

# FY2006-2010 Nampa Urbanized Area Transportation Improvement Program



Approval by the  
Community Planning Association  
Board of Directors  
September 19, 2005



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

## I. INTRODUCTION

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

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

The Transportation Improvement Program must be consistent with the area's transportation plan. The Board of Directors of the Community Planning Association approved the Nampa Urbanized Area's transportation plan, *Moving People 2025, Canyon County Long-Range Transportation Plan*, in February 2003. The plan is comprised of long-range transportation projects, a short-range transit component, pathway development, and Transportation System Management elements. The Community Planning Association's transportation plans are consistent with the goals and objectives of the area's comprehensive plans.

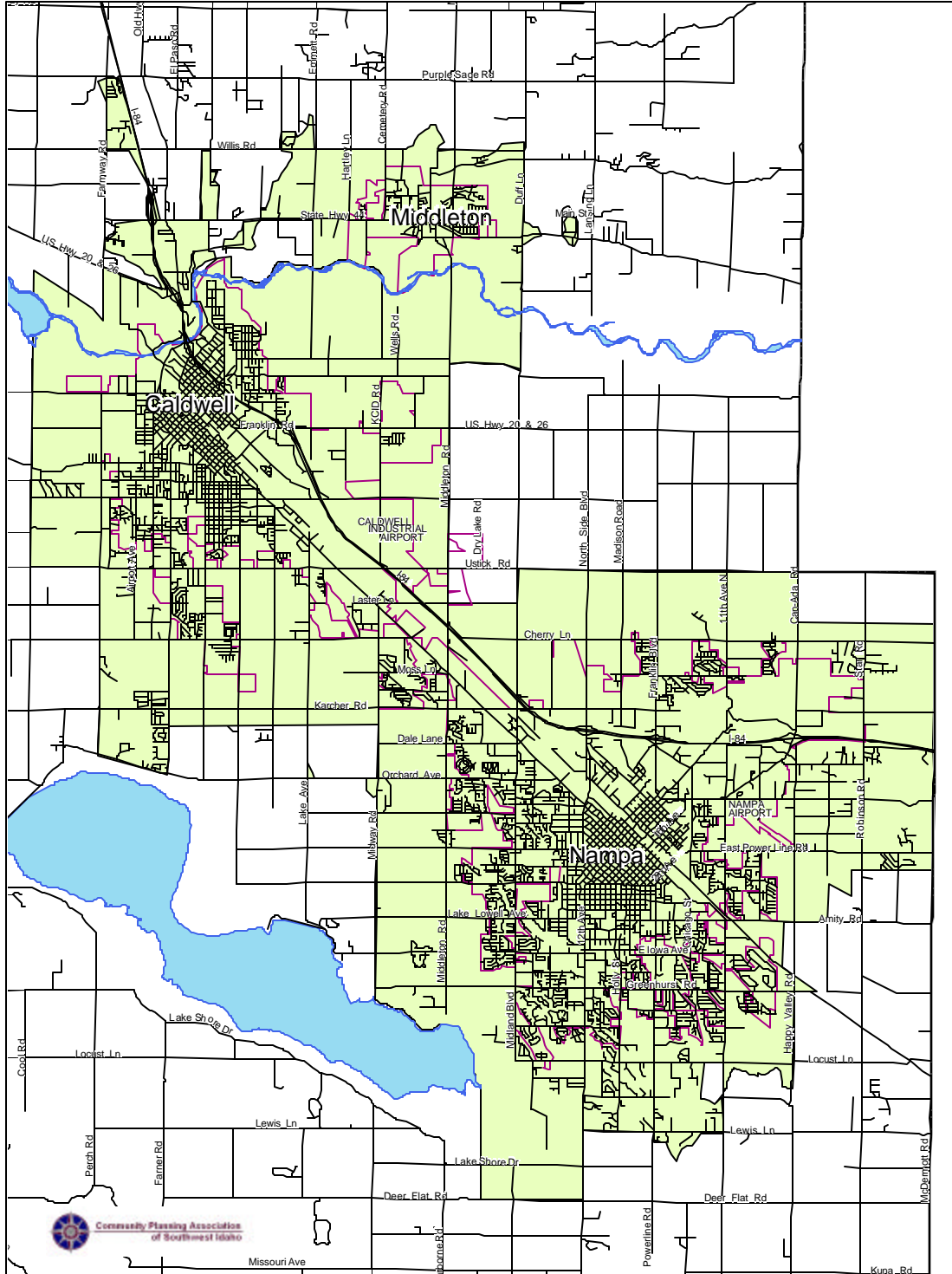
The first three years of the Transportation Improvement Program are of special interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning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

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

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

Figure 1

Map of Nampa Urbanized Area



## II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual Transportation Improvement Program begins approximately 12 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas as well as from the general public.

**Local Government Input.** From August 2004 through December 2004, staff of the Community Planning Association met with representatives of governments in the Nampa Urbanized Area to solicit their desired transportation projects for inclusion in this document.

**Community Planning Association's Regional Technical Advisory Committee (RTAC).** The Regional Technical Advisory Committee is made up of technical experts representing counties, the cities, school districts, and various municipal service agencies in Ada and Canyon Counties. The Regional Technical Advisory Committee makes recommendations to the Community Planning Association Board of Directors regarding planning activities. The Regional Technical Advisory Committee has been involved throughout the Transportation Improvement Program development process. Committee representatives from Canyon County reviewed and made recommendations to the Community Planning Association Board on the approval of this document.

**Public Comment Period.** July 18 through August 16, 2005, was designated as the public comment period on the proposed FY2006-2010 Nampa Urbanized Area Transportation Improvement Program.

**Public Information Meeting.** The Community Planning Association hosted an open house and public meeting for the FY2006-2010 Northern Ada County Urbanized Area and Nampa Urbanized Area Transportation Improvement Programs on August 3, 2005, from 10:00 am to 8:00 p.m., in the conference room of the Community Planning Association. Staff members from the Community Planning Association, Idaho Transportation Department, Valley Regional Transit, and Commuteride presented proposed projects and provided general information on transportation planning and services. Forty people attended the public information meeting.

**Media.** Advertisements about the public meeting appeared in the *Idaho Statesman* and the *Idaho Press Tribune* on August 1 and August 2, 2005.

**News Release.** The Community Planning Association sent a news release about the public meeting to the Treasure Valley's print, visual, and radio media on July 8 and July 28, 2005.

**Legal Notice.** The Community Planning Association published a legal notification for the Transportation Improvement Program on July 16, 2005, in *The Idaho Statesman* and July 17, 2005, in the *Idaho Press Tribune*.

**Community Planning Association's Internet Website.** Information about the public meeting and the proposed Transportation Improvement Program was posted on the Community Planning Association website on July 5, 2005 ([www.compassidaho.org](http://www.compassidaho.org)). The notification encouraged the

public to use this medium to submit comments. Draft project lists of the Transportation Improvement Programs were also posted on the website.

**Direct Mail.** The Community Planning Association mailed 451 postcards to the citizens and neighborhood organizations in Ada and Canyon Counties, notifying them of the time and place of the public meeting and the availability of the draft project list. Citizens were encouraged to submit comments on the draft Transportation Improvement Program.

**Written Comments.** In addition to the public meeting and website, the public was encouraged to submit written comments throughout the public comment period.

**Special Assistance.** All Community Planning Association's notifications and advertisements include the following statements for people in need of special assistance:

*"People needing special assistance can call 855-2558 - with 48 hours advance notice."*

*and*

*"Personas que necesitan asistencia para la junta, favor de llamar al numero 855-2558 con 48 horas de participacion."*

### **III. STATUS OF LOCAL PLANNING ACTIVITIES**

The Transportation Improvement Program is in accordance with the area development goals and priorities as specified in the long and short-range plans. The following planning documents were consulted in preparing this Transportation Improvement Program:

*Moving People 2025*, Canyon County Long Range Transportation Plan, adopted by the Community Planning Association Board in February 2003.

*I-84 Corridor Study*, Executive Summary, adopted by the Community Planning Association Board in October 2001.

*Statewide Transportation Improvement Program, 2006-2010*, Public Review Draft, Idaho Transportation Department, July 2005.

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

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

*Treasure Valley Intelligent Transportation System (ITS) Plan*, Phase II, Final Report, Ada Planning Association, September 1999.

## **IV. TRANSPORTATION REVENUES**

Idaho's transportation revenue comes from two primary sources. Approximately 53% of funds are received from the National Highway Trust Fund, and approximately 46% from transportation-related taxes and fees paid by Idaho citizens.

Federal funds administered by the Idaho Transportation Department are received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the National Highway Traffic Safety Administration (NHTSA). Federal-aid projects generally require state or local matching funds of approximately 7-20%.

Federal and state funding combined allows the Idaho Transportation Department (ITD) to preserve and improve the current transportation system. This year, ITD has begun to display the program of projects not by its funding source which ITD can often use flexibly, but by the asset management areas of preservation and improvement. What follows is a description of those programs. The abbreviation in parenthesis is the description you will see under the "Program" column in the project sheets.

### **A. Highway Preservation Program**

In general the Highway Preservation Program uses a combination of state funds for highway preservation with some federal funding.

#### **1. Pavement Preservation (PRES-PAVEMENT)**

Pavement preservation is one of the State's most important activities. ITD is committed to "... increase pavement quality to no less than 85% of the pavement being rated good or fair by strategically scheduling and implementing major construction and minor rehabilitation projects [that] can accomplish this goal." In 1994, it was found that 37% of Idaho's roads were considered deficient, in 2004, only 19% were deficient (2004 Highway Report). The ITD target for 2005 is 18-15% deficiency. To meet this goal in the FY2006-2010 State Transportation Improvement Program, ITD has dedicated \$57 million of annual available funds to this program.

#### **2. Bridge Preservation (PRES-BRIDGE)**

Approximately \$4.5 million is directed annually to projects that provide for bridge deck rehabilitation and or bridge repair.

#### **3. System Support (PRES-SYSTEM SUPPORT)**

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



## **B. Highway Improvements**

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

### **1. Bridge (IMPR-BRIDGE)**

An annual investment of approximately \$17 million funds replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

### **2. System Planning (IMPR-SYSTEM PLANNING)**

This program funds corridor studies, highway development planning, long-range transportation plans, and transportation systems analysis. Planning results in the improvement of the overall transportation system for Idaho users.

### **3. Rest Area (IMPR-REST AREA)**

The Rest Area Program is intended for rehabilitation and reconstruction of existing rest areas and construction of new rest areas.

### **4. Safety (IMPR-SAFETY)**

The safety program uses various federal funding sources to invest in safety initiatives. The FY2006 – 2010 State Transportation Improvement Program includes Safe Routes to School; sign upgrades; durable pavement markings; rumble strips; Intelligent Transportation Systems (ITS); Road Weather Information Systems, Work Zone Safety and Behavioral Safety, shoulder widening; high accident location mitigation; crash event countermeasures; safety corridor enhancements; intersection improvements; guardrail blunt end upgrades and many other miscellaneous safety improvements. Two other safety programs using surface transportation program (STP) federal aid funds invest in rail grade crossing improvements (IMPR-SAFETY RAIL) and highway intersection and guardrail improvements (IMPR-SAFETY HAZ ELIM). Additionally there is a small state funded rail crossing improvement program (IMPR-SAFETY RAIL ST).

### **5. Enhancement (IMPR-ENHANCEMENT)**

The Transportation Enhancement Program is a statewide competitive program that invests approximately \$6 million in designated federal funds for eligible activities under Idaho's three primary categories of (1) bicycle and pedestrian, (2) historic, and (3) scenic and environmental. Enhancement projects must be related to the surface transportation system. Table 1 shows projects programmed with Enhancement funds.

### **6. CMAQ (IMPR-CMAQ)**

The Idaho Transportation Department's Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that invests between \$2-\$4 million annually in federal funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. Currently no area in the State of Idaho receives an entitlement under this program, as there is no formally designated carbon monoxide nonattainment area in Idaho. The Idaho Transportation Board, however, has set a policy of

directing a portion of the CMAQ funds to air quality projects in the areas that have a history of air quality problems or are susceptible to such a problem. Table 2 shows projects programmed under the CMAQ funds.

**7. Restoration & Expansion (IMPR- RESTORE & EXPAND)**

The restoration and expansion program funds are used for activities that reconstruct the useful life of the roadway and when needed, provide expansion of transportation facilities.

**8. Connecting Idaho – Federal (IMPR- CONNECT FED)**

Projects shown in this program are restoration or expansion projects located along the Connecting Idaho corridors but not located within the 13 project areas designated in the GARVEE bonding legislation described below.

**9. Connecting Idaho – GARVEE (IMPR-GARVEE)**

GARVEE is the acronym for Grant Anticipation Revenue Vehicle. GARVEE bonds were federally authorized under the National Highway Designation Act of 1995 as a mechanism for allowing state and local agencies to accelerate the funding of transportation projects. The agencies use their future federal highway funds to repay the principal, interest and other costs associated with the issuance of the bond. The Idaho Legislature passed GARVEE bonding as an alternative method of funding transportation projects during its 2005 Legislative session. The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for 13 specific projects.

