



Working together to plan for the future

FY2016-2020 Regional Transportation Improvement Program

Report Number 01-2016

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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 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 2040* (CIM 2040). The COMPASS Board of Directors adopted CIM 2040 on July 21, 2014. The plan is comprised of long-range transportation corridors, a short-range public transportation component, air quality conformity, pathway development, and transportation system management elements. CIM 2040 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 2015 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

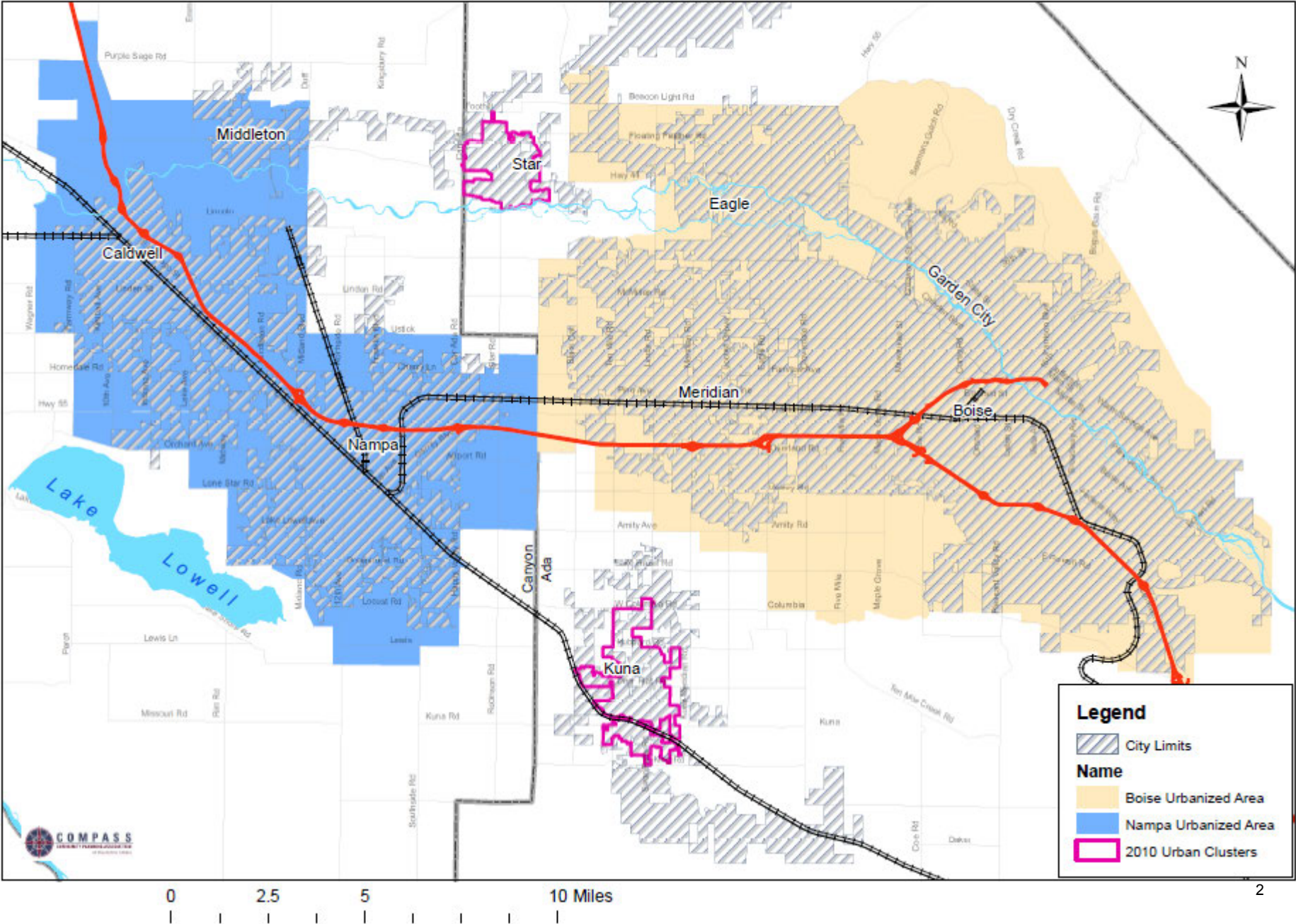
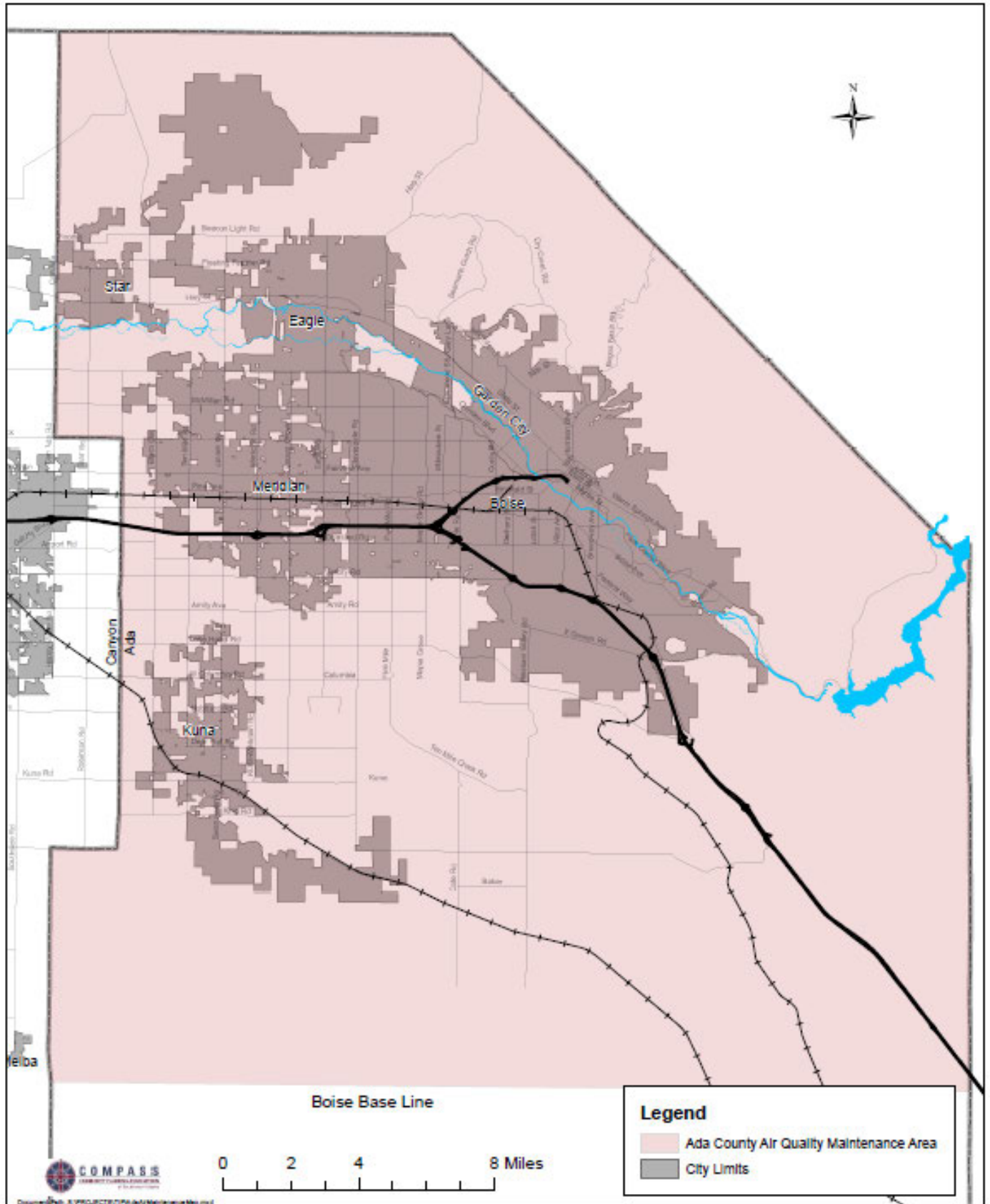


Figure 2 Northern Ada County Air Quality Maintenance Area



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.

1. 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.
2. Agencies in the State of Idaho currently use a 2% inflation factor to adjust the cost of future expenditures for most projects.

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. Public outreach efforts were guided by, and comply with, requirements and recommendations outlined in the COMPASS Public Involvement Plan (Section II of the *COMPASS Integrated Communication Plan*, www.compassidaho.org/people/publicinvolvement.htm). Chapter 5 of the *Integrated Communication Plan* specifically outlines the public involvement process for the TIP.

Local Governments' Input. Some 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. From August through December 2014, staff from COMPASS, ITD, and VRT met with elected officials, designated transportation task force committees, and local government 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, who considered the CICAC recommendations when applying for federal funding for those project priorities.

COMPASS Regional Transportation 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 funding priorities.

30-Day Public Comment Period. Public comment on the draft FY2016-2020 TIP project list was solicited from July 20, 2015 – August 18, 2015. The public comment

period was promoted online on the COMPASS webpage¹, COMPASS social media accounts, and online community calendars; in a news release, newspaper advertisements, and legal notices; via email and postcards; and with fliers distributed to local libraries. Social media content focused primarily on the TIP, but also on Valley Regional Transit's Program of Projects and the COMPASS Board's decision (2014) to allocate all federal funding on maintenance projects. Links to the COMPASS social media accounts used to promote the public comment are provided below. All promotional materials, including online and hard-copy, included a link to the COMPASS website where comment opportunities were featured prominently.

All legal notices, news releases, emails, comment forms, fliers, newspaper advertisements, postcards, social media posts, and content on 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 Projects was also provided on the COMPASS website.

COMPASS Website. All draft TIP materials, including those for the air quality conformity analysis and FY2016 federal Program of Projects proposed for funding by Valley Regional Transit were available on the COMPASS website² from July 20, 2015, through August 18, 2015. Other pages on the COMPASS website contained related information and directed viewers to this page.

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2016 federal Program of Projects, the draft air quality conformity demonstration, a map of projects contained in the TIP overlaid with Environmental Justice consideration areas, a TIP brochure, and fact sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on the open house and a list of libraries with comment materials, were also posted online.

Open House. COMPASS hosted one open house: Tuesday, August 4, 2015, 10:00 a.m. – 7:30 p.m. in the COMPASS Board Room in the City of Meridian. COMPASS staff provided an overview of the TIP and representatives from ITD and VRT gave brief presentations on projects in the TIP that are managed by their agencies. Fifteen people attended the open house to ask questions and submit comments.

Public Review Locations. In addition to the COMPASS website and open house, draft TIP documents and comment materials were also available for public review at the following locations:

- Ada Community Libraries
 - Hidden Springs Branch (Boise)
 - Lake Hazel Branch (Boise)
 - Star Branch (Star)
 - Victory Branch (Boise)
- Boise City Libraries

¹ COMPASS website: www.compassidaho.org

² <http://www.compassidaho.org/prodserv/transimprovement.htm>

- Cole and Ustick Branch (Boise)
- Collister Branch (Boise)
- Hillcrest Branch (Boise)
- Main Library (Capitol Boulevard) (Boise)
- Caldwell Public Library (Caldwell)
- COMPASS Office (Meridian)
- Eagle City Hall (Eagle)
- Eagle Public Library (Eagle)
- Garden City Public Library (Garden City)
- Meridian Library District
 - Cherry Lane Branch (Meridian)
 - Overland Branch (Meridian)
- Middleton Public Library (Middleton)
- Patricia Romanko Public Library (Parma)

Legal Notice. COMPASS published a legal notice for the TIP public comment period in *The Idaho Statesman* and the *Idaho Press Tribune* on July 20, 21, and 22, 2015.

Display Advertisements. Display advertisements promoting the public comment period and open house appeared in the *Idaho Statesman* (July 20, July 27, and August 10), the *Idaho Press Tribune* (July 20, July 27, and August 10), the *Valley Times* (July 20, July 27, August 3, and August 10), the *Kuna Melba News* (July 20, July 27, August 5, and August 12), and *El Regional* (July edition). In addition, a digital ad was placed on www.idahostatesman.com on July 20, July 27, and August 10, 2015.

News Release. COMPASS sent one news release notifying the public of the comment period and open houses; the news release was sent to local and regional media on July 20, 2015. Two news articles ([Idaho Press Tribune](#)³, July 21, 2015, and [Meridian Press](#)⁴, July 21, 2015) resulted from the news release.

Email and Mail. COMPASS sent four email messages to approximately 1,200 people each, publicizing the TIP public comment period. The first message, sent on July 20, 2015, announced the opening of the public comment period. Second and third email messages were sent on July 28 and August 7, 2015, as reminders that the public comment period was open. A final email was sent on August 14, 2015, to inform readers that the comment period would close in four days. COMPASS requested that member agencies and other partners forward the emails to their email lists, so the emails received a wider distribution than can be accounted for.

In addition, COMPASS mailed 23 postcards on July 20, 2015, to interested individuals who prefer to be contacted via US mail.

Flier. COMPASS created a flier (English⁵ and Spanish⁶) advertising the TIP public comment period and open house; the flier was distributed to 15 community libraries in

³ Idaho Press Tribune article:

<http://www.compassidaho.org/documents/comm/articles/2015/l84rehabprojectmovedup2years.pdf>

⁴ Meridian Press article:

<http://www.compassidaho.org/documents/comm/articles/2015/COMPASSseekspubliccommentontransportationprojects.pdf>

⁵ TIP Flier in English: www.compassidaho.org/documents/prodserve/trans/flyer%20public%20comment.pdf

⁶ TIP Flier in Spanish:

www.compassidaho.org/documents/prodserve/trans/flyer%20public%20comment_spanish.pdf

the two-county area to post on their bulletin boards. The flier was also displayed at the COMPASS office and sent to COMPASS committee members with a request to post it at their offices and other public places within their jurisdictions.

Social Media. COMPASS posted information about the comment period on its [Facebook](#)⁷, [Twitter](#)⁸, and [Instagram](#)⁹ accounts throughout the public comment period.

- Facebook: COMPASS posted information about the TIP public comment nine times between July 20 and August 18. These Facebook posts resulted in a total “reach” of 878 viewers.
- Twitter: COMPASS tweeted information about the TIP public comment 56 times between July 20 and August 18, 2015. These tweets resulted in a total of 4,216 viewer “impressions.”
- Instagram: COMPASS posted information about the TIP public comment two times between July 20 and August 18, 2015.

Executive Director’s Blog. COMPASS used the [Executive Director’s blog](#)¹⁰ to help publicize the comment period and discuss issues related to the public comment materials. Two blogs were posted during the public comment period, “What the heck is the TIP, anyway?” and “How do you read the TIP?” Blogs were posted on July 21 and July 24, 2015.

Community Calendars. COMPASS posted the TIP open house flier on the COMPASS Facebook page “events” section, the COMPASS website calendar, and on the following online community calendars:

- [Idaho Press Tribune online calendar](#)
- [Idaho Statesman online calendar](#)
- [Boise Weekly online calendar](#)
- [www.KTVB.com](#)
- [www.publicbroadcasting.net](#)
- [www.boiseevents.net](#)
- [www.idahocalendar.com](#)

Brochure. COMPASS staff updated a brochure explaining the TIP; the [English](#)¹¹ and [Spanish](#)¹² versions were available on the COMPASS website, at the COMPASS office, at libraries with other comment materials, and at the open house.

⁷ COMPASS Facebook: <https://www.facebook.com/COMPASSIdaho>

⁸ COMPASS Twitter: <https://mobile.twitter.com/COMPASSIdaho>

⁹ COMPASS Instagram: <https://instagram.com/compassidaho/>

¹⁰ COMPASS Executive Director’s Blog: <http://www.compassidaho.blogspot.com/>

¹¹ TIP Brochure English:

http://www.compassidaho.org/documents/prodserve/trans/FY15/TIPbrochure_FY20162020.pdf

¹² TIP Brochure Spanish:

http://www.compassidaho.org/documents/prodserve/trans/FY15/TIPbrochure_FY20162020_finalSpanish.pdf

Spanish Translation. COMPASS translated the public comment flier, TIP brochure, and TIP comment form (hard copy and online) into Spanish. In addition, the TIP web page content concerning the public comment period was provided in Spanish. COMPASS promoted the public comment period and open house through an ad in *El Regional*, a Spanish language newspaper.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, or via online or hard copy comment forms. Assistance was provided for anyone unable to submit comments in writing. Twenty-three public comments were received; they are attached in Appendix B. Overall, the public comments received were in support of transportation plans and programs.

Several comments indicated approval and support of various projects, such as increasing bicycle and pedestrian pathways, safety improvements, and rehabilitating I-84 in Canyon County. Other comments showed concerns about congestion and planned efforts to alleviate it by widening roadways. Thirty-nine percent of the comments expressed opposition to Key #18872 (SH-16 and Beacon Light Road intersection improvements).

Comments regarding public transportation projects in VRT’s FY2016 Program of Projects were all in support of maintaining or expanding the current public transportation system. Additionally, two comments relating to public transportation expressed a need for expanding the ACCESS/paratransit system into the City of Meridian.

Among the public comments pertaining to air quality, there was a general consensus that air quality in the Treasure Valley is a concern that should continue to be addressed.

All comments were provided to the Regional Technical Advisory Committee and to the COMPASS Board of Directors. In addition, individual comments were forwarded to the agencies whose programs or projects were addressed in the comments. A listing of the disposition of each comment can be found with the verbatim comments in Appendix B.

Special Assistance. All COMPASS notifications, advertisements, other promotional materials, and the COMPASS website included the following statements for people in need of special assistance:

Those needing assistance, call 208/855-2558 48 hours in advance.
Personas que necesitan asistencia especial, llamar al número 208/855-2558 con 48 horas de aviso.

| Public comment demographics | |
|-------------------------------|-----|
| County of residence | |
| Ada County | 70% |
| Canyon County | 22% |
| Not specified | 8% |
| Sex | |
| Male | 43% |
| Female | 43% |
| Not specified | 14% |
| Age | |
| Under 20 | - |
| 20-34 | 4% |
| 35-49 | 4% |
| 50-64 | 22% |
| 65 or older | 22% |
| Not specified | 48% |
| Race/Ethnicity | |
| Black | - |
| Hispanic | - |
| American Indian/Alaska Native | - |
| White | 39% |
| Asian/Pacific Islander | - |
| Other | 4% |
| Not specified | 57% |
| Disability | |
| Yes | 9% |
| No | 43% |
| Not specified | 48% |

IV. TIP ACHIEVEMENT

Communities in Motion 2040 (CIM 2040) includes performance measures and targets for CIM 2040 goals addressing transportation, land use, housing, community infrastructure, economic development, open space, farmland, and health.

Each project funded in the TIP should implement CIM 2040 by supporting one or more CIM 2040 goals. To identify how each project contributes to the implementation of CIM, COMPASS lists in the TIP which performance measure(s) each project supports. This helps ensure all projects receiving federal funds support the goals and vision of CIM 2040. The report is called TIP Achievement.

There are 56 performance measures in CIM 2040. To streamline reporting, the 56 performance measures have been grouped into 12 "achievement categories." The entire list of performance measures is posted online¹³. Table 1 provides a matrix demonstrating how the TIP achievement categories reflect the full 56 performance measures. The numbers shown in the right column correspond to the performance measure numbers in the online document.

Table 1: TIP Achievement Categories

| TIP Achievement Categories | Example of Type of Projects | CIM 2040 Performance Measures ¹ |
|---|---|--|
| Maintenance | <ul style="list-style-type: none"> • Overlays or chip seals • Preventive maintenance on vehicles | * |
| Transportation Infrastructure | <ul style="list-style-type: none"> • Bridge repair or rebuild • Bus or van replacement • Increase bus service | 1-3, 10-13 |
| Congestion Reduction/System Reliability | <ul style="list-style-type: none"> • Add park and ride spaces • Increase vanpool service • Increase opportunities to walk and ride bicycles | 4-9, 26-29 |
| Freight Movement and Economic Vitality | <ul style="list-style-type: none"> • Safety or capacity improvements to decrease congestion on freight routes | 14 |
| Transportation Safety | <ul style="list-style-type: none"> • Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations) | 15-24 |
| Environmental Sustainability | <ul style="list-style-type: none"> • Additional public transportation service • New sidewalks or pathways • Signalization improvements to improve traffic flow | 25 |
| Land Use | <ul style="list-style-type: none"> • Improve quality of living in downtown or fill areas | 31 |

13 CIM 2040 Performance Measures:

<http://www.compassidaho.org/documents/prodser/PerformanceMeasuresBoardofficial.pdf>

| TIP Achievement Categories | Example of Type of Projects | CIM 2040 Performance Measures¹ |
|-----------------------------------|--|--|
| Housing | <ul style="list-style-type: none"> Widen a medium-to-high congested road to increase access to employment opportunities | 38 |
| Community Infrastructure | <ul style="list-style-type: none"> New sidewalks in urban areas | 41-42 |
| Health | <ul style="list-style-type: none"> Specifically add connectivity and accessibility option to parks, schools, or grocery stores | 44-47 |
| Open Space | <ul style="list-style-type: none"> New or improved connections or access to parks and pathway amenities, such as the greenbelt | 50-52 |
| Farmland | <ul style="list-style-type: none"> Maintaining a roadway, but not purchasing prime farm land to widen the road | 55-56 |
| Support | <ul style="list-style-type: none"> Planning projects Staff salary Technology improvements Public transportation operations | ** |

* No performance measures are established, as measurements are not consistent across the region; however, maintaining our current transportation system is a high priority for the region. COMPASS will continue to work toward establishing performance measures for maintenance activities.

** No performance measures are established for this category. These types of projects provide the background to improve performance in the future through planning and operations of the system.

The criteria used to determine how projects in the TIP align with the TIP achievement categories are shown in Table 2.

Table 2: Criteria for TIP Achievement Categories

(PM = performance measure)

| TIP Achievement Categories | Criteria |
|-----------------------------------|---|
| Maintenance* | <p>Does the project:</p> <ul style="list-style-type: none"> Improve a roadway using preventive maintenance techniques such as an overlay, thin lift overlay, or micro seal? Maintain vehicles for public transportation (such as oil changes, tires, or engine overhaul) |
| Transportation Infrastructure | <p>Does the project:</p> <ul style="list-style-type: none"> Improve a "functionally obsolete" bridge back to functional condition? (PM 1) Improve a "structurally deficient" bridge back to quality condition? (PM 2) Improve public transportation vehicles to extend vehicle life (PM 3) or provide new public transportation vehicles (PM 10-13)? |

| TIP Achievement Categories | Criteria |
|--|--|
| Congestion Reduction/ System Reliability | Does the project: <ul style="list-style-type: none"> • Improve capacity on the transportation network? (PM 4-6, 9) • Add park and ride spaces? (PM 7) • Add vanpool vehicles? (PM 8) • Add a bus route or improve quality of service? (PM 10-13) • Add, improve, or plan for bicycle or pedestrian infrastructure? (PM 26-29) |
| Freight Movement and Economic Vitality | Does the project improve capacity or travel time on freight corridor (see map14)? (PM 14) |
| Transportation Safety | Does the project propose a reduction in the number of auto, bicycle, pedestrian, or public transportation related crashes? (PM 15-24) |
| Environmental Sustainability | Does the project reduce vehicle emissions by: <ul style="list-style-type: none"> • Increasing public transportation (including vanpool) options? (PM 25) • Increasing bicycle and pedestrian infrastructure? (PM 25) • Adding signalization or traffic timing, which improves traffic flow? (PM 25) |
| Land Use | Is the project located in or improve multimodal access to: <ul style="list-style-type: none"> • A designated downtown area (see map15)? (PM 31) • A current or CIM 2040 designated Major Activity Center (see map16)? (PM 33) • An infill area (see map17)? (PM 34) |
| Housing | Does the project increase access to additional employment: <ul style="list-style-type: none"> • Improves congestion on a roadway considered "medium congestion" or "high congestion" based on the most recent travel time index¹⁸? (PM 38) |
| Community Infrastructure | Is the project : <ul style="list-style-type: none"> • Within city limits? (PM 41) • Within a city area of impact? (PM 42) |
| Health | Does the project improve bicycle and/or pedestrian infrastructure: <ul style="list-style-type: none"> • Within ¼ mile of a park, school, or grocery store? (PM 44-47) |
| Open Space | Does the project improve bicycle/pedestrian access to or build (see map19): <ul style="list-style-type: none"> • A trail and/or pathway? (PM 50) • The greenbelt? (PM 51) • Parks or open space? (PM 53) |
| Farmland | Does the project include widening roadways adjacent to farmland (see map20)? (PM 56) |

14 Freight corridor map: <http://www.compassidaho.org/documents/prodserve/trans/FreightCorridorMap.pdf>

15 Designated downtown area: http://www.compassidaho.org/dashboard/Maps/Downtown_Areas_14.jpg

16 Major Activity Centers: http://www.compassidaho.org/dashboard/Maps/MajorActivityCenters_14.jpg

17 Infill area: http://www.compassidaho.org/dashboard/Maps/Infill_Areas_14.jpg

18 Travel time index:

http://www.compassidaho.org/documents/prodserve/reports/2014_ChangeinMotionReportFinal.pdf (page 13)

19 Sidewalks and Multi Use Pathways:

http://www.compassidaho.org/documents/prodserve/CIM2040/Maps/CurrentPathways_5_1%5bConverted%5d.pdf

20 Farmland (irrigated acres): http://www.compassidaho.org/dashboard/Maps/IrrigatedAcres_14.jpg

| TIP Achievement Categories | Criteria |
|-----------------------------------|---|
| Support** | Does the project provide support, such as planning, staff salaries, or operations of public transportation? |

* No performance measures have been established, as measurements are not consistent across the region; however, maintaining our current transportation system is a high priority for the region.

COMPASS will continue to work toward establishing performance measures for maintenance activities.

** No performance measures have been established for this category. These types of projects provide the background to improve performance in the future through planning and operations of the system.

To further report on the support of CIM 2040 performance measures, Table 3 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories.

Table 3: Analysis of TIP Achievement

| TIP Achievement Category | *Number of Projects | *Dollar Amount | Percentage of Dollar Amount |
|---|---------------------|----------------|-----------------------------|
| Maintenance | 40 | \$83,059,000 | 23.85% |
| Transportation Infrastructure | 31 | \$29,471,000 | 8.46% |
| Congestion Reduction/System Reliability | 51 | \$31,531,000 | 9.05% |
| Freight Movement and Economic Vitality | 44 | \$64,129,000 | 18.42% |
| Transportation Safety | 75 | \$43,146,000 | 12.39% |
| Environmental Sustainability | 29 | \$17,344,000 | 4.98% |
| Land Use | 4 | \$872,000 | 0.25% |
| Housing | 10 | \$8,384,000 | 2.41% |
| Community Infrastructure | 5 | \$2,850,000 | 0.82% |
| Health | 19 | \$6,822,000 | 1.96% |
| Open Space | 12 | \$5,354,000 | 1.54% |
| Farmland | 1 | \$1,931,000 | 0.55% |
| Support | 47 | \$53,345,000 | 15.32% |

*Many projects are reported in multiple TIP achievement categories.

- The number of projects is counted in each category in which it is reported; therefore, the total number of projects in this report is greater than the total number of projects in the TIP.
- Multiple categories are split equally when reporting dollar amounts (i.e., a project reported as maintenance and open space is reported as 50% maintenance and 50% open space).

IV. AIR QUALITY CONFORMITY

The Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analysis for Northern Ada County for the FY2016-2020 conformity demonstration on June 16, 2015. The roadway project list was also approved by the ICC on June 16, 2015. 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*²¹ 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 FY2016-2020 Regional TIP. The complete air quality conformity demonstration, *Conformity Demonstration of the FY2016-2020 Regional Transportation Improvement Program*, Report Number 02-2016, is provided under separate cover and can be found online²².

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.

2015-2019 Integrated Five-Year Work Plan, ACHD, October 22, 2014.

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

Communities in Motion 2040: Regional Long-Range Transportation Plan for Ada and Canyon Counties, adopted by the COMPASS Board on July 21, 2014.

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

Draft FY2016-2020 Integrated Five-Year Work Program, ACHD.

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 2004-2013, 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, FY2016-2020, Public Review Draft, ITD, July 2015

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.

²¹ http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf

²² Conformity Demonstration: <http://www.compassidaho.org/prodserv/eq-demo.htm>

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013²³.

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

Treasure Valley Transportation System: Operations, Management, and ITS, created by the IBI Group, March 2014.

Valleyconnect, approved by the VRT Board, August 2011.

Valley Regional Transit Five Year Strategic Plan (FY2013-FY2018) Two-Year Update, approved by the VRT Board, January 21, 2015.

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 7.34-50%, depending on the type of project.

Federal and state funding combined allows the state 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.

COMPASS staff created a funding fact sheet²⁴ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*.

