farmland, housing, open space, and other quality of life issues. That information will now be included in our development reviews as well. Authority to grant approval or denial is still completely within the city or county's purview.</p>		

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Can you explain the difference to me between the 2 projects (18852 & 18841) on Farmway Road in Canyon Co. and also tell me where they are located?</p> <p><i>[Staff responded]</i></p> <p>Thanks Toni, I had a hard time finding Farmway but finally did and I thought this might be case but wasn't sure. How well do these projects fit into CIM? Will either include any infrastructure for bike/ped? I'm not seeing bike in either description and I think at least adequate ROW reserved for bike lanes on 20/26 might be a good idea.</p> <p><i>[Staff responded]</i></p> <p>...Thanks Toni. I expected that there would be no facilities leading up to these intersections. I know staff has proposed developing a regional bike plan, not sure it includes ped, but this is a good example of why COMPASS should do this. Something I fully support. We can't know whether a project needs to add either infrastructure if there is not plan. Has anyone looked at Caldwell's and Nampa's plans to make sure they don't have something in their plans that will connect to either in the future? If not I recommend this be included in the review.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff responses to Ms. Smith: These are on opposite ends of Farmway. One for \$400,000 is at US 20/26 and Farmway. The other for about \$3,000,000 is at SH-55 (Karcher) and Farmway.</p> <p>Hopefully this helps. Call me on my cell if you would like more details. ***</p> <p>These are both safety/ intersection projects. Since there are no bike/ped facilities in the area leading up to the intersection, no bike/ped facilities are proposed for the intersection project at this time. No right-of-way acquisition is expected for either project. Your concerns will be shared with ITD for consideration during design.</p>	<p>83702 Deanna Smith, Idaho Smart Growth</p>	<p>Email</p>
<p>These comments are in support of the TIP Amendments to the projects listed here. The Improvements to State Hwy 55 at Farmway Road are particularly important due to the high number of fatal crashes there. We deeply appreciate your attention and inclusion of this in the list of projects to be completed in FY 2015-2019.</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County 	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 LaRita Schandorff, Bike Walk Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I do not have any concern with the three added projects and I feel they are warranted. However, I am concerned with project 12046 the Karcher Road (SH 55) and Middleton Road intersection. This was slatted for 2014 and I'm not sure if it has actually been completed, but that intersection is a huge problem for commuters and you can spend an extreme amount of time sitting at that intersection. I think that intersection needs to be seriously looked at for widening, round about or something. I think it should be put back on the list for some major change.</p> <p>That's my two cents. Thanks.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Ms. Burrows: The Karcher/Middleton intersection was obligated in late summer 2014, and was recently bid for construction. Work should begin as weather permits. (Once funds are obligated, the project is no longer shown in the Regional Transportation Improvement Program.)</p>	<p>Wendy Burrows City of Wilder</p>	<p>Email</p>
<p>I know that a new hearing will be held on Jan 15, 2015 regarding the development of the property between Gary and State by the Hawkins company. It seems to me that if this area is to be a "transportation node" that here should be retail and a parking structure with limited residential units. If people are to use public transportation from this "node" they will need parking--a very limited number of people will actually walk to this "node." Planning ahead for when there is a train or other HOV transportation up and down State Street, there needs to be parking. Look at BART and the Sacramento trains and you will see large parking near the nodes. Some are already inadequate. It would be smart that we plan ahead for this eventuality. Filling this land with a large residential development is short sighted and not in the best interests of being fiscally responsible.</p>	<p>Comments provided to the COMPASS Board of Directors Valley Regional Transit, and City of Boise</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

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