The Legislature recognized that traditional funding methods require the state to schedule construction projects based on what can be paid to contractors from each year’s annual allotment of federal highway revenue. The GARVEE bonding alternative allows Idaho to fund, schedule, and complete large construction projects in a much shorter time frame. Bonding decreases project costs by avoiding future inflation.

**10. Highway Contingency (IMPR-HWY CONTINGENCY)**

Highway contingency projects are available in the event that GARVEE projects are not bonded in a given year and the debt service monies become available for transportation projects. These contingency projects will be “ready” for construction in the event this occurs.

**C. Local Programs**

Under the Local Programs category are federal funding resources that can be used by local agencies to improve and preserve federal functionally classified local roadways and bridges. Funding is also available to replace or rehabilitate bridges at least 20 feet long that are located off the federal functionally classified system.

To help administer these funds ITD has created unique partnerships with Metropolitan Planning Organizations and the Local Highway Technical Assistance Council (LHTAC) representing local agencies.

### **1. Local Urban (LOCAL-URBAN)**

Local urban funds are for projects in urban areas with populations between 5,000 and up to 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. The urban areas with a population of 50,000 or more are entitled to form an MPO, such as Community Planning Association, to prioritize the allocation of STP-U dollars. There are currently six MPOs in the State of Idaho: Boise, Pocatello, Idaho Falls, Coeur d'Alene, Lewis-Clark Valley, and Nampa. The Local Highway Technical Assistance Council and the six MPOs assist the ITD with the administration of this fund. The Nampa Urbanized Area receives approximately \$2,000,000 of this fund annually. Table 3 shows projects programmed in the FY2006-2010 TIP using STP-U funding.

### **2. Local Rural (LOCAL-RURAL)**

Local rural funds are for projects in rural areas with populations under 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. The funds may also be used for planning, enhancement, transit, bridge, or safety activities. In Idaho, the Local Highway Technical Assistance Council (LHTAC) assists the ITD with the administration of this federal program.

### **3. Transportation Management Area (LOCAL- TMA)**

Transportation Management Area funds are for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher.

### **4. Bridge Local On and Off System (LOCAL-BRIDGE) & (LOCAL-BRIDGE OFF-SYS)**

Local, and Off-System funds are for the replacement or rehabilitation of bridges at least 20-feet long and have a qualifying "sufficiency rating," generally 50 or lower. The Idaho Transportation Board makes thirty-five percent of the Federal-aid Bridge funds available for use on non-State Highway System bridges.

## **V. FINANCIAL CONSTRAINT**

The Transportation Improvement Program is a financially driven document. Based on the Community Planning Association's following analysis, funding is reasonably available for the projects contained in this document.

**Financial Status of Project Sponsoring Entities.** The mayors and city councils of the cities of Nampa, Caldwell and Middleton have discussed sponsoring of projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budget. All of these sponsors are on a solid financial standing and are determined to provide the required local match.

**Financial Status of Valley Regional Transit Projects.** Valley Regional Transit, the regional transit agency, is the recipient of the Federal Transit Administration's funds in the Treasure Valley, more specifically those under the Section 5307 and 5309 Programs. In recent years, the Congestion Mitigation and Air Quality Program have functioned as a supplemental source of

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

**General Statement of Financial Constraint.** Overall, the projects programmed in this document can reasonably be funded through anticipated funding sources. Projection of local revenues is based on assumptions of continued development and economic activities in the area. No evidence of sudden interruption of these activities is in sight. In light of these facts, it is concluded that the Transportation Improvement Program projects in this document meet the requirement of financially constrained.

The Idaho Transportation Department has used the following funding assumptions for estimating available funds for Highways and Public Transportation programs.

## **A. Highway Funding Assumptions**

Following is a comprehensive list of assumptions use to develop the highway funding levels. Upon notification of the final FY 2006 apportionments the highway program is adjusted as necessary to maintain fiscal constraint.

### **1. Federal-Aid Funding Assumptions**

Federal-aid apportionments are based on the following assumptions:

Program structure is based on the Transportation Equity Act for the 21<sup>st</sup> Century. TEA-21 expired in FY 2003 and the replacement, SAFETEA-LU, was enacted on August 10, 2006, during the development of this TIP. FY2006 funding was based upon apportionments received in Extension Acts to TEA-21 in FY2005. FY2006 through FY2010 total federal funding is based upon the average of the House and Senate reauthorization bills as of June 15, 2005.

FY2006 Obligation Authority (spending limit) is assumed to be 100% of apportionments.

The FY2006 – 2010 Program does not include any year-end distribution of Obligation (spending) authority not used by other states.

The FY2006 – 2010 Program does not include any Revenue Aligned Budget Authority (RABA) due to adjustments in the funding available to the states should the highway revenues exceed the “firewall” established under TEA-21.

The “Available with Match” amounts include the match and federal funds estimated to be available to program projects. These amounts are reduced 5% each year in some Programs (FY2007 and beyond) to allow for the estimated effects of inflation on projects costs.

### **2. State Funding Assumptions**

A base funding level of approximately \$34 million is estimated to be available for each fiscal year of the approved FY 2006 – 2010 State Highway Development Program. These estimates take into account projected revenue, the reservation of funds for state match of federal aid, and other ITD needs.

It is anticipated that approximately \$20 million of federal indirect cost recovery (FICR) funds will also be made available annually to this program.

### **3. GARVEE Bonding Assumptions**

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

The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for 13 specific projects using up to 20 percent of its federal apportionments for debt service annually through FY2010, rising to 30 percent in FY2011.

Under this program, federal highway revenue is pledged for repayment of the bonds, and as such, GARVEE bonds are revenue bonds and do not pledge the full faith and credit of the State of Idaho.

As required by the legislation authorizing use of GARVEE, a request for bonding authority must be included as a separate item in ITD's annual budget requests and are subject to legislative approval. The requests for bonding authority shall include a list of planned highway transportation projects to be financed with such bond financing during the next succeeding fiscal year.

## **B. Public Transportation Funding Assumptions**

TEA-21 is the basic law under which all federal transportation programs are funded. These programs are administered by the Federal Transit Administration (FTA) through the Idaho Transportation Department's Division of Public Transportation.

The Public Transportation Program is a grant program. Historical funding trends are used to estimate the funds available through FY2008. Discretionary funding is available for the actual request submitted to Congress for the current year.

**Federal Transit Administration (FTA) Programs.** The FTA provides federal assistance funds under its various programs to transit entities. Valley Regional Transit, a regional public transportation entity in the Treasure Valley, is the designated recipient of FTA's Section 5307 funds.

**Section 5303.** Provides funds for transit planning activities in the metropolitan planning areas. The funds are allocated to the state and distributed to the Metropolitan Planning Organizations. In Idaho, these funds are combined with FHWA funds under the Consolidated Planning Grants to allow multimodal planning activities.

**Section 5307.** These funds are allocated to the urbanized areas by statutory formula. This transit program provides federal funds for capital and operation improvement programs of transit systems. The funds could be used for planning public transportation and the development of transit services.

**Section 5309.** Provides discretionary funds allocated directly by the U.S. Congress to state and local transit providers for capital improvement purposes. The funds are not transferable to roadway or transit operation improvement programs.

**Section 5310.** Provides funds for services and rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

**Section 5311.** Provides funds to states for distribution to transit entities in the areas with less than 50,000 population. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

**Section 5311(f).** Funds are allocated to the state to be distributed to entities that provide fixed route public transportation services between cities. Funds may be used for administration, operations, planning, and capital; costs of intercity bus services.

Table 4 shows transit projects programmed under the Federal Transit Administration programs.

**Table 1**  
**Transportation Enhancement Projects**  
**Approved by the Idaho Transportation Board**

| <b>Project</b>  | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|---|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Caldwell Biking-Walking Trail System  | Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods. | \$204,000   | \$191,760            | \$12,240           | 9438          | 2007        | City of Caldwell         |
| Caldwell Oregon Short Line Train Depot Historic Rehabilitation                | Restore and preserve the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.  | \$455,000   | \$409,500            | \$45,500           | 9157          | 2006        | City of Caldwell         |
| Caldwell Oregon Short Line Train Depot Historic Rehabilitation                | Finish restoration and preservation of the Oregon Short Line rain Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.   | \$166,000   | \$159,360            | \$6,640            | E311          | 2008        | City of Caldwell         |
| Canyon County Crossroads Transportation Museum                                | Build a transportation museum that provides educational programs and exhibits relating to the history of man kind's travels in the West.   | \$470,000   | \$423,000            | \$47,000           | E309          | 2008        | Canyon County            |
| <b>Outside the Urbanized Area</b>   |  |             |                      |                    |               |             |                          |
| Parma Enhancement and Downtown Revitalization US 95, 4th St. to Roswell Blvd. | Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.  | \$573,000   | \$458,400            | \$114,600          | 9435          | 2007        | City of Parma            |
| US 95 Sidewalk and Pedestrian Crosswalk Improvements                          | Addition of sidewalks along both sides of US 95. Improve the Americans with Disabilities Act (ADA), install two flashing amber beacons with warning signals mounted on mast arms, and appropriate pavement markings at Golden Gate Ave. and Avenue C crossing US 95.   | \$349,000   | \$314,100            | \$34,900           | 9158          | 2006        | City of Wilder           |

**Table 2**  
**Congestion Mitigation Air Quality (CMAQ) Projects**  
**Approved by the Idaho Transportation Board**

| <b>Project</b>       | <b>Description</b>  | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No.</b> | <b>Year</b> | <b>Requesting Agency</b> |
|----------------------|---|-------------|----------------------|--------------------|----------------|-------------|--------------------------|
| Dynamic Message Sign | Add a Dynamic Message Sign (DMS) on I-84 westbound, near milepost 39 and east of Garrity Boulevard in Nampa. The DMS will display air quality advisory messages during periods of poor air quality alerting commuters of the air quality forecast for the next day while they are driving home. The DMS will also be available to display traffic management messages, weather messages, and Amber Alerts when air quality alerts are not being posted. | \$175,000   | \$162,155            | \$12,845           | 9413           | 2006        | ACHD                     |
| Vacuum Sweeper Truck | Purchase a sweeper truck for the Canyon Highway District.   | \$185,000   | \$171,421            | \$13,579           | C305           | 2007        | Canyon Highway District  |
| Vacuum Sweeper Truck | Purchase a sweeper truck for the City of Nampa.   | \$185,000   | \$171,421            | \$13,579           | C306           | 2007        | City of Nampa            |
| De-Icer Truck, Nampa | Purchase one magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM 10 air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.   | \$191,000   | \$152,800            | \$38,200           | C307           | 2008        | City of Nampa            |
| Flusher Truck        | Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.   | \$190,000   | \$152,000            | \$38,000           | C310           | 2008        | Nampa Highway District   |



**Table 3  
Projects Funded Under Surface Transportation Program - Urban (STP-U)**

| <b>Project</b>  | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|---|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| 10 <sup>th</sup> and Ustick Road  | Install traffic signal.  | \$906,000   | \$839,500            | \$66,500           | K354          | PD          | City of Caldwell         |
| 21 <sup>st</sup> Avenue, Chicago Street to Franklin Road                          | Widen 21 <sup>st</sup> Avenue to 4-5 lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. | \$1,310,000 | \$1,213,846          | \$96,154           | K353          | 2008        | City of Caldwell         |
| Aviation Way, Caldwell  | Rehabilitate and resurface pavement. (SMA 7993)  | \$490,000   | \$454,034            | \$35,966           | 7673          | 2007        | City of Caldwell         |
| Airport Road, from Kings Road to Happy Valley Road                                | Rebuilt to Urban 3-lane typical section.   | \$1,941,000 | \$1,798,531          | \$142,469          | K352          | PD          | City of Nampa            |
| Cleveland Boulevard/Blaine Street, from 10 <sup>th</sup> Avenue to Florida Street | Curb and gutter replacement.   | \$1,450,000 | \$1,343,570          | \$106,430          | 9656          | 2006        | City of Caldwell         |
| Intersection of Chicago St. and 21 <sup>st</sup> Ave.                             | Signalization at Chicago St. and 21st Ave. Intersection plus short approaches on each of the four legs.                              | \$565,000   | \$523,529            | \$41,471           | 9509          | 2008        | City of Caldwell         |
| Intersection of Franklin & 21st Ave., Caldwell                                    | Minor widening and resurfacing. <i>(The City of Caldwell is seeking shared funding with the Idaho Transportation Department)</i>     | \$1,970,000 | \$1,825,402          | \$144,598          | 8075          | 2007        | City of Caldwell         |
| Intersection of Linden St. and 10 <sup>th</sup> Ave.                              | Signalization at Linden St. and 10th Ave. Intersection plus short approaches on each of the four legs.                               | \$614,000   | \$568,932            | \$45,068           | 9195          | 2008        | City of Caldwell         |
| Intersection of Logan and 10 <sup>th</sup> Avenue                                 | Signalization at Logan St. and 10 <sup>th</sup> Ave. Intersection plus short approaches on each of the four legs.                    | \$658,000   | \$609,703            | \$48,297           | 9510          | 2009        | City of Caldwell         |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$53,000    | \$49,110             | \$3,890            | 9193          | 2006        | COMPASS                  |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$40,000    | \$37,064             | \$2,936            | 9197          | 2007        | COMPASS                  |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$27,000    | \$25,018             | \$1,982            | 9198          | 2008        | COMPASS                  |
| Star Road and Franklin Road Intersection  | Intersection improvements.   | \$1,435,000 | \$1,329,671          | \$105,329          | K351          | PD          | City of Nampa            |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$13,000    | \$12,046             | \$954              | 9512          | 2009        | COMPASS                  |