A. Highway Preservation Program

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

1. Bridge Preservation

This program provides for bridge deck rehabilitation and bridge repair.

2. Pavement Preservation

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

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.

²³ 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.

²⁴ Funding Fact Sheet:

http://www.compassidaho.org/documents/prodserv/trans/FY15/Funding_Source_Factsheet.pdf

4. Traffic Operations

This program provides features or devices to enhance safety or a traffic operation improvement designed to reduce traffic congestion, and facilitate the flow of traffic for both people and vehicles on existing systems.

B. Highway Improvements

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

1. Bridge Restoration

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. Early Development (ED)

This program was established by ITD to encourage the development of safety and spot capacity improvement projects if additional state or federal funds are provided in the next several years. ED is limited to development costs of \$300,000 per ITD district per year for \$20 million of unfunded construction per district.

3. 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.

4. Federal Lands Access Program (FLAP)

This program improves transportation facilities that provide access to, are adjacent to, or are located within Federal lands. FLAP funds supplement state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

5. 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.

6. Safety - Highway Safety Improvement Program (HSIP)

The HSIP Program uses various federal funding sources to invest in safety initiatives including 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.

7. Sales Tax Anticipated Revenue (STAR)

This program provides a mechanism to refund a retail developer for approved work on state and local roadways using anticipated sales tax for the new retail development.

8. Strategic Initiatives

This is a new program administered by ITD to fund larger safety projects across the state using a statewide competitive process.

9. ST2 (listed with another funding source)

Funding with "new" state funding generated by House Bill 312, which went into effect July 1, 2015. The statute stipulated these funds can only be used to maintain the current transportation system and must be tracked separately.

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. Bridge Local

Local 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.

2. Local Participating

This category is used when sponsoring agencies provide additional local funds for a federal-aid project. The project is still considered a federal-aid project, but it includes more than the required match in local funds.

3. Local (Regionally Significant)

This category refers to locally funded projects that are included in the TIP because they meet the definition of regionally significant.

4. Safety - Highway Safety Improvement Program (HSIP) (Local)

LHTAC assists ITD in the administration of the HSIP (Local) program for safety improvements that will make the most impact. Each year, LHTAC staff analyzes traffic crashes and invites agencies in areas of high fatality or injury rates to apply for projects to improve safety concerns in the area.

5. 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.

6. Surface Transportation Program - Transportation Management Area (STP-TMA)

The STP-TMA program funds are generally 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.

7. 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. Projects priorities are determined through the Urban Balancing Committee at a statewide level in areas of the designated populations.

8. Transportation Alternatives Program (TAP) - Statewide

The TAP is a statewide competitive program, formerly known as “Community Choices,” that invests approximately \$5 million in designated federal funds for “alternative” transportation activities. Funding for the recreational trails program is an optional expense for this program.

9. Transportation Alternatives Program – Transportation Management Area (TAP-TMA)

TAP-TMA includes funds specifically for the Boise Urbanized Area. Projects are selected through a competitive process that invests approximately \$450,000 in designated federal funds for “alternative” transportation activities.

Other Federal Transportation Funding (Other Federal)

The FHWA provides funding for the metropolitan planning activities through this program. The FTA portion is for metropolitan planning activities is 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 and 5339 funds for urbanized area funds. Boise Urbanized Area funds are known as “Large Urban” (LU) funds. Nampa Urbanized Area funds are known as “Small Urban” (SU) funds. Projects for rural funds are selected and managed by ITD, and are known as “Rural” (R) funds.

1. **Section 5303 (FTA 5303).** Funds from this program are for transit planning activities in the metropolitan planning areas. 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.
2. **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.
3. **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.

4. **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.
5. **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 12-2014²⁵.

40 CFR 93.101 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."

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 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.

²⁵ <http://www.compassidaho.org/prodserv/aq-demo.htm>

1. Federal-Aid Funding Assumptions

- a. Program funding levels for FY2016 through FY2020 are flat-lined, based on FY2014 MAP-21 apportionments.
- b. Inflation is estimated at two percent annually.
- c. 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.
- d. 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. The amount of state highway funding can be impacted by legislation passed in any given year. The FY2014 Idaho State Legislature passed House Bill 547, which includes GARVEE debt service payments and state transportation programs in the distribution of funds from state cigarette taxes.
- c. Including new revenue generated by bills passed in the 2015 legislative session, an estimated \$122.6 million in state funds are available for highway capital construction in FY2016, \$88.8 million in FY2017, \$66.1 million in FY2018, \$59.8 million in FY2019, and \$55.3 million in FY2020 throughout the state.

3. 2015 Revenue Increase Assumptions

The 2015 Idaho Legislature increased transportation funding by:

- a. Increasing the fuel tax by seven cents per gallon, which will raise approximately \$63.1 million statewide annually.
- b. Increasing the annual registration fees for passenger vehicles by \$21 per year and registration fees for motorcycles by \$10 per year, which will raise approximately \$26.8 million statewide annually.
- c. Increasing registration fees for all vehicles over 8,000 pounds gross vehicle weight by \$25 per year, which will raise approximately \$3.5 million statewide annually.
- d. Adding a registration fee of \$140 for electric vehicles and \$75 for hybrid vehicles, which will raise approximately \$641,000 statewide annually.
- e. Of the approximately \$94 million in revenue raised annually by the methods listed above, 60% will be distributed to ITD and 40% to local units of government.
- f. The Idaho Legislature also created a fund to finance ITD's strategic initiatives projects that address safety, mobility, economic opportunity, bridge repair and maintenance, and right-of-way expenses. The funds will receive revenue based on a formula that allocates 50% of the remaining cash balance in the state's general fund after all legislative actions are fully funded.
- g. ITD projects that funding bills passed in the 2015 Idaho Legislature will generate an estimated \$87.6 million in additional annual funding for highway construction in FY2016, \$75.3 million in FY2017, and \$55.3 million in FY2018 through FY2020 for state (ITD) projects.

4. GARVEE Bonding Assumptions

- a. Idaho Code allows no more than 30% of the state's federal apportionment to be used for debt service. The Idaho Legislature authorized the department to provide financing of \$857 million to complete the GARVEE program.
- b. The department uses federal highway revenue to repay the bonds. GARVEE bonds are revenue bonds that do not pledge the full faith and credit of the state of Idaho. Annual debt service is \$57.4 million (\$52.7 million in federal funds and \$4.7 million in state matching funds).

B. Public Transportation Funding Assumptions

The forecasted federal funding for FY2016 through FY2020 is flat-lined at MAP-21 FY2014 estimated apportionment levels, and includes carry-over funding from previous years.

- a. ITD estimates statewide funding levels at \$10.9 million for rural capital and services, and \$10.6 million for urban capital and services.
- b. Dedicated state funds of \$312,000 are available for vehicle replacement needs across the state.
- c. Funding assumptions do not include estimates of discretionary funding.

C. Reference to Metropolitan Planning Organizations (MPO)

The ITIP refers to the local TIP in each MPO area; therefore, all projects located in Ada or Canyon Counties are listed in the COMPASS TIP. The COMPASS Board opted to not group projects. All projects are listed individually.

Financial Status of ITD Projects

The FY2016-2020 ITIP provides financial data and financial constraint for ITD projects.

ITD seeks 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. The chart outlines ITD's legislatively approved budget for FY2016.

Figure 3: Idaho Transportation Department FY2016 Appropriations (Senate Bill 1174)
FY16 Fund Sources and Uses

Dollars in Millions and Rounded – sums may not add, due to rounding

| Fund Sources | State | Federal | Other | Total |
|--|--------------|----------------|--------------|--------------|
| Distribution from Highway Distribution Account | 184.0 | | | 184.0 |
| Ethanol Transfer | 15.1 | | | 15.1 |
| Cigarette Tax (House Bill 547) – State Highway Maintenance, Construction, Right-of-Way | 5.4 | | | 5.4 |
| Cigarette Tax (House bill 547) – for Debt Service | 4.7 | | | 4.7 |
| Aviation Fuel Tax | 1.7 | | | 1.7 |
| Federal | | 293.7 | | 293.7 |
| Local Match | | | 4.0 | 4.0 |
| Services for State Agencies | | | 0.6 | 0.6 |
| Miscellaneous State | 45.9 | | | 45.9 |
| Cash Adjustment | (0.7) | | | (0.7) |
| TOTAL FUND SOURCES | 256.1 | 293.7 | 4.6 | 554.4 |
| Expenditures | | | | |
| Personnel | 110.4 | 11.7 | 0.4 | 122.4 |
| Operating | 77.6 | 7.0 | 0.5 | 85.1 |
| Capital Facilities | 3.3 | | | 3.3 |
| Equipment | 25.3 | | | 25.3 |
| Sub-Grantee (Pass-Through) | 1.0 | 15.4 | | 16.4 |
| Contract Construction and Right-of-Way Acquisition | 34.8 | 205.6 | 3.7 | 244.0 |
| TOTAL EXPENDITURES (before debt service) | 252.4 | 239.6 | 4.6 | 496.6 |
| | | | | |
| DEBT SERVICE | 4.7 | 54.1 | | 58.8 |
| | | | | |
| TOTAL PROGRAM FUNDING | 257.1 | 293.8 | 4.6 | 555.5 |
| | | | | |
| Funds in Excess of Appropriation (Appropriation in Excess of Funds) | (1.0) | (0.1) | (0.0) | (1.1) |

Highway Distribution Account (HDA) revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (see Figure 4) provides the summary of how these funds are forecasted for FY2016.

Figure 4: Idaho Transportation Department FY2016 HDA Revenue Forecast
(August 1, 2014 Forecast)

Dollars in Millions and Rounded – sums may not add, due to rounding

| REVENUE SOURCES | |
|---|--------------|
| Motor Fuel Taxes | 242.5 |
| Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection | (17.4) |
| Less: Ethanol transfer to ITD | (15.1) |
| NET MOTOR FUEL TO DISTRIBUTE | 210.0 |
| Registrations | 103.2 |
| Other | 9.6 |
| NET HDA TO DISTRIBUTE | 322.8 |
| DISTRIBUTIONS | |
| ITD (57%) | 184.0 |
| Idaho State Police (5%) | 16.1 |
| Locals (Transportation Agencies) (38%) | 122.7 |
| TOTAL DISTRIBUTIONS | 322.8 |
| Sub-Allocation of Locals Distribution | |
| LOCALS (38%) | 122.7 |
| Less: Local Highway Technical Assistance Council | (0.4) |
| NET LOCAL HDA TO DISTRIBUTE | 122.3 |
| Cities (30%) | 36.7 |
| Counties and Highway Districts (70%) | 85.6 |

The ITIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2015 through FY2019. 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.

Table 4: Available Funding* with Match vs. Programmed Projects (June 24, 2015)
DRAFT FY2016-2020 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 becomes available.

| Program Name | Statewide Transportation Improvement Program (ITIP) | | | | | | | | | | Preliminary Development & Set-Asides | |
|---|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------------------------|----------------|
| | FY2016* | | FY2017* | | FY2018* | | FY2019* | | FY2020* | | Available | Program |
| | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | | |
| Pavement Preservation | 46,892 | 49,270 | 49,848 | 46,766 | 63,410 | 44,321 | 34,528 | 41,688 | 20,194 | 32,877 | - | - |
| Restoration | 64,651 | 81,116 | 74,423 | 84,845 | 68,513 | 81,455 | 89,135 | 79,996 | 99,334 | 83,640 | - | - |
| SHS Pavements | 111,543 | 130,386 | 124,271 | 131,611 | 131,923 | 125,776 | 123,663 | 121,684 | 119,528 | 116,516 | - | - |
| Bridge Preservation | 15,000 | 15,650 | 15,000 | 14,581 | 15,000 | 14,838 | 15,056 | 13,495 | 15,000 | 14,248 | - | - |
| Bridge Restoration | 65,000 | 63,059 | 65,000 | 60,885 | 65,000 | 82,919 | 67,311 | 66,705 | 65,000 | 68,629 | - | - |
| SHS Bridges | 80,000 | 78,709 | 80,000 | 75,466 | 80,000 | 97,757 | 82,367 | 80,201 | 80,000 | 82,878 | - | - |
| Strategic Initiatives | 97,725 | 46,729 | 49,087 | 27,384 | 21,855 | 25,525 | 21,169 | 21,884 | 17,707 | 15,048 | - | - |
| SHS Core | 289,268 | 255,824 | 253,358 | 234,460 | 233,779 | 249,058 | 227,199 | 223,770 | 217,235 | 214,442 | - | - |
| Early Development | 802 | 842 | 202 | 602 | 100 | 320 | - | 300 | - | 300 | 120,000 | 96,018 |
| Formula Debt Service + Fees & Interest ¹ | 59,480 | 58,681 | 59,553 | 58,155 | 59,592 | 58,194 | 59,593 | 58,184 | 59,672 | 58,258 | - | - |
| System Support | 8,155 | 8,155 | 8,357 | 8,036 | 7,606 | 7,606 | 7,093 | 7,083 | 9,093 | 7,648 | - | - |
| HSIP Local | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 7,144 | 3,851 | - | - |
| Federal Rail | 1,367 | 1,414 | 1,805 | 2,000 | 200 | 155 | 540 | 540 | 1,777 | - | - | - |
| State Rail | 262 | 319 | 250 | 323 | 250 | 489 | 250 | 80 | 250 | 80 | - | - |
| State Board Unallocated | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | - | - |
| Other | 78,917 | 78,262 | 79,018 | 77,967 | 76,599 | 75,615 | 76,327 | 75,038 | 82,936 | 75,138 | 120,000 | 96,018 |
| Systems Planning | 2,443 | 4,577 | 2,174 | 2,534 | 1,186 | 1,186 | 1,218 | 1,218 | - | 1,313 | - | - |
| Metropolitan Planning (MPOs) | 1,660 | 1,659 | 1,660 | 1,659 | 1,660 | 1,659 | 1,660 | 1,659 | 1,660 | 1,659 | - | - |
| State Planning and Research | 6,082 | 6,052 | 6,082 | 6,057 | 6,082 | 6,082 | 6,082 | 6,082 | 6,082 | 6,082 | - | - |
| Highway Planning | 10,185 | 12,288 | 9,916 | 10,250 | 8,928 | 8,927 | 8,960 | 8,959 | 7,742 | 9,054 | - | - |
| Transportation Alternatives (TAP) ² | 4,731 | 4,710 | 4,067 | 3,870 | 3,628 | 4,020 | 3,628 | 3,628 | 3,628 | 3,628 | - | - |
| Congestion Mitigation/Air Quality (CMAQ) | 2,958 | - | 2,958 | - | 2,958 | - | 2,958 | - | 2,958 | - | - | - |
| Recreational Trails | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | 1,846 | - | - |
| Highway Statewide Competitive | 9,535 | 6,556 | 8,871 | 5,716 | 8,432 | 5,866 | 8,432 | 5,474 | 8,432 | 3,628 | - | - |
| STP - Local Urban | 8,253 | 8,299 | 8,253 | 8,304 | 8,253 | 8,253 | 8,253 | 8,253 | 8,253 | 7,913 | 33,122 | 31,680 |
| STP - Transportation Management Area | 8,860 | 8,686 | 8,860 | 8,785 | 8,860 | 8,908 | 8,860 | 8,871 | 8,860 | 8,840 | 18,074 | 17,518 |
| TAP- Transportation Management Area | 456 | 422 | 456 | 443 | 456 | 440 | 456 | 458 | 456 | 455 | 843 | 10 |
| STP - Local Rural | 12,240 | 15,062 | 12,240 | 11,541 | 12,240 | 9,796 | 12,240 | 7,008 | 12,240 | 14,302 | 24,970 | 23,995 |
| Bridge - Local | 5,447 | 5,034 | 5,447 | 4,792 | 5,447 | 3,781 | 5,447 | 6,096 | 5,447 | 4,048 | 11,112 | 18,774 |
| Bridge - Off System | 4,085 | 1,678 | 4,085 | 5,439 | 4,085 | 8,194 | 4,085 | 8,668 | 4,085 | 3,422 | 8,333 | 5,160 |
| Local Highway Programs | 39,431 | 39,181 | 39,341 | 39,304 | 39,341 | 39,373 | 39,341 | 39,354 | 39,341 | 38,979 | 96,454 | 97,138 |
| Highway Federal Formula/State Funds | 427,246 | 392,111 | 390,504 | 367,696 | 367,079 | 378,839 | 360,259 | 352,594 | 355,686 | 341,241 | 216,454 | 193,156 |
| High Priority (SAFETEA-LU) | 750 | 750 | 4,235 | 4,235 | - | - | - | - | - | - | - | - |
| High Priority (TEA-21) | 25,395 | 25,395 | - | - | - | - | - | - | - | - | - | - |
| Discretionary Earmarks & Applications | 490 | 490 | - | - | - | - | - | - | 10,000 | 10,000 | - | - |
| Emergency Relief | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Lands Access (FLAP) | 13,898 | 23,751 | 13,898 | 4,500 | 13,898 | 1,046 | 13,898 | 54 | 13,898 | - | 13,898 | 869 |
| Indian Reservation Roads | 816 | 816 | 877 | 877 | - | - | - | - | - | - | - | - |
| Other Federal Non-Formula | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 190 | 190 | - | - |
| Highway Other Federal Programs | 41,829 | 51,682 | 19,490 | 10,092 | 14,378 | 1,526 | 14,378 | 534 | 24,088 | 10,190 | 13,898 | 869 |
| Federal Non-Participating | 50 | 50 | - | - | - | 238 | - | - | - | - | 2,154 | 2,154 |
| Local/Private Partnership | 9,384 | 9,384 | - | - | - | - | 11,000 | 11,000 | 4,060 | 4,606 | 3,465 | 3,465 |
| Highway Other Programs | 9,434 | 9,434 | - | - | - | 238 | 11,000 | 11,000 | 4,060 | 4,606 | 5,619 | 5,619 |
| Highways Total | 478,509 | 453,227 | 409,994 | 377,789 | 381,457 | 380,603 | 385,637 | 364,128 | 383,834 | 355,491 | 235,971 | 199,644 |
| Capital | 14,631 | 14,631 | 11,857 | 11,857 | 9,440 | 9,440 | 9,769 | 9,769 | 10,251 | 10,251 | - | - |
| Operations | 18,437 | 18,437 | 19,353 | 19,353 | 18,097 | 18,097 | 18,118 | 18,118 | 15,652 | 15,652 | - | - |
| Public Transit Total | 33,068 | 33,068 | 31,210 | 31,210 | 27,537 | 27,537 | 27,887 | 27,887 | 25,903 | 25,903 | - | - |
| New Airport Facilities | 10,081 | 10,081 | 9,024 | 9,024 | 19,566 | 19,566 | 29,231 | 29,231 | 16,521 | 16,521 | 10,231 | 10,231 |
| Airport Facilities Maintenance | 55,715 | 55,715 | 45,092 | 45,092 | 38,440 | 38,440 | 29,095 | 29,095 | 33,964 | 33,964 | 5,118 | 5,118 |
| Airport Planning | 2,039 | 2,039 | 321 | 321 | 487 | 487 | 807 | 807 | 558 | 558 | 81 | 81 |
| Aviation System Planning | 628 | 628 | 522 | 522 | 189 | 189 | 522 | 522 | 189 | 189 | - | - |
| Aeronautics Total | 68,463 | 68,463 | 54,959 | 54,959 | 58,682 | 58,682 | 59,655 | 59,655 | 51,232 | 51,232 | 15,430 | 15,430 |
| Grand Total | 580,040 | 554,758 | 496,163 | 463,958 | 467,676 | 466,822 | 473,179 | 451,670 | 460,969 | 432,626 | 251,401 | 215,074 |

*Available estimates are to be used for planning purposes only. FFY14 is last year of MAP-21 transportation act. Out-years assume FY2014 actual funding levels and 100% Obligation Authority.

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

¹ GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

²Available dollars increased assuming 25% local match rather than required minimum of 7.34%

Financial Status of Project Sponsoring Entities

ACHD projects are derived from the agency's annual Five-Year Work Program²⁶, 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 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.

The Idaho legislature voted to increase the state gas tax by 7¢ per gallon starting in July 2015. The increase will impact Highway Distribution Account payments to cities and highway districts beginning in FY2016, and is intended to provide for better maintenance of Idaho streets and highways. The increase is reflected in Tables 3, 5, and 7, below.

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 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 | \$87,326,318 | \$89,607,676 | -\$2,281,358 | \$0 | \$0 | \$0 |
| 2014 | \$0 | \$84,483,464 | \$82,279,759 | \$2,203,705 | \$2,203,705 | \$2,203,705 | \$0 |

Source: Local Government Street/Road Finance Reports, 2008-2014.

| Year | Programmed | Revenue | Reimbursements | Total Revenue | Difference |
|-------|---------------|---------------|----------------|---------------|--------------|
| 2015 | \$43,710,000 | \$45,060,000 | \$8,150,000 | \$53,210,000 | \$9,500,000 |
| 2016 | \$41,388,000 | \$42,300,000 | \$2,450,000 | \$44,750,000 | \$3,360,000 |
| 2017 | \$39,324,000 | \$39,960,000 | \$2,490,000 | \$42,460,000 | \$3,130,000 |
| 2018 | \$41,742,000 | \$38,850,000 | \$520,000 | \$39,370,000 | -\$2,380,000 |
| 2019 | \$43,575,000 | \$39,710,000 | \$2,240,000 | \$41,950,000 | -\$1,630,000 |
| 2020 | \$43,297,000 | \$40,600,000 | \$710,000 | \$41,310,000 | -\$1,990,000 |
| PD* | \$89,500,000 | \$84,850,000 | \$120,000 | \$84,980,000 | -\$4,520,000 |
| Total | \$298,826,000 | \$286,270,000 | \$8,530,000 | \$294,820,000 | -\$4,030,000 |

Source: Ada County Highway District Five Year Work Plan Summary FY2015-2019 (November 2014 draft) and Integrated Five Year Work Plan Summary 2016-2020 (September 2015 draft).

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

²⁶ <http://www.achdidaho.org/Departments/PP/5Year.aspx>

The mayors and city councils of the cities 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 good financial standing and are committed to providing the required local match. Several agencies normally obligate all or part their closing fund balance for future projects or operations expenses. Tables 4 - 7 provide historical and projected financial statistics for the urban and rural portions²⁷ 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 |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 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 | \$9,650,063 | \$9,346,793 |
| 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 |
| 2013 | \$8,126,619 | \$26,915,087 | \$28,756,986 | -\$1,841,899 | \$6,290,723 | \$3,977,418 | \$2,313,308 |
| 2014 | \$6,631,522 | \$29,354,148 | \$29,842,070 | -\$487,922 | \$6,118,364 | \$4,397,863 | \$735,303 |

Source: Local Government Street/Road Finance Reports, 2008-2014.

| Year | Total Income | Disbursements | Receipts over Disbursements |
|------|--------------|---------------|-----------------------------|
| 2015 | \$31,140,000 | \$30,830,000 | \$310,000 |
| 2016 | \$41,292,000 | \$32,705,000 | \$411,000 |
| 2017 | \$45,556,000 | \$43,368,000 | \$453,241 |
| 2018 | \$48,327,000 | \$47,847,000 | \$481,000 |
| 2019 | \$51,267,000 | \$50,757,000 | \$510,000 |

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2008-2014, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase by 2017.

²⁷ Parts of the Canyon and Nampa highway districts are included in the Nampa Urbanized Area. For ease in reporting they are included in the urban figures (tables 4 and 5) with the cities of Caldwell, Middleton and Nampa, rather than split between the urban and rural figures (tables 6 and 7). Tables 6 and 7 comprise data (where available) from the cities of Greenleaf, Melba, Notus, Parma and Wilder and the Golden Gate and Notus-Parma highway districts.

Table 9: Other Canyon County Cities and Highway Districts Budget History, 2008-2014

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 2008 | \$2,269,601 | \$3,791,946 | \$4,299,131 | -\$507,185 | \$1,762,416 | \$1,215,074 | \$358,001 |
| 2009 | \$1,915,097 | \$4,045,022 | \$3,797,702 | \$247,320 | \$2,162,417 | \$1,540,765 | \$448,143 |
| 2010 | \$1,880,174 | \$3,413,233 | \$3,704,979 | -\$291,746 | \$1,593,590 | \$1,303,951 | \$266,868 |
| 2011 | \$1,762,644 | \$3,810,189 | \$3,935,700 | -\$125,511 | \$2,009,662 | \$1,193,294 | \$749,016 |
| 2012 | \$1,988,663 | \$4,531,986 | \$4,754,082 | -\$222,096 | \$1,950,655 | \$1,382,310 | \$486,815 |
| 2013 | \$2,022,640 | \$4,131,295 | \$4,575,206 | -\$443,911 | \$1,580,258 | \$801,586 | \$629,874 |
| 2014 | \$1,503,337 | \$3,940,760 | \$4,055,510 | -\$114,749 | \$1,848,001 | \$973,003 | \$813,336 |

Source: Local Government Street/Road Finance Reports, 2008-2014.

Table 10: Other Canyon County Cities and Highway Districts Budget Projections, 2015-2019

| Year | Total Income | Disbursements | Receipts over Disbursements |
|------|--------------|---------------|-----------------------------|
| 2014 | \$4,941,000 | \$5,207,000 | -\$266,000 |
| 2015 | \$5,154,000 | \$5,431,000 | -\$277,000 |
| 2016 | \$5,169,000 | \$5,447,000 | -\$278,000 |
| 2017 | \$5,185,000 | \$5,464,000 | -\$279,000 |
| 2018 | \$5,200,000 | \$5,480,000 | -\$280,000 |

Source: Extrapolated from Local Government Street/Road Finance Reports, 2008-2014, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase by 2017.

More details regarding financial analysis are available online in the Regional Asset and Resource Maintenance Report September 2014 (formerly known as the Transportation Financial Report), which can be accessed online at <http://www.compassidaho.org/reports.htm> (Report 14-2014).

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 main recipient of the FTA funds in the Treasure Valley, specifically under the Section 5307 (urban area) 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 11: Valley Regional Transit Budget History, 2008-2014

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|------|-------------------|--------------|---------------|----------------------|
| 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 | \$21,690,241 | \$11,802,650 | \$5,722,322 |
| 2013 | \$5,722,322 | \$16,682,051 | \$16,159,819 | \$6,244,554 |
| 2014 | \$6,244,554 | \$17,679,944 | \$17,572,588 | \$5,298,000 |

Source: Valley Regional Transit budget reports, 2008-2013.

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|-------------|--------------------------|---------------------|----------------------|-----------------------------|
| 2015 | \$6,244,554 | \$11,253,093 | \$12,785,982 | \$1,532,889 |
| 2016 | \$1,532,889 | \$11,447,522 | \$12,969,389 | \$1,521,867 |
| 2017 | \$1,521,867 | \$11,662,225 | \$13,231,203 | \$1,568,977 |
| 2018 | \$1,568,977 | \$11,901,819 | \$13,477,773 | \$1,575,953 |
| 2019 | \$1,575,953 | \$12,252,874 | \$13,834,398 | \$1,581,524 |
| 2020 | \$1,581,524 | \$12,614,460 | \$14,201,722 | \$1,587,262 |

Source: Valley Regional Transit, FY2014 Budget – Six Year Operating Plan.