| <b>Project</b>   | <b>Description</b>   | <b>Cost</b>         | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--|--|---------------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Murphy Ave/Middleton Road to Boise Street                            | Increase turn lanes north and south bound.   | \$510,000           | \$472,566            | \$37,434           | 9514          | 2009        | City of Middleton        |
| North Highland Road from Hwy 44 (Main Street) to Third Street No.    | Realign; add turn and acceleration lanes for Urban 4-lane.   | \$273,000           | \$252,962            | \$20,030           | 9513          | 2008        | City of Middleton        |
| North Middleton Road – Hwy 44 (Main Street) north across Mill Slough | Rebuild to Urban 4-lane.   | \$510,000           | \$472,566            | \$37,434           | 9515          | 2009        | City of Middleton        |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools.                      | \$60,000            | \$60,000             | \$0                | 9209          | 2006        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9210          | 2007        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9211          | 2008        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9516          | 2009        | ACHD                     |
| SH44 (Main Street) from Highland Road to 4 <sup>th</sup> Avenue West | Rebuild and widen to Urban 4-lane, 0.3 miles in length.  | \$720,000           | \$667,152            | \$52,848           | K350          | PD          | City of Middleton        |
| <b>Total</b>   |  | <b>\$13,725,000</b> | <b>\$12,735,202</b>  | <b>\$989,790</b>   |               |             |                          |
| <b>Total STP-U (ITD allocation estimate 5/26/05)</b>                 |  |                     | <b>\$13,200,266</b>  |                    |               |             |                          |

**Table 4  
Transit Projects**

| <b>Project</b>                       | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--------------------------------------|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Transit – Capital Facilities         | Canyon County Transit Centers Alternative Analysis and Preliminary Design                          | \$300,000   | \$240,000            | \$60,000           | PD3057        | 2006        | Valley Regional Transit  |
| Transit – Capital                    | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$181,928   | \$151,000            | \$30,928           | PU3074        | 2006        | Valley Regional Transit  |
| Transit - Fixed Line Operation       | Provide transit operations in Nampa Urbanized Area.  | \$1,039,844 | \$519,922            | \$519,922          | PU3076        | 2006        | Valley Regional Transit  |
| Transit - Demand Response Operations | Provide Demand Response Service in the Nampa Urbanized Area.                                       | \$26,250    | \$21,000             | \$5,250            | PU3077        | 2006        | Valley Regional Transit  |
| Transit – Planning                   | Support planning efforts in the Nampa Urbanized Area.  | \$209,750   | \$167,800            | \$41,950           | PU3079        | 2006        | Valley Regional Transit  |
| Transit – Preventative Maintenance   | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$345,000   | \$276,000            | \$69,000           | PU3082        | 2006        | Valley Regional Transit  |
| Transit - Fixed Line Operations      | Provide transit operations in the Nampa Urbanized Area.  | \$400,000   | \$200,000            | \$200,000          | PU3128        | 2007        | Valley Regional Transit  |
| Transit – Demand Response Operations | Provide Demand Response Service in the Nampa Urbanized Area.                                       | \$100,000   | \$80,000             | \$20,000           | PU3129        | 2007        | Valley Regional Transit  |
| Transit Planning                     | Support planning efforts in the Nampa Urbanized Area.  | \$235,000   | \$188,000            | \$47,000           | PU3130        | 2007        | Valley Regional Transit  |
| Transit Preventative Maintenance     | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$480,000   | \$384,000            | \$96,000           | PU3131        | 2007        | Valley Regional Transit  |
| Transit Fixed Line Operations        | Provide transit operations in Nampa Urbanized Area.  | \$412,000   | \$329,600            | \$82,400           | PU3168        | 2008        | Valley Regional Transit  |
| Transit Planning                     | Support planning efforts in the Nampa Urbanized Area.  | \$235,000   | \$188,000            | \$47,000           | PU3169        | 2008        | Valley Regional Transit  |

| <b>Project</b>                 | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--------------------------------|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Transit Preventive Maintenance | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$494,400   | \$395,520            | \$98,880           | PU3170        | 2008        | Valley Regional Transit  |
| Transit - Capital              | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$271,700   | \$225,511            | \$46,189           | PU3171        | 2008        | Valley Regional Transit  |
| Transit - Capital              | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$271,700   | \$225,511            | \$46,189           | PU3178        | 2007        | Valley Regional Transit  |

**Table 5  
Status of the FY2005 Projects**

| <b>Project</b>   | <b>Description</b>  | <b>Cost</b> | <b>Key No.</b> | <b>Status</b> |
|--|---|-------------|----------------|---------------|
| FY05 Overlay   | Resurfacing   | \$1,000,000 | 9679           | Committed     |
| Garrity Blvd. ITS  | Install fiber optic cables to synchronize as many traffic signals as possible.  | \$166,000   | 8856           | Committed     |
| Greenhurst Rd. and Powerline Rd.                           | Intersection improvements, including signalization.   | \$466,000   | 9508           | Committed     |
| Greenhurst Rd. and Southside Blvd.                         | Install traffic signal.   | \$478,000   | 9535           | Committed     |
| I-84 Eastbound ramp, Garrity Blvd.                         | Minor widening and resurfacing.   | \$211,000   | 9183           | Committed     |
| I-84, from Karcher Rd JCT to Nampa Blvd.                   | Pavement rehabilitation.  | \$1,996,000 | 8628           | Committed     |
| I-84, Karcher Rd. IC, Nampa                                | Advance construction for Key # 3214   | \$9,150,000 | A301           | Committed     |
| I-84B, from Garrity Blvd. to Nampa City Limits             | Minor widening and resurfacing.   | \$1,640,000 | 6997           | Removed       |
| I-84B, Intersection of Garrity Blvd. & N. Kings Rd., Nampa | Add traffic signal.   | \$200,000   | 9131           | Removed       |
| Middleton Area of Impact from Ada County to I-84           | Develop Transportation Plan for local and regional road system with Canyon Highway District.  | \$120,000   | 9511           | Committed     |
| Middleton Road Connections                                 | Development of a concept report and environmental document for connection between Middleton Road and Highway 45.                          | \$169,423   | 9660           | Committed     |
| MPO Transportation Planning Activities                     | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.                   | \$66,000    | 9207           | Committed     |
| Rideshare, ACHD's Rideshare Program                        | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. | \$50,000    | 9208           | Committed     |
| SH-55, from Mile Post 6.4 to the Indian Creek Bridge       | Replace metal guardrail.  | \$180,000   | 8938           | Committed     |
| Transit - Demand Response Operations                       | Provide Demand Response Service in the Nampa Urbanized Area.  | \$27,500    | PI3011         | Committed     |
| Transit Fixed Line Operations                              | Nampa Operating: Provide transit operations in Nampa Urbanized Area.  | \$580,000   | PI3010         | Committed     |
| Transit Planning   | Support planning efforts in the Nampa Urbanized Area.   | \$355,859   | PI3012         | Committed     |
| Transit Preventive Maintenance                             | Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.              | \$619,191   | PI3013         | Committed     |
| Vacuum Sweeper Truck                                       | Purchase a sweeper truck for the City of Caldwell   | \$170,000   | 8859           | Committed     |

**Table 6**  
**Share of Funds Allocated to Alternative Modes of Transportation**

| <b>Year</b>  | <b>Total Funds</b>   | <b>Amount Allocated to Roadway Solutions</b> | <b>Amount Allocated to Alternative Solutions</b> | <b>Percent Allocated to Alternative Solutions</b> |
|--------------|----------------------|--|--|---|
| <b>2006</b>  | <b>\$24,155,684</b>  | <b>\$22,707,684</b>                          | <b>\$1,448,000</b>                               | <b>6.0%</b>                                       |
| <b>2007</b>  | <b>\$7,908,669</b>   | <b>\$6,570,132</b>                           | <b>\$1,338,537</b>                               | <b>16.9%</b>                                      |
| <b>2008</b>  | <b>\$9,875,450</b>   | <b>\$8,367,103</b>                           | <b>\$1,508,347</b>                               | <b>15.3%</b>                                      |
| <b>2009</b>  | <b>\$1,626,881</b>   | <b>\$1,445,728</b>                           | <b>\$181,153</b>                                 | <b>11.1%</b>                                      |
| <b>2010</b>  | <b>0</b>             | <b>0</b>                                     | <b>0</b>   | <b>N/A</b>  |
| <b>PD</b>    | <b>\$18,667,241</b>  | <b>\$17,382,564</b>                          | <b>\$1,284,677</b>                               | <b>6.9%</b>                                       |
| <b>Total</b> | <b>\$105,800,609</b> | <b>\$95,563,859</b>                          | <b>10,236,750</b>                                | <b>9.7%</b>                                       |

Note:

1. Based on engineering judgments, an appropriate percentage of the cost of projects with pedestrian and bikeway component was calculated as the share of alternative modes.
  
2. Projects that are neutral to roadway/alternative mode (installation of guard rail or traffic lights, purchase of sweeper truck) were not included in this calculation

**Table 7**  
**Section 5307 Projects that will be obligated in FY2006**

| No. | Project         | Description            | Cost      | Federal Share | Local Share | Key No | Year | Funding Source | Requesting Agency       |
|-----|-----------------|------------------------|-----------|---------------|-------------|--------|------|----------------|-------------------------|
| 1.  | Transit Capital | Transit vehicle lease. | \$159,772 | \$132,611     | \$27,161    | PI3005 | 2004 | FTA 5307       | Valley Regional Transit |

*For Information Only*  
**Table 8**  
**Requested Discretionary Projects**  
**Note: These projects are subject to congressional action.**

| No. | Project   | Description  | Cost         | Year | Responsible/<br>Requesting<br>Agency |
|-----|---|--|--------------|------|--------------------------------------|
| 1   | Amity Rd. & Kings Rd. Railroad Crossing                           | Build Railroad Overpass. This project was earmarked to received \$8,600,000 in SAFETEA-LU.   | \$18,000,000 | PD   | City of Nampa                        |
| 2   | Right-of-Way Acquisition of the Union Pacific Short Line Railroad | Purchase the right-of-way and existing infrastructure in and along the 44 miles of rail corridor. The cost of this project includes conducting an environmental analysis in accordance with the applicable federal regulations, making essential infrastructure improvements, and purchasing right-of-way. <i>(\$20 million Federal, \$9 million Local) The funding for this project will be split 70/30 between Ada and Canyon Counties.</i> This project was made eligible for FTA New Starts funding in SAFETEA-LU. | \$29,000,000 | PD   | Valley Regional Transit              |







**COMPASS**

**COMMUNITY PLANNING ASSOCIATION**

of Southwest Idaho

**RESOLUTION NO. 19-2005**

**FOR THE PURPOSE OF APPROVING THE FY2006-2010 NAMPA URBANIZED AREA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the US Department of Commerce, Bureau of Census has declared that the Cities of Nampa, Caldwell and Middleton, and their adjoining areas are an Urbanized Area, named the Nampa Urbanized Area; and

**WHEREAS**, the US Department of Transportation has declared that the Nampa Urbanized Area meets the requirements for the formation of a Metropolitan Planning Organization to perform a Continuing, Comprehensive and Cooperative Transportation Planning Process; and

**WHEREAS**, the mayors of the aforementioned cities, Canyon County Commissioners and Canyon County Highway Districts Commissioners have designated the Community Planning Association as the Metropolitan Planning Organization for the Nampa Urbanized Area; and

**WHEREAS**, among the major requirements of a Metropolitan Planning Organization is the development of a Transportation Improvement Program, as a necessary condition for receiving federal transportation dollars; and

**WHEREAS**, the Community Planning Association has developed a Transportation Improvement Program on behalf of the Nampa Urbanized Area in coordination with all cognizant agencies in Canyon County; and

**WHEREAS**, the Community Planning Association has provided reasonable opportunities for the public to comment on this document; and

**WHEREAS**, the FY2006-2010 Nampa Urbanized Area Transportation Improvement Program meets all applicable state and federal regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the representatives of Canyon County on the Community Planning Association Board of Directors endorse the FY2006-2010 Nampa Urbanized Area Transportation Improvement Program to be in compliance with all applicable state and federal regulations; and

**BE IT FURTHER RESOLVED**, that the Community Planning Association Board of Directors hereby directs staff to submit the FY2006-2010 Nampa Urbanized Area Transportation Improvement Program to the Idaho Transportation Board for inclusion in the Statewide Transportation Improvement Program.