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 13. COMPASS Region Available vs. Programmed Funding | | | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (All amounts in \$1,000, most including local match)(Shown in year of expenditure - inflated) | | | | | | | | | | | | |
| Funding Source | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | | PD** | |
| | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed |
| Bridge (Local) | 0 | 0 | 152 | 152 | 1422 | 1422 | 0 | 0 | 0 | 0 | 7032 | 7032 |
| Bridge Restoration | 7335 | 7335 | 19349 | 19349 | 0 | 0 | 594 | 594 | 0 | 0 | 0 | 0 |
| Early Development (ED) | 302 | 302 | 308 | 308 | 312 | 312 | 318 | 318 | 324 | 324 | 0 | 0 |
| *FTA 5303 | 270 | 270 | 270 | 270 | 270 | 270 | 270 | 270 | 270 | 270 | 0 | 0 |
| *FTA 5307 LU | ***9422 | 9423 | 3503 | 3458 | 3503 | 3458 | 3503 | 3458 | 3503 | 3503 | 0 | 0 |
| *FTA 5307 SU | ***6133 | 6089 | 2357 | 1703 | 2357 | 1343 | 2357 | 1365 | 2357 | 2357 | 0 | 0 |
| *FTA 5310 LU | ***768 | 768 | 259 | 259 | 259 | 259 | 259 | 259 | 259 | 259 | 0 | 0 |
| *FTA 5310 SU | ***648 | 648 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 0 | 0 |
| *FTA 5339 LU | ***1498 | 1499 | 375 | 335 | 375 | 335 | 375 | 337 | 375 | 375 | 0 | 0 |
| *FTA 5339 SU | ***941 | 854 | 252 | 63 | 252 | 0 | 252 | 0 | 252 | 0 | 0 | 0 |
| *FTA 5339 Rural | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highway Safety Improvement Program (HSIP) | 12828 | 12828 | 1632 | 1632 | 386 | 386 | 0 | 0 | 0 | 0 | 0 | 0 |
| HSIP (Local) | 596 | 596 | 1482 | 1482 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local (Regionally Significant) | 1475 | 1475 | 2781 | 2781 | 3386 | 3386 | 3228 | 3228 | 0 | 0 | 6955 | 6955 |
| Local Participating | 1273 | 1273 | 7 | 7 | 0 | 0 | 0 | 0 | 65 | 65 | 0 | 0 |
| Other Federal | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | 0 | 0 |
| Pavement Preservation | 6525 | 6525 | 3089 | 3089 | 1399 | 1399 | 5652 | 5652 | 4570 | 4570 | 0 | 0 |
| Pavement Preservation (ST2) | 2957 | 2957 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Restoration | 9188 | 9188 | 4406 | 4406 | 13936 | 13936 | 11126 | 11126 | 8227 | 8227 | 0 | 0 |
| Restoration (ST2) | 4082 | 4082 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STP-R | 372 | 372 | 0 | 0 | 3022 | 3022 | 0 | 0 | 1981 | 1981 | 0 | 0 |
| STP-TMA | 8860 | 8686 | 8860 | 8635 | 8860 | 8667 | 8860 | 8721 | 8860 | 8786 | 16370 | 17416 |
| STP-U | 2704 | 2704 | 55 | 55 | 2876 | 2876 | 621 | 621 | 4761 | 4761 | 5000 | 6317 |
| Safety | 250 | 250 | 3060 | 3060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Funds | 67 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Tax Anticipated Revenue (STAR) | 9310 | 9310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Rail | 0 | 0 | 3 | 3 | 195 | 195 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategic Initiatives | 50 | 50 | 0 | 0 | 0 | 0 | 2701 | 2701 | 671 | 671 | 0 | 0 |
| TAP-Statewide | 1217 | 1217 | 843 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TAP-TMA | 456 | 422 | 456 | 442 | 456 | 441 | 456 | 458 | 456 | 455 | 842 | 11 |
| Traffic Operations | 352 | 352 | 634 | 634 | 827 | 827 | 1495 | 1495 | 0 | 0 | 0 | 0 |
| Total | 90977 | 90640 | 55406 | 54239 | 45366 | 43807 | 43340 | 41876 | 38204 | 37877 | 36199 | 37731 |

*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.

As of 9/22/15

***Includes carry over funds from previous years.

Gray Highlight=programs managed by COMPASS and/or VRT.

Local agencies over-program up to 103% of the local federal allocation. As savings are realized in the programs, these balances will be reduced to 100% of the allocation or less. Additional balancing worksheets are available for local programs for more detailed information.

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 solutions.
- 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.
- Projects that affect air quality, such as ITS projects, are shown as 50% road and 50% air quality.
- Other projects that cannot be classified into one of the above categories, such as planning and safe routes to school coordination, are included as other – non-classified.

| Year | Total Programmed Funds | Amount Allocated to Roadway Solutions | Amount Allocated to Alternatives Solutions | Amount Allocated to Air Quality | Amount Allocated to Other | Percent to Roadways | Percent to Alternative Solutions | Percent to Air Quality | Percent to Other |
|--------------|------------------------|---------------------------------------|--|---------------------------------|---------------------------|---------------------|----------------------------------|------------------------|------------------|
| 2016 | 97,727 | 60,855 | 34,977 | 22 | 1,874 | 62.27% | 35.79% | 0.02% | 1.94% |
| 2017 | 56,509 | 42,170 | 12,009 | 126 | 2,204 | 74.62% | 21.25% | 0.22% | 4.12% |
| 2018 | 46,025 | 33,580 | 10,435 | 338 | 1,672 | 72.96% | 22.67% | 0.73% | 4.37% |
| 2019 | 44,080 | 31,259 | 10,899 | 250 | 1,672 | 70.91% | 24.72% | 0.57% | 4.36% |
| 2020 | 40,354 | 25,618 | 12,850 | 0 | 1,886 | 63.48% | 31.84% | 0.0% | 4.67% |
| PD | 37,730 | 29,145 | 6,759 | 1,056 | 771 | 77.24% | 17.91% | 2.80% | 4.84% |
| Total | 322,424 | 222,626 | 87,929 | 1,792 | 10,079 | 69.05% | 27.27% | 0.56% | 3.13% |

PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.
As of 9/22/15

APPENDIX A
LIST OF PROJECTS

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

FY 2016-2020 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

Performance Measures Met:

- Transportation Infrastructure
- Environmental Sustainability
- Land Use

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$382

Total Programmed Cost: \$1,422

Total Cost (Previous + Programmed): \$1,804

Project Description: Replace bridge on 10th Avenue over Indian Creek 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 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 236 | 1,186 | 1,422 | 1,318 | 104 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$236 | \$1,186 | \$1,422 | \$1,318 | \$104 |

10th Avenue ITS and Overlay, Caldwell

Key # : 13905

Inflated

Performance Measures Met:

Maintenance
 Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Environmental Sustainability

Requesting Agency: City of Caldwell
 Project Year: PD
 Total Previous Expenditures: \$0



Total Programmed Cost: \$1,436
 Total Cost (Previous + Programmed): \$1,436

Project Description: Overlay a one-half mile section of 10th Avenue in Downtown Caldwell from the Railroad Overpass to I-84 to replace 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 5 | 202 | 0 | 0 | 0 | 0 | 207 | 192 | 15 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 160 | 1,069 | 1,229 | 1,139 | 90 |
| Fund Totals: | \$5 | \$202 | \$0 | \$0 | \$160 | \$1,069 | \$1,436 | \$1,330 | \$105 |

21st Avenue, Chicago Street to Cleveland Boulevard, Caldwell

Key # : 13052

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Housing
 Community Infrastructure

Requesting Agency: City of Caldwell
 Project Year: 2016
 Total Previous Expenditures: \$427



Total Programmed Cost: \$2,381
 Total Cost (Previous + Programmed): \$2,808

Project Description: Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to a 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 306 | 2,075 | 2,381 | 2,206 | 175 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$306 | \$2,075 | \$2,381 | \$2,206 | \$175 |

Academy Road Railroad Crossing, Greenleaf

Key # : 19461

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: City of Greenleaf

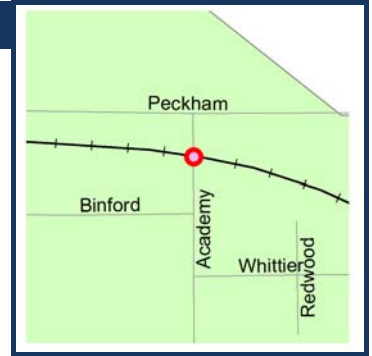
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$106

Total Cost (Previous + Programmed): \$106

Project Description: Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking. Install new rail crossing signs.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 3 | 0 | 0 | 0 | 3 | 100 | 106 | 0 | 106 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$3 | \$0 | \$0 | \$0 | \$3 | \$100 | \$106 | \$0 | \$106 |

ACHD Overlays, Arterials and Collectors - FY2014

Key # : 12050

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|---------------|------------|---------------|-------------|
| 2016 | 0 | -30 | 0 | 0 | 50 | -20 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$30) | \$0 | \$0 | \$50 | (\$20) | \$0 | \$0 | \$0 |

Bicycle Parking, Main Street Station, VRT

Key # : 19803

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$53

Total Cost (Previous + Programmed): \$53

Project Description: This project will purchase bike racks, security infrastructure, and tenant improvement furnishings for a secure bike storage inside Main Street Station in Downtown Boise.



Funding Source TAP-TMA **Local Match : 7.39%** **Funding Allocation : 100 % Alternative**

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 19 | 1 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$20 | \$20 | \$19 | \$1 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 33 | 33 | 31 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$33 | \$33 | \$31 | \$2 |

Bogus Basin Road Safety, Maintenance, and Trailhead Improvements

Key # : 19783

Inflated

Performance Measures Met:

Requesting Agency:

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,378

Total Cost (Previous + Programmed): \$5,378

Project Description:

This project will complete safety improvements and pavement rehabilitation on Bogus Basin Road from milepost 9 to Bogus Basin Mountain Recreation area (milepost 16.2) and add a trailhead. Details, including the design phase timing, will be added when available. The project is funded through the Federal Lands Access Program through a competitive process.



Funding Source **FLAP** 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 381 | 0 | 0 | 0 | 0 | 0 | 381 | 353 | 28 |
| 2018 | 36 | 0 | 0 | 0 | 200 | 4,397 | 4,633 | 4,293 | 340 |
| 2019 | 39 | 0 | 0 | 0 | 0 | 325 | 364 | 337 | 27 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$456 | \$0 | \$0 | \$0 | \$200 | \$4,722 | \$5,378 | \$4,983 | \$395 |

Bridge Rehabilitation, FY2019

Key # : 19442

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2019

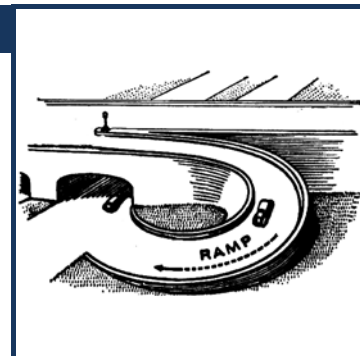
Total Previous Expenditures: \$0

Total Programmed Cost: \$3,795

Total Cost (Previous + Programmed): \$3,795

Project Description:

This project will rehabilitate six bridges on I-84 in Ada and Canyon Counties at: Sand Hollow Road Crossing, Emerald Street Bridge, Galloway Road, Purple Sage, SH-44 (Middleton), and US-20 (Parma), as well as four additional bridges outside the COMPASS planning area. The work will extend the lives of each bridge and provide safer accessible structures.



Funding Source **Bridge Preservation** 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 30 | 300 | 0 | 0 | 0 | 0 | 330 | 306 | 24 |
| 2018 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2019 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 450 | 3,000 | 3,450 | 3,197 | 253 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$30 | \$315 | \$0 | \$0 | \$450 | \$3,000 | \$3,795 | \$3,516 | \$279 |

Bridge Repair, FY2020

Key # : 19345

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2020

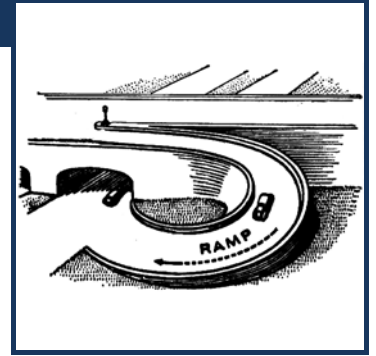
Total Previous Expenditures: \$0

Total Programmed Cost: \$2,545

Total Cost (Previous + Programmed): \$2,545

Project Description:

This project will place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges in Ada and Canyon Counties: I-84 and Franklin Road, I-84 and Meridian Road, I-84 and Cole/Overland, I-84 and Broadway Road, I-84 and Gowen Spur, I-84 and Boise Valley Rail Road, I-84 and Gowen Road, SH-21 and Mores Creek at Lucky Peak, as well as eight other locations outside the COMPASS planning area.



Funding Source Bridge Preservation

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 25 | 205 | 0 | 0 | 0 | 0 | 230 | 213 | 17 |
| 2017 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2018 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 300 | 2,000 | 2,300 | 2,131 | 169 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$40 | \$205 | \$0 | \$0 | \$300 | \$2,000 | \$2,545 | \$2,358 | \$187 |

Bridge Repairs, FY2018

Key # : 19064

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2018

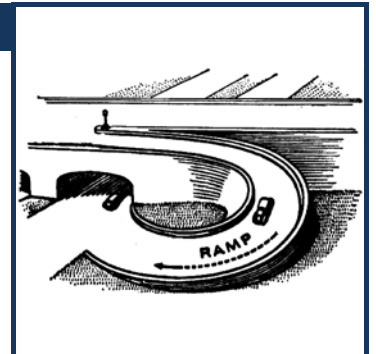
Total Previous Expenditures: \$0

Total Programmed Cost: \$2,330

Total Cost (Previous + Programmed): \$2,330

Project Description:

This project will place a preservative seal (polyester or epoxy overlays) on the decks of the following five bridges: I-84 and Eagle Road, I-84 and Maple Grove, SH-16 at the Boise River, SH-16 at Joplin Road and Eureka Canal, SH-55 at the North Channel of the Boise River, and SH-55 at the South Channel of the Boise River. The treatment will preserve the condition of these bridges.



Funding Source Bridge Preservation

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 19 | 1 |
| 2017 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 300 | 2,000 | 2,300 | 2,131 | 169 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$30 | \$0 | \$0 | \$0 | \$300 | \$2,000 | \$2,330 | \$2,159 | \$171 |

Capital Maintenance, ACHD - FY2015

Key # : 12363

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$385

Total Programmed Cost: (\$1,440)

Total Cost (Previous + Programmed): (\$1,055)

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -1,440 | -1,440 | -1,334 | -106 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | (\$1,440) | (\$1,440) | (\$1,334) | (\$106) |

Capital Maintenance, ACHD - FY2016

Key # : 13907

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$120

Total Programmed Cost: \$470

Total Cost (Previous + Programmed): \$590

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 66 | 404 | 470 | 436 | 34 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$66 | \$404 | \$470 | \$436 | \$34 |

Capital Maintenance, ACHD - FY2017

Key # : 13479

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$627

Total Programmed Cost: \$6,400

Total Cost (Previous + Programmed): \$7,027

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



| 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 |
| 2016 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 28 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 956 | 5,414 | 6,370 | 5,902 | 468 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$30 | \$0 | \$0 | \$956 | \$5,414 | \$6,400 | \$5,930 | \$470 |

Capital Maintenance, ACHD - FY2019

Key # : 13903

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,805

Total Cost (Previous + Programmed): \$5,805

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



| 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 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 20 | 495 | 0 | 0 | 0 | 0 | 515 | 477 | 38 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 794 | 4,496 | 5,290 | 4,902 | 388 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$20 | \$495 | \$0 | \$0 | \$794 | \$4,496 | \$5,805 | \$5,379 | \$426 |

Capital Maintenance, ACHD - FY2020

Key # : 18728

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,844

Total Cost (Previous + Programmed): \$6,844

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 29 | 453 | 0 | 0 | 0 | 0 | 482 | 446 | 35 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 955 | 5,408 | 6,363 | 5,896 | 467 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$29 | \$453 | \$0 | \$0 | \$955 | \$5,408 | \$6,844 | \$6,342 | \$502 |

Capital Maintenance, ACHD - FY2021

Key # : 18701

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,981

Total Cost (Previous + Programmed): \$6,981

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 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 |
| 2019 | 30 | 462 | 0 | 0 | 0 | 0 | 491 | 455 | 36 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 847 | 5,643 | 6,490 | 6,013 | 476 |
| Fund Totals: | \$30 | \$462 | \$0 | \$0 | \$847 | \$5,643 | \$6,981 | \$6,469 | \$512 |

Capital Maintenance, ACHD - FY2022

Key # : 19465

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,991

Total Cost (Previous + Programmed): \$6,991

Project Description: Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 30 | 471 | 0 | 0 | 0 | 0 | 501 | 464 | 37 |
| PD | 0 | 0 | 0 | 0 | 974 | 5,516 | 6,490 | 6,013 | 476 |
| Fund Totals: | \$30 | \$471 | \$0 | \$0 | \$974 | \$5,516 | \$6,991 | \$6,478 | \$513 |

Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2019

Key # : 18847

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

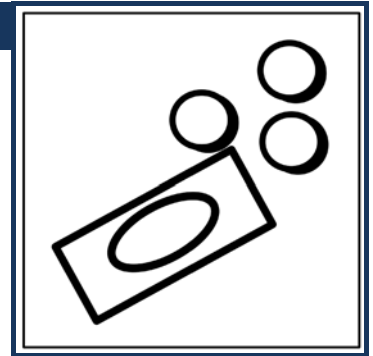
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,231

Total Cost (Previous + Programmed): \$1,231

Project Description: Set-aside funds for alternative transportation projects. Applications will be accepted in 2016 for specific projects for these funds. Eligible projects include bus replacement, transit facility/equipment replacement, bike lanes, or sidewalk - for maintenance or small gaps only.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,231 | 1,231 | 1,141 | 90 |
| 2020 | 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 | \$1,231 | \$1,231 | \$1,141 | \$90 |

Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2020

Key # : 19057

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

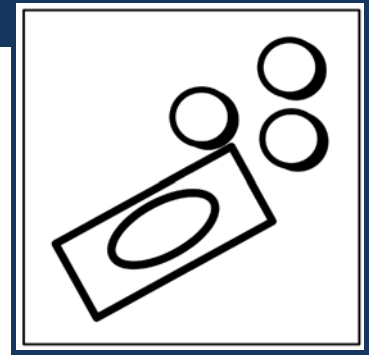
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,256

Total Cost (Previous + Programmed): \$1,256

Project Description: Set-aside funds for alternative transportation projects. Applications will be accepted in 2017 for specific projects for these funds. Eligible projects include bus replacement, transit facility/equipment replacement, bike lanes, or sidewalk - for maintenance or small gaps only.



| 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 |
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,256 | 1,256 | 1,163 | 92 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,256 | \$1,256 | \$1,163 | \$92 |

Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2021

Key # : 18905

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

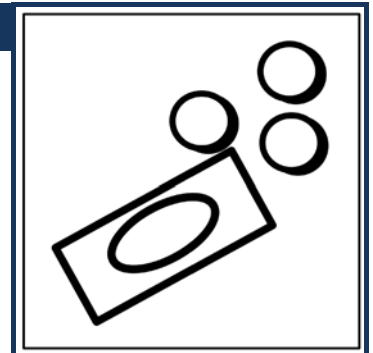
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,281

Total Cost (Previous + Programmed): \$1,281

Project Description: Set-aside funds for alternative transportation projects. Applications will be accepted in 2018 for specific projects for these funds. Eligible projects include bus replacement, transit facility/equipment replacement, bike lanes, or sidewalk - for maintenance or small gaps only.



| 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 |
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,281 | 1,281 | 1,187 | 94 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,281 | \$1,281 | \$1,187 | \$94 |

Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2022

Key # : 19763

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

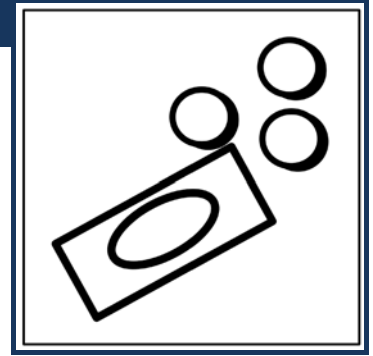
Total Previous Expenditures: \$0

Total Programmed Cost: \$1,281

Total Cost (Previous + Programmed): \$1,281

Project Description:

Set-aside funds for alternative transportation projects. Applications will be accepted in 2019 for specific projects for these funds. Eligible projects include bus replacement, transit facility/equipment replacement, bike lanes, or sidewalk - for maintenance or small gaps only.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,281 | 1,281 | 1,187 | 94 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,281 | \$1,281 | \$1,187 | \$94 |

Capital Maintenance, Local, Boise Area - FY2019

Key # : 20091

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$320

Total Cost (Previous + Programmed): \$320

Project Description:

Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 300 | 300 | 0 | 300 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$20 | \$0 | \$0 | \$0 | \$300 | \$320 | \$0 | \$320 |

Capital Maintenance, Phase 2, Boise Area - FY2019

Key # : 20003

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,383

Total Cost (Previous + Programmed): \$2,383

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 9 | 218 | 0 | 0 | 0 | 0 | 227 | 210 | 17 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 323 | 1,833 | 2,156 | 1,998 | 158 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$9 | \$218 | \$0 | \$0 | \$323 | \$1,833 | \$2,383 | \$2,208 | \$175 |

Capital Maintenance, VRT, Boise - FY2016

Key # : 13511

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,477

Total Cost (Previous + Programmed): \$1,477

Project Description: Replace transit bus or facility in FY2016 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 1,477 | 1,477 | 1,369 | 108 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$1,477 | \$1,477 | \$1,369 | \$108 |

Capital Maintenance, VRT, Boise - FY2017

Key # : 13902

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$293

Total Cost (Previous + Programmed): \$293

Project Description: Replace transit bus or 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 293 | 293 | 271 | 21 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$293 | \$293 | \$271 | \$21 |

Capital Maintenance, VRT, Boise - FY2018

Key # : 13482

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$52

Total Cost (Previous + Programmed): \$52

Project Description: Replace transit bus or facility in 2018 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 52 | 52 | 48 | 4 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$48 | \$4 |

Capital Maintenance, VRT, Nampa - 2020

Key # : 13906

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$166

Total Cost (Previous + Programmed): \$166

Project Description: Replace transit bus or facility in 2020 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 166 | 166 | 153 | 12 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$166 | \$166 | \$153 | \$12 |

Centennial Way Roundabout, Caldwell

Key # : 13484

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Housing

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$390

Total Programmed Cost: \$2,672

Total Cost (Previous + Programmed): \$3,062

Project Description: Replace an angled intersection at SH-19 and Simplot Boulevard, I-84 B (in two separate legs of the couplet at Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) with 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 206 | 0 | 0 | 0 | 206 | 191 | 15 |
| PD | 0 | 0 | 0 | 0 | 327 | 2,140 | 2,467 | 2,285 | 181 |
| Fund Totals: | \$0 | \$0 | \$206 | \$0 | \$327 | \$2,140 | \$2,672 | \$2,476 | \$196 |

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

Key # : 18717

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$74

Total Programmed Cost: \$449

Total Cost (Previous + Programmed): \$523

Project Description: 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 : 75 % Road 25 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 77 | 372 | 449 | 416 | 33 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$77 | \$372 | \$449 | \$416 | \$33 |

Cole Road, I-84 to Franklin Road, Boise

Key # : RD207-16

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Housing

Requesting Agency: ACHD

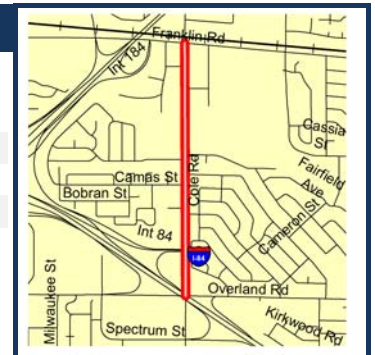
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,134

Total Cost (Previous + Programmed): \$5,134

Project Description: Widen roadway from three-lane to five-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 (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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 1,300 | 0 | 0 | 0 | 1,300 | 0 | 1,300 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 45 | 0 | 1,857 | 1,902 | 0 | 1,902 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,932 | 1,932 | 0 | 1,932 |
| Fund Totals: | \$0 | \$0 | \$1,300 | \$45 | \$0 | \$3,789 | \$5,134 | \$0 | \$5,134 |

Cole Road, West Spectrum Street to South Century Way, Medians, ACHD

Key # : 19685

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

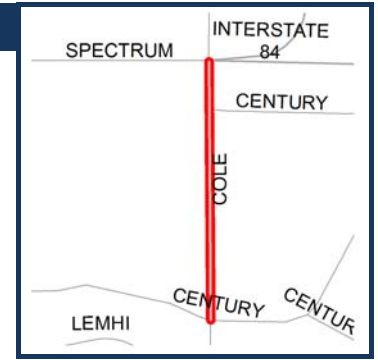
Total Previous Expenditures: \$0

Total Programmed Cost: \$251

Total Cost (Previous + Programmed): \$251

Project Description:

Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median and the left turn pockets and reduce crashes. The addition of a median has a crash reduction factor of 39%.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 10 | 50 | 0 | 0 | 0 | 0 | 60 | 56 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 32 | 159 | 191 | 177 | 14 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$50 | \$0 | \$0 | \$32 | \$159 | \$251 | \$232 | \$18 |

Colorado and Holly Signal and Pedestrian Improvements, Nampa

Key # : 13486

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Open Space

Requesting Agency: City of Nampa
 Project Year: 2020
 Total Previous Expenditures: \$129

Total Programmed Cost: \$838
 Total Cost (Previous + Programmed): \$967

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



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 30 | 743 | 773 | 716 | 57 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$30 | \$743 | \$773 | \$716 | \$57 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 0 | 65 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$65 | \$0 | \$0 | \$65 | \$0 | \$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

Eagle Road, Amity Road to Victory Road, Meridian

Key # : RD207-33

Inflated

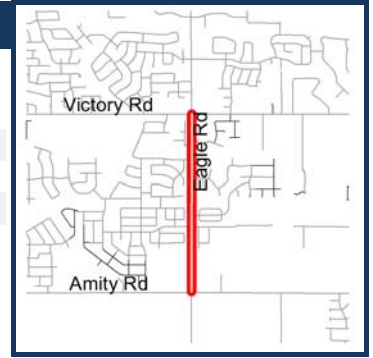
Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Housing
 Community Infrastructure

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0



Total Programmed Cost: \$3,669

Total Cost (Previous + Programmed): \$3,669

Project Description: Widen roadway to five lanes with curb-gutter, sidewalk, and bike lanes to relieve traffic congestion and improve safety. Road segment includes a bridge structure, which may be replaced or widened ahead of the road project. (Construction is considered "unfunded.")

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 312 | 0 | 0 | 0 | 0 | 312 | 0 | 312 |
| 2019 | 0 | 0 | 265 | 0 | 0 | 0 | 265 | 0 | 265 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 3,091 | 3,091 | 0 | 3,091 |
| Fund Totals: | \$0 | \$312 | \$265 | \$0 | \$0 | \$3,091 | \$3,669 | \$0 | \$3,669 |

Farmway Road and Extension 44 Road Rehabilitation, Canyon County

Key # : 13054

Inflated

Performance Measures Met:

Maintenance
 Transportation Infrastructure
 Transportation Safety

Requesting Agency: Notus-Parma HD

Project Year: 2018

Total Previous Expenditures: \$448



Total Programmed Cost: \$2,082

Total Cost (Previous + Programmed): \$2,530

Project Description: Reconstruct Farmway Road (US 20/26 to Extension 44 Road and Extension 44 Road 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 395 | 1,686 | 2,082 | 1,929 | 153 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$395 | \$1,686 | \$2,082 | \$1,929 | \$153 |

Federal Aid Overlay Arterials and Collectors – FY2013

Key # : 11581

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$78)

Total Cost (Previous + Programmed):

Project Description: Supplement the local overlay program.



Federal Aid Overlay
Arterials and Collectors

Funding Source Non-Participating (Local) 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -73 | -73 | 0 | -73 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | (\$73) | (\$73) | \$0 | (\$73) |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -5 | -5 | -5 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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) | (\$5) | \$0 |

Five Mile Road, Franklin Road to Fairview Avenue, ACHD

Key # : 11582

Inflated

Performance Measures Met:

Requesting Agency: ACHD

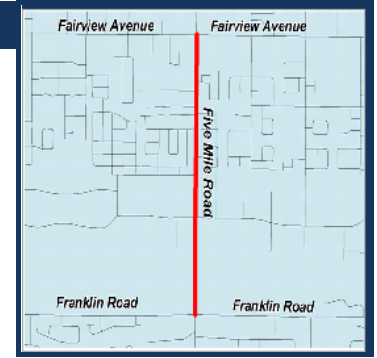
Project Year: 2014

Total Previous Expenditures: \$9,309

Total Programmed Cost: \$550

Total Cost (Previous + Programmed): \$9,859

Project Description: Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to 5-lane section 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | -85 | 0 | 85 | 550 | 550 | 510 | 40 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | (\$85) | \$0 | \$85 | \$550 | \$550 | \$510 | \$40 |

Franklin Road and Cloverdale Road Intersection

Key # : 08698

Inflated

Performance Measures Met:

Requesting Agency: ACHD

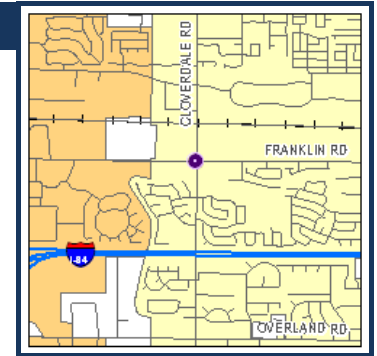
Project Year: 2015

Total Previous Expenditures: \$3,769

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$3,769

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 : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | -1 | -1 | -1 | -1 | 25 | -21 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$1) | (\$1) | (\$1) | \$25 | (\$21) | \$0 | \$0 | \$0 |

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

Key # : 12368

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Freight Movement and Economic Vitality
- Transportation Safety
- Environmental Sustainability
- Housing

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$4,065



Total Programmed Cost: \$6,949

Total Cost (Previous + Programmed): \$11,014

Project Description: Widen Franklin Road from two-lane to five-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-lane by seven-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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | -1 | -1,147 | 1,040 | 640 | 6,867 | 7,399 | 6,856 | 543 |
| 2017 | 0 | 0 | 366 | 199 | 0 | -1,076 | -511 | -474 | -38 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$1) | (\$781) | \$1,239 | \$640 | \$5,791 | \$6,888 | \$6,382 | \$506 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 5 | 56 | 61 | 0 | 61 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$56 | \$61 | \$0 | \$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

Franklin Road, Touchmark Way to Five Mile Road

Key # : 12062

Inflated

Performance Measures Met:

Requesting Agency: ACHD

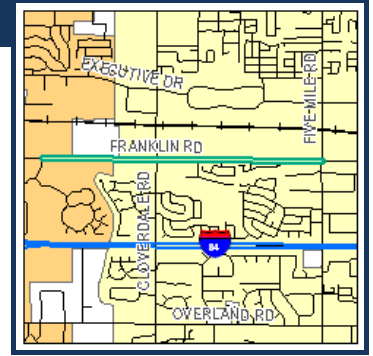
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

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



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

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------|---------------|-------------|
| 2016 | -2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$2 | \$0 | \$0 | \$0 | \$0 |

Friends Road Railroad Crossing, Greenleaf

Key # : 19417

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: City of Greenleaf

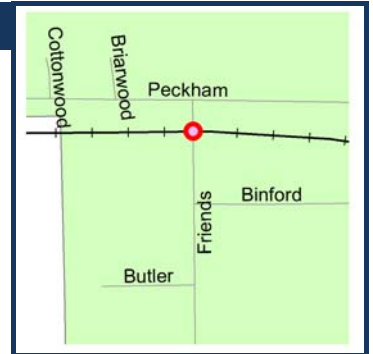
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$85

Total Cost (Previous + Programmed): \$85

Project Description: Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking. Install new rail crossing signs.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 3 | 0 | 0 | 0 | 2 | 80 | 85 | 0 | 85 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$3 | \$0 | \$0 | \$0 | \$2 | \$80 | \$85 | \$0 | \$85 |

Greenhurst Road Signals, Nampa

Key # : 13959

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety



Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$59

Total Programmed Cost: \$339

Total Cost (Previous + Programmed): \$398

Project Description: Install crash reduction signalization countermeasures at three 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 339 | 339 | 314 | 25 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$339 | \$339 | \$314 | \$25 |

I-84 Bridge Repairs, FY2018

Key # : 19010

Inflated

Performance Measures Met:

Requesting Agency: ITD

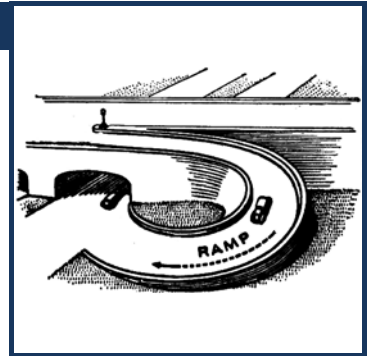
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$530

Total Cost (Previous + Programmed): \$530

Project Description: This project will place a preservative seal on the bridge deck at the M-M ramp (Flying Wye) overpass on I-84 at milepost 48.98 in Boise. The treatment will preserve the condition of the bridge.



Funding Source Bridge Preservation Local Match : 7.50% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 19 | 2 |
| 2017 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 50 | 450 | 500 | 463 | 38 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$30 | \$0 | \$0 | \$0 | \$50 | \$450 | \$530 | \$490 | \$40 |

I-84 Pavement Striping – FY2014

Key # : 12342

Inflated

Performance Measures Met:

Requesting Agency: ITD

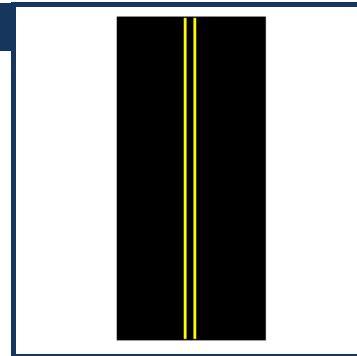
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$61)

Total Cost (Previous + Programmed):

Project Description: Restripe I-84 corridor. Total cost \$280,000 (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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|---------------|---------------|---------------|-------------|
| 2016 | -1 | 0 | 0 | 0 | -4 | -56 | -61 | -61 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | \$0 | \$0 | \$0 | (\$4) | (\$56) | (\$61) | (\$61) | \$0 |

I-84, Bridge Deck Life Extension – FY2017

Key # : 13945

Inflated

Performance Measures Met:

Requesting Agency: ITD

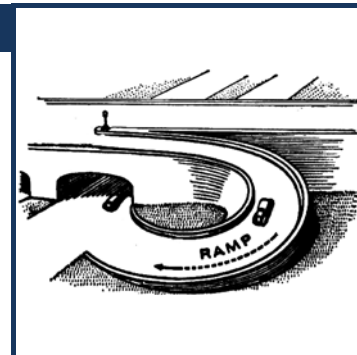
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,236

Total Cost (Previous + Programmed): \$1,236

Project Description: To preserve and maintain two existing bridges on I-84, at Federal Way in Boise and at Middleton Road in Caldwell. The decks, curbs, and sidewalks will be treated as necessary, and railings will be repainted.



Funding Source Bridge Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 107 | 1,129 | 1,236 | 0 | 1,236 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$107 | \$1,129 | \$1,236 | \$0 | \$1,236 |

I-84, Eisenman Interchange to Indian Creek Bridge Eastbound

Key # : 12352

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$374)

Total Cost (Previous + Programmed):

Project Description: Rehabilitate the eastbound lanes on I-84 from the Eisenman Interchange to Indian Creek Bridge.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------|---------------|---------------|
| 2016 | -28 | -15 | 0 | 0 | 0 | 0 | -43 | 0 | -43 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$28) | (\$15) | \$0 | \$0 | \$0 | \$0 | (\$43) | \$0 | (\$43) |

Funding Source Restoration Local Match : 7.70% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|---------------|
| 2016 | 0 | 0 | 0 | 0 | -163 | -168 | -331 | -306 | -25 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | (\$163) | (\$168) | (\$331) | (\$306) | (\$25) |

I-84, Eisenman Interchange to Indian Creek Bridge Westbound

Key # : 12353

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$62)

Total Cost (Previous + Programmed):

Project Description: Rehabilitate the westbound lanes on I-84 from Eisenman Interchange to Indian Creek Bridge.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------|---------------|---------------|
| 2016 | -45 | 0 | 0 | 0 | 0 | 0 | -45 | 0 | -45 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$45) | \$0 | \$0 | \$0 | \$0 | \$0 | (\$45) | \$0 | (\$45) |

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------|---------------|--------------|
| 2016 | -1 | -3 | 0 | 0 | -9 | -4 | -17 | -16 | -1 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$3) | \$0 | \$0 | (\$9) | (\$4) | (\$17) | (\$16) | (\$1) |

I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell

Key # : 19696

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$782

Total Cost (Previous + Programmed): \$782

Project Description:

Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on I-84 from Farmers Sebree Canal (milepost 26.3) (just south of the Parma Exit) to the Franklin Interchange in Caldwell (milepost 28.3). Other improvements include partial concrete slab replacement and joint repair.



Funding Source Pavement Preservation Local Match : 7.74% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 5 | 75 | 0 | 0 | 0 | 0 | 80 | 74 | 6 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 36 | 0 | 0 | 0 | 0 | 36 | 34 | 3 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 666 | 666 | 614 | 52 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$111 | \$0 | \$0 | \$0 | \$666 | \$782 | \$722 | \$61 |

I-84, Five Mile Road to Orchard Road, Boise

Key # : 19289

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,800

Total Cost (Previous + Programmed): \$2,800

Project Description:

Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from approximately Five Mile road (milepost 48.1) to Orchard Road (milepost 51.3) including all ramps for the flying WYE and the Cole Interchange. Other improvements include partial concrete slab replacement and joint repair.



Funding Source Pavement Preservation Local Match : 7.74% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 75 | 0 | 0 | 0 | 0 | 2,725 | 2,800 | 2,583 | 217 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$0 | \$2,725 | \$2,800 | \$2,583 | \$217 |

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

Key # : 13934

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety

Requesting Agency: ITD

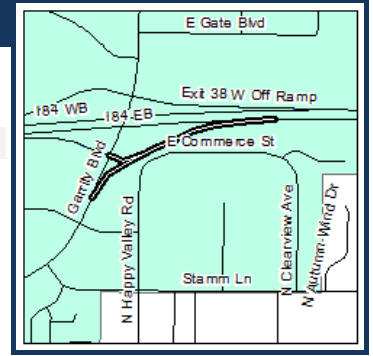
Project Year: 2016

Total Previous Expenditures: \$221

Total Programmed Cost: \$803

Total Cost (Previous + Programmed): \$1,024

Project Description: Add additional lanes to the I-84 Eastbound on-ramp from Garry Road in Nampa. One lane will be added from northbound Garry road and two dual left turn lanes from southbound Garry Road, resulting in a total of four lanes on the ramp. The two outside lanes will merge at staggered locations along the ramp resulting in no change to the number of lanes currently entering the interstate. These improvements will address the congestion and safety concerns currently at the interchange.



Funding Source Restoration (ST2) 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 50 | 753 | 803 | 0 | 803 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$50 | \$753 | \$803 | \$0 | \$803 |

I-84, Karcher Interchange Modification Study, Nampa

Key # : NEW

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$9

Total Cost (Previous + Programmed):

Project Description: Analyze the Karcher Interchange on I-84. The final project is an Interchange Modification Report (IMR) that will meet the 8-point outline requirement by the Federal Highway Administration. An IMR makes suggestions for modification to interchange access and ramp configuration based on current and future traffic and proposed development. (The City of Nampa provided funding for the IMR.)



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : Other - Not Classified

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$9 | \$0 | \$0 | \$0 | \$0 | \$9 | \$0 | \$9 |

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

I-84, Karcher Interchange Modification, Nampa

Key # : 19814

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,690

Total Cost (Previous + Programmed): \$2,690

Project Description: Add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange; add a second westbound-to-southbound left turn lane on Karcher Bypass; remove the 33B off-ramp; and modify the 33A loop ramp configuration to accommodate the additional lane. The City is paying for most of the design work and ITD state funds will pay for part of design and construction. Design will be based on the recently approved Interchange Modification Report.



Funding Source Non-Participating (Local) 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 392 | 0 | 0 | 0 | 0 | 392 | 0 | 392 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$392 | \$0 | \$0 | \$0 | \$0 | \$392 | \$0 | \$392 |

Funding Source Restoration 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 10 | 88 | 0 | 0 | 0 | 0 | 98 | 0 | 98 |
| 2017 | 0 | 0 | 0 | 0 | 200 | 2,000 | 2,200 | 0 | 2,200 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$88 | \$0 | \$0 | \$200 | \$2,000 | \$2,298 | \$0 | \$2,298 |

I-84, Karcher Interchange to Franklin Boulevard Interchange, Nampa

Key # : 19451

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,431

Total Cost (Previous + Programmed): \$7,431

Project Description:

Rehabilitate I-84 from the Karcher Interchange (milepost 32) to the Franklin exit in Nampa (milepost 36) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt, and make improvements to joints.



Funding Source Restoration

Local Match : 7.74%

Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 1 |
| 2017 | 0 | 306 | 0 | 0 | 0 | 0 | 306 | 282 | 24 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 7,110 | 7,110 | 6,560 | 550 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$15 | \$306 | \$0 | \$0 | \$0 | \$7,110 | \$7,431 | \$6,856 | \$575 |

I-84, Mason Creek Culvert Replacement, Nampa

Key # : 19933

Inflated

Performance Measures Met:

Maintenance
Transportation Safety
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,720

Total Cost (Previous + Programmed): \$2,720

Project Description:

Replace the Mason Creek Culvert at I-84, located in the City of Nampa, to prevent water from overtopping the interstate with 100-year flood conditions.



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 50 | 200 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| 2018 | 50 | 0 | 200 | 0 | 0 | 0 | 250 | 232 | 18 |
| 2019 | 0 | 0 | 0 | 0 | 220 | 2,000 | 2,220 | 2,057 | 163 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$100 | \$200 | \$200 | \$0 | \$220 | \$2,000 | \$2,720 | \$2,520 | \$200 |

I-84, Meridian Road Interchange, Meridian

Key # : 10939

Inflated

Performance Measures Met:

Requesting Agency: ITD

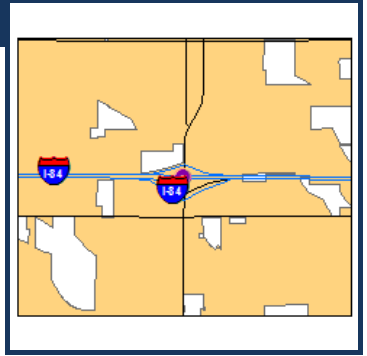
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$9

Total Cost (Previous + Programmed):

Project Description: Redesign and rebuild interchange.



Funding Source Capacity Local Match : 7.70% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 9 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$9 | \$0 | \$9 |

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

I-84, Pavement Striping - FY2015 and FY2016

Key # : 12343

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$7

Total Programmed Cost: \$309

Total Cost (Previous + Programmed): \$316

Project Description: Restripe I-84 corridor. Total cost \$282,000 (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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 22 | 287 | 309 | 309 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$22 | \$287 | \$309 | \$309 | \$0 |

I-84, Pavement Striping - FY2017

Key # : 13464

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$20

Total Programmed Cost: \$634

Total Cost (Previous + Programmed): \$654

Project Description: Re-paint pavement striping on sections of I-84 deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 22 | 612 | 634 | 634 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$22 | \$612 | \$634 | \$634 | \$0 |

I-84, Pavement Striping - FY2018

Key # : 13939

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$15

Total Programmed Cost: \$359

Total Cost (Previous + Programmed): \$374

Project Description: Apply fresh pavement paint-striping from Ontario, Oregon (milepost 0) to Glens Ferry (milepost 121), as well as the I-184 Connector In Boise. Fresh and visible pavement markings keep the traveling public safe. Project total = \$345,000 (Ada County = 37%, Canyon County = 19%, Payette County = 14%, Elmore County = 40%)



| 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 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 16 | 343 | 359 | 359 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$16 | \$343 | \$359 | \$359 | \$0 |

I-84, Pavement Striping - FY2019

Key # : 18818

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$366

Total Cost (Previous + Programmed): \$366

Project Description: Re-paint pavement striping on sections of I-84 that are deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.



| 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 |
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 16 | 350 | 366 | 366 | 0 |
| 2020 | 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 | \$16 | \$350 | \$366 | \$366 | \$0 |

I-84, Ramp Pavement Improvements - FY2016

Key # : 13936

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

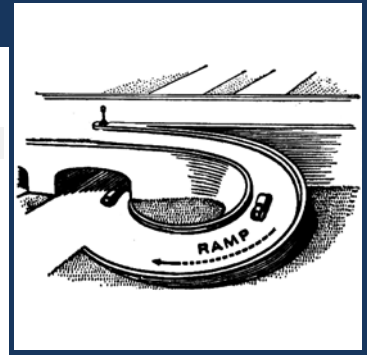
Project Year: 2016

Total Previous Expenditures: \$97

Total Programmed Cost: \$1,257

Total Cost (Previous + Programmed): \$1,354

Project Description: Provides for pavement rehabilitation on various ramps on I-84. (27% Ada County, 19% Canyon County, 40% Elmore County, 14% Payette County).



Funding Source Restoration (ST2)

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 97 | 1,160 | 1,257 | 0 | 1,257 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$97 | \$1,160 | \$1,257 | \$0 | \$1,257 |

I-84, Sand Hollow Interchange, Canyon County

Key # : 19047

Inflated

Performance Measures Met:

Transportation Infrastructure
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$300

Total Programmed Cost: \$5,662

Total Cost (Previous + Programmed): \$5,962

Project Description: Replace the structurally deficient Oasis Road bridge over I-84 at Exit 17 in Sand Hollow on I-84. The project will also address safety concerns with the lengths and alignments of interchange ramps. The current lighting will also be assessed. (66% Canyon County and 34% Payette County)



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | -100 | 50 | 0 | 0 | 0 | 0 | -50 | -46 | -4 |
| 2017 | 0 | 0 | 0 | 0 | 612 | 5,100 | 5,712 | 5,270 | 442 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$100) | \$50 | \$0 | \$0 | \$612 | \$5,100 | \$5,662 | \$5,224 | \$438 |

I-84, SH-44 to Sand Hollow Interchange, Canyon County

Key # : 19602

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

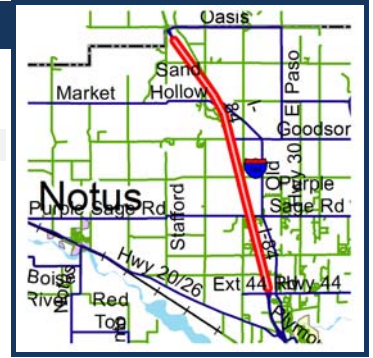
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,407

Total Cost (Previous + Programmed): \$4,407

Project Description: Rehabilitate I-84 from the intersection with the Sand Hollow Interchange (milepost 17.4) to SH-44 (milepost 24.8) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt. Improvements includes the use of a stress absorbing fiberglass mat layer.



| Funding Source Restoration | | | | | Local Match : 7.74% | | Funding Allocation : 100 % Road | | |
|----------------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------|---------------|-------------|
| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2016 | 0 | 391 | 0 | 0 | 0 | 0 | 391 | 361 | 30 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 4,016 | 4,016 | 3,705 | 311 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$391 | \$0 | \$0 | \$0 | \$4,016 | \$4,407 | \$4,066 | \$341 |

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

Key # : 18830

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,129

Total Cost (Previous + Programmed): \$1,129

Project Description: Replace signs on the ground with overhead signs at US 20/26 (exits 26) and I-84B/Centennial Way (exit 27) in Caldwell. These improvements will bring the signs up to current national standards.



| Funding Source Traffic Operations | | | | | 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 |
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 148 | 982 | 1,129 | 1,042 | 87 |
| 2020 | 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 | \$148 | \$982 | \$1,129 | \$1,042 | \$87 |

I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa

Key # : 19589

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$12,710

Total Cost (Previous + Programmed): \$12,710

Project Description: Reconstruct and realign I-84 from US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa. This project will address cracking and poor road condition along 3.7 miles of I-84. ITD plans to remove two feet on either side of each crack and replace the section with flowable fill asphalt. Milling the entire section will smooth the surface before resurfacing the roadway.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 270 | 0 | 0 | 0 | 0 | 270 | 250 | 20 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 395 | 0 | 0 | 0 | 158 | 553 | 513 | 41 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$665 | \$0 | \$0 | \$0 | \$158 | \$823 | \$763 | \$60 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 11,887 | 11,887 | 11,014 | 872 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$11,887 | \$11,887 | \$11,014 | \$872 |

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

I-84B, Canyon Street to Grant Avenue, Nampa

Key # : 13931

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$322

Total Programmed Cost: \$3,896

Total Cost (Previous + Programmed): \$4,218

Project Description: Rehabilitate the pavement and restore the riding surface of the roadway along the I-84 Business Loop in Nampa, between Canyon Street and Grant Avenue. Currently some areas are in fair condition while others are in very poor condition. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards.



| 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 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 326 | 3,570 | 3,896 | 3,610 | 286 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$326 | \$3,570 | \$3,896 | \$3,610 | \$286 |

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

Intersection North Linder Road and SH-44 (State Street), Ada County

Key # : 13059

Inflated

Performance Measures Met:

Requesting Agency: ITD

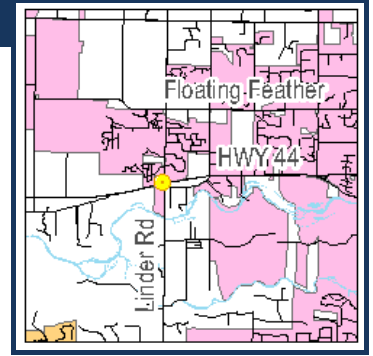
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$430)

Total Cost (Previous + Programmed):

Project Description: Widen the intersection for safety improvements.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -115 | -115 | 0 | -115 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | (\$115) | (\$115) | \$0 | (\$115) |

Funding Source Safety 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | -1 | -24 | 0 | -24 | -298 | 32 | -315 | 0 | -315 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$24) | \$0 | (\$24) | (\$298) | \$32 | (\$315) | \$0 | (\$315) |

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

Intersection of Star Road and Franklin Road

Key # : 09989

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$247)

Total Cost (Previous + Programmed):

Project Description: Intersection improvements.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -19 | -19 | 0 | -19 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | (\$19) | (\$19) | \$0 | (\$19) |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | -5 | -1 | -46 | -73 | -10 | -93 | -228 | -211 | -17 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$5) | (\$1) | (\$46) | (\$73) | (\$10) | (\$93) | (\$228) | (\$211) | (\$17) |

ITS, Northside Boulevard Signal Upgrades, Nampa

Key # : 18702

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$296

Total Cost (Previous + Programmed): \$296

Project Description: Install traffic signal crash reduction counter measures at three signalized intersections by updating signalization hardware and technology to improve turning movement efficiency and safety. Locations: Karcher Road and Northside Boulevard, Northside Boulevard and 6th Street North.



Funding Source HSIP (Local) **Local Match : 0.00%** **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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 3 | 40 | 0 | 0 | 0 | 0 | 43 | 43 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 45 | 208 | 253 | 253 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$3 | \$40 | \$0 | \$0 | \$45 | \$208 | \$296 | \$296 | \$0 |

ITS, Port of Entry License Plate Readers, Ada County

Key # : NEW

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$500

Total Cost (Previous + Programmed): \$500

Project Description: Install license plate reader systems on the east and west bound lanes of the Boise Port of Entry to allow faster truck movement through the port for trucks that are not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction.



Funding Source Freight **Local Match : 7.80%** **Funding Allocation :Other - Not Classified**

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 500 | 500 | 461 | 39 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$461 | \$39 |

ITS, SH-55 (Eagle Road) Adaptive Signals, Ada County

Key # : 18833

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Transportation Safety



Adaptive Signal Technology

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$468

Total Cost (Previous + Programmed): \$468

Project Description: Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.

Funding Source Traffic Operations 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 468 | 468 | 434 | 34 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$468 | \$468 | \$434 | \$34 |

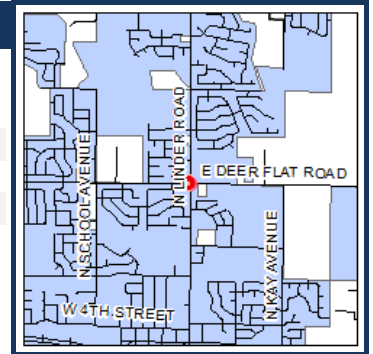
Linder Road and Deer Flat Road Intersection, Kuna

Key # : 13492

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Housing
 Community Infrastructure



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$392

Total Programmed Cost: \$3,335

Total Cost (Previous + Programmed): \$3,727

Project Description: Improve the intersection at Linder Road and Deer Flat Road in Kuna, including the addition of 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 293 | 0 | 0 | 0 | 0 | 293 | 271 | 22 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 346 | 0 | 352 | 2,343 | 3,042 | 2,818 | 223 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$293 | \$346 | \$0 | \$352 | \$2,343 | \$3,335 | \$3,090 | \$245 |

Linder Road, Franklin Road to Pine Avenue, Meridian

Key # : RD213-16

Inflated

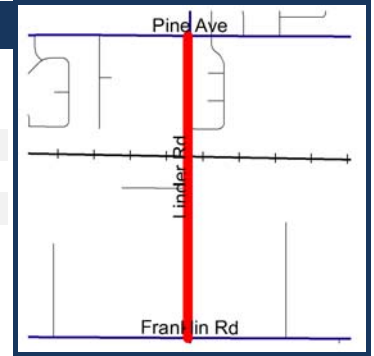
Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Housing
 Community Infrastructure

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0



Total Programmed Cost: \$3,233

Total Cost (Previous + Programmed): \$3,233

Project Description:

Widen Linder Road to five lanes with curb, gutter, sidewalk, and bike lanes between Franklin Road and Pine Avenue. Project includes upgrade of the Union Pacific Railroad crossing and replacement and widening of a bridge structure.

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| 2017 | 0 | 0 | 1,251 | 0 | 0 | 0 | 1,251 | 0 | 1,251 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,932 | 1,932 | 0 | 1,932 |
| Fund Totals: | \$0 | \$50 | \$1,251 | \$0 | \$0 | \$1,932 | \$3,233 | \$0 | \$3,233 |

Meridian Maintenance Yard Replacement Facilities (GARVEE)

Key # : 19772

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$1,910

Total Cost (Previous + Programmed):

Project Description:

During the design stage of the Meridian Interchange (GARVEE-funded) project ITD received approval from FHWA to replace the maintenance facilities that currently exist at the Meridian Yard in-kind at another location. This action will take longer than the GARVEE program will be open, so a new project is being set up to manage these funds separately.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 10 | 170 | 1,500 | 0 | 15 | 215 | 1,910 | 0 | 1,910 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$170 | \$1,500 | \$0 | \$15 | \$215 | \$1,910 | \$0 | \$1,910 |

Middleton Road and Ustick Road Roundabout, Caldwell

Key # : 13487

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Transportation Safety
 Housing

Requesting Agency: City of Caldwell
 Project Year: PD
 Total Previous Expenditures: \$95



Total Programmed Cost: \$1,168
 Total Cost (Previous + Programmed): \$1,263

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 73 | 0 | 0 | 0 | 0 | 73 | 68 | 5 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 351 | 0 | 0 | 0 | 351 | 325 | 26 |
| PD | 0 | 0 | 0 | 12 | 78 | 654 | 744 | 690 | 55 |
| Fund Totals: | \$0 | \$73 | \$351 | \$12 | \$78 | \$654 | \$1,168 | \$1,082 | \$86 |

Middleton Road Pavement Rehabilitation, Canyon County

Key # : 12377

Inflated

Performance Measures Met:

Requesting Agency: Canyon HD
 Project Year: 2016
 Total Previous Expenditures:

Total Programmed Cost: (\$123)
 Total Cost (Previous + Programmed):

Project Description: Overlay 2 miles of two-lane roadway on Middleton Road from Ustick Road to US-20/26.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | -1 | -1 | 0 | 0 | -40 | -81 | -123 | -114 | -9 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$1) | \$0 | \$0 | (\$40) | (\$81) | (\$123) | (\$114) | (\$9) |

Old Highway 30, Plymouth Street Bridge, Caldwell

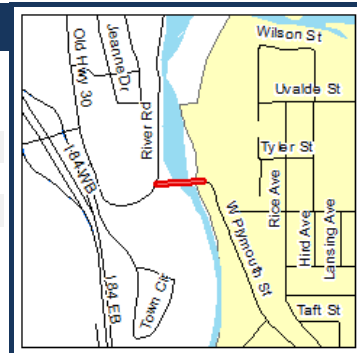
Key # : 13494

Inflated

Performance Measures Met:

Requesting Agency: Joint Canyon HD/City of Caldwe
 Project Year: PD
 Total Previous Expenditures: \$682

Transportation Infrastructure
 Congestion Reduction/System Reliability
 Environmental Sustainability
 Health
 Open Space



Total Programmed Cost: \$9,696

Total Cost (Previous + Programmed): \$10,378

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

Funding Source Bridge (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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 15 | 0 | 0 | 0 | 0 | 15 | 14 | 1 |
| 2017 | 0 | 0 | 152 | 0 | 0 | 0 | 152 | 141 | 11 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 916 | 6,116 | 7,032 | 6,516 | 516 |
| Fund Totals: | \$0 | \$15 | \$152 | \$0 | \$916 | \$6,116 | \$7,199 | \$6,670 | \$528 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 435 | 0 | 0 | 0 | 0 | 435 | 403 | 32 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 185 | 0 | 0 | 0 | 185 | 172 | 14 |
| PD | 0 | 0 | 0 | 0 | 314 | 1,563 | 1,877 | 1,739 | 138 |
| Fund Totals: | \$0 | \$435 | \$185 | \$0 | \$314 | \$1,563 | \$2,497 | \$2,314 | \$183 |

Overland Road and Vista Avenue Lighting, ACHD

Key # : 19387

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$151

Total Cost (Previous + Programmed): \$151

Project Description:

Install street lighting on north and east legs of the Vista Avenue and Overland Road intersection to improve driver safety and reduce nighttime crashes. The safety measure has a crash reduction factor of 37%. These segments of the intersection are not lighted, and have a higher nighttime crash rate than lighted segments.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 5 | 35 | 0 | 0 | 0 | 0 | 40 | 37 | 3 |
| 2017 | 0 | 0 | 0 | 0 | 19 | 92 | 111 | 103 | 8 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$35 | \$0 | \$0 | \$19 | \$92 | \$151 | \$140 | \$11 |

Pathway, Dry Creek Trail and Underpass, Eagle

Key # : 13916

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Health

Open Space

Requesting Agency: City of Eagle

Project Year: 2016

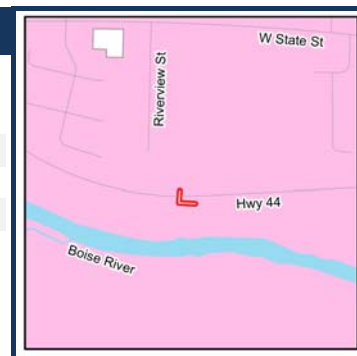
Total Previous Expenditures: \$49

Total Programmed Cost: \$309

Total Cost (Previous + Programmed): \$358

Project Description:

Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connects the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Boise River Greenbelt.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 6 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 80 | 184 | 263 | 244 | 19 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 37 | 3 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$6 | \$0 | \$0 | \$80 | \$223 | \$309 | \$286 | \$23 |

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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Pathway, Garden City to Americana Boulevard, Boise

Key # : 13514

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Environmental Sustainability
- Health
- Open Space

Requesting Agency: City of Boise

Project Year: 2016

Total Previous Expenditures: \$3,259



Total Programmed Cost: \$56

Total Cost (Previous + Programmed): \$3,315

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 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 58 | 5 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$58 | \$5 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 1 | 0 | 142 | -6 | 147 | 238 | 522 | 484 | 38 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$1 | \$0 | \$142 | (\$6) | \$147 | \$238 | \$522 | \$484 | \$38 |

Funding Source TAP-State Local Match : 7.93% Funding Allocation : 100 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 28 | 397 | 425 | 391 | 34 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$28 | \$397 | \$425 | \$391 | \$34 |

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

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 25 | -979 | -954 | 0 | -954 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$25 | (\$979) | (\$954) | \$0 | (\$954) |

Pathway, Mill Creek Elementary, Middleton

Key # : 18838

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Health

Requesting Agency: Greater Middleton Parks and Re
 Project Year: 2017
 Total Previous Expenditures: \$0



Total Programmed Cost: \$321

Total Cost (Previous + Programmed): \$321

Project Description: Install a 12-foot pathway from Cornell Street to Mill Creek Elementary, which will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be constructed from the back entrance to the front of the school with connections to Middleton Road and around the perimeter of the Mill Creek Elementary School parking lot.