**Dated** this 19th day of September 2005.

**APPROVED:**

By:   
**Bob Flowers, Chair**  
**Community Planning Association Board**

**ATTEST:**

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

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

## I. INTRODUCTION

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

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

The Transportation Improvement Program must be consistent with the area's transportation plan. The Board of Directors of the Community Planning Association approved the Nampa Urbanized Area's transportation plan, *Moving People 2025, Canyon County Long-Range Transportation Plan*, in February 2003. The plan is comprised of long-range transportation projects, a short-range transit component, pathway development, and Transportation System Management elements. The Community Planning Association's transportation plans are consistent with the goals and objectives of the area's comprehensive plans.

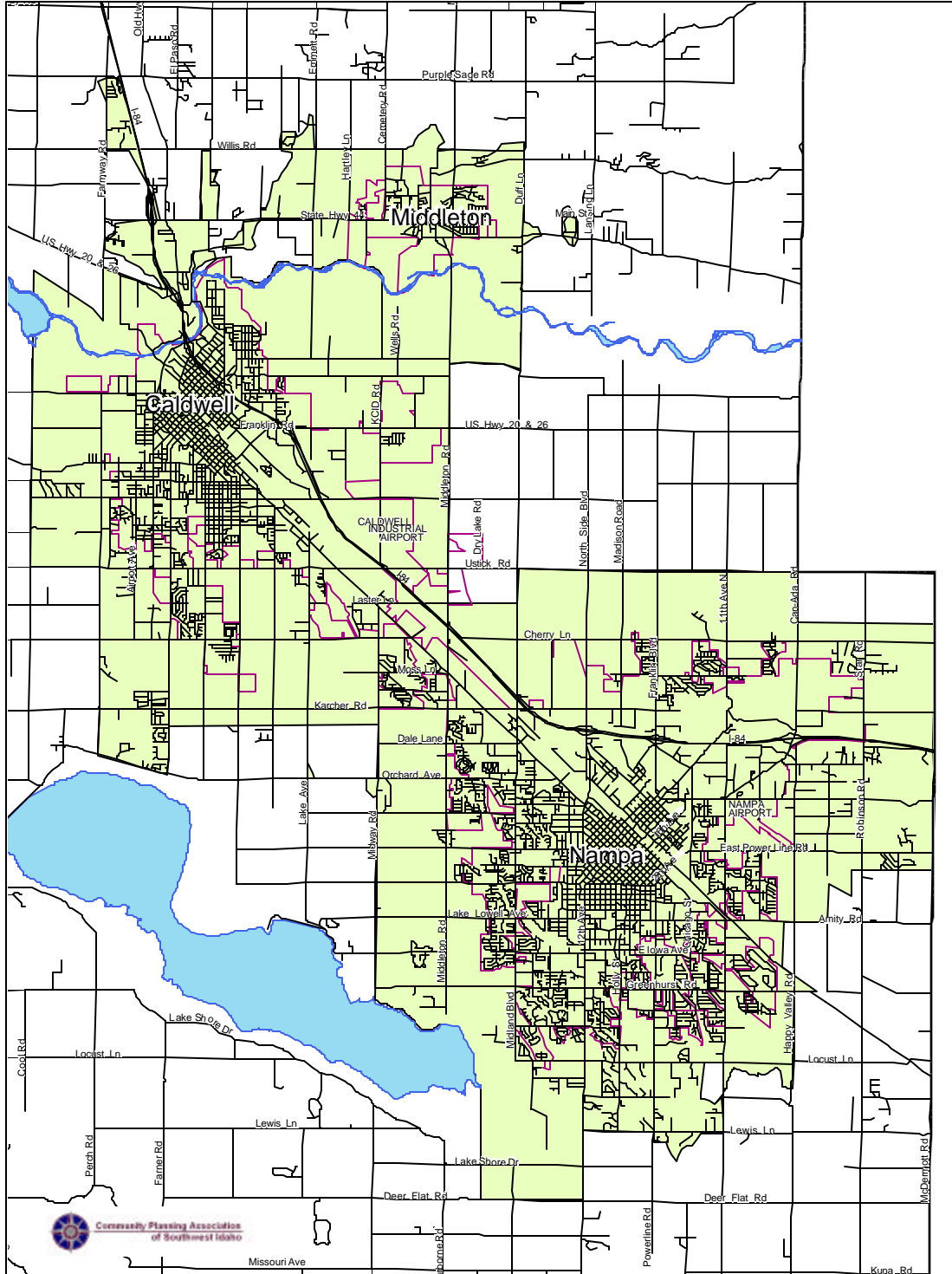
The first three years of the Transportation Improvement Program are of special interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning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

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

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

Figure 1

Map of Nampa Urbanized Area



## II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual Transportation Improvement Program begins approximately 12 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas as well as from the general public.

**Local Government Input.** From August 2004 through December 2004, staff of the Community Planning Association met with representatives of governments in the Nampa Urbanized Area to solicit their desired transportation projects for inclusion in this document.

**Community Planning Association's Regional Technical Advisory Committee (RTAC).** The Regional Technical Advisory Committee is made up of technical experts representing counties, the cities, school districts, and various municipal service agencies in Ada and Canyon Counties. The Regional Technical Advisory Committee makes recommendations to the Community Planning Association Board of Directors regarding planning activities. The Regional Technical Advisory Committee has been involved throughout the Transportation Improvement Program development process. Committee representatives from Canyon County reviewed and made recommendations to the Community Planning Association Board on the approval of this document.

**Public Comment Period.** July 18 through August 16, 2005, was designated as the public comment period on the proposed FY2006-2010 Nampa Urbanized Area Transportation Improvement Program.

**Public Information Meeting.** The Community Planning Association hosted an open house and public meeting for the FY2006-2010 Northern Ada County Urbanized Area and Nampa Urbanized Area Transportation Improvement Programs on August 3, 2005, from 10:00 am to 8:00 p.m., in the conference room of the Community Planning Association. Staff members from the Community Planning Association, Idaho Transportation Department, Valley Regional Transit, and Commuteride presented proposed projects and provided general information on transportation planning and services. Forty people attended the public information meeting.

**Media.** Advertisements about the public meeting appeared in the *Idaho Statesman* and the *Idaho Press Tribune* on August 1 and August 2, 2005.

**News Release.** The Community Planning Association sent a news release about the public meeting to the Treasure Valley's print, visual, and radio media on July 8 and July 28, 2005.

**Legal Notice.** The Community Planning Association published a legal notification for the Transportation Improvement Program on July 16, 2005, in *The Idaho Statesman* and July 17, 2005, in the *Idaho Press Tribune*.

**Community Planning Association's Internet Website.** Information about the public meeting and the proposed Transportation Improvement Program was posted on the Community Planning Association website on July 5, 2005 ([www.compassidaho.org](http://www.compassidaho.org)). The notification encouraged the

public to use this medium to submit comments. Draft project lists of the Transportation Improvement Programs were also posted on the website.

**Direct Mail.** The Community Planning Association mailed 451 postcards to the citizens and neighborhood organizations in Ada and Canyon Counties, notifying them of the time and place of the public meeting and the availability of the draft project list. Citizens were encouraged to submit comments on the draft Transportation Improvement Program.

**Written Comments.** In addition to the public meeting and website, the public was encouraged to submit written comments throughout the public comment period.

**Special Assistance.** All Community Planning Association's notifications and advertisements include the following statements for people in need of special assistance:

*"People needing special assistance can call 855-2558 - with 48 hours advance notice."*

*and*

*"Personas que necesitan asistencia para la junta, favor de llamar al numero 855-2558 con 48 horas de participacion."*

### **III. STATUS OF LOCAL PLANNING ACTIVITIES**

The Transportation Improvement Program is in accordance with the area development goals and priorities as specified in the long and short-range plans. The following planning documents were consulted in preparing this Transportation Improvement Program:

*Moving People 2025*, Canyon County Long Range Transportation Plan, adopted by the Community Planning Association Board in February 2003.

*I-84 Corridor Study*, Executive Summary, adopted by the Community Planning Association Board in October 2001.

*Statewide Transportation Improvement Program, 2006-2010*, Public Review Draft, Idaho Transportation Department, July 2005.

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

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

*Treasure Valley Intelligent Transportation System (ITS) Plan*, Phase II, Final Report, Ada Planning Association, September 1999.



## **IV. TRANSPORTATION REVENUES**

Idaho's transportation revenue comes from two primary sources. Approximately 53% of funds are received from the National Highway Trust Fund, and approximately 46% from transportation-related taxes and fees paid by Idaho citizens.

Federal funds administered by the Idaho Transportation Department are received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the National Highway Traffic Safety Administration (NHTSA). Federal-aid projects generally require state or local matching funds of approximately 7-20%.

Federal and state funding combined allows the Idaho Transportation Department (ITD) to preserve and improve the current transportation system. This year, ITD has begun to display the program of projects not by its funding source which ITD can often use flexibly, but by the asset management areas of preservation and improvement. What follows is a description of those programs. The abbreviation in parenthesis is the description you will see under the "Program" column in the project sheets.

### **A. Highway Preservation Program**

In general the Highway Preservation Program uses a combination of state funds for highway preservation with some federal funding.

#### **1. Pavement Preservation (PRES-PAVEMENT)**

Pavement preservation is one of the State's most important activities. ITD is committed to "... increase pavement quality to no less than 85% of the pavement being rated good or fair by strategically scheduling and implementing major construction and minor rehabilitation projects [that] can accomplish this goal." In 1994, it was found that 37% of Idaho's roads were considered deficient, in 2004, only 19% were deficient (2004 Highway Report). The ITD target for 2005 is 18-15% deficiency. To meet this goal in the FY2006-2010 State Transportation Improvement Program, ITD has dedicated \$57 million of annual available funds to this program.

#### **2. Bridge Preservation (PRES-BRIDGE)**

Approximately \$4.5 million is directed annually to projects that provide for bridge deck rehabilitation and or bridge repair.

#### **3. System Support (PRES-SYSTEM SUPPORT)**

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

## **B. Highway Improvements**

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

### **1. Bridge (IMPR-BRIDGE)**

An annual investment of approximately \$17 million funds replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

### **2. System Planning (IMPR-SYSTEM PLANNING)**

This program funds corridor studies, highway development planning, long-range transportation plans, and transportation systems analysis. Planning results in the improvement of the overall transportation system for Idaho users.

### **3. Rest Area (IMPR-REST AREA)**

The Rest Area Program is intended for rehabilitation and reconstruction of existing rest areas and construction of new rest areas.

### **4. Safety (IMPR-SAFETY)**

The safety program uses various federal funding sources to invest in safety initiatives. The FY2006 – 2010 State Transportation Improvement Program includes Safe Routes to School; sign upgrades; durable pavement markings; rumble strips; Intelligent Transportation Systems (ITS); Road Weather Information Systems, Work Zone Safety and Behavioral Safety, shoulder widening; high accident location mitigation; crash event countermeasures; safety corridor enhancements; intersection improvements; guardrail blunt end upgrades and many other miscellaneous safety improvements. Two other safety programs using surface transportation program (STP) federal aid funds invest in rail grade crossing improvements (IMPR-SAFETY RAIL) and highway intersection and guardrail improvements (IMPR-SAFETY HAZ ELIM). Additionally there is a small state funded rail crossing improvement program (IMPR-SAFETY RAIL ST).

### **5. Enhancement (IMPR-ENHANCEMENT)**

The Transportation Enhancement Program is a statewide competitive program that invests approximately \$6 million in designated federal funds for eligible activities under Idaho's three primary categories of (1) bicycle and pedestrian, (2) historic, and (3) scenic and environmental. Enhancement projects must be related to the surface transportation system. Table 1 shows projects programmed with Enhancement funds.

### **6. CMAQ (IMPR-CMAQ)**

The Idaho Transportation Department's Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that invests between \$2-\$4 million annually in federal funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. Currently no area in the State of Idaho receives an entitlement under this program, as there is no formally designated carbon monoxide nonattainment area in Idaho. The Idaho Transportation Board, however, has set a policy of

directing a portion of the CMAQ funds to air quality projects in the areas that have a history of air quality problems or are susceptible to such a problem. Table 2 shows projects programmed under the CMAQ funds.

**7. Restoration & Expansion (IMPR- RESTORE & EXPAND)**

The restoration and expansion program funds are used for activities that reconstruct the useful life of the roadway and when needed, provide expansion of transportation facilities.

**8. Connecting Idaho – Federal (IMPR- CONNECT FED)**

Projects shown in this program are restoration or expansion projects located along the Connecting Idaho corridors but not located within the 13 project areas designated in the GARVEE bonding legislation described below.

**9. Connecting Idaho – GARVEE (IMPR-GARVEE)**

GARVEE is the acronym for Grant Anticipation Revenue Vehicle. GARVEE bonds were federally authorized under the National Highway Designation Act of 1995 as a mechanism for allowing state and local agencies to accelerate the funding of transportation projects. The agencies use their future federal highway funds to repay the principal, interest and other costs associated with the issuance of the bond. The Idaho Legislature passed GARVEE bonding as an alternative method of funding transportation projects during its 2005 Legislative session. The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for 13 specific projects.