Funding Source TAP-State **Local Match : 10.13%** **Funding Allocation : 100 % Alternative**

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 5 | 73 | 0 | 0 | 0 | 0 | 78 | 70 | 8 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 243 | 243 | 218 | 25 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$73 | \$0 | \$0 | \$0 | \$243 | \$321 | \$288 | \$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

Pathway, Rail with Trail, Meridian

Key # : 13918

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Environmental Sustainability
 Land Use
 Open Space

Requesting Agency: City of Meridian
 Project Year: 2018
 Total Previous Expenditures: \$0



Total Programmed Cost: \$598
 Total Cost (Previous + Programmed): \$598

Project Description: Construct a multi-use pathway either along or parallel to the railroad tracks for one-half mile near Downtown Meridian. City of Meridian is completing design with local funds.

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 59 | 341 | 401 | 371 | 29 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 123 | 123 | 114 | 9 |
| 2020 | 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 | \$59 | \$464 | \$524 | \$485 | \$38 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 5 | 69 | 0 | 0 | 0 | 0 | 74 | 0 | 74 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$69 | \$0 | \$0 | \$0 | \$0 | \$74 | \$0 | \$74 |

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

Key # : 13964

Inflated

Performance Measures Met:

Maintenance
Environmental Sustainability

Requesting Agency: Joint City of Greenleaf/City of

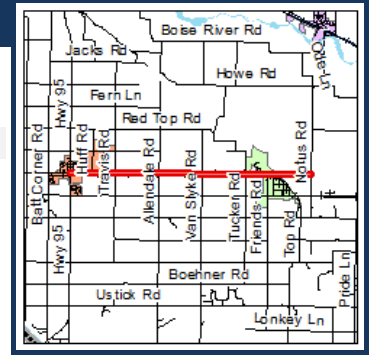
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,353

Total Cost (Previous + Programmed): \$2,353

Project Description: Improvements 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 : 75 % Road 25 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 16 | 356 | 0 | 0 | 0 | 0 | 372 | 345 | 27 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 336 | 1,645 | 1,981 | 1,835 | 145 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$16 | \$356 | \$0 | \$0 | \$336 | \$1,645 | \$2,353 | \$2,180 | \$173 |

Pedestrian Improvements, Avenue E, 4th Street to Main Street, Kuna

Key # : ORN20239

Inflated

Performance Measures Met:

Requesting Agency: City of Kuna

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,050

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

Project Description:

This project will address safety issues, enhance walkability, and expand and retain businesses with potential job creation. Improvements include sidewalk widening, pedestrian-scale lighting, and street trees along the east side of Avenue E from 4th Street and along the north side of Main Street from Avenue E to Avenue D. From Avenue D to Avenue C, the project includes improved crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, bike racks, hardscape sections along sidewalks with roadway paving and striping.

| 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 | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2017 | 0 | 0 | 0 | 0 | 0 | 198 | 198 | 183 | 15 | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 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 | \$198 | \$198 | \$183 | \$15 | |

| Funding Source Non-Participating (Local) | | | | | | | 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 | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2017 | 0 | 0 | 0 | 0 | 207 | 145 | 352 | 0 | 352 | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 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 | \$207 | \$145 | \$352 | \$0 | \$352 | |

| Funding Source CDBG | | | | | | | 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 | |
| 2016 | 0 | 153 | 0 | 0 | 0 | 0 | 153 | 153 | 0 | |
| 2017 | 0 | 0 | 0 | 55 | 0 | 292 | 347 | 347 | 0 | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$153 | \$0 | \$55 | \$0 | \$292 | \$500 | \$500 | \$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

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Pedestrian Improvements, College of Western Idaho, Nampa

Key # : 18718

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health

Requesting Agency: City of Nampa
 Project Year: 2016
 Total Previous Expenditures: \$0

Total Programmed Cost: \$0
 Total Cost (Previous + Programmed): \$0

Project Description: Construct a pedestrian crossing of 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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

Pedestrian Improvements, Lake Lowell Pathway, Nampa

Key # : 19065

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health
 Open Space

Requesting Agency: City of Nampa
 Project Year: 2017
 Total Previous Expenditures: \$0

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

Project Description: Install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications with guardrail, lighting, crosswalk markings, and signage.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 5 | 27 | 0 | 0 | 0 | 0 | 32 | 30 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 235 | 235 | 218 | 17 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$27 | \$0 | \$0 | \$0 | \$235 | \$267 | \$247 | \$20 |

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

Pedestrian Improvements, Middleton Heights Elementary, Middleton

Key # : 18954

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health

Requesting Agency: City of Middleton

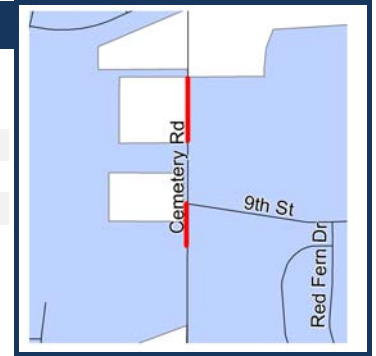
Project Year: 2016

Total Previous Expenditures: \$58

Total Programmed Cost: \$281

Total Cost (Previous + Programmed): \$339

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



Funding Source TAP-State 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$281 | \$281 | \$211 | \$70 |

Pedestrian Improvements, Near Nampa High, Nampa

Key # : 18977

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$786

Total Cost (Previous + Programmed): \$786

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 786 | 786 | 629 | 157 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$786 | \$786 | \$629 | \$157 |

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

Pedestrian Improvements, Near Skyview High, Nampa

Key # : 19069

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Health

Requesting Agency: City of Nampa
 Project Year: 2016
 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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 50 | 13 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

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

Pedestrian Improvements, South Midland Boulevard, Nampa

Key # : 14344

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Open Space

Requesting Agency: City of Nampa
 Project Year: 2017
 Total Previous Expenditures: \$13



Total Programmed Cost: \$181
 Total Cost (Previous + Programmed): \$194

Project Description: 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 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 181 | 181 | 168 | 13 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$168 | \$13 |

Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa

Key # : 18867

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Open Space

Requesting Agency: City of Nampa
 Project Year: 2016
 Total Previous Expenditures: \$0



Total Programmed Cost: \$265
 Total Cost (Previous + Programmed): \$265

Project Description: 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 re-alignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north.

| 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 |
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$246 | \$19 |

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

Planning, Communities in Motion Update, COMPASS

Key # : 13047

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

Project Description: Fund specific studies and public involvement activities related to updating Communities in Motion, the regional 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 307 | 0 | 0 | 0 | 0 | 307 | 284 | 23 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$307 | \$0 | \$0 | \$0 | \$0 | \$307 | \$284 | \$23 |

Planning, COMPASS

Key # : CPA1

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,811

Total Cost (Previous + Programmed): \$1,811

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 12373, 12374, 13478, 13900, 19060, and 19389.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 |
| 2020 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$297 | \$0 | \$0 | \$0 | \$0 | \$297 | \$275 | \$22 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 255 | 0 | 0 | 0 | 0 | 255 | 236 | 19 |
| 2017 | 0 | 331 | 0 | 0 | 0 | 0 | 331 | 307 | 24 |
| 2018 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| 2019 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| 2020 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| PD | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| Fund Totals: | \$0 | \$1,514 | \$0 | \$0 | \$0 | \$0 | \$1,514 | \$1,403 | \$111 |

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

Planning, Congestion Management Study, COMPASS

Key # : 18998

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$75

Total Cost (Previous + Programmed): \$75

Project Description: Expand upon the Treasure Valley Transportation Operations, Management, and ITS plan including multiple objectives and identify additional opportunities for congestion mitigation, such as a wide range of solutions to address mobility and accessibility problems. Consider new technologies for measuring and evaluating congestion and will evaluate the effectiveness of expanding the process to include additional resources for decision making.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 69 | 6 |
| Fund Totals: | \$0 | \$75 | \$0 | \$0 | \$0 | \$0 | \$75 | \$69 | \$6 |

Planning, Freight and Goods Movement Study Update, COMPASS

Key # : 18948

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$300

Project Description: Update information from the 2008 freight study; providing information about freight and goods movement in the Treasure Valley, including choke points and freight problem areas; identify needed improvements, including in access, safety, impact on other modes; identify economic impacts of freight to the regional economy. (Per COMPASS Board direction, the cost of this project will be reviewed in FY2016 prior to development of the scope of work.)



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 300 | 0 | 0 | 0 | 0 | 300 | 278 | 22 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$300 | \$0 | \$0 | \$0 | \$0 | \$300 | \$278 | \$22 |

Planning, High Capacity Corridor Alternatives Analysis

Key # : 13046

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

Total Cost (Previous + Programmed): \$1,000

Project Description: Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable transit alternatives. (Per Board direction, 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 |
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 927 | 73 |
| Fund Totals: | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$1,000 | \$927 | \$73 |

Planning, Metropolitan Planning Funds, COMPASS

Key # : CPA2

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,879

Total Cost (Previous + Programmed): \$6,879

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 13495, 13496, 13963, 19071, and 19258.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 1,050 | 0 | 0 | 0 | 0 | 1,050 | 973 | 77 |
| 2017 | 0 | 1,124 | 0 | 0 | 0 | 0 | 1,124 | 1,041 | 83 |
| 2018 | 0 | 1,050 | 0 | 0 | 0 | 0 | 1,050 | 973 | 77 |
| 2019 | 0 | 1,050 | 0 | 0 | 0 | 0 | 1,050 | 973 | 77 |
| 2020 | 0 | 1,050 | 0 | 0 | 0 | 0 | 1,050 | 973 | 77 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$5,324 | \$0 | \$0 | \$0 | \$0 | \$5,324 | \$4,933 | \$391 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 388 | 0 | 0 | 0 | 0 | 388 | 360 | 28 |
| 2017 | 0 | 294 | 0 | 0 | 0 | 0 | 294 | 272 | 22 |
| 2018 | 0 | 291 | 0 | 0 | 0 | 0 | 291 | 270 | 21 |
| 2019 | 0 | 291 | 0 | 0 | 0 | 0 | 291 | 270 | 21 |
| 2020 | 0 | 291 | 0 | 0 | 0 | 0 | 291 | 270 | 21 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$1,555 | \$0 | \$0 | \$0 | \$0 | \$1,555 | \$1,441 | \$114 |

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

Planning, Transit, VRT, Boise

Key # : 18677

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,577

Total Cost (Previous + Programmed): \$2,577

Project Description: Supports Valley Regional Transit's planning efforts in Boise Urbanized Area. FY2015 funds carried over to FY2016. FY2016 funds carried over to FY2017.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 409 | 0 | 0 | 0 | 0 | 409 | 327 | 82 |
| 2017 | 0 | 848 | 0 | 0 | 0 | 0 | 848 | 678 | 170 |
| 2018 | 0 | 440 | 0 | 0 | 0 | 0 | 440 | 352 | 88 |
| 2019 | 0 | 440 | 0 | 0 | 0 | 0 | 440 | 352 | 88 |
| 2020 | 0 | 440 | 0 | 0 | 0 | 0 | 440 | 352 | 88 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$2,577 | \$0 | \$0 | \$0 | \$0 | \$2,577 | \$2,062 | \$515 |

Planning, Transit, VRT, Nampa

Key # : 18805

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,055

Total Cost (Previous + Programmed): \$1,055

Project Description: Supports Valley Regional Transit's planning efforts in the Nampa Urbanized Area. Includes design for Key Number 19279.) FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 161 | 0 | 0 | 0 | 0 | 161 | 129 | 32 |
| 2017 | 0 | 364 | 0 | 0 | 0 | 0 | 364 | 291 | 73 |
| 2018 | 0 | 174 | 0 | 0 | 0 | 0 | 174 | 139 | 35 |
| 2019 | 0 | 178 | 0 | 0 | 0 | 0 | 178 | 142 | 36 |
| 2020 | 0 | 178 | 0 | 0 | 0 | 0 | 178 | 142 | 36 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$1,055 | \$0 | \$0 | \$0 | \$0 | \$1,055 | \$844 | \$211 |

Planning, Transportation Operations, Mgmt., and ITS Plan Update

Key # : 18694

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

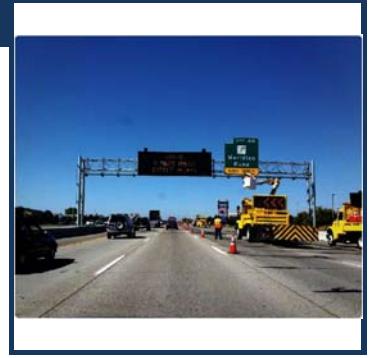
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$250

Total Cost (Previous + Programmed): \$250

Project Description: Update to the Treasure Valley ITS and Operations Strategic Plan and ITS architecture, including a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan, and regional ITS architecture. (ITS is "intellegent transportation system," or the technology side of the transportation system.)



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

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$250 | \$0 | \$0 | \$0 | \$0 | \$250 | \$232 | \$18 |

Planning, Travel Survey and Transit On-Board Data Collection

Key # : 13048

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: (\$192)

Total Cost (Previous + Programmed): (\$192)

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 of trip characteristics.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | -192 | 0 | 0 | 0 | 0 | -192 | -178 | -14 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$192) | \$0 | \$0 | \$0 | \$0 | (\$192) | (\$178) | (\$14) |

Pollard Lane Realignment (GARVEE)

Key # : 19771

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$356

Total Cost (Previous + Programmed):

Project Description:

During the right-of-way negotiations on the SH-16 (GARVEE-funded) project, ITD entered into an agreement with the property owner to purchase an alignment for the realigned Pollard Lane local road. Either ITD will build it with these funds, or ITD will pay the developer this amount when they satisfactorily construct the road and have it accepted by ACHD. This action will take longer than the GARVEE program will be open, so a new project is being set up to manage these funds separately.



| 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 | | | | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2017 | 0 | 0 | 0 | 0 | 0 | 356 | 356 | 0 | 356 | | | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2020 | 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 | \$356 | \$356 | \$0 | \$356 | | | | |

Railroad Crossing, South Black Cat Road, Ada County

Key # : 20014

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

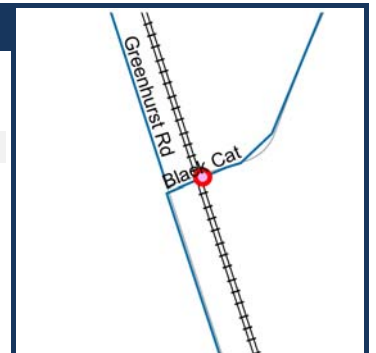
Total Programmed Cost: \$425

Total Cost (Previous + Programmed): \$425

Project Description:

Install crossing gates and signals at the railroad crossing on South Black Cat Road in Ada County.

Maintenance
Transportation Safety



| Funding Source | | Federal 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 | | | | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2017 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | | | | |
| 2018 | 0 | 0 | 0 | 0 | 10 | 400 | 410 | 410 | 0 | | | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Fund Totals: | \$15 | \$0 | \$0 | \$0 | \$10 | \$400 | \$425 | \$425 | \$0 | | | | |

Rideshare, ACHD

Key # : CPA3

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Environmental Sustainability

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,375

Total Cost (Previous + Programmed): \$1,375

Project Description: Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. These projects tie to ITD key numbers 13477, 13899, 18821, 15914, 19521, 12376, 13051, 13483, and 13904.

| | |
|------|-------------|
| ACHD | COMMUTERIDE |
|------|-------------|

| 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 | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 55 | 0 | |
| 2017 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 55 | 0 | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 55 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 55 | 0 | |
| 2020 | 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 | \$275 | \$275 | \$275 | \$0 | |

| 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 | |
| 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 | 220 | 220 | 220 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,100 | \$1,100 | \$1,100 | \$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

Rideshare, Commuteride Replacement Vans, ACHD

Key # : 18700

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$322

Total Cost (Previous + Programmed): \$322

Project Description: Replace commuteride vehicles that are beyond their useful life. Project uses FY2014 funding. FY2015 project carried over to FY2016.



Rideshare Program

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 308 | 0 | 308 | 246 | 62 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$308 | \$0 | \$308 | \$246 | \$62 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 13 | 1 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$14 | \$14 | \$13 | \$1 |

Rideshare, Commuteride Replacement Vans, ACHD

Key # : 19042

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$568

Total Cost (Previous + Programmed): \$568

Project Description: Replace commuteride vehicles that are beyond their useful life. FY2015 project carried over to FY2016.



Rideshare Program

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 568 | 568 | 454 | 114 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County

Key # : 14362

Inflated

Performance Measures Met:

Requesting Agency: Canyon HD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,531

Total Cost (Previous + Programmed): \$4,531

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 408 | 4,123 | 4,531 | 4,198 | 333 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$408 | \$4,123 | \$4,531 | \$4,198 | \$333 |

SH 55 (Eagle Road), Fairview Avenue to SH 44

Key # : 12044

Inflated

Performance Measures Met:

Requesting Agency: ITD

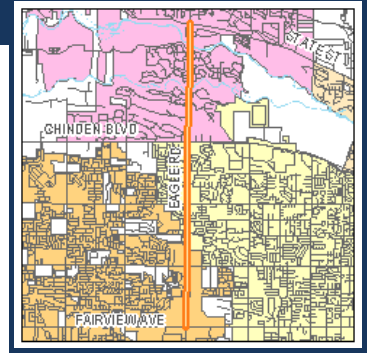
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$483)

Total Cost (Previous + Programmed):

Project Description: Road resurfacing.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -31 | -31 | 0 | -31 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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) | \$0 | (\$31) |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | -15 | 0 | 0 | 0 | -2 | -435 | -452 | 0 | -452 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$15) | \$0 | \$0 | \$0 | (\$2) | (\$435) | (\$452) | \$0 | (\$452) |

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

SH-16 and Beacon Light Road Improvements, Ada County

Key # : 18872

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety

Requesting Agency: Joint ITD/ACHD

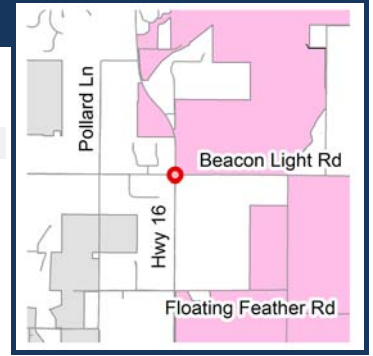
Project Year: 2017

Total Previous Expenditures: \$119

Total Programmed Cost: \$1,478

Total Cost (Previous + Programmed): \$1,597

Project Description: Improve the safety at the intersection of SH-16 and Beacon Light Road. Safety improvements include adding a signal and widening the intersection.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 102 | 1,020 | 1,122 | 1,040 | 82 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$50 | \$0 | \$102 | \$1,020 | \$1,172 | \$1,086 | \$86 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 0 | 306 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$306 | \$306 | \$0 | \$306 |

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

SH-16, Boise River Bridge North Stage

Key # : 12915

Inflated

Performance Measures Met:

Requesting Agency: ITD

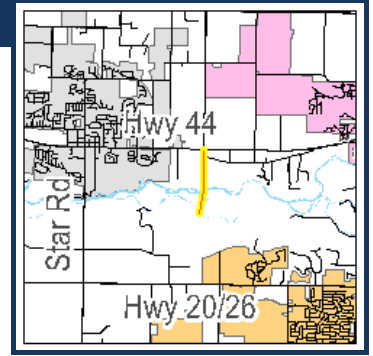
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$0

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 Capacity 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 50 | -50 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$50 | (\$50) | \$0 | \$0 | \$0 |

SH-16, Junction SH-44 in Ada County to Emmett

Key # : 13467

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

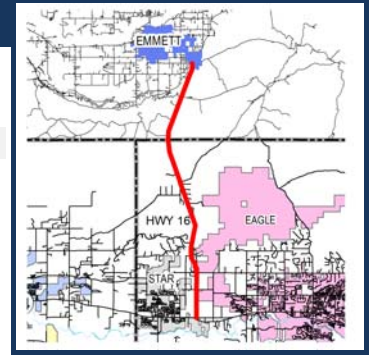
Project Year: 2016

Total Previous Expenditures: \$10

Total Programmed Cost: \$773

Total Cost (Previous + Programmed): \$783

Project Description: Seal coat SH-16 from the junction with SH-44 to the City of Emmett. This is a pavement maintenance project intended to preserve the existing pavement surface. (60% Ada County, 40% Gem County).



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 67 | 0 | 67 | 0 | 67 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$67 | \$0 | \$67 | \$0 | \$67 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 706 | 706 | 0 | 706 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$706 | \$706 | \$0 | \$706 |

SH-16, Phyllis Canal and South Phase

Key # : 12917

Inflated

Performance Measures Met:

Requesting Agency: ITD

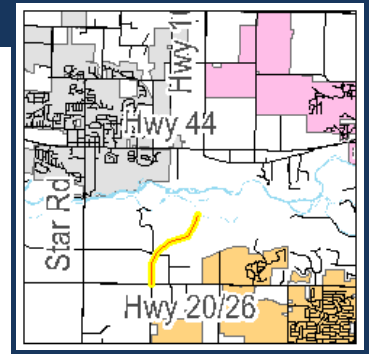
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$0

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 Capacity 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossin

Key # : 11236

Inflated

Performance Measures Met:

Requesting Agency: ITD

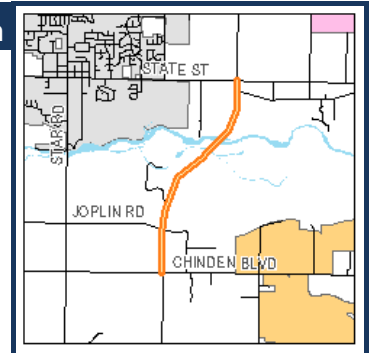
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

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 Capacity Local Match : 7.70% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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-19, Oregon State Line to Homedale, Seal Coat, Canyon and Owyhee

Key # : 19856

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,285

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

Project Description:

Seal coat the pavement surface on SH-19 from the Oregon State Line to the City of Homedale to improve ride quality and extend the life of the pavement. (71% Canyon County and 29% Owyhee County)



Funding Source 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------|---------------|-------------|
| | 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 Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 23 | 2 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 60 | 1,200 | 1,260 | 1,168 | 92 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$25 | \$0 | \$0 | \$0 | \$60 | \$1,200 | \$1,285 | \$1,191 | \$94 |

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

SH-19, Roedel Avenue Railroad Crossing, Caldwell

Key # : 19627

Inflated

Performance Measures Met:

Transportation Safety
Maintenance

Requesting Agency: ITD

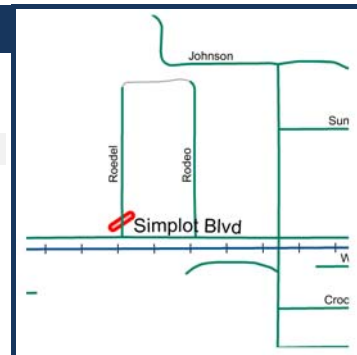
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$388

Total Cost (Previous + Programmed): \$388

Project Description: Project will install cantilever signals and repair and replace the crossing surface.



Funding Source Rail 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 5 | 375 | 380 | 352 | 28 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$8 | \$0 | \$0 | \$0 | \$5 | \$375 | \$388 | \$360 | \$28 |

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

Key # : 13937

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$133

Total Programmed Cost: \$2,022

Total Cost (Previous + Programmed): \$2,155

Project Description: Rehabilitate the pavement and update the existing intersections on SH-19 (Simplot Boulevard) from Gate 6 at Simplot Boulevard to Blaine Street in Caldwell. Improvements include a smoother driving surface and upgraded pedestrian ramps making them accessible to people with disabilities.



Funding Source Restoration (ST2) 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| 2016 | 0 | 0 | 0 | 0 | 129 | 1,893 | 2,022 | 0 | 2,022 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$129 | \$1,893 | \$2,022 | \$0 | \$2,022 |

SH-44, ADA Ramp Improvements, Middleton

Key # : 19008

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: City of Middleton

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$43

Total Cost (Previous + Programmed): \$43

Project Description: Provides for Americans with Disabilities Act (ADA) ramp improvements at seven locations on SH-44 between Eaton Road and Marjorie Avenue in the City of Middleton.



Funding Source Traffic Operations

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 0 | 43 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$0 | \$43 |

SH-44, Canyon Canal Bridge, Middleton

Key # : 18950

Inflated

Performance Measures Met:

Transportation Infrastructure

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$140

Total Programmed Cost: \$2,427

Total Cost (Previous + Programmed): \$2,567

Project Description: Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings.



Funding Source Bridge Restoration

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 560 | 0 | 0 | 0 | 0 | 560 | 519 | 41 |
| 2017 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 287 | 1,571 | 1,857 | 1,721 | 136 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$560 | \$0 | \$0 | \$287 | \$1,571 | \$2,427 | \$2,249 | \$178 |

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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2:22 PM

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

Key # : 07827

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

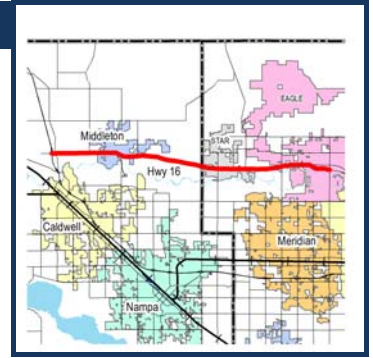
Project Year: 2017

Total Previous Expenditures: \$4,231

Total Programmed Cost: \$341

Total Cost (Previous + Programmed): \$4,572

Project Description: Study the SH-44 corridor to recommend possible future improvements



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 290 | 0 | 0 | 0 | 0 | 290 | 269 | 21 |
| 2017 | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 47 | 4 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$341 | \$0 | \$0 | \$0 | \$0 | \$341 | \$316 | \$25 |

SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle, Seal Coat

Key # : 19709

Inflated

Performance Measures Met:

Maintenance

Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,222

Total Cost (Previous + Programmed): \$2,222

Project Description: Seal coat SH-44 from I-84 north of Caldwell to Junction SH-55 North in Eagle.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 153 | 0 | 0 | 0 | 0 | 0 | 153 | 142 | 11 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 2,069 | 2,069 | 1,917 | 152 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$153 | \$0 | \$0 | \$0 | \$0 | \$2,069 | \$2,222 | \$2,059 | \$163 |

SH-44, Junction I-84 to Plummer Road in Star, Canyon County

Key # : 13463

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$300

Total Programmed Cost: \$8,726

Total Cost (Previous + Programmed): \$9,026

Project Description:

Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.



Funding Source Restoration

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 7 | -78 | 0 | 0 | 800 | 7,997 | 8,726 | 8,086 | 640 |
| 2017 | 10 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$17 | (\$78) | \$0 | \$0 | \$790 | \$7,997 | \$8,726 | \$8,086 | \$640 |

SH-44, State Street to SH-55 North, Pavement Preservation, Eagle

Key # : 13923

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$77

Total Programmed Cost: \$2,957

Total Cost (Previous + Programmed): \$3,034

Project Description:

Rehabilitate the existing pavement on East State Street (milepost 16) to the junction with SH-55 North in Eagle (milepost 19.3) by milling off the surface and laying down new asphalt. Improvements include upgrading sidewalk ramps at the intersections to meet current accessibility standards for people with disabilities.



Funding Source Pavement Preservation (ST2)

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| 2016 | 0 | 0 | 0 | 0 | 289 | 2,668 | 2,957 | 0 | 2,957 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$289 | \$2,668 | \$2,957 | \$0 | \$2,957 |

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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SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa

Key # : 19600

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Land Use
 Health

Requesting Agency: City of Nampa

Project Year: 2017

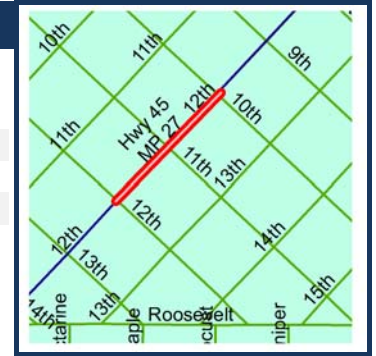
Total Previous Expenditures: \$0

Total Programmed Cost: \$296

Total Cost (Previous + Programmed): \$296

Project Description:

Install a Pedestrian Hybrid Beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping.



Funding Source HSIP (Local) 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 7 | 50 | 0 | 0 | 0 | 0 | 57 | 53 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 40 | 199 | 239 | 221 | 18 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$7 | \$50 | \$0 | \$0 | \$40 | \$199 | \$296 | \$274 | \$22 |

SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa

Key # : 19396

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Land Use
 Health

Requesting Agency: City of Nampa
 Project Year: 2017
 Total Previous Expenditures: \$0



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

Project Description: Install a Pedestrian Hybrid Beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping

Funding Source HSIP (Local) 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 7 | 50 | 0 | 0 | 0 | 0 | 57 | 53 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 40 | 199 | 239 | 221 | 18 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$7 | \$50 | \$0 | \$0 | \$40 | \$199 | \$296 | \$274 | \$22 |

SH-45, Deer Flat Road to I-84B (2nd Street), Seal Coat, Nampa

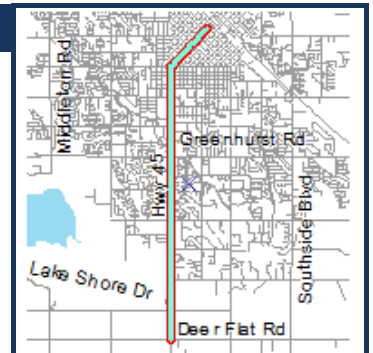
Key # : 20225

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD
 Project Year: 2017
 Total Previous Expenditures: \$0



Total Programmed Cost: \$1,400
 Total Cost (Previous + Programmed): \$1,400

Project Description: Microseal SH-45 from Deer Flat Road to 2nd Street in downtown Nampa. This is a pavement preservation project to seal asphalt work completed in 2015 under KN 13030.

Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 100 | 1,300 | 1,400 | 1,297 | 103 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$100 | \$1,300 | \$1,400 | \$1,297 | \$103 |

SH-45, Snake River Bridge, Walters Ferry

Key # : 13389

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2017

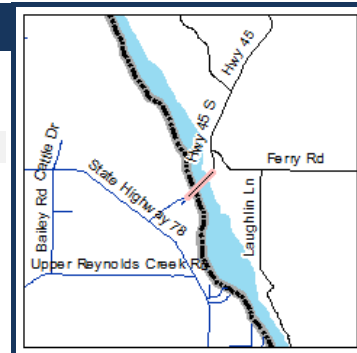
Total Previous Expenditures: \$1,103

Total Programmed Cost: \$6,199

Total Cost (Previous + Programmed): \$7,302

Project Description:

Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed (88% Canyon County and 12% Owyhee County).



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 40 | 0 | 100 | 0 | 0 | 0 | 140 | 130 | 10 |
| 2017 | 0 | 0 | 0 | 0 | 791 | 5,268 | 6,059 | 5,614 | 445 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$40 | \$0 | \$100 | \$0 | \$791 | \$5,268 | \$6,199 | \$5,744 | \$455 |

SH-55 (Eagle Road) and SH-44 (State Street), CFI Intersection, Eagle

Key # : 13476

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: PD

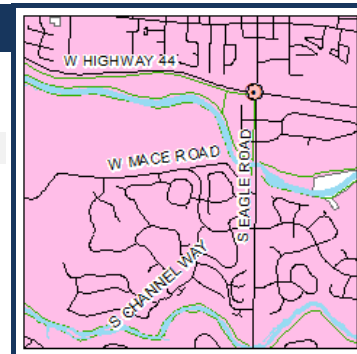
Total Previous Expenditures: \$226

Total Programmed Cost: \$5,750

Total Cost (Previous + Programmed): \$5,976

Project Description:

Alleviate congestion, improve traffic operations, and increase safety factors for all users of the intersection at SH-55 (Eagle Road) and SH-44 (State Street). Construction is expected to cost \$5,753,000, but is considered "unfunded."



Funding Source Early Development (ED)

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 93 | 7 |
| 2017 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2018 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2019 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2020 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| PD | 450 | 0 | 0 | 0 | 0 | 5,000 | 5,450 | 5,050 | 400 |
| Fund Totals: | \$750 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,750 | \$5,328 | \$422 |

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

Key # : 13466

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

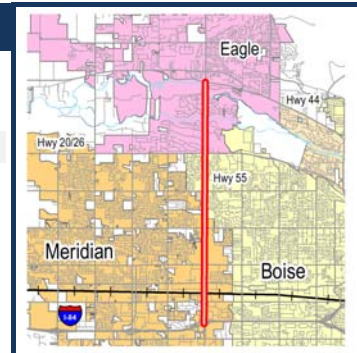
Project Year: 2017

Total Previous Expenditures: \$117

Total Programmed Cost: \$2,211

Total Cost (Previous + Programmed): \$2,328

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



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 192 | 2,019 | 2,211 | 2,049 | 162 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$192 | \$2,019 | \$2,211 | \$2,049 | \$162 |

SH-55 (Eagle Road), Meridian Towne Center, Meridian

Key # : 13349

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Freight Movement and Economic Vitality

Requesting Agency: Private Developer

Project Year: 2016

Total Previous Expenditures: \$50

Total Programmed Cost: \$9,310

Total Cost (Previous + Programmed): \$9,360

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 Towne 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 9,310 | 9,310 | 0 | 9,310 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

SH-55 (Karcher Rd.) and Hoskins, Pride, and Riverside, Canyon County

Key # : 18779

Inflated

Performance Measures Met:

Transportation Safety
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$1,955

Total Cost (Previous + Programmed): \$2,005

Project Description: Re-design the intersections at Hoskins Road, Pride Lane, and Riverside Road to improve safety on SH-55 northwest of the Deer Flat National Wildlife Refuge (Lake Lowell). A preliminary safety analysis indicates new turn lanes will be warranted.



| Funding Source | | Strategic Initiatives | | | | 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 |
| 2016 | 0 | 60 | 0 | 0 | 0 | 0 | 60 | 0 | 60 |
| 2017 | 0 | 255 | 0 | 0 | 0 | 0 | 255 | 0 | 255 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 164 | 1,475 | 1,640 | 0 | 1,640 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$315 | \$0 | \$0 | \$164 | \$1,475 | \$1,955 | \$0 | \$1,955 |

SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell

Key # : 13475

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Freight Movement and Economic Vitality
- Transportation Safety
- Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

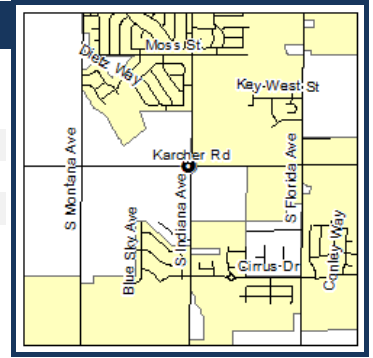
Total Previous Expenditures: \$808

Total Programmed Cost: \$2,335

Total Cost (Previous + Programmed): \$3,143

Project Description:

Rehabilitate, widen, and signalize the intersection of SH-55 (Karcher Road) and Indiana Avenue. Karcher Road will be widened to 5 lanes and Indiana will be widened to 3 lanes. This project will improve safety and mobility.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | 0 | 51 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$51 | \$51 | \$0 | \$51 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | -50 | -14 | 29 | 232 | 2,087 | 2,284 | 2,116 | 168 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$50) | (\$14) | \$29 | \$232 | \$2,087 | \$2,284 | \$2,116 | \$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

SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County

Key # : 12383

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$695

Total Programmed Cost: \$3,719

Total Cost (Previous + Programmed): \$4,414

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Canyon County near the City of 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | -295 | 0 | 225 | 0 | 0 | 0 | -70 | -65 | -5 |
| 2017 | 0 | 0 | 0 | 0 | 495 | 3,295 | 3,789 | 3,511 | 278 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$295) | \$0 | \$225 | \$0 | \$495 | \$3,295 | \$3,719 | \$3,446 | \$273 |

SH-55 (Karcher Road) and Midway Road Intersection, Nampa

Key # : 13025

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$330

Total Programmed Cost: \$4,718

Total Cost (Previous + Programmed): \$5,048

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | -28 | 28 | 219 | 0 | 587 | 3,912 | 4,718 | 4,371 | 346 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$28) | \$28 | \$219 | \$0 | \$587 | \$3,912 | \$4,718 | \$4,371 | \$346 |

SH-55 (Karcher Road) and Nampa/Caldwell Blvd. Intersection, Nampa

Key # : 13033

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2016

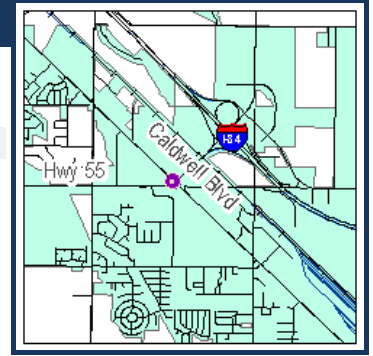
Total Previous Expenditures: \$326

Total Programmed Cost: \$1,240

Total Cost (Previous + Programmed): \$1,566

Project Description:

Install new signage, upgrade pavement markings, optimize signal timing and coordinate signals with others in the area in order to reduce crashes at the intersection of SH-55 (Nampa-Caldwell Boulevard) and Karcher Road. Traffic channelization and access control measures in the area will also be considered.



Funding Source Strategic Initiatives 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 110 | 1,130 | 1,240 | 0 | 1,240 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$110 | \$1,130 | \$1,240 | \$0 | \$1,240 |

SH-55 and Farmway Road Intersection, Canyon County

Key # : 18841

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,455

Total Cost (Previous + Programmed): \$3,455

Project Description:

Rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on 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 : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 145 | 250 | 0 | 0 | 0 | 395 | 0 | 395 |
| 2017 | 0 | 0 | 0 | 0 | 306 | 2,754 | 3,060 | 0 | 3,060 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$145 | \$250 | \$0 | \$306 | \$2,754 | \$3,455 | \$0 | \$3,455 |

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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SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County

Key # : 20267

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$970

Total Cost (Previous + Programmed): \$970

Project Description: Seal coat the pavement surface on SH-55 from the City of Marsing to Caldwell Boulevard in the City of Caldwell to improve ride quality and extend the life of the pavement.



Funding Source Pavement Preservation **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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 23 | 2 |
| 2018 | 0 | 0 | 0 | 0 | 45 | 900 | 945 | 876 | 69 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$25 | \$0 | \$0 | \$0 | \$45 | \$900 | \$970 | \$899 | \$71 |

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

SH-55, Intersection Karcher Road and Middleton Road, Nampa

Key # : 12046

Inflated

Performance Measures Met:

Requesting Agency: Joint City of Nampa/ITD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

Project Description: Intersection improvement at the intersection of Karcher and Middleton Road in Nampa.



Funding Source Safety 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 43 | 0 | 124 | -167 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$43 | \$0 | \$124 | (\$167) | \$0 | \$0 | \$0 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | -1 | -1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$1) | \$0 | \$0 | \$2 | \$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

SH-55, Overhead Message Sign to Avimor, Ada County

Key # : 18787

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$50

Total Programmed Cost: \$1,205

Total Cost (Previous + Programmed): \$1,255

Project Description: This project on SH-55 will mill off the old pavement and inlay new asphalt from milepost 50.2 (near the overhead message sign) to milepost 51.7 at Avimor. The project will extend the service life of the roadway. Other improvements include upgrading the guardrails.



| 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 |
| 2016 | -45 | 100 | 0 | 0 | 0 | 1,150 | 1,205 | 1,117 | 88 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$45) | \$100 | \$0 | \$0 | \$0 | \$1,150 | \$1,205 | \$1,117 | \$88 |

SH-55, Pride Lane in Canyon County to Middleton Road in Nampa

Key # : 19414

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,763

Total Cost (Previous + Programmed): \$4,763

Project Description: Restore the pavement on SH-55 from Pride Lane (milepost 7.1) to Middleton Road (milepost 15.6) by milling off the old surface and inlaying a new one. In addition, shoulders and drainage will be improved.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 92 | 0 | 0 | 0 | 0 | 0 | 92 | 85 | 7 |
| 2017 | 102 | 0 | 0 | 0 | 0 | 0 | 102 | 95 | 7 |
| 2018 | 182 | 0 | 0 | 0 | 0 | 0 | 182 | 169 | 13 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 4,357 | 4,357 | 4,037 | 320 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$376 | \$0 | \$0 | \$0 | \$0 | \$4,357 | \$4,733 | \$4,385 | \$347 |

Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------|-------------|
| 2016 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 28 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$30 | \$0 | \$0 | \$0 | \$0 | \$30 | \$28 | \$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

SH-55, Snake River Bridge, Marsing

Key # : 13387

Inflated

Performance Measures Met:

Transportation Infrastructure
 Freight Movement and Economic Vitality
 Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$906

Total Programmed Cost: \$7,897

Total Cost (Previous + Programmed): \$8,803

Project Description: Bridge replacement on SH-55 over the Snake River near Marsing. (69% Canyon County and 31% Owyhee County).



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 104 | 125 | 100 | 0 | 0 | 0 | 329 | 305 | 24 |
| 2017 | 0 | 0 | 0 | 0 | 987 | 6,581 | 7,568 | 7,013 | 556 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$104 | \$125 | \$100 | \$0 | \$987 | \$6,581 | \$7,897 | \$7,318 | \$580 |

South Cemetery Road, SH-44 to Willow Creek, Middleton

Key # : 12048

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Farmland

Requesting Agency: City of Middleton

Project Year: 2018

Total Previous Expenditures: \$472

Total Programmed Cost: \$3,045

Total Cost (Previous + Programmed): \$3,517

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 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 10 | 20 | 0 | 0 | 0 | 0 | 30 | 28 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 329 | 2,186 | 2,515 | 2,330 | 185 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$20 | \$0 | \$0 | \$329 | \$2,186 | \$2,545 | \$2,358 | \$187 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|--------------|
| 2016 | 0 | 0 | 500 | 0 | 0 | 0 | 500 | 0 | 500 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$500 | \$0 | \$0 | \$0 | \$500 | \$0 | \$500 |

SR2S, VRT, Ada County - FY2016, FY2017, and FY2018, Phase 1

Key # : 13909

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$443

Total Cost (Previous + Programmed): \$443

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 : 100 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 443 | 443 | 410 | 33 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$443 | \$443 | \$410 | \$33 |

SR2S, VRT, Ada County - FY2016, FY2017, and FY2018, Phase 2

Key # : 13910

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$12

Total Cost (Previous + Programmed): \$12

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 : 100 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 11 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$12 | \$12 | \$11 | \$1 |

SR2S, VRT, Ada County - FY2019 & FY2020

Key # : 13912

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

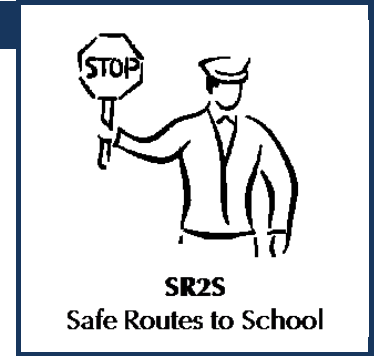
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$335

Total Cost (Previous + Programmed): \$335

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.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 335 | 335 | 311 | 25 |
| 2020 | 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 | \$335 | \$335 | \$311 | \$25 |

State Street and Collister Drive Intersection, Boise

Key # : 13481

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ACHD

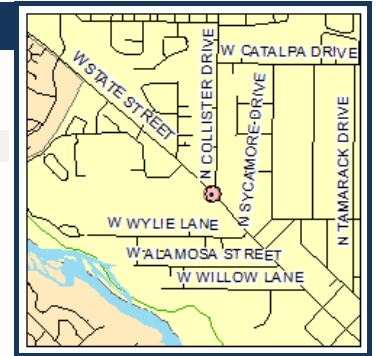
Project Year: 2018

Total Previous Expenditures: \$930

Total Programmed Cost: \$9,412

Total Cost (Previous + Programmed): \$10,342

Project Description: Intersection improvements at State Street and Collister Drive in the City of Boise.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 8 | 1 |
| 2017 | 0 | 0 | 694 | 0 | 0 | 0 | 694 | 643 | 51 |
| 2018 | 0 | 0 | 0 | 0 | 1,306 | 7,403 | 8,709 | 8,070 | 639 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$9 | \$694 | \$0 | \$1,306 | \$7,403 | \$9,412 | \$8,721 | \$691 |

Storm Water Design Guide, ACHD

Key # : 13819

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$2)

Total Cost (Previous + Programmed):

Project Description: ACHD plans to hire environmental specialists to develop a guidebook with alternative storm water treatments for Ada County. Primary emphasis will be on treatments that could be used in pedestrian situations, as well as in medians, chicanes, etc.



| 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 | | |
| 2016 | 0 | 0 | 0 | 0 | 0 | -2 | -2 | -2 | 0 | | |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 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) | (\$2) | \$0 | | |

Studies and Special Projects Set-Aside - FY2020

Key # : 19712

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

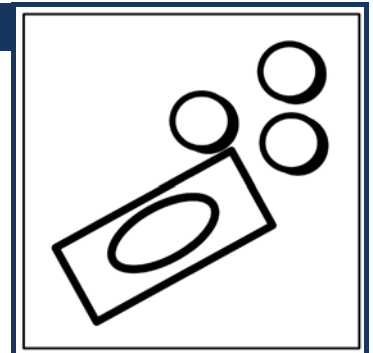
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$214

Total Cost (Previous + Programmed): \$214

Project Description: Set-aside funds for studies and special projects. Applications will be accepted in 2018 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



| 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 | | |
| 2016 | 0 | 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 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 214 | 0 | 0 | 0 | 0 | 214 | 198 | 16 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$214 | \$0 | \$0 | \$0 | \$0 | \$214 | \$198 | \$16 | | |

Studies and Special Projects Set-Aside - FY2021

Key # : 19303

Inflated

Performance Measures Met:

Requesting Agency: COMPASS

Support

Project Year: PD

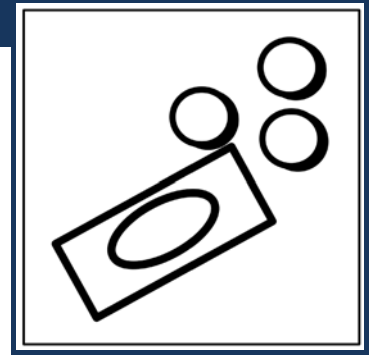
Total Previous Expenditures: \$0

Total Programmed Cost: \$232

Total Cost (Previous + Programmed): \$232

Project Description:

Set-aside funds for studies and special projects. Applications will be accepted in 2019 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| Fund Totals: | \$0 | \$232 | \$0 | \$0 | \$0 | \$0 | \$232 | \$215 | \$17 |

Studies and Special Projects Set-Aside - FY2022

Key # : 19571

Inflated

Performance Measures Met:

Requesting Agency: COMPASS

Support

Project Year: PD

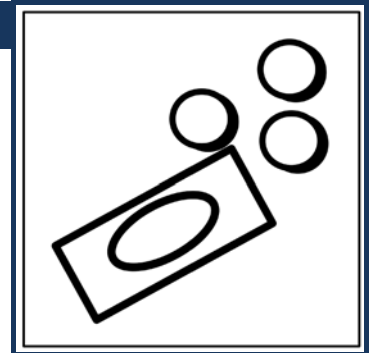
Total Previous Expenditures: \$0

Total Programmed Cost: \$232

Total Cost (Previous + Programmed): \$232

Project Description:

Set-aside funds for studies and special projects. Applications will be accepted in 2020 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| Fund Totals: | \$0 | \$232 | \$0 | \$0 | \$0 | \$0 | \$232 | \$215 | \$17 |

Swan Falls Road Shoulder Widening, Kuna - FY2012

Key # : 13518

Inflated

Performance Measures Met:

Requesting Agency: ACHD

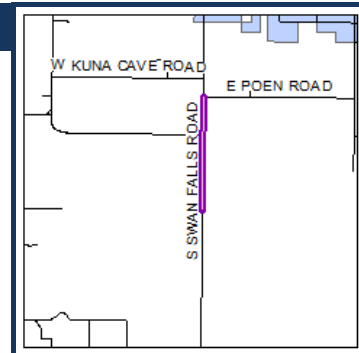
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$46)

Total Cost (Previous + Programmed):

Project Description: This project will construct three miles of 5-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 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | -41 | -41 | 0 | -41 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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) | \$0 | (\$41) |

Funding Source Scenic Byways Local Match : 10.00% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | -1 | 0 | 0 | 0 | -4 | 0 | -5 | -5 | -1 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | \$0 | \$0 | \$0 | (\$4) | \$0 | (\$5) | (\$5) | (\$1) |

Transit – 5310 Elderly and Disabled District 3

Key # : 19464

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description:

Provides acquisition of service in the rural areas of Ada and Canyon Counties provided by Valley Regional Transit and Treasure Valley Transit. This project is part of a statewide project for rural public transportation services. Only the portion of the project in the COMPASS planning area are reflected. ITD's ITIP provides the remaining details.



Funding Source FTA 5310 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 – 5339 Bus and Bus Facility

Key # : 19663

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$280

Total Cost (Previous + Programmed): \$280

Project Description:

Purchase two buses for Treasure Valley Transit for service in the rural areas of Ada and Canyon counties provided by Treasure Valley Transit. This project is part of a statewide project for rural and small urban public transportation capital projects. Only the portion of the project in the COMPASS planning area are reflected. ITD's ITIP provides the remaining details.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 280 | 280 | 224 | 56 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$280 | \$280 | \$224 | \$56 |

Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa

Key # : 19079

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$79

Total Cost (Previous + Programmed): \$79

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.



Funding Source FTA 5339 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 79 | 79 | 63 | 16 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$79 | \$79 | \$63 | \$16 |

Transit - Acquisition of Service Canyon County, Nampa

Key # : 18790

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

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.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 49 | 12 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 Eagle and Meridian, Boise

Key # : 12802

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of acquisition of service in the cities of Eagle and Meridian for service in the Boise Urbanized Area. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Acquisition of Service Set-Aside, Boise

Key # : 19145

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,296

Total Cost (Previous + Programmed): \$1,296

Project Description: Provide administration and implementation of acquisition of service in the Boise Urbanized Area. Determination of funding made through a competitive process.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 324 | 324 | 259 | 65 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 324 | 324 | 259 | 65 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 324 | 324 | 259 | 65 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 324 | 324 | 259 | 65 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,296 | \$1,296 | \$1,037 | \$259 |

Transit - Acquisition of Service, Boise

Key # : 19691

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$381

Total Cost (Previous + Programmed): \$381

Project Description: Provide administration and implementation of acquisition of service in the Boise Urbanized Area. Project uses FY2014, FY2015, and FY2016 funds.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 381 | 381 | 305 | 76 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$381 | \$381 | \$305 | \$76 |

Transit - Acquisition of Service, Kuna and Star

Key # : 18855

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

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 funding. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 31 | 8 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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, Nampa

Key # : 18739

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,321

Total Cost (Previous + Programmed): \$1,321

Project Description: Funds to provide administration and implementation of acquisition of service in the Nampa Urbanized Area. Determination of funding made through a competitive process.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 201 | 201 | 161 | 40 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 283 | 283 | 226 | 57 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 279 | 279 | 223 | 56 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 279 | 279 | 223 | 56 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 279 | 279 | 223 | 56 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,321 | \$1,321 | \$1,057 | \$264 |

Transit - Acquisition of Service, Nampa

Key # : 19576

Inflated

Performance Measures Met:

Requesting Agency: Treasure Valley Transit

Support

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$281

Total Cost (Previous + Programmed): \$281

Project Description: Provide administration and implementation of acquisition of service in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funds.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 281 | 281 | 225 | 56 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$281 | \$281 | \$225 | \$56 |

Transit - Associated Capital Enhancements, Boise

Key # : 18788

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Transportation Safety

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,256

Total Cost (Previous + Programmed): \$2,256

Project Description: Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle benches, or information posting in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 955 | 955 | 764 | 191 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 101 | 101 | 81 | 20 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 400 | 400 | 320 | 80 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 400 | 400 | 320 | 80 |
| 2020 | 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 | \$2,256 | \$2,256 | \$1,805 | \$451 |

Transit - Associated Capital Enhancements, Nampa

Key # : 18781

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Transportation Safety

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$700

Total Cost (Previous + Programmed): \$700

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 80 | 20 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 80 | 20 |
| 2020 | 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 | \$700 | \$700 | \$560 | \$140 |

Transit - Associated Capital Enhancements, Nampa - FY2014

Key # : 12778

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2016

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, shop equipment, 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 144 | 144 | 115 | 29 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 Improvements, Boise

Key # : 19081

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$565

Total Cost (Previous + Programmed): \$565

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 335 | 335 | 268 | 67 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 46 | 12 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 46 | 12 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 114 | 114 | 91 | 23 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$565 | \$565 | \$452 | \$113 |

Transit - Associated Capital Improvements, Nampa

Key # : 18911

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,150

Total Cost (Previous + Programmed): \$1,150

Project Description:

Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, support vehicles, or information posting in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 540 | 540 | 432 | 108 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 430 | 430 | 344 | 86 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 48 | 12 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 48 | 12 |
| 2020 | 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 | \$1,150 | \$1,150 | \$920 | \$230 |

Transit - Associated Capital Improvements, Nampa - FY2013

Key # : 12760

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Health

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$891

Total Cost (Previous + Programmed):

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 bicycle/pedestrian improvement projects in the City of Nampa.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation :

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 891 | 891 | 713 | 178 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

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

Transit - Beyond Demand Response, Nampa Area

Key # : 20043

Inflated

Performance Measures Met:

Support

Requesting Agency: Joint VRT/TVT

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,216

Total Cost (Previous + Programmed): \$1,216

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 91 | 91 | 73 | 18 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 243 | 243 | 194 | 49 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 266 | 266 | 213 | 53 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 293 | 293 | 234 | 59 |
| PD | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,216 | \$1,216 | \$973 | \$243 |

Transit - Boise State University Maintenance Facility - FY2008

Key # : 11350

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Maintenance

Requesting Agency: Boise State University

Project Year: 2016

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. VRT is the direct recipient; funds will pass through to Boise State University. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 108 | 108 | 86 | 22 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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

Key # : 13224

Inflated

Performance Measures Met:

Requesting Agency: Boise State University

Transportation Infrastructure

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.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Boise State University Replacement Shuttles, Boise - FY2015

Key # : 13223

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit / Boise

Transportation Infrastructure

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

Project Description: Purchase replacement shuttles for Boise State University. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 83 | 83 | 69 | 14 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Bus Stop Enhancement, VRT, Middleton

Key # : 19716

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$20

Total Cost (Previous + Programmed): \$20

Project Description: Relocate the bus stop on SH-44 and install a shelter. Project uses FY2015 funding.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 16 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$20 | \$20 | \$16 | \$4 |

Transit - Capital Enhancements, Boise - FY2013

Key # : 12754

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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

Key # : 13779

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$405

Total Cost (Previous + Programmed): \$405

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 : 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 405 | 405 | 324 | 81 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$405 | \$405 | \$324 | \$81 |

Transit - Capital Lease or Purchase and Maintenance, Boise

Key # : 19122

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,095

Total Cost (Previous + Programmed): \$2,095

Project Description: Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 775 | 775 | 620 | 155 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 319 | 319 | 255 | 64 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 319 | 319 | 255 | 64 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 319 | 319 | 255 | 64 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 363 | 363 | 290 | 73 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,095 | \$2,095 | \$1,676 | \$419 |

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2013

Key # : 13827

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 324 | 324 | 259 | 65 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - FY2014

Key # : 14221

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 193 | 193 | 154 | 39 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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, Nampa

Key # : 18929

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,238

Total Cost (Previous + Programmed): \$1,238

Project Description: Provide vehicle lease or purchase for fixed line, demand response and support activities and associated equipment 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,223 | 1,223 | 978 | 245 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,238 | \$1,238 | \$990 | \$248 |

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2013

Key # : 13831

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 22 | 5 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

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 associated equipment and maintenance in the Nampa Urbanized Area. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 17 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 Maintenance, VRT, Boise - FY2014

Key # : 13480

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

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 in the Boise Urbanized Area. Project originally funded with STP-TMA funds, which were transferred to FTA. FY2015 project carried over to FY2016.