The Legislature recognized that traditional funding methods require the state to schedule construction projects based on what can be paid to contractors from each year’s annual allotment of federal highway revenue. The GARVEE bonding alternative allows Idaho to fund, schedule, and complete large construction projects in a much shorter time frame. Bonding decreases project costs by avoiding future inflation.

**10. Highway Contingency (IMPR-HWY CONTINGENCY)**

Highway contingency projects are available in the event that GARVEE projects are not bonded in a given year and the debt service monies become available for transportation projects. These contingency projects will be “ready” for construction in the event this occurs.

**C. Local Programs**

Under the Local Programs category are federal funding resources that can be used by local agencies to improve and preserve federal functionally classified local roadways and bridges. Funding is also available to replace or rehabilitate bridges at least 20 feet long that are located off the federal functionally classified system.

To help administer these funds ITD has created unique partnerships with Metropolitan Planning Organizations and the Local Highway Technical Assistance Council (LHTAC) representing local agencies.

### **1. Local Urban (LOCAL-URBAN)**

Local urban funds are for projects in urban areas with populations between 5,000 and up to 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. The urban areas with a population of 50,000 or more are entitled to form an MPO, such as Community Planning Association, to prioritize the allocation of STP-U dollars. There are currently six MPOs in the State of Idaho: Boise, Pocatello, Idaho Falls, Coeur d'Alene, Lewis-Clark Valley, and Nampa. The Local Highway Technical Assistance Council and the six MPOs assist the ITD with the administration of this fund. The Nampa Urbanized Area receives approximately \$2,000,000 of this fund annually. Table 3 shows projects programmed in the FY2006-2010 TIP using STP-U funding.

### **2. Local Rural (LOCAL-RURAL)**

Local rural funds are for projects in rural areas with populations under 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. The funds may also be used for planning, enhancement, transit, bridge, or safety activities. In Idaho, the Local Highway Technical Assistance Council (LHTAC) assists the ITD with the administration of this federal program.

### **3. Transportation Management Area (LOCAL- TMA)**

Transportation Management Area funds are for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher.

### **4. Bridge Local On and Off System (LOCAL-BRIDGE) & (LOCAL-BRIDGE OFF-SYS)**

Local, and Off-System funds are for the replacement or rehabilitation of bridges at least 20-feet long and have a qualifying "sufficiency rating," generally 50 or lower. The Idaho Transportation Board makes thirty-five percent of the Federal-aid Bridge funds available for use on non-State Highway System bridges.

## **V. FINANCIAL CONSTRAINT**

The Transportation Improvement Program is a financially driven document. Based on the Community Planning Association's following analysis, funding is reasonably available for the projects contained in this document.

**Financial Status of Project Sponsoring Entities.** The mayors and city councils of the cities of Nampa, Caldwell and Middleton have discussed sponsoring of projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budget. All of these sponsors are on a solid financial standing and are determined to provide the required local match.

**Financial Status of Valley Regional Transit Projects.** Valley Regional Transit, the regional transit agency, is the recipient of the Federal Transit Administration's funds in the Treasure Valley, more specifically those under the Section 5307 and 5309 Programs. In recent years, the Congestion Mitigation and Air Quality Program have functioned as a supplemental source of

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

**General Statement of Financial Constraint.** Overall, the projects programmed in this document can reasonably be funded through anticipated funding sources. Projection of local revenues is based on assumptions of continued development and economic activities in the area. No evidence of sudden interruption of these activities is in sight. In light of these facts, it is concluded that the Transportation Improvement Program projects in this document meet the requirement of financially constrained.

The Idaho Transportation Department has used the following funding assumptions for estimating available funds for Highways and Public Transportation programs.

## **A. Highway Funding Assumptions**

Following is a comprehensive list of assumptions use to develop the highway funding levels. Upon notification of the final FY 2006 apportionments the highway program is adjusted as necessary to maintain fiscal constraint.

### **1. Federal-Aid Funding Assumptions**

Federal-aid apportionments are based on the following assumptions:

Program structure is based on the Transportation Equity Act for the 21<sup>st</sup> Century. TEA-21 expired in FY 2003 and the replacement, SAFETEA-LU, was enacted on August 10, 2006, during the development of this TIP. FY2006 funding was based upon apportionments received in Extension Acts to TEA-21 in FY2005. FY2006 through FY2010 total federal funding is based upon the average of the House and Senate reauthorization bills as of June 15, 2005.

FY2006 Obligation Authority (spending limit) is assumed to be 100% of apportionments.

The FY2006 – 2010 Program does not include any year-end distribution of Obligation (spending) authority not used by other states.

The FY2006 – 2010 Program does not include any Revenue Aligned Budget Authority (RABA) due to adjustments in the funding available to the states should the highway revenues exceed the “firewall” established under TEA-21.

The “Available with Match” amounts include the match and federal funds estimated to be available to program projects. These amounts are reduced 5% each year in some Programs (FY2007 and beyond) to allow for the estimated effects of inflation on projects costs.

### **2. State Funding Assumptions**

A base funding level of approximately \$34 million is estimated to be available for each fiscal year of the approved FY 2006 – 2010 State Highway Development Program. These estimates take into account projected revenue, the reservation of funds for state match of federal aid, and other ITD needs.

It is anticipated that approximately \$20 million of federal indirect cost recovery (FICR) funds will also be made available annually to this program.

### **3. GARVEE Bonding Assumptions**

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

The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for 13 specific projects using up to 20 percent of its federal apportionments for debt service annually through FY2010, rising to 30 percent in FY2011.

Under this program, federal highway revenue is pledged for repayment of the bonds, and as such, GARVEE bonds are revenue bonds and do not pledge the full faith and credit of the State of Idaho.

As required by the legislation authorizing use of GARVEE, a request for bonding authority must be included as a separate item in ITD's annual budget requests and are subject to legislative approval. The requests for bonding authority shall include a list of planned highway transportation projects to be financed with such bond financing during the next succeeding fiscal year.

## **B. Public Transportation Funding Assumptions**

TEA-21 is the basic law under which all federal transportation programs are funded. These programs are administrated by the Federal Transit Administration (FTA) through the Idaho Transportation Department's Division of Public Transportation.

The Public Transportation Program is a grant program. Historical funding trends are used to estimate the funds available through FY2008. Discretionary funding is available for the actual request submitted to Congress for the current year.

**Federal Transit Administration (FTA) Programs.** The FTA provides federal assistance funds under its various programs to transit entities. Valley Regional Transit, a regional public transportation entity in the Treasure Valley, is the designated recipient of FTA's Section 5307 funds.

**Section 5303.** Provides funds for transit planning activities in the metropolitan planning areas. The funds are allocated to the state and distributed to the Metropolitan Planning Organizations. In Idaho, these funds are combined with FHWA funds under the Consolidated Planning Grants to allow multimodal planning activities.

**Section 5307.** These funds are allocated to the urbanized areas by statutory formula. This transit program provides federal funds for capital and operation improvement programs of transit systems. The funds could be used for planning public transportation and the development of transit services.

**Section 5309.** Provides discretionary funds allocated directly by the U.S. Congress to state and local transit providers for capital improvement purposes. The funds are not transferable to roadway or transit operation improvement programs.

**Section 5310.** Provides funds for services and rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

**Section 5311.** Provides funds to states for distribution to transit entities in the areas with less than 50,000 population. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

**Section 5311(f).** Funds are allocated to the state to be distributed to entities that provide fixed route public transportation services between cities. Funds may be used for administration, operations, planning, and capital; costs of intercity bus services.

Table 4 shows transit projects programmed under the Federal Transit Administration programs.

**Table 1**  
**Transportation Enhancement Projects**  
**Approved by the Idaho Transportation Board**

| <b>Project</b>  | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|---|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Caldwell Biking-Walking Trail System  | Construct 3.21 miles of separated trails and bike lanes that are a critical part of the Caldwell Pathways and Trail System Master Plan, which includes a bike-foot bridge to enable travel over the Dixie Slough. These trails and bike lanes will connect Washington, Lincoln, Syringa, Wilson, and Jefferson schools. The trail system will also connect the city library, the YMCA, adjacent parks, sports facilities, and surrounding neighborhoods. | \$204,000   | \$191,760            | \$12,240           | 9438          | 2007        | City of Caldwell         |
| Caldwell Oregon Short Line Train Depot Historic Rehabilitation                | Restore and preserve the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.  | \$455,000   | \$409,500            | \$45,500           | 9157          | 2006        | City of Caldwell         |
| Caldwell Oregon Short Line Train Depot Historic Rehabilitation                | Finish restoration and preservation of the Oregon Short Line rain Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.   | \$166,000   | \$159,360            | \$6,640            | E311          | 2008        | City of Caldwell         |
| Canyon County Crossroads Transportation Museum                                | Build a transportation museum that provides educational programs and exhibits relating to the history of man kind's travels in the West.   | \$470,000   | \$423,000            | \$47,000           | E309          | 2008        | Canyon County            |
| <b>Outside the Urbanized Area</b>   |  |             |                      |                    |               |             |                          |
| Parma Enhancement and Downtown Revitalization US 95, 4th St. to Roswell Blvd. | Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.  | \$573,000   | \$458,400            | \$114,600          | 9435          | 2007        | City of Parma            |
| US 95 Sidewalk and Pedestrian Crosswalk Improvements                          | Addition of sidewalks along both sides of US 95. Improve the Americans with Disabilities Act (ADA), install two flashing amber beacons with warning signals mounted on mast arms, and appropriate pavement markings at Golden Gate Ave. and Avenue C crossing US 95.   | \$349,000   | \$314,100            | \$34,900           | 9158          | 2006        | City of Wilder           |



**Table 2**  
**Congestion Mitigation Air Quality (CMAQ) Projects**  
**Approved by the Idaho Transportation Board**

| <b>Project</b>       | <b>Description</b>  | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No.</b> | <b>Year</b> | <b>Requesting Agency</b> |
|----------------------|---|-------------|----------------------|--------------------|----------------|-------------|--------------------------|
| Dynamic Message Sign | Add a Dynamic Message Sign (DMS) on I-84 westbound, near milepost 39 and east of Garrity Boulevard in Nampa. The DMS will display air quality advisory messages during periods of poor air quality alerting commuters of the air quality forecast for the next day while they are driving home. The DMS will also be available to display traffic management messages, weather messages, and Amber Alerts when air quality alerts are not being posted. | \$175,000   | \$162,155            | \$12,845           | 9413           | 2006        | ACHD                     |
| Vacuum Sweeper Truck | Purchase a sweeper truck for the Canyon Highway District.   | \$185,000   | \$171,421            | \$13,579           | C305           | 2007        | Canyon Highway District  |
| Vacuum Sweeper Truck | Purchase a sweeper truck for the City of Nampa.   | \$185,000   | \$171,421            | \$13,579           | C306           | 2007        | City of Nampa            |
| De-Icer Truck, Nampa | Purchase one magnesium chloride de-icer truck and suppression chemical to replace two sanding trucks and thus reduce PM 10 air emissions on 3,200 miles of paved local roads per year that receive sand in the winter months.   | \$191,000   | \$152,800            | \$38,200           | C307           | 2008        | City of Nampa            |
| Flusher Truck        | Purchase one flusher truck with a 3,500-gallon truck mounted flusher unit to wash sand applied to the roads during the winter thereby reducing dust emissions in the spring and summer.   | \$190,000   | \$152,000            | \$38,000           | C310           | 2008        | Nampa Highway District   |

**Table 3  
Projects Funded Under Surface Transportation Program - Urban (STP-U)**

| <b>Project</b>  | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|---|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| 10 <sup>th</sup> and Ustick Road  | Install traffic signal.  | \$906,000   | \$839,500            | \$66,500           | K354          | PD          | City of Caldwell         |
| 21 <sup>st</sup> Avenue, Chicago Street to Franklin Road                          | Widen 21 <sup>st</sup> Avenue to 4-5 lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon. | \$1,310,000 | \$1,213,846          | \$96,154           | K353          | 2008        | City of Caldwell         |
| Aviation Way, Caldwell  | Rehabilitate and resurface pavement. (SMA 7993)  | \$490,000   | \$454,034            | \$35,966           | 7673          | 2007        | City of Caldwell         |
| Airport Road, from Kings Road to Happy Valley Road                                | Rebuilt to Urban 3-lane typical section.   | \$1,941,000 | \$1,798,531          | \$142,469          | K352          | PD          | City of Nampa            |
| Cleveland Boulevard/Blaine Street, from 10 <sup>th</sup> Avenue to Florida Street | Curb and gutter replacement.   | \$1,450,000 | \$1,343,570          | \$106,430          | 9656          | 2006        | City of Caldwell         |
| Intersection of Chicago St. and 21 <sup>st</sup> Ave.                             | Signalization at Chicago St. and 21st Ave. Intersection plus short approaches on each of the four legs.                              | \$565,000   | \$523,529            | \$41,471           | 9509          | 2008        | City of Caldwell         |
| Intersection of Franklin & 21st Ave., Caldwell                                    | Minor widening and resurfacing. <i>(The City of Caldwell is seeking shared funding with the Idaho Transportation Department)</i>     | \$1,970,000 | \$1,825,402          | \$144,598          | 8075          | 2007        | City of Caldwell         |
| Intersection of Linden St. and 10 <sup>th</sup> Ave.                              | Signalization at Linden St. and 10th Ave. Intersection plus short approaches on each of the four legs.                               | \$614,000   | \$568,932            | \$45,068           | 9195          | 2008        | City of Caldwell         |
| Intersection of Logan and 10 <sup>th</sup> Avenue                                 | Signalization at Logan St. and 10 <sup>th</sup> Ave. Intersection plus short approaches on each of the four legs.                    | \$658,000   | \$609,703            | \$48,297           | 9510          | 2009        | City of Caldwell         |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$53,000    | \$49,110             | \$3,890            | 9193          | 2006        | COMPASS                  |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$40,000    | \$37,064             | \$2,936            | 9197          | 2007        | COMPASS                  |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$27,000    | \$25,018             | \$1,982            | 9198          | 2008        | COMPASS                  |
| Star Road and Franklin Road Intersection  | Intersection improvements.   | \$1,435,000 | \$1,329,671          | \$105,329          | K351          | PD          | City of Nampa            |
| MPO Transportation Planning Activities  | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.              | \$13,000    | \$12,046             | \$954              | 9512          | 2009        | COMPASS                  |

| <b>Project</b>   | <b>Description</b>   | <b>Cost</b>         | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--|--|---------------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Murphy Ave/Middleton Road to Boise Street                            | Increase turn lanes north and south bound.   | \$510,000           | \$472,566            | \$37,434           | 9514          | 2009        | City of Middleton        |
| North Highland Road from Hwy 44 (Main Street) to Third Street No.    | Realign; add turn and acceleration lanes for Urban 4-lane.   | \$273,000           | \$252,962            | \$20,030           | 9513          | 2008        | City of Middleton        |
| North Middleton Road – Hwy 44 (Main Street) north across Mill Slough | Rebuild to Urban 4-lane.   | \$510,000           | \$472,566            | \$37,434           | 9515          | 2009        | City of Middleton        |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools.                      | \$60,000            | \$60,000             | \$0                | 9209          | 2006        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9210          | 2007        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9211          | 2008        | ACHD                     |
| Rideshare, ACHD's Rideshare Program                                  | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. Canyon County share. | \$60,000            | \$60,000             | \$0                | 9516          | 2009        | ACHD                     |
| SH44 (Main Street) from Highland Road to 4 <sup>th</sup> Avenue West | Rebuild and widen to Urban 4-lane, 0.3 miles in length.  | \$720,000           | \$667,152            | \$52,848           | K350          | PD          | City of Middleton        |
| <b>Total</b>   |  | <b>\$13,725,000</b> | <b>\$12,735,202</b>  | <b>\$989,790</b>   |               |             |                          |
| <b>Total STP-U (ITD allocation estimate 5/26/05)</b>                 |  |                     | <b>\$13,200,266</b>  |                    |               |             |                          |

**Table 4  
Transit Projects**

| <b>Project</b>                       | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--------------------------------------|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Transit – Capital Facilities         | Canyon County Transit Centers Alternative Analysis and Preliminary Design                          | \$300,000   | \$240,000            | \$60,000           | PD3057        | 2006        | Valley Regional Transit  |
| Transit – Capital                    | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$181,928   | \$151,000            | \$30,928           | PU3074        | 2006        | Valley Regional Transit  |
| Transit - Fixed Line Operation       | Provide transit operations in Nampa Urbanized Area.  | \$1,039,844 | \$519,922            | \$519,922          | PU3076        | 2006        | Valley Regional Transit  |
| Transit - Demand Response Operations | Provide Demand Response Service in the Nampa Urbanized Area.                                       | \$26,250    | \$21,000             | \$5,250            | PU3077        | 2006        | Valley Regional Transit  |
| Transit – Planning                   | Support planning efforts in the Nampa Urbanized Area.  | \$209,750   | \$167,800            | \$41,950           | PU3079        | 2006        | Valley Regional Transit  |
| Transit – Preventative Maintenance   | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$345,000   | \$276,000            | \$69,000           | PU3082        | 2006        | Valley Regional Transit  |
| Transit - Fixed Line Operations      | Provide transit operations in the Nampa Urbanized Area.  | \$400,000   | \$200,000            | \$200,000          | PU3128        | 2007        | Valley Regional Transit  |
| Transit – Demand Response Operations | Provide Demand Response Service in the Nampa Urbanized Area.                                       | \$100,000   | \$80,000             | \$20,000           | PU3129        | 2007        | Valley Regional Transit  |
| Transit Planning                     | Support planning efforts in the Nampa Urbanized Area.  | \$235,000   | \$188,000            | \$47,000           | PU3130        | 2007        | Valley Regional Transit  |
| Transit Preventative Maintenance     | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$480,000   | \$384,000            | \$96,000           | PU3131        | 2007        | Valley Regional Transit  |
| Transit Fixed Line Operations        | Provide transit operations in Nampa Urbanized Area.  | \$412,000   | \$329,600            | \$82,400           | PU3168        | 2008        | Valley Regional Transit  |
| Transit Planning                     | Support planning efforts in the Nampa Urbanized Area.  | \$235,000   | \$188,000            | \$47,000           | PU3169        | 2008        | Valley Regional Transit  |

| <b>Project</b>                 | <b>Description</b>   | <b>Cost</b> | <b>Federal Share</b> | <b>Local Share</b> | <b>Key No</b> | <b>Year</b> | <b>Requesting Agency</b> |
|--------------------------------|--|-------------|----------------------|--------------------|---------------|-------------|--------------------------|
| Transit Preventive Maintenance | Provide preventative maintenance support for fixed route and demand responsive transit services.   | \$494,400   | \$395,520            | \$98,880           | PU3170        | 2008        | Valley Regional Transit  |
| Transit - Capital              | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$271,700   | \$225,511            | \$46,189           | PU3171        | 2008        | Valley Regional Transit  |
| Transit - Capital              | Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services. | \$271,700   | \$225,511            | \$46,189           | PU3178        | 2007        | Valley Regional Transit  |

**Table 5  
Status of the FY2005 Projects**

| <b>Project</b>   | <b>Description</b>  | <b>Cost</b> | <b>Key No.</b> | <b>Status</b> |
|--|---|-------------|----------------|---------------|
| FY05 Overlay   | Resurfacing   | \$1,000,000 | 9679           | Committed     |
| Garrity Blvd. ITS  | Install fiber optic cables to synchronize as many traffic signals as possible.  | \$166,000   | 8856           | Committed     |
| Greenhurst Rd. and Powerline Rd.                           | Intersection improvements, including signalization.   | \$466,000   | 9508           | Committed     |
| Greenhurst Rd. and Southside Blvd.                         | Install traffic signal.   | \$478,000   | 9535           | Committed     |
| I-84 Eastbound ramp, Garrity Blvd.                         | Minor widening and resurfacing.   | \$211,000   | 9183           | Committed     |
| I-84, from Karcher Rd JCT to Nampa Blvd.                   | Pavement rehabilitation.  | \$1,996,000 | 8628           | Committed     |
| I-84, Karcher Rd. IC, Nampa                                | Advance construction for Key # 3214   | \$9,150,000 | A301           | Committed     |
| I-84B, from Garrity Blvd. to Nampa City Limits             | Minor widening and resurfacing.   | \$1,640,000 | 6997           | Removed       |
| I-84B, Intersection of Garrity Blvd. & N. Kings Rd., Nampa | Add traffic signal.   | \$200,000   | 9131           | Removed       |
| Middleton Area of Impact from Ada County to I-84           | Develop Transportation Plan for local and regional road system with Canyon Highway District.  | \$120,000   | 9511           | Committed     |
| Middleton Road Connections                                 | Development of a concept report and environmental document for connection between Middleton Road and Highway 45.                          | \$169,423   | 9660           | Committed     |
| MPO Transportation Planning Activities                     | Assist Community Planning Association in meeting federal transportation planning responsibilities. Canyon County share.                   | \$66,000    | 9207           | Committed     |
| Rideshare, ACHD's Rideshare Program                        | Continue and improve rideshare program and marketing. Operate a third party vanpool program in multi-county area and coordinate vanpools. | \$50,000    | 9208           | Committed     |
| SH-55, from Mile Post 6.4 to the Indian Creek Bridge       | Replace metal guardrail.  | \$180,000   | 8938           | Committed     |
| Transit - Demand Response Operations                       | Provide Demand Response Service in the Nampa Urbanized Area.  | \$27,500    | PI3011         | Committed     |
| Transit Fixed Line Operations                              | Nampa Operating: Provide transit operations in Nampa Urbanized Area.  | \$580,000   | PI3010         | Committed     |
| Transit Planning   | Support planning efforts in the Nampa Urbanized Area.   | \$355,859   | PI3012         | Committed     |
| Transit Preventive Maintenance                             | Nampa Preventive Maintenance: Provide preventive maintenance support for fixed route and demand responsive transit services.              | \$619,191   | PI3013         | Committed     |
| Vacuum Sweeper Truck                                       | Purchase a sweeper truck for the City of Caldwell   | \$170,000   | 8859           | Committed     |

**Table 6**  
**Share of Funds Allocated to Alternative Modes of Transportation**

| <b>Year</b>  | <b>Total Funds</b>   | <b>Amount Allocated to Roadway Solutions</b> | <b>Amount Allocated to Alternative Solutions</b> | <b>Percent Allocated to Alternative Solutions</b> |
|--------------|----------------------|--|--|---|
| <b>2006</b>  | <b>\$24,155,684</b>  | <b>\$22,707,684</b>                          | <b>\$1,448,000</b>                               | <b>6.0%</b>                                       |
| <b>2007</b>  | <b>\$7,908,669</b>   | <b>\$6,570,132</b>                           | <b>\$1,338,537</b>                               | <b>16.9%</b>                                      |
| <b>2008</b>  | <b>\$9,875,450</b>   | <b>\$8,367,103</b>                           | <b>\$1,508,347</b>                               | <b>15.3%</b>                                      |
| <b>2009</b>  | <b>\$1,626,881</b>   | <b>\$1,445,728</b>                           | <b>\$181,153</b>                                 | <b>11.1%</b>                                      |
| <b>2010</b>  | <b>0</b>             | <b>0</b>                                     | <b>0</b>   | <b>N/A</b>  |
| <b>PD</b>    | <b>\$18,667,241</b>  | <b>\$17,382,564</b>                          | <b>\$1,284,677</b>                               | <b>6.9%</b>                                       |
| <b>Total</b> | <b>\$105,800,609</b> | <b>\$95,563,859</b>                          | <b>10,236,750</b>                                | <b>9.7%</b>                                       |

Note:

1. Based on engineering judgments, an appropriate percentage of the cost of projects with pedestrian and bikeway component was calculated as the share of alternative modes.
2. Projects that are neutral to roadway/alternative mode (installation of guard rail or traffic lights, purchase of sweeper truck) were not included in this calculation

**Table 7**  
**Section 5307 Projects that will be obligated in FY2006**

| No. | Project         | Description            | Cost      | Federal Share | Local Share | Key No | Year | Funding Source | Requesting Agency       |
|-----|-----------------|------------------------|-----------|---------------|-------------|--------|------|----------------|-------------------------|
| 1.  | Transit Capital | Transit vehicle lease. | \$159,772 | \$132,611     | \$27,161    | PI3005 | 2004 | FTA 5307       | Valley Regional Transit |



*For Information Only*

**Table 8**

**Requested Discretionary Projects**

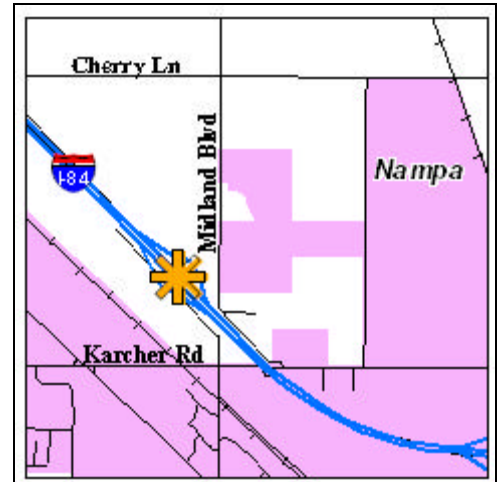
**Note: These projects are subject to congressional action.**

| <b>No.</b> | <b>Project</b>  | <b>Description</b>   | <b>Cost</b>  | <b>Year</b> | <b>Responsible/<br/>Requesting<br/>Agency</b> |
|------------|---|--|--------------|-------------|---|
| 1          | Amity Rd. & Kings Rd. Railroad Crossing                           | Build Railroad Overpass. This project was earmarked to received \$8,600,000 in SAFETEA-LU.   | \$18,000,000 | PD          | City of Nampa                                 |
| 2          | Right-of-Way Acquisition of the Union Pacific Short Line Railroad | Purchase the right-of-way and existing infrastructure in and along the 44 miles of rail corridor. The cost of this project includes conducting an environmental analysis in accordance with the applicable federal regulations, making essential infrastructure improvements, and purchasing right-of-way. <i>(\$20 million Federal, \$9 million Local) The funding for this project will be split 70/30 between Ada and Canyon Counties.</i> This project was made eligible for FTA New Starts funding in SAFETEA-LU. | \$29,000,000 | PD          | Valley Regional Transit                       |

**FY 2006 - 2010 Transportation Improvement Program  
Nampa Urbanized Area**

**I-84, Karcher Road IC, Nampa**

Construct new interchange.