Funding Source FTA 5307 LU

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 1,064 | 1,064 | 986 | 78 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 |

Transit - Capital Maintenance, VRT, Boise - FY2015

Key # : 13510

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$600

Total Cost (Previous + Programmed): \$600

Project Description: For replacement transit bus or replacement transit facility in FY2015 in Boise Urbanized Area. Project originally funded with STP-TMA funds, which transferred to FTA. FY2015 project carried over to FY2016.



Funding Source FTA 5307 LU

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 600 | 600 | 556 | 44 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$600 | \$600 | \$556 | \$44 |

Transit - Capital Vehicle Purchase, VRT, Nampa - FY2015

Key # : 12364

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$970

Total Cost (Previous + Programmed): \$970

Project Description: Provide up to six replacement vehicles in the Nampa Urbanized Area. Project originally funded with STP-U funds, which transferred to FTA. FY2015 project carried over to FY2016.



Funding Source FTA 5307 SU

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 970 | 970 | 899 | 71 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$970 | \$970 | \$899 | \$71 |

Transit - Capital, Safety and Security, Boise

Key # : 19131

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$264

Total Cost (Previous + Programmed): \$264

Project Description: Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 88 | 88 | 70 | 18 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 35 | 9 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 35 | 9 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 35 | 9 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 35 | 9 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$264 | \$264 | \$211 | \$53 |

Transit - Capital, Safety and Security, Nampa

Key # : 18685

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$180

Total Cost (Previous + Programmed): \$180

Project Description: Provides capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 48 | 12 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 24 | 6 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 24 | 6 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 24 | 6 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 24 | 6 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$180 | \$180 | \$144 | \$36 |

Transit - College of Western Idaho Entrance and Roundabout, VRT, Nampa

Key # : 19609

Inflated

Performance Measures Met:

Transportation Safety
Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$779

Total Cost (Previous + Programmed): \$779

Project Description: Accommodates the need for alternative transportation services, installation of public improvements to facilitate access to a bus transport/park and ride facility located by the College of Western Idaho campus. Project uses FY2014 and FY2015 funding.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 779 | 779 | 623 | 156 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$779 | \$779 | \$623 | \$156 |

Transit - Commuteride Replacement Vans, ACHD

Key # : 19375

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$128

Total Cost (Previous + Programmed): \$128

Project Description: Replace three Commuteride vehicles (15-passenger) that are beyond their useful life. Project uses FY2013 and FY2014 funding.



Rideshare Program

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 128 | 128 | 102 | 26 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$128 | \$128 | \$102 | \$26 |

Transit - Demand Response Operations, Boise

Key # : 18785

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,886

Total Cost (Previous + Programmed): \$2,886

Project Description: Provide operating funds for demand response services in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 927 | 927 | 742 | 185 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 480 | 480 | 384 | 96 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 493 | 493 | 394 | 99 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 493 | 493 | 394 | 99 |
| 2020 | 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 | \$2,886 | \$2,886 | \$2,309 | \$577 |

Transit - Demand Response Operations, Nampa

Key # : 18762

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$225

Total Cost (Previous + Programmed): \$225

Project Description: Provide operating funds for demand response service in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 71 | 71 | 57 | 14 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 38 | 38 | 30 | 8 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 38 | 38 | 30 | 8 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 31 | 8 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 31 | 8 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$225 | \$225 | \$180 | \$45 |

Transit - Demand Response, Nampa

Key # : 18989

Inflated

Performance Measures Met:

Support

Requesting Agency: Treasure Valley Transit

Project Year: 2016

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.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 183 | 183 | 146 | 37 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Demand Response, Nampa

Key # : 19398

Inflated

Performance Measures Met:

Support

Requesting Agency: Treasure Valley Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$320

Total Cost (Previous + Programmed): \$320

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funding.



Funding Source FTA 5310 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 320 | 320 | 160 | 160 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$320 | \$320 | \$160 | \$160 |

Transit - Demand Response, Nampa - FY2013

Key # : 13832

Inflated

Performance Measures Met:

Requesting Agency: Treasure Valley Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$194

Total Cost (Previous + Programmed): \$194

Project Description: Provides funds for a regional acquisition of service project for older adults and persons with disabilities in the Nampa Urbanized Area. Project uses FY2013 funds.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 194 | 194 | 147 | 47 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Fixed Line Operations, Nampa

Key # : 18786

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,150

Total Cost (Previous + Programmed): \$6,150

Project Description: Provide transit operations and administration in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.

Support



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 1,888 | 1,888 | 944 | 944 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 1,026 | 1,026 | 513 | 513 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,052 | 1,052 | 526 | 526 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,078 | 1,078 | 539 | 539 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,106 | 1,106 | 553 | 553 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,150 | \$6,150 | \$3,075 | \$3,075 |

Transit - Mobility Management Coordinated Marketing, VRT

Key # : 19504

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$70

Total Cost (Previous + Programmed): \$70

Project Description:

Provides a mechanism to coordinate the marketing of the transportation network coordinated through VRT and TVT to support the transportation needs of older adults and persons with disabilities in the Nampa Urbanized Area. Canyon County Office on Aging will provide services. Project uses FY2016 funding.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 70 | 70 | 56 | 14 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$70 | \$70 | \$56 | \$14 |

Transit - Mobility Management Implementation, Boise

Key # : 18854

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,738

Total Cost (Previous + Programmed): \$3,738

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. A portion of the funds will be used for van purchases for the vehicle sharing program to enable more flexibility. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 1,480 | 1,480 | 1,184 | 296 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 554 | 554 | 443 | 111 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 568 | 568 | 454 | 114 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 568 | 568 | 454 | 114 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 568 | 568 | 454 | 114 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,738 | \$3,738 | \$2,990 | \$748 |

Transit - Mobility Management Implementation, Nampa

Key # : 18842

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,288

Total Cost (Previous + Programmed): \$1,288

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. A portion of the funds will be used for van purchases for the vehicle sharing program to enable more flexibility. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 493 | 493 | 394 | 99 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 195 | 195 | 156 | 39 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,288 | \$1,288 | \$1,030 | \$258 |

Transit - Mobility Operations, Boise

Key # : 19041

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,520

Total Cost (Previous + Programmed): \$3,520

Project Description: Provides operations for mobility management programs in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 682 | 682 | 341 | 341 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 696 | 696 | 348 | 348 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 714 | 714 | 357 | 357 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 714 | 714 | 357 | 357 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 714 | 714 | 357 | 357 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,520 | \$3,520 | \$1,760 | \$1,760 |

Transit - Mobility Operations, Nampa

Key # : 19023

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,370

Total Cost (Previous + Programmed): \$1,370

Project Description: Provides operations for mobility management programs in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 374 | 374 | 187 | 187 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 246 | 246 | 123 | 123 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 250 | 250 | 125 | 125 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 250 | 250 | 125 | 125 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 250 | 250 | 125 | 125 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,370 | \$1,370 | \$685 | \$685 |

Transit - Park and Ride, VRT, Middleton

Key # : 19297

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Community Infrastructure

Health

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,010

Total Cost (Previous + Programmed): \$1,010

Project Description: Construct a Park and Ride lot and bus shelter in the City of Middleton at Piccadilly Park, located on SH-44 across from Middleton Middle School. Project will include: bus shelter, parking lot, sidewalk, curb, gutter, lighting, draining, and landscaping and some road/sidewalk improvements on West 4th Avenue North and SH-44 for safety and connectivity. Project uses FY2015 and FY2016 funding.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 1,010 | 1,010 | 808 | 202 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$1,010 | \$1,010 | \$808 | \$202 |

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

Transit - Preventive Maintenance, Boise

Key # : 19137

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$11,272

Total Cost (Previous + Programmed): \$11,272

Project Description: Provide preventive maintenance support for fixed route and demand responsive transit service in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 3,772 | 3,772 | 3,018 | 754 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 1,875 | 1,875 | 1,500 | 375 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,875 | 1,875 | 1,500 | 375 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,875 | 1,875 | 1,500 | 375 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,875 | 1,875 | 1,500 | 375 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,272 | \$11,272 | \$9,018 | \$2,254 |

Transit - Preventive Maintenance, Nampa

Key # : 18914

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,558

Total Cost (Previous + Programmed): \$1,558

Project Description: Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 258 | 258 | 206 | 52 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 264 | 264 | 211 | 53 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 270 | 270 | 216 | 54 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 270 | 270 | 216 | 54 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,558 | \$1,558 | \$1,246 | \$312 |

Transit - Purchase of Service Admin. and Implementation, Boise - FY2014

Key # : 14245

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 286 | 286 | 229 | 57 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 – Rideshare Platform, VRT/ACHD

Key # : 19173

Inflated

Performance Measures Met:

Requesting Agency: Joint ACHD/Valley Regional Tra

Support

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$60

Total Cost (Previous + Programmed):

Project Description: Purchase rideshare platform (software). The platform will be a single source for members of the community to find smart transportation options to include: carpooling, vanpooling, bus routes and bike buddies. It will also assist transit providers with data to increase routes based on demand. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 48 | 12 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$60 | \$60 | \$48 | \$12 |

Transit – Rural Area Formula Program

Key # : 19380

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,886

Total Cost (Previous + Programmed): \$3,886

Project Description:

Provides fixed route and demand response service in the rural areas of Ada and Canyon Counties provided by Treasure Valley Transit. This project is part of a statewide project for rural public transportation services. Only the portion of the project in the COMPASS planning area are reflected. ITD's ITIP provides the remaining details.



Funding Source FTA 5311

Local Match : 30.04%

Funding Allocation : 100 % Alternative

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 3,886 | 3,886 | 2,719 | 1,167 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$3,886 | \$3,886 | \$2,719 | \$1,167 |

Transit - South Nampa Multimodal Connectivity, Nampa

Key # : 19590

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$0

Congestion Reduction/System Reliability

Transportation Safety

Health

Open Space

Total Programmed Cost: \$520

Total Cost (Previous + Programmed): \$520

Project Description:

Provide three bike and pedestrian crossing improvements with bike boulevard connections to transit stops along 12th Avenue South and East Greenhurst Road. Includes three segments: Powerline Road/Blakeslee Drive rapid flashing beacon crossing and bike boulevard, Lake Lowell Avenue/Mason Lane rapid flashing beacon and shared use bike lanes, and Iowa Avenue/Stanford Street rapid flashing beacon Crossing and shared use bike lane.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 520 | 520 | 416 | 104 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$520 | \$520 | \$416 | \$104 |

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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Transit - Technology, VRT, Boise

Key # : 18884

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$584

Total Cost (Previous + Programmed): \$584

Project Description: Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area. FY2015 funds carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 175 | 175 | 140 | 35 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 80 | 20 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 80 | 20 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 103 | 103 | 82 | 21 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 106 | 106 | 85 | 21 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$584 | \$584 | \$467 | \$117 |

Transit - Technology, VRT, Nampa

Key # : 19573

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

Project Description: Provide annunciators for all fixed-route vehicles in the ValleyRide fleet. Annunciators are considered en-route transit information, and provide audio and visual announcements to travelers. Information will be available on-board a transit vehicle, and at transit stations and bus stops, to assist travelers in making informed decisions and itinerary modifications.



Funding Source FTA 5339 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 400 | 400 | 320 | 80 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$400 | \$400 | \$320 | \$80 |

Transit - University District Multimodal Connectivity, Nampa

Key # : 19235

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health
 Open Space



Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$358

Total Cost (Previous + Programmed):

Project Description:

To improve access to transit through bicycle and pedestrian facility improvements in Nampa's central core near the University District, expanding facilities that provide multimodal transportation by adding a bicycle boulevard and shared use lanes. Project uses FY2014 and FY2015 funding.

Funding Source FTA 5339 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 358 | 358 | 286 | 72 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$358 | \$358 | \$286 | \$72 |

Transit - Valley Regional Transit Technology, Boise - FY2014

Key # : 13226

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 150 | 150 | 120 | 30 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 - Vehicle Maintenance, Kuna Senior Center, Boise

Key # : 18920

Inflated

Performance Measures Met:

Requesting Agency: Kuna Senior Center

Maintenance

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 1 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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, Kuna Senior Center

Key # : 19160

Inflated

Performance Measures Met:

Requesting Agency: Kuna Senior Center

Transportation Infrastructure

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Previous + Programmed): \$60

Project Description: Replace a vehicle for the Kuna Senior Center.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 48 | 12 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$60 | \$60 | \$48 | \$12 |

Transit -Technology Implementation, VRT - FY2013

Key # : 13830

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2016

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. FY2015 project carried over to FY2016.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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, Southwest Bus and Bus Facility - FY2015

Key # : 19147

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Transportation Infrastructure

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$310

Total Cost (Previous + Programmed): \$310

Project Description: Purchase replacement vehicles in small urban areas throughout the state of Idaho. This project shows funds only for Valley Regional Transit in the Nampa Urbanized Area, other projects are included in this project in the STIP.



Funding Source FTA 5339 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 310 | 310 | 248 | 62 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$248 | \$62 |

US 20/26 and Farmway Road Intersection, Canyon County

Key # : 18852

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,082

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

Project Description: Add a left-turn lane on east-bound US 20/26 to north-bound Farmway Road and add a flashing beacon to existing warning signs and realign the intersection to square up the intersection to 90 degrees on all four legs.



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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 70 | 0 | 0 | 0 | 0 | 70 | 65 | 5 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 416 | 416 | 386 | 31 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$70 | \$0 | \$0 | \$0 | \$416 | \$486 | \$450 | \$36 |

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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 102 | 0 | 0 | 0 | 102 | 95 | 7 |
| 2018 | 0 | 0 | 0 | 0 | 78 | 416 | 494 | 458 | 36 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$102 | \$0 | \$78 | \$416 | \$596 | \$552 | \$44 |

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

US 20/26 and Franklin Road Intersection, Canyon County

Key # : 19111

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,161

Total Cost (Previous + Programmed): \$1,161

Project Description: Improve the safety at the intersection of US 20/26 and Franklin Road by adding traffic signals and other necessary improvements.



Funding Source Strategic Initiatives 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 93 | 7 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,061 | 1,061 | 983 | 78 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$100 | \$0 | \$0 | \$0 | \$1,061 | \$1,161 | \$1,076 | \$85 |

US 20/26 Intersection Improvements, Canyon County

Key # : 19415

Inflated

Performance Measures Met:

Transportation Safety
 Freight Movement and Economic Vitality

Requesting Agency: ITD

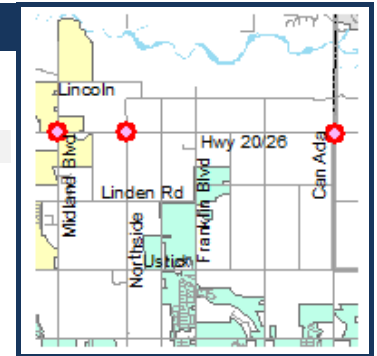
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$806

Total Cost (Previous + Programmed): \$806

Project Description: Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland, Northside, and Can-Ada). This will provide a safe place for deceleration and turning movements along a high speed commuting corridor.



Funding Source Strategic Initiatives Local Match : 7.46% Funding Allocation : 100 % Road

| Cost Year | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 50 | 85 | 0 | 0 | 0 | 0 | 135 | 125 | 10 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 671 | 671 | 621 | 50 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$50 | \$85 | \$0 | \$0 | \$0 | \$671 | \$806 | \$746 | \$60 |

US 20/26, Borchers Lane in Caldwell to Locust Grove Road in Meridian

Key # : 19412

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,409

Total Cost (Previous + Programmed): \$4,409

Project Description: Restore the pavement on US 20/26 from Borchers Lane (milepost 26) to Locust Grove Road (milepost 39.22) by milling off the old surface and inlaying a new one.



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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 10 | 250 | 0 | 0 | 0 | 0 | 260 | 241 | 19 |
| 2017 | 102 | 0 | 0 | 0 | 0 | 0 | 102 | 95 | 7 |
| 2018 | 177 | 0 | 0 | 0 | 0 | 0 | 177 | 164 | 13 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 3,870 | 3,870 | 3,586 | 284 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$289 | \$250 | \$0 | \$0 | \$0 | \$3,870 | \$4,409 | \$4,085 | \$324 |

US 20/26, Branstetter Street to Junction I-184, Garden City

Key # : 13928

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$100

Total Programmed Cost: \$2,386

Total Cost (Previous + Programmed): \$2,486

Project Description: Rehabilitate the pavement on Chinden Boulevard. (US-20/26) in Garden City from Branstetter Street to the junction with I-184 by removing the top layer of asphalt and replacing it with new. The improvement will extend the lifespan of the road pavement.



Funding Source Strategic Initiatives 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| 2016 | 0 | 0 | 0 | 0 | 310 | 2,076 | 2,386 | 0 | 2,386 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$310 | \$2,076 | \$2,386 | \$0 | \$2,386 |

US 20/26, Broadway Bridge, Boise

Key # : 11588

Inflated

Performance Measures Met:

Requesting Agency: ITD

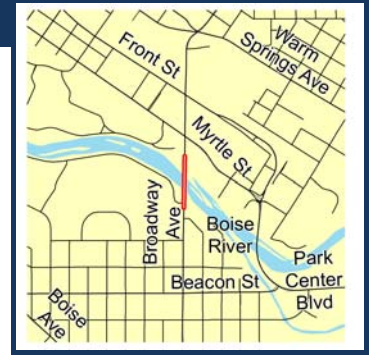
Project Year: 2015

Total Previous Expenditures: \$2,302

Total Programmed Cost: \$102

Total Cost (Previous + Programmed): \$2,404

Project Description: Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section.



Funding Source Restoration 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------|---------------|-------------|
| 2016 | 54 | -54 | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$54 | (\$54) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 102 | 102 | 95 | 7 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$102 | \$102 | \$95 | \$7 |

US 20/26, Broadway Bridge, Christ Chapel Mitigation, Boise

Key # : 19181

Inflated

Performance Measures Met:

Requesting Agency: ITD

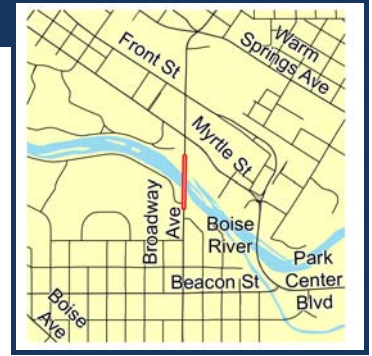
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$32

Total Cost (Previous + Programmed):

Project Description: The Christ Chapel mitigation required prior to Broadway Bridge construction.



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 2 | 30 | 32 | 30 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$2 | \$30 | \$32 | \$30 | \$2 |

US 20/26, Corridor Study, Caldwell to Boise

Key # : 07826

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

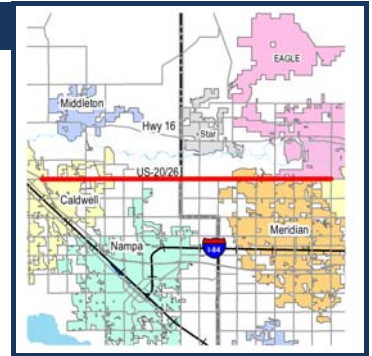
Project Year: 2017

Total Previous Expenditures: \$3,543

Total Programmed Cost: \$102

Total Cost (Previous + Programmed): \$3,645

Project Description: Study the US 20/26 corridor to recommend possible future improvements.



Funding Source Early Development (ED) 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 47 | 4 |
| 2017 | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 47 | 4 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$102 | \$0 | \$0 | \$0 | \$0 | \$102 | \$95 | \$7 |

US 20/26, Locust Grove Road to Cloverdale Road, Ada County

Key # : 13927

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

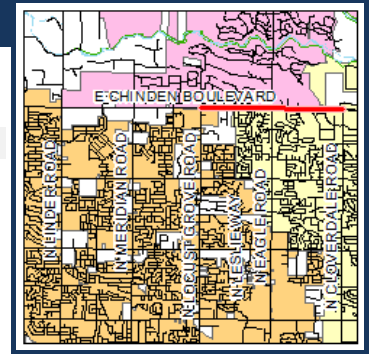
Project Year: 2016

Total Previous Expenditures: \$100

Total Programmed Cost: \$602

Total Cost (Previous + Programmed): \$702

Project Description: Restore the pavement on US 20/26 between North Locust Grove and Cloverdale Road in Boise and Eagle by grinding off some of the existing asphalt and replacing it with new. This improvement will extend the lifespan of the existing pavement and provide a safer, smoother driving condition.



Funding Source Strategic Initiatives 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 30 | 572 | 602 | 0 | 602 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$30 | \$572 | \$602 | \$0 | \$602 |

US 20/26, Locust Grove Road to SH-55 (Eagle Road)

Key # : 19944

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,475

Total Cost (Previous + Programmed): \$7,475

Project Description: Add an additional westbound and eastbound lane on US 20/26 (Chinden Boulevard) between Locust Grove Road and SH-55 (Eagle Road) to improve mobility and reduce crashes.



Funding Source Strategic Initiatives 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 |
|---------------------|-------------------------|------------------------------------|----------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 185 | 15 |
| 2018 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| 2019 | 0 | 0 | 2,175 | 0 | 0 | 0 | 2,175 | 2,015 | 160 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 4,850 | 4,850 | 4,494 | 356 |
| Fund Totals: | \$200 | \$250 | \$2,175 | \$0 | \$0 | \$4,850 | \$7,475 | \$6,926 | \$549 |

US 20/26, Myrtle, Front, Broadway Resurfacing, Boise

Key # : 19727

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,948

Total Cost (Previous + Programmed): \$3,948

Project Description: Restore the pavement on US-20 from River Street (milepost 48.13) to Federal Way exit (milepost 52.12) in downtown Boise by milling off the old surface and inlaying a new one.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 10 | 286 | 0 | 0 | 0 | 0 | 296 | 274 | 22 |
| 2017 | 0 | 230 | 0 | 0 | 0 | 0 | 230 | 213 | 17 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 3,422 | 3,422 | 3,171 | 251 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$10 | \$516 | \$0 | \$0 | \$0 | \$3,422 | \$3,948 | \$3,658 | \$290 |

US 20/26, Parma Junction to I-84, Seal Coat, Canyon County

Key # : 19332

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$902

Total Cost (Previous + Programmed): \$902

Project Description: Seal coat US 20/26 from the Parma Junction to I-84 to preserve this section of roadway in good condition.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | 0 | 55 | 0 | 0 | 0 | 0 | 55 | 51 | 4 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 847 | 847 | 785 | 62 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$55 | \$0 | \$0 | \$0 | \$847 | \$902 | \$836 | \$66 |

US 20/26, Phyllis Canal, Bridge Rehabilitation, near Meridian

Key # : 20227

Inflated

Performance Measures Met:

Transportation Infrastructure
 Freight Movement and Economic Vitality
 Transportation Safety

Requesting Agency: ITD

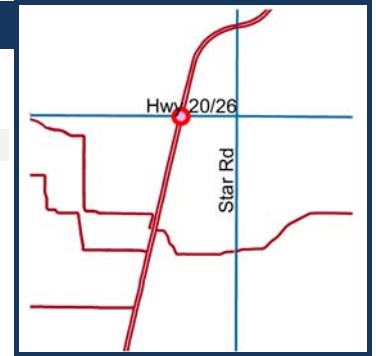
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,070

Total Cost (Previous + Programmed): \$3,070

Project Description: Replace a culvert on US 20/26 at the Phyllis Canal near the City of Meridian due to age and restrictions for freight.



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 50 | 200 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| 2018 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 23 | 2 |
| 2019 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 23 | 2 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 270 | 2,500 | 2,770 | 2,567 | 203 |
| Fund Totals: | \$100 | \$200 | \$0 | \$0 | \$270 | \$2,500 | \$3,070 | \$2,845 | \$225 |

US 20/26, Smeed Parkway to Middleton Road, Caldwell

Key # : 13921

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality

Requesting Agency: ITD

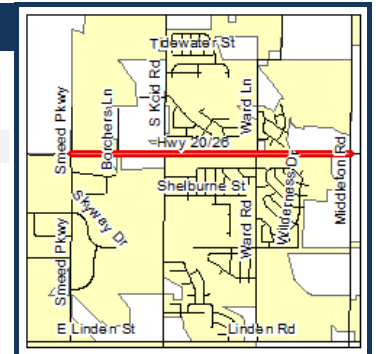
Project Year: PD

Total Previous Expenditures: \$450

Total Programmed Cost: \$411

Total Cost (Previous + Programmed): \$861

Project Description: Project will design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction totals \$12,000,000, 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|
| 2016 | -139 | 0 | 0 | 0 | 0 | 0 | -139 | -129 | -10 |
| 2017 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 93 | 7 |
| 2018 | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 139 | 11 |
| 2019 | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 139 | 11 |
| 2020 | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 139 | 11 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$411 | \$0 | \$0 | \$0 | \$0 | \$0 | \$411 | \$381 | \$30 |

US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County

Key # : 12886

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$560

Total Programmed Cost: \$6,561

Total Cost (Previous + Programmed): \$7,121

Project Description: Replace the bridge on US-95 over the Union Pacific Railroad at the junction of US 20/26 in Canyon County near the City of Parma.



Funding Source Bridge 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | -171 | -14 | 0 | 0 | 825 | 5,921 | 6,561 | 6,079 | 482 |
| 2017 | 10 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$161) | (\$14) | \$0 | \$0 | \$815 | \$5,921 | \$6,561 | \$6,079 | \$482 |

US-95, US-30, US-20, Seal Coats

Key # : 19254

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,429

Total Cost (Previous + Programmed): \$1,429

Project Description: Seal coat US-95 from Parma north city limits (milepost 46.6) to the Junction with I-84 (milepost 60.72), US-20 from Oregon State line (milepost 0) to Junction US-95 (milepost 1.5), US-30 from Junction US-95 (milepost 21.53) to Junction SH-72 (milepost 27.94), to preserve this section of roadway in good condition.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|--------------|
| 2016 | 5 | 0 | 0 | 0 | 124 | 1,300 | 1,429 | 1,324 | 105 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$124 | \$1,300 | \$1,429 | \$1,324 | \$105 |

US-95, Wilder to Parma, Seal Coat, Canyon County

Key # : 19407

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$623

Total Cost (Previous + Programmed): \$623

Project Description: Seal coat SH-95 from Wilder to Parma to preserve the existing pavement that is in good condition.