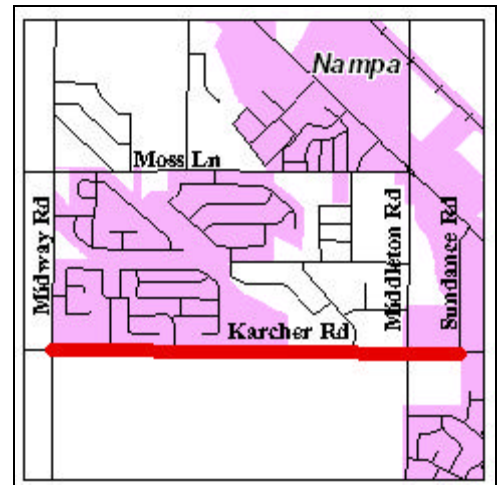
**Requesting Agency** ITD

**Funding Source:** Connecting ID - Federal

|                                |                       |                            |
|--------------------------------|-----------------------|----------------------------|
| <b>County:</b> Canyon          | <b>Local Share:</b>   | \$1,575,297                |
| <b>Construction Year:</b> 2006 | <b>Federal Share:</b> | \$18,803,703               |
| <b>Key #</b> 3214              | <b>Total Cost:</b>    | <b><u>\$20,379,000</u></b> |

**SH 55, Midway to East Sundance Road, Nampa**

Minor widening and resurfacing.



**Requesting Agency** ITD

**Funding Source:** R & E

|                              |                       |                           |
|------------------------------|-----------------------|---------------------------|
| <b>County:</b> Canyon        | <b>Local Share:</b>   | \$259,836                 |
| <b>Construction Year:</b> PD | <b>Federal Share:</b> | \$3,280,164               |
| <b>Key #</b> 6196            | <b>Total Cost:</b>    | <b><u>\$3,540,000</u></b> |

**Aviation Way, Caldwell**

Rehabilitate and resurface pavement. (SMA 7993)



**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

|                                |                       |                         |
|--------------------------------|-----------------------|-------------------------|
| <b>County:</b> Canyon          | <b>Local Share:</b>   | \$35,966                |
| <b>Construction Year:</b> 2007 | <b>Federal Share:</b> | \$454,034               |
| <b>Key #</b> 7673              | <b>Total Cost:</b>    | <b><u>\$490,000</u></b> |

### I-84, Exit 29 Franklin Road IC, Caldwell

Reconstruct interchange bridge and acquire additional right-of-way.

**Requesting Agency** ITD

**Funding Source:** Non-Participating

**County:** Canyon

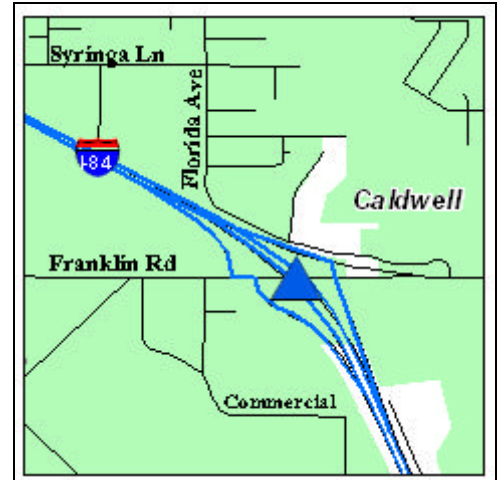
**Local Share:** \$19,549,000

**Construction Year:** 2007

**Federal Share:** \$0

**Key #** 7795

**Total Cost:** \$19,549,000



### I-84, Exit 36 Franklin IC, Nampa

Reconstruct interchange and acquire additional right-of-way.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

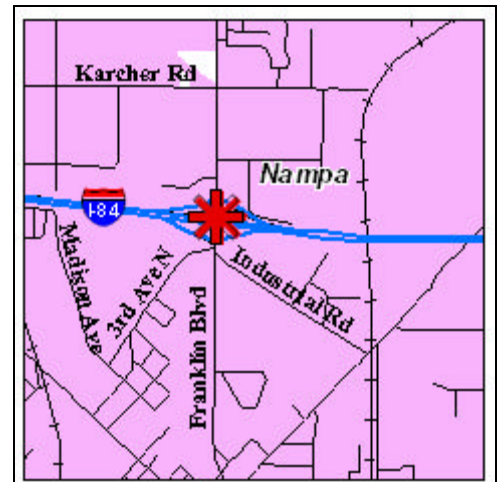
**Local Share:** \$699,797

**Construction Year:** PD

**Federal Share:** \$8,353,203

**Key #** 7825

**Total Cost:** \$9,053,000



### US 20/26, Corridor Preservation, from Caldwell to Boise

Acquire right-of-way for corridor preservation. (This project is split 50/50 between Ada and Canyon counties, Canyon County portion).

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

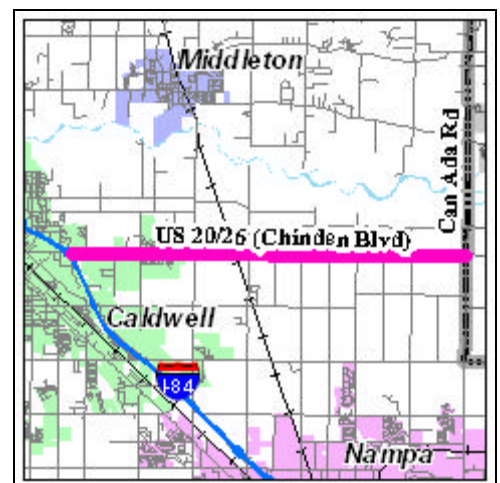
**Local Share:** \$109,182

**Construction Year:** 2008

**Federal Share:** \$1,378,318

**Key #** 7826

**Total Cost:** \$1,487,500



### SH 44, Corridor Preservation, from JCT I-84 Canyon County to Eagle Road

Preserve corridor for additional lanes. (This project is split 63/37 between Ada and Canyon counties.) Canyon County portion.



**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

**Construction Year:** 2008

**Key #** 7827

**Local Share:** \$63,278

**Federal Share:** \$798,822

**Total Cost:** \$862,100

### Intersection of Franklin Road & 21st Avenue, Caldwell

Minor widening and resurfacing. (The City of Caldwell is seeking shared funding with the Idaho Transportation Department)



**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2007

**Key #** 8075

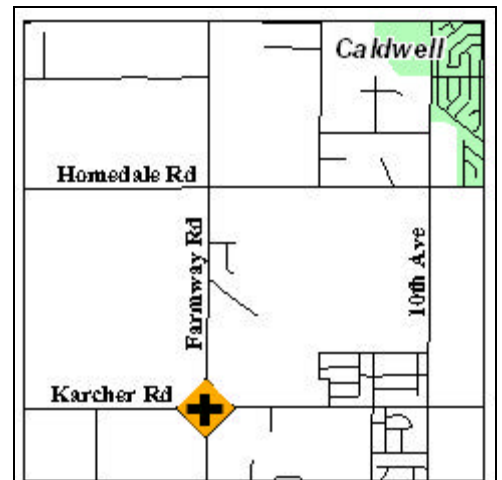
**Local Share:** \$144,598

**Federal Share:** \$1,825,402

**Total Cost:** \$1,970,000

### SH 55, Intersection of Farmway Road, near Caldwell

Improve intersection.



**Requesting Agency** ITD

**Funding Source:** Safety

**County:** Canyon

**Construction Year:** 2006

**Key #** 8814

**Local Share:** \$194,000

**Federal Share:** \$0

**Total Cost:** \$194,000

### SH 55, UPRR Overpass, Nampa

Rehabilitate bridge.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

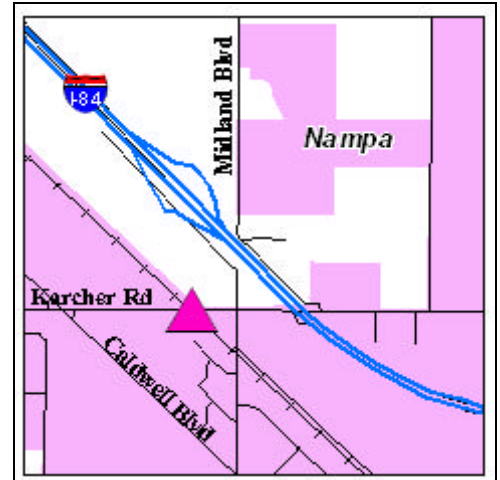
**Construction Year:** 2008

**Key #** 8945

**Local Share:** \$81,547

**Federal Share:** \$1,029,453

**Total Cost:** \$1,111,000



### I-84 Eastbound Lanes Over Nampa Blvd

Rehabilitate bridge.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

**Construction Year:** PD

**Key #** 8947

**Local Share:** \$100,490

**Federal Share:** \$1,199,510

**Total Cost:** \$1,300,000



### I-84 Westbound Lanes Over UPRR, Nampa

Rehabilitate bridge.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

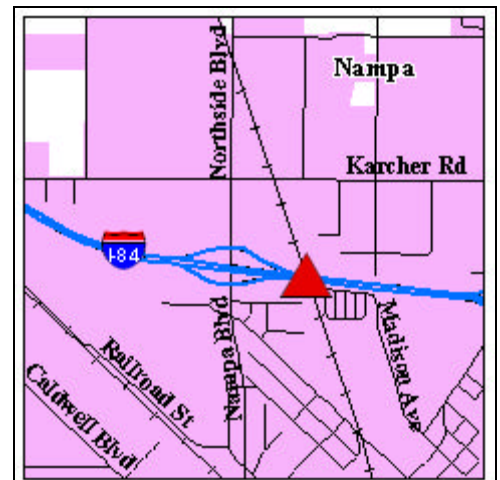
**Construction Year:** PD

**Key #** 8948

**Local Share:** \$100,490

**Federal Share:** \$1,199,510

**Total Cost:** \$1,300,000





### I-84, Ada, Canyon and Elmore Counties

Rehabilitate bridges. This \$386,000 project is split between Ada (25%), Canyon (18%), Elmore (44%), and Payette (13%).Canyon County portion.

**Requesting Agency** ITD

**Funding Source:** Bridge Preservation

**County:** Canyon

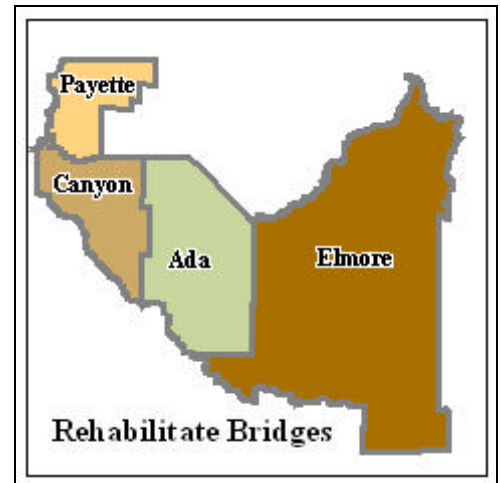
**Construction Year:** 2007

**Key #** 8949

**Local Share:** \$5,371

**Federal Share:** \$64,109

**Total Cost:** \$69,480



### I-84, from JCT SH-44 to the City of Caldwell

Rehabilitate pavement.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

**Construction Year:** 2006

**Key #** 8956

**Local Share:** \$149,576

**Federal Share:** \$1,785,424

**Total Cost:** \$1,935,000



### I-84, JCT SH-44

Rehabilitate pavement and improve guardrails.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Canyon

**Construction Year:** 2007

**Key #** 8959

**Local Share:** \$231,514

**Federal Share:** \$2,763,486

**Total Cost:** \$2,995,000



### SH 45, Deer Flat Road to Roosevelt Street

Seal coat.

**Requesting Agency** ITD

**Funding Source:** Pavement Preservation

**County:** Canyon

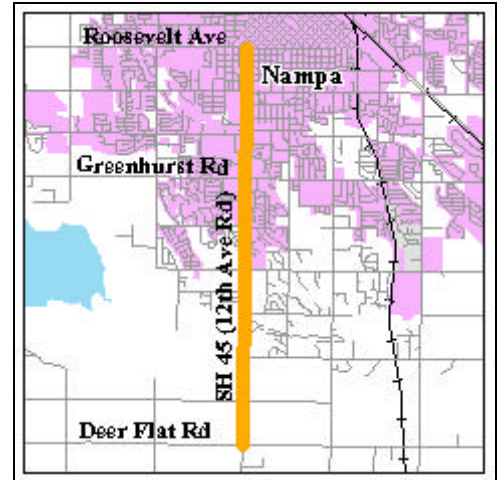
**Local Share:** \$432,000

**Construction Year:** 2006

**Federal Share:** \$0

**Key #** 9063

**Total Cost:** \$432,000



### Caldwell Oregon Short Line Train Depot Historic Rehabilitation

Restore and preserve the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.

**Requesting Agency** City of Caldwell

**Funding Source:** STP-E

**County:** Canyon

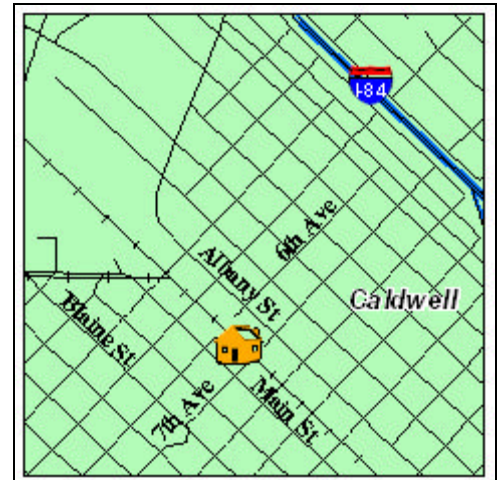
**Local Share:** \$45,500

**Construction Year:** 2006

**Federal Share:** \$409,500

**Key #** 9157

**Total Cost:** \$455,000



### 11th Avenue/Indian Creek Bridge, Caldwell

Replace bridge deck.

**Requesting Agency** City of Caldwell

**Funding Source:** Bridge (Off System)

**County:** Canyon

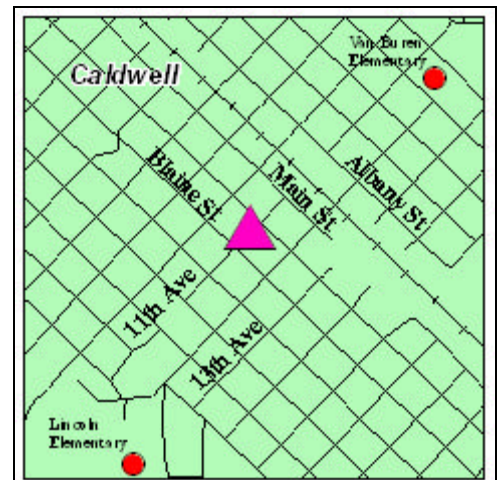
**Local Share:** \$142,400

**Construction Year:** 2008

**Federal Share:** \$569,600

**Key #** 9187

**Total Cost:** \$712,000



## 21st Avenue/Indian Creek Bridge, Caldwell

Replace bridge deck.

**Requesting Agency** City of Caldwell

**Funding Source:** Bridge (Local)

**County:** Canyon

**Construction Year:** 2008

**Key #** 9188

**Local Share:** \$146,800

**Federal Share:** \$587,200

**Total Cost:** \$734,000



## MPO Transportation Planning Activities

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

**Requesting Agency** COMPASS

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2006

**Key #** 9193

**Local Share:** \$3,890

**Federal Share:** \$49,110

**Total Cost:** \$53,000



## Intersection of Linden Street and 10th Avenue

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

**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

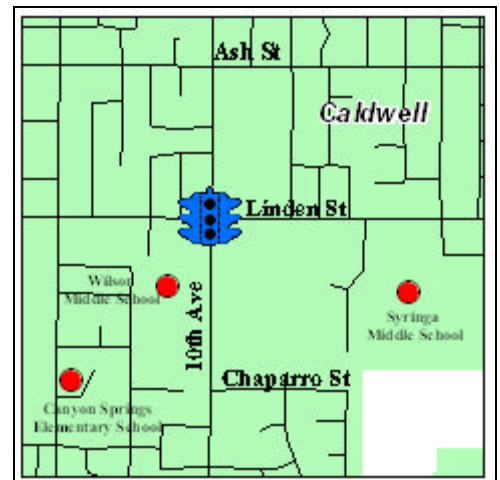
**Construction Year:** 2007

**Key #** 9195

**Local Share:** \$45,068

**Federal Share:** \$568,932

**Total Cost:** \$614,000





### MPO Transportation Planning Activities

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

**Requesting Agency** COMPASS

**Funding Source:** STP-U

**County:** Canyon

**Local Share:** \$2,936

**Construction Year:** 2007

**Federal Share:** \$37,064

**Key #** 9197

**Total Cost:** \$40,000



### MPO Transportation Planning Activities

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

**Requesting Agency** COMPASS

**Funding Source:** STP-U

**County:** Canyon

**Local Share:** \$1,982

**Construction Year:** 2008

**Federal Share:** \$25,018

**Key #** 9198

**Total Cost:** \$27,000



### Rideshare, ACHD's Rideshare Program

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

**Requesting Agency** ACHD

**Funding Source:** STP-U

**County:** Canyon

**Local Share:** \$0

**Construction Year:** 2006

**Federal Share:** \$60,000

**Key #** 9209

**Total Cost:** \$60,000



### Rideshare, ACHD's Rideshare Program

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

**Requesting Agency** ACHD

**Funding Source:** STP-U

**County:** Canyon

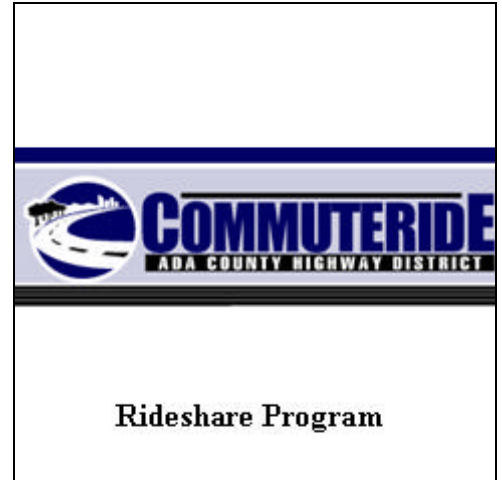
**Construction Year:** 2007

**Key #** 9210

**Local Share:** \$0

**Federal Share:** \$60,000

**Total Cost:** \$60,000



### Rideshare, ACHD's Rideshare Program

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

**Requesting Agency** ACHD

**Funding Source:** STP-U

**County:** Canyon

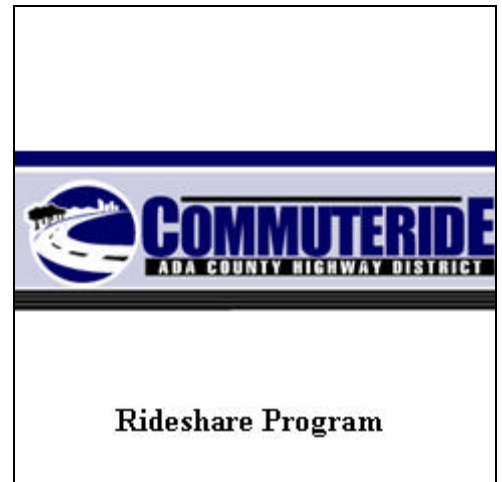
**Construction Year:** 2008

**Key #** 9211

**Local Share:** \$0

**Federal Share:** \$60,000

**Total Cost:** \$60,000



### Dynamic Message Sign

Add a Dynamic Message Sign (DMS) on I-84 westbound, near Milepost 39 and east of Garrity Boulevard in Nampa. The DMS will display air quality advisory messages during periods of poor air quality alerting commuters of the air quality forecast for the next day while they are driving home. The DMS will also be available to display traffic management messages, weather messages, and Amber Alerts when air quality alerts are not being posted.

**Requesting Agency** DEQ/ITD

**Funding Source:** CMAQ

**County:** Canyon

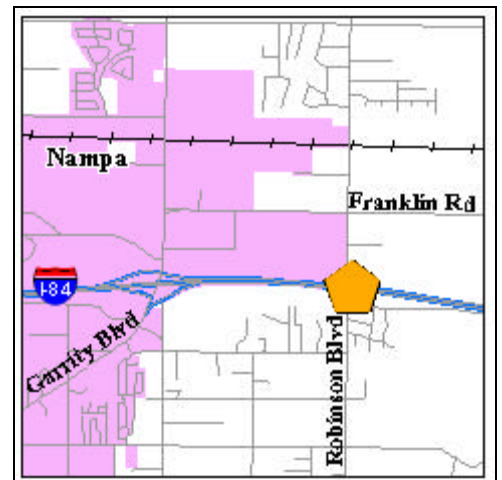
**Construction Year:** 2006

**Key #** 9413

**Local Share:** \$12,845

**Federal Share:** \$162,155

**Total Cost:** \$175,000



### Caldwell Biking-Walking Trail System

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

**Requesting Agency** City of Caldwell

**Funding Source:** STP-E

**County:** Canyon

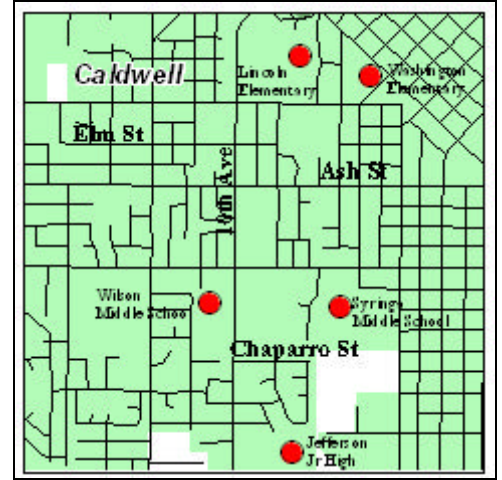
**Construction Year:** 2007

**Key #** 9438

**Local Share:** \$12,240

**Federal Share:** \$191,760

**Total Cost:** \$204,000



### I-84, Linden Road Grade Separation

Rehabilitate bridge, westbound lane.

**Requesting Agency** ITD

**Funding Source:** Bridge Preservation

**County:** Canyon

**Construction Year:** 2006

**Key #** 9494

**Local Share:** \$62,000

**Federal Share:** \$248,000

**Total Cost:** \$310,000



### I-84, Linden Road Grade Separation

Rehabilitate bridge, eastbound lane.

**Requesting Agency** ITD

**Funding Source:** Bridge Preservation

**County:** Canyon

**Construction Year:** 2006

**Key #** 9495

**Local Share:** \$62,000

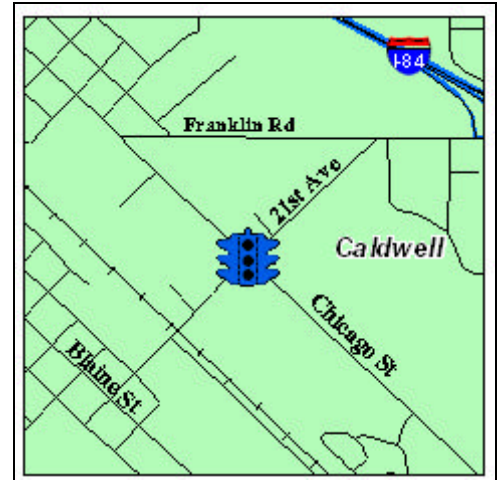
**Federal Share:** \$248,000

**Total Cost:** \$310,000



### Intersection of Chicago Street and 21st Avenue

Signalization at Chicago Street and 21st Avenue intersection plus short approaches on each of the four legs.



**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2007

**Key #** 9509

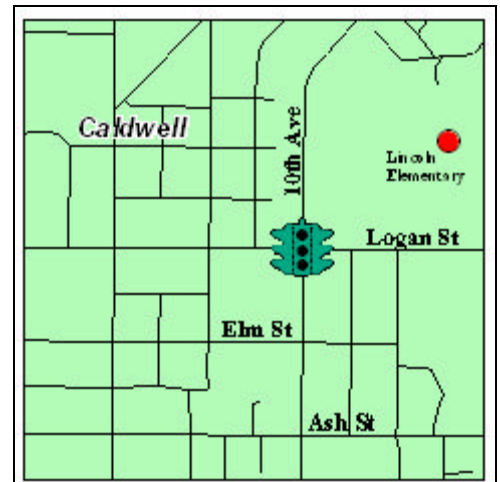
**Local Share:** \$41,471

**Federal Share:** \$523,529

**Total Cost:** \$565,000

### Intersection of Logan Street and 10th Avenue

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



**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2009

**Key #** 9510

**Local Share:** \$48,297

**Federal Share:** \$609,703

**Total Cost:** \$658,000

### MPO Transportation Planning Activities

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



**Requesting Agency** COMPASS

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2009

**Key #** 9512

**Local Share:** \$954

**Federal Share:** \$12,046

**Total Cost:** \$13,000

### North Highland Road from SH 44 (Main Street) to Third Street North

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

**Requesting Agency** City of Middleton

**Funding Source:** STP-U

**County:** Canyon