Funding Source Pavement Preservation 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| 2016 | 0 | 8 | 0 | 0 | 0 | 615 | 623 | 577 | 46 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$615 | \$623 | \$577 | \$46 |

Ustick Road, Linder Road to Meridian Road, Meridian

Key # : RD202-35

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Housing

Health

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$641

Total Programmed Cost: \$3,220

Total Cost (Previous + Programmed): \$3,861

Project Description: Widen Ustick Road from Linder Road to Meridian Road to five 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 125 | 0 | 0 | 0 | 125 | 0 | 125 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 432 | 42 | 1,561 | 2,034 | 0 | 2,034 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,061 | 1,061 | 0 | 1,061 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$125 | \$432 | \$42 | \$2,622 | \$3,220 | \$0 | \$3,220 |

Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key # : RD202-37

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Transportation Safety
 Housing
 Health

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$587



Total Programmed Cost: \$2,570

Total Cost (Previous + Programmed): \$3,157

Project Description: Widen Ustick Road from Meridian Road to Locust Grove Road from two-lane to five-lane urban section with curbs, gutter, sidewalks and bike lanes. Project will require acquisition of 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 |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 1,530 | 1,530 | 0 | 1,530 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,040 | 1,040 | 0 | 1,040 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 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 | \$2,570 | \$2,570 | \$0 | \$2,570 |

APPENDIX B
PUBLIC COMMENTS

FY2016-2020 Regional Transportation Improvement Program (TIP) Public Comments

Number of comments received: 23; Comment form: 15, Email: 6, Letter: 2

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Zip Code and Name/affiliation (if included) | Format |
|---|--|--|----------------------------|
| Question 1. Comments on projects in the DRAFT FY2016-2020 Regional Transportation Improvement Program | | | |
| <p>This is a nicely laid out plan in that is is stock among the current thinking of planning. I would have hoped the future wouldn't plan for more widening of the roads to invite more auto-travel, but I get you are just playing the federal game. We need to take a step back as a society and change our habits. This model isn't sustainable in the least bit. As the saying goes "your either growing or dying". I don't hate the player, I hate the game.</p> | <p>Comment provided to the COMPASS Board of Directors.</p> | <p>83705</p> | <p>Online comment form</p> |
| <p>I have read over the materials and have a few comments: My main concern is reducing traffic congestion (especially tractor-trailers) around the new library in Nampa between 12th Ave. S. and 11th. Ave. S and 2nd. St. S. and 3rd St. S.</p> <p>This congestion was addressed in the 2012 Nampa Citywide plan (please see the third paragraph on page four). http://www.cityofnampa.us/DocumentCenter/View/653 "...Alternative 1A, which promotes the use of Northside Boulevard for travel between 12th Avenue South (SH-45) and I- 84 by improving Yale Street and 7th Street South, was recommended for implementation based on traffic modeling analyses..."</p> <p>Routing truck traffic away from this area would reduce all vehicle congestion and make it easier for vehicle traffic to access the library and businesses.</p> | <p>Comment provided to the COMPASS Board of Directors and the City of Nampa.</p> | <p>83651 Linda Palladino</p> | <p>Email</p> |
| <p>The following is my input for the intended rehab project for I-84 from Franklin Road in Nampa to Franklin Road in Caldwell.</p> <p>I am very glad that this project will be moved up by a couple of year, however, I foresee problems until then as well as additions which need to be addressed.</p> <p>1. I do not think that the present section of roadway will last until the projected dates stated in your article in the Idaho Press Tribune on July 21, 2015. I realize that ITD intends to "Patch and Mend" this section until the project is started, but problems have already occurred, especially between the start of the Caldwell Airport to the Franklin Exit in Caldwell when they attempted to overlay the I-84 section of highway. Whoever was hired to do this overlay did a very poor job especially when going onto and off of both Eastbound and Westbound segments.</p> <p>2. I do not believe that this construction should stop at Franklin Road in Caldwell, but continue up to meet the new roadway which was laid on I-84 from Sand Hollow to the Oregon border. The present</p> | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>83605 Brian Allen</p> | <p>Email</p> |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Zip Code and Name/affiliation (if included)</p> | <p align="center">Format</p> |
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| <p>and worse condition from Franklin Road exit in Caldwell to the 10th Street exit in Caldwell is in very poor condition and still needs to be patched up on the Eastbound side of I-84.</p> <p>The bottom line is that I realize the money is tight, but I believe it would be money well spent in doing a complete job instead of a "piecemeal" job of work on I-84. Something else must be delayed to accomplish this task if funds are not available to extend the work from Franklin Road in Caldwell to Sand Hollow on I-84.</p> <p>Thank you for letting the public make our inputs known on this subject.</p> | | | |
| <p>I-84, Garrity Road Eastbound On-Ramp, Nampa: Widening and adding more on ramp lanes will not work - will add to driver confusion and more aggravation. I strongly suggest a metering light for this on ramp to ensure traffic entering I-84 is gated to safe distance instead of typical bumper to bumper. Even 1/2 second spacing of cars will make MUCH safer morning commutes.</p> | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> | | <p>Online comment form</p> |
| <p>To whom it may concern; I wish that somehow somebody would be help accountable for all the spending on the roads. The roads are resurfaced then somebody find a little more money and they tear up the road that was just resurfaced and redo them. The bridges were redone late last year now the resurfacing then in a few years all will be widened and the money spent. Why not widen it now and not redo and redo? The freeway is a mess but nobody in power seems to care.</p> | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>Jan Wheatley</p> | <p>Email</p> |
| <p>Hello Toni:</p> <p>Here is our comment letter for the DRAFT 2015-2020 TIP and the Chamber's project priorities, many of which are funded this year.</p> <p>Thank you very much for the great information on the projects!</p> <p>Ray Stark Boise Metro Chamber</p> <p>(see attached)</p> | <p>Comment provided to the COMPASS Board of Directors, Valley Regional Transit, the Idaho Transportation Department, and Ada County Highway District.</p> | <p>Ray Stark Boise Metro Chamber</p> | <p>Email/letter</p> |
| <p>Glad the roads are being improved, but COMPASS needs to put more pressure on local and state officials to help solve the massive amount of traffic on our roads. Building more and more houses outside cities is adding to the problem. We moved to Eagle to get away from city life, but with the increase of traffic, we plan to move back to Boise where things are closer and there is some public transit and bike paths. Most park and rides are not full during work weeks as people still want to drive their own car. We need to change the mindset of citizens. Maybe give gas discounts for people who drive less, tax rebates for elec or hybrid cars. Please do something before our area is one big parking lot!!!!</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |

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| <p>It is good that public bus transit is being supported in the Treasure Valley. Light rail along hwy.44 between Boise and Star would be superior, but also very expensive. What about adding car pool lanes to Hwy.84 Interstate?</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>12802,18872,13917,13916: these are projects I strongly support- better bike paths, better bus service for Eagle, better safety on Hwy 16.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>In reviewing the detailed list I am wondering where the East/West corridor projections Beacon Light Road, Purple Sage, etc. and the obvious upgrades to SH44, 20/26, connecting SH16 to 84 rather than destroying a part of a community ? I am not an engineer or a planner. Some concepts make sense, some do not to me, to many others. I sincerely hope that conscious thought prevails over simple "logic" predicated on computer models, rather than people/community who are here in our space wanting to see others receive their space as we retain ours as intact as possible!</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616 George Fischer Friends of Beacon Light</p> | <p>Online comment form</p> |
| <p>Project #18872- Traffic Signals at Hwy 16 and Beacon Light. I am against placing a signal at this location without the widening of Hwy16 and State St. Putting a light at this location will push traffic onto a rural residential road, which I am against.</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>Key #ORN19446 US 20/26 Intersection Improvements, Ada County should be changed to Canyon County. Key #13494 Old Highway 30, Plymouth Street Bridge, Caldwell should have STP-U Preliminary Engineering & Preliminary Engineering Consulting advanced from 2019 to 2017 if possible to follow Bridge program funding to prevent a gap in the project development.</p> | <p>Comment provided to the COMPASS Board of Directors. The requested change to Key #ORN19446 was made.</p> | <p>83607 Timothy Richard Canyon Highway District No. 4</p> | <p>Online comment form</p> |
| <p>Key 18872 project SH16 and Beacon Lt Rd intersection Improvements: Joint ITD/ACHD -- due to the fact there has been no decision on this intersection, it would be premature to spend TIP dollars on a project that may not be necessary. A safety improvement would be better utilized farther up on SH16 at the entrance to the high density Spring Valley Subdivision for the bus stop to assist children attempting to load the bus during commute times.</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>I am writing to comment on the COMPASS TIP for FY 2016-2020, Key #18872. The installation of a traffic light and widening the intersection of SH-16 and Beacon Light Road is premature given that ACHD has not made a decision regarding the widening of Beacon Light Road. The controversy regarding the expansion of Beacon Light Road from 2 lanes to 5 lanes is well known. Widening an intersection before the level of use is decided is a waste of time and money. Purchasing Right-of-Way and developing engineering plans before the scope of a project is confirmed is poor planning. Please remove this project from the COMPASS TIP until the ACHD Commission had made a definitive decision.</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616</p> | <p>Online comment form</p> |

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| <p>#18872 - improvements and signalization at Hwy 16 and Beacon light road. Not appropriate until such time as the configuration of Beacon Light Road is finally determined.</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83714 Steve Purvis Friends of Beacon Light</p> | <p>Online comment form</p> |
| <p>Key # : 18833 - glad to see this on the list to improve efficiency on SH55; Key # : 18872 - why are we spending \$1M+ on this intersection? What traffic statistics support the need for "safety improvements" at this intersection? A signal will only serve to increase emissions in the area as high speed traffic is forced to stop for the small number of cars that dribble out of BLR at this intersection. Eagle City has requested removal of this project as it conflicts with the city's goals for this area. Put this money towards expansion of SH44 from Linder to SH16!!</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616 Kathy Pennisi</p> | <p>Online comment form</p> |
| <p>Good Evening,</p> <p>My name is Jaylene Groeniger, I am the former chair of Friends of Beacon Light Road and current member. It was brought to my attention yesterday that there was a request from COMPASS for the public/community to provide feedback on the plan to add a stop light at Highway 16 and Beacon Light Road.</p> <p>I am hoping that you will pass along my comments to the proper authority. I was unable to navigate through your website to the proper link to provide my comments.</p> <p>I am asking that this project be removed from the 2040 Plan. I believe that our efforts to "constrain" Beacon Light Road to 3 lanes is possible and that we are very close to securing this road from expanding to the 5 lanes as has been planned for. Our City officials and the majority of ACHD are in agreement to constrain that road. To put a traffic signal at Beacon Light Road "promotes" traffic to traverse through that neighborhood to cut across to highway 55, when traffic should be pressured to take the existing highway road at State Highway 44 or to Chinden 20/26. These roads have been built to handle the growing population and should be used for the commuter traffic. "If" at some point in the future, decades from now, this becomes inevitable, then let that generation of folks make the necessary changes to correct the problematic roadway connectors. Release the funds, if there are any, and focus on the areas that need immediate attention and funding! We are struggling with State Transportation Funding as it is, and are unable to fund so many "more important" projects. Let's remain focused on those projects and leave Beacon Light Road alone.</p> <p>Thank you for your time and for sharing my comments on this matter. There are many people that feel exactly as I do and were unaware of this outreach and the deadline for corresponding. Please know over 600 people have signed a petition voicing their desire to see Beacon Light Road "Constrained" at 3 lanes.</p> <p>Thank you! Jaylene Groeniger</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>Jaylene Groeniger</p> | <p>Email</p> |

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| <p>Toni,</p> <p>As we recently discussed, the City of Nampa will be making a request to ITD to combine or companion Key Numbers 14344 & 19065. The request will be made on the basis of efficiency in combining two similar project and on the basis of proximity because the two projects are within ¼ mile of each other. Considering the Draft TIP shows both projects programed for construction in 2017, combining the projects will reduce potential traffic control conflicts, if two separate contractors were awarded the projects.</p> <p>We will let you know when we have additional information form ITD pertaining to the request. Let us know if you have any questions or if you need additional information.</p> <p>Thanks. W. Joe Barton, P.E.</p> | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>W. Joe Barton, P.E.</p> | <p>Email</p> |
| <p>Comment received from Ada County Highway District on August 28, 2015* (see attached)</p> <p><i>*Comment was received after the public comment period ended.</i></p> | <p>Comment provided to the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p> | <p>Jim Hansen, ACHD 83714</p> | <p>Letter</p> |
| <p>Question 2. Comments on the Air Quality Conformity Demonstration for Northern Ada County</p> | | | |
| <p>This all seems fine. How can we mitigate air quality problems though? Staying below the upper allowable limit is unacceptable. We need to help solve the problem, not be content with the amount of pollution.</p> | <p>Comment provided to the COMPASS Board of Directors.</p> | <p>83705</p> | <p>Online comment form</p> |
| <p>Regarding air quality – I’m glad cars need to be smogged in Ada County – this really helps. We still have a problem with air quality, though. I suggest more bike lanes and stricter laws on fireworks. For example, our neighborhood in Meridian had a lot fireworks that polluted the area (McMillan and Meridian Road area). We had to call police several times. Also, Paratransit/Access in Meridian would be helpful to encourage more people to take public transportation and get more cars off the road. Cars should be required to have mufflers, too, and be smog checked or fined. Is that every 1 or 2 years? Bon fires in subdivisions should be banned and “spare the air”/“no burn” days should be increased, especially during summer.</p> | <p>Comment provided to the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Department of Environmental Quality.</p> | <p>83646 Jeannie Dunlap</p> | <p>Comment form</p> |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Zip Code and Name/affiliation (if included)</p> | <p align="center">Format</p> |
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| <p>The need to reduce private auto traffic in this area is a challenge, but more bike paths, public transit, and cluster housing will help. The legislature needs to raise gas taxes, and or registration for vehicles as they are not paying their way now. The more gas costs, the less people drive. Building more roads will only put more pressure on air quality. European countries are way ahead of the US in mass transit. If people choose to live outside urban areas, they need to get used to public transit or carpooling. There are also too many old polluting autos on our roads. Idaho is too lax in requirements. Also, Idaho needs to put capture nozzles on gas station pumps, and encourage people not to mow grass and fill up cars in heat of the day.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>Whatever needs to be done to prevent the consistent worsening of air quality should be addressed seriously. Roundabouts help at road junctions. Recommend no future widening of the current rural Beacon Light Road in north Eagle. Turning that rural road into a 5-lane signaled highway in future definitely would increase poor air quality in north Eagle near the foothills.</p> | <p>Comment provided to the COMPASS Board of Directors and Ada County Highway District.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>I strongly support efforts to improve air quality.</p> | <p>Comment provided to the COMPASS Board of Directors.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p align="center">Question 3. Comments on the FY2016 federal Program of Projects proposed for funding by Valley Regional Transit</p> | | | |
| <p>Looks Great. VRT, keep up the great work.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83705</p> | <p>Online comment form</p> |
| <p>I'm interested in any input I can present toward establishing an "access" type system in Meridian that will be as reliable as access in Nampa and Boise. I would like to be informed of any meetings that will impact progress in making such a program happen.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83646 Wayne Dunlap</p> | <p>Comment form</p> |
| <p>Since my dad is a disabled senior who can't drive, I am hoping that AACCESS/paratransit will start in Meridian as soon as possible. Meridian is growing fast and there are many others who will need this service to get to doctor appointments, etc. I hope Meridian will get more funding for this program soon. It's very important.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83646 Jeannie Dunlap</p> | <p>Comment form</p> |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Zip Code and Name/affiliation (if included)</p> | <p style="text-align: center;">Format</p> |
|---|---|---|--|
| <p>Hello Toni:</p> <p>Here is our comment letter for the DRAFT 2015-2020 TIP and the Chamber's project priorities, many of which are funded this year. Thank you very much for the great information on the projects!</p> <p>Ray Stark Boise Metro Chamber</p> <p>(see attached)</p> | <p>Comment provided to the COMPASS Board of Directors, Valley Regional Transit, the Idaho Transportation Department, and Ada County Highway District.</p> | <p>Ray Stark Boise Metro Chamber</p> | <p>Email/letter</p> |
| <p>COMPASS,</p> <p>Please tell Valley Regional Transit that we need a bus to the ice skating arena out by Eisenman Rd. No buses go there! I skate, but have no car! Taxi is way too expensive! Bus only goes as far as Federal Wy, no where near the rink!</p> <p>Also, a bus stop bench and bus stop overhead "shelter" is needed across from State St. Walmart where people wait for the #9 bus! Also needed is a sign saying "No Littering"! Some of the bus riders are "slobs" and throw all their trash on the ground at the bus stop!</p> <p>Thanks Helen R. Kett</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83701 Helen Kett</p> | <p>Mail in letter</p> |
| <p>If we exceed air quality standards, Idaho and especially Treasure valley needs to get creative, and get tough on pollution from autos. Most people dont care if we loose the federal funds, but will gripe about the poor roads. We need to promote one stop shopping, and combining trips with coupons, discounts, incentives etc.</p> | <p>Comment provided to the COMPASS Board of Directors and the Idaho Department of Environmental Quality.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>Valley Regional Transit needs to be supported and enhanced. The buses along main highways might need to have their own traffic lanes in order to speed up bus traffic during Rush Hours.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>I strongly support improving Valley Regional Transit.</p> | <p>Comment provided to the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83616</p> | <p>Online comment form</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Zip Code and Name/affiliation (if included) | Format |
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| Comment received from Ada County Highway District on August 28, 2015* (see attached) <i>*Comment was received after the public comment period ended.</i> | Comment provided to the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit. | Jim Hansen, ACHD 83714 | Letter |

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July 28, 2015

Toni Tisdale
COMPASS
700 NE 2nd Street, Ste. 200
Meridian, ID 83642

Dear Ms. Tisdale:

The Boise Metro Chamber supports several projects listed in the DRAFT FY2016–2020 Regional Transportation Improvement Program.

These are priority transportation projects for commerce, economic development and congestion mitigation as approved by the Chamber’s Board of Directors:

- | | | |
|---|-----------|-------------|
| • Cole Road, I-84 to Franklin Road, Boise | #RD207-16 | \$4,842,000 |
| • Planning, High Capacity Corridor Alternatives Analysis | #13046 | \$1,000,000 |
| • SH-55 (Eagle Road) Meridian Towne Centre, Meridian | #13349 | \$9,310,000 |
| • State Street and Collister Drive Intersection | #13481 | \$8,919,000 |
| • SH-44, Corridor Preservation | #07827 | \$102,000 |
| • US 20/26, Corridor Preservation | #07826 | \$102,000 |
| • Funding for Valley Regional Transit, ACHD Rideshare, pathway and pedestrian improvements. | | |

We encourage the COMPASS Board of Directors to approve the FY2016-2020 Regional Transportation Improvement Program containing these projects. Thank you very much.

Very truly yours,



Ray Stark
Senior Vice President



CHAMBER TRANSPORTATION PROJECTS AND ISSUES FOR COMMERCE, ECONOMIC DEVELOPMENT AND CONGESTION MITIGATION

The Boise Metro Chamber of Commerce supports the following transportation projects and issues to improve our area's comprehensive transportation system. The Chamber believes these local and regional projects are the highest priority needs for the Boise area to support commerce and economic development.

Boise Airport, Railroads and Economic Development

- Air service expansion and strategic airport economic development projects.
- Freight transfer station integrating air, highway and rail components.
- Aviation missions at Gowen Field for the Idaho Air and Army National Guard.
- Following the Lake Hazel Extension to Cole Road, plan the eventual extension east to the I-84 / Isaac Canyon Interchange, around the south of the proposed third runway, providing access for airport-related economic development.
- Orchard Street Realignment on the west side of the Airport for improved transportation, safety and private development.

Ada County Highway District (ACHD)

- **Improve the One-Mile Arterial Grid System:** Enhance north-south (Cole, Maple Grove, Cloverdale) and east-west (Ustick, McMillan, Victory) mobility to a multi-lane system. Support Fairview Ave. improvements, including reconstruction of the Cole-Fairview Intersection. Other intersection and signal improvements to be made before medians are considered.
- **Downtown Boise Implementation:** Conversion of selected one-way streets to two-way and enhanced bicycle and pedestrian improvements.
- **Major Intersection Improvements,** including 36th Street/Hill Road and State Street/Collister. Cole/Fairview Intersection is referenced above.
- **Lake Hazel Extension to Cole Road,** followed by planning to support eventual extension east to the I-84 / Isaacs Canyon Interchange.
- **Bogus Basin Road improvements** from the Federal Lands Access Program.

Idaho Transportation Department (ITD)

- **Broadway Avenue Bridge:** Replace existing river crossing; add lanes, pedestrian and bike facilities.
- **Eagle Road Improvements:** Additional traffic lanes and turn lanes utilizing STAR (state tax anticipation revenue) funding.
- **State Highway 44-State Street:** Various projects and corridor preservation from City of Eagle, west to Middleton and Interstate I-84.
- **U.S. Highway 20/26 to Caldwell:** Corridor preservation from Eagle Road, west to Caldwell and Interstate I-84.
- **State Highway 16 Extension/Central Valley Expressway:** Support funding for SH-16 extension from US 20/26 (Chinden) to Interstate I-84 with new interchange.

Valley Regional Transit (VRT)

- **Multi-Modal Transportation Center:** Support a transit center to implement the adopted downtown mobility plan and future regional transit alternatives and options. Includes transit supportive mixed-use development.
- **Expanded Regional Public Transportation Services:** Support the revenue necessary to build and maintain a robust regional public transportation system as envisioned in the Valley Regional Transit's "ValleyConnect" strategic plan.
- **State Street Vision:** Support the transportation investments on this important east-west corridor north of the Boise River to assure a multi-modal solution as recommended in the Transit and Traffic Operations Plan adopted by the region's local governments.

COMPASS- Community Planning Association of SW Idaho

- **High Capacity Corridor Analysis** to identify mobility options and reasonable transit alternatives on selected corridors (Hwy 44-State Street, Hwy 20/26-Chinden, I-84, rail line).

Legislation and Funding Issues

- Support increased revenue to fund maintenance and system improvements for Idaho's transportation infrastructure.
- Support multi-year reauthorization and increased revenue for the federal transportation program.
- Support Legislative authorization of voter-approved local option sales tax for economic development purposes, including major community projects, surface transportation and public transportation.
- Support utilization of STAR (state tax anticipation revenue) funding for transportation projects.
- Support investment in improved safety and mobility for non-vehicle transportation alternatives, such as pedestrian and bicycle.



By _____ Jim D. Hansen, President
Sara M. Baker, Vice President
Rebecca W. Arnold, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

August 21, 2015

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 FY2016-2020 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County projects through grant funding, and ITD's focus on road maintenance and safety projects. However, **ACHD remains concerned that there are no traffic or transit capacity improvements programmed on SH20-26 (Chinden) and SH44 from FY2016 through FY2020.** With the completion of the I-84 improvements on the horizon, **ACHD strongly encourages ITD to make management for increased transportation demand of the SH20-26 and SH44 corridors the next funding priority. ACHD is eager to work with COMPASS, ITD, VRT and other local partners to pursue appropriate funding sources for transit to manage a portion of that demand.** In regards to the major changes to the TIP, ACHD offers the following comments for your consideration:

Projects proposed for addition to draft FY2016-2020 TIP

- ACHD supports the addition of federally funded Capital Maintenance for FY2022 (ORN19447), and Rideshare projects for Boise Urbanized Area (ORN19448) and Nampa Urbanized Area (ORN19437) to Project Development. Also, the addition to Project Development of locally funded improvements to Eagle Road, from Amity Road to Victory Road (RD207-33), and to Linder Road, from Franklin Road to Pine Avenue (RD213-16) supports the regional effort to maintain an efficient transportation network. Moving all of these projects onto the TIP is supportive of ACHD's efforts to maintain and improve the roads, and to support alternative transportation programs.
- ACHD is pleased to see the Local Highway Safety Improvement Program (LHSIP) projects for Cole Road Medians, from West Spectrum Street Century Way, and Overland Road and Vista Avenue (street) Lighting were added to FY2017. ACHD has had great success in implementing safety projects and looks forward to constructing these improvements.
- Commuteride Replacement Vans (ORN19461) funding is eagerly anticipated by ACHD's Commuteride system in FY2016. The addition of funding for VRT to construct a Park and Ride facility in Middleton (ORN19464) will increase the opportunities for commuters to choose van pooling as an alternative transportation mode.
- ACHD supports enhancements to improve the function and level of service at intersections such as SH-55 (Eagle Road) and SH-44 (ORN19312) south of downtown Eagle, and supports adding it to the TIP in PD.

Projects proposed for removal from the draft FY2016-2020 TIP

- ACHD supports the removal of ITS improvements for Eagle Road programed in KN 18810. This project is unnecessary, since the signal timing work was advanced and completed in a cooperative partnership with ITD and ACHD.

Projects proposed for advancement in draft FY2016-2020 TIP

- ACHD is pleased with the advancement of FY2020 Capital Maintenance from PD to FY2020 and for the advancement of the FY2020 Rideshare out of PD and into FY2020.
- ACHD supports the advancement of the two Chinden Boulevard (US 20/26) pavement rehabilitation projects (KN13928 and KN13927). Maintenance is vital to the life of this busy corridor as is necessary corridor widening and intersection improvement west of SH55. **Growth continues in north Meridian. Without additional transit options and road capacity there is limited capacity in the parallel ACHD roadways to handle the growing demand. Part of that demand must be served by the state highway system. ACHD is interested in discussing partnership opportunities with the State to meet that growing demand, including but not limited to improvements in our joint intersections in this area. Projects such as SH44/Linder and Eagle/McMillan provide good templates future partnerships.**
- ACHD also supports the advancement of the micro seal project for SH-44, from I-84 to Plummer Road in Star. **Maintenance is critically important, but the SH-44 corridor is in need of increased capacity. Like nearby Chinden Boulevard, it receives limited relief from parallel ACHD roadways and transit services. Also like Chinden, ACHD would encourage ITD to begin the design of the SH44 corridor to handle the transportation demand best served by the state highway system.** Having a designed project for the SH16 to Linder Road segment would allow ITD to take advantage of federal funds that may become available in the future.

Projects proposed for changes in year (advanced or delayed) as compared to original draft FY2016-2020 TIP

- The proposed one year delay of the SH55 widening project funded with Sales Tax Anticipated Revenue (KN 13349) and the two year delay of the SH55 micro seal (KN 13466) appears to benefit the coordination of two overlapping projects. ACHD supports better project coordination and use of funding.
- The delay of the Adaptive Signal system on Eagle Road (KN 18833) from FY17 to FY18 is supported by ACHD, because of shared concerns regarding the capabilities of the available technology and the potential limited benefit of an Adaptive Signal system on a road as congested as Eagle Road.
- ACHD is disappointed by the very large number of transit related projects that were delayed one year due to a failure to obligate funds. ACHD is eager to work with COMPASS and VRT to apply the lessons learned this year to help ensure transit funding is obligated in a timely manner in all future years.

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 tferch@achdidaho.org or 208-387-6157.

Sincerely,



Jim D. Hansen
ACHD Commission President

Cc: Compass Executive Committee

FY2016-2020 Regional Transportation Improvement Program (TIP) January Amendments Public Comments

Number of comments received: 1

| Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small> | Staff Response | Zip Code and Name/affiliation (if included) | Format |
|--|--|---|--------------|
| <p>“US 20/26 corridor and SH-44 corridor (Key Numbers 07826 and 07827) projects to reflect a change from right-of-way preservation to completing a corridor study. Funds are also moved on these two projects from right-of-way to preliminary engineering consulting.” I support the corridor study rather than ROW preservation but don’t understand how we can be doing a study and getting preliminary engineering. Please explain?</p> <p><i>Preliminary engineering consultant (PEC) is the category used to pay the consultant for doing the study work. In this case, the corridor study goes all the way through the environmental process.</i></p> <p>Too bad we’re already needing to do bridge repair on the Flying Wye given how expensive that was. <i>This is regular maintenance (preservative seal) for deck surface preservation. This relatively inexpensive treatment will keep the surface in good condition to help avoid costly repairs in the future.</i></p> <p>I assume the San Hollow is actually “Sand” <i>Yes, you are correct, we will fix that. Thank you</i></p> <p>Most definitely supportive of the rural public transportation requests. <i>Thank you</i></p> <p>Where can I get more information on the Bogus Basin Road project? <i>There is not a lot of information available yet. I got the year of the project and a bit more detail from ITD. I talked with Neal at Western Federal Lands, who said the details are just not available yet, but they will provide them when they complete balancing on the program. The basics I know is that ACHD will rehabilitate the last section of roadway up to Bogus and add a new trailhead. I am uncertain where the trailhead will be located. ACHD is the sponsor for the project. Tom Ferch would be a good contact for additional information regarding the intent of the application. His number is xxx-xxxx, and copied on this email.</i></p> | <p>Responses were lengthy and included in italics with the comment to the left</p> <p>Comments shared with the COMPASS Board, ITD, and ACHD.</p> | <p>83702 Deanna Smith, Idaho Smart Growth</p> | <p>Email</p> |

FY2016-2020 Regional Transportation Improvement Program (TIP) Public Comments March Amendments Public Comments

Number of comments received: 1

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Zip Code and Name/affiliation (if included) | Format |
|---|--|---|---------------|
| I reviewed the three proposed changes to the TIP and I support them: <ul style="list-style-type: none"> • Bicycle parking facility at Main Street Station • ACHD Commuteride replacement vans • Add funds for VRT capital maintenance in the Boise UZA | Comment provided to the COMPASS Board of Directors | 83713 Don Matson, AICP/ Community Intersection Consulting | Email |

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FY2016-2020 Regional Transportation Improvement Program (TIP) May and June Amendments Public Comments

Number of comments received: 2

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Zip Code and Name/affiliation (if included) | Format |
|---|-----------------------|--|------------------|
| I looked over these proposed changes to the TIP and they all seem to be reasonable changes. | N/A | 83702, Susan Bradley, Idaho Commission on Aging | Email |
| Thank you for the opportunity to provide public comment for the amendments to the Regional Transportation Improvement Program that include the City of Kuna's project to improve infrastructure in downtown Kuna, including widening sidewalks, installing lighting, and streetscaping. Improving our downtown is an important step towards the City's pedestrian infrastructure goals and overall economic viability. The City of Kuna thanks you for your time and consideration with this matter. | N/A | 83634, Joe Stear, Mayor, City of Kuna | Email/ Letter |

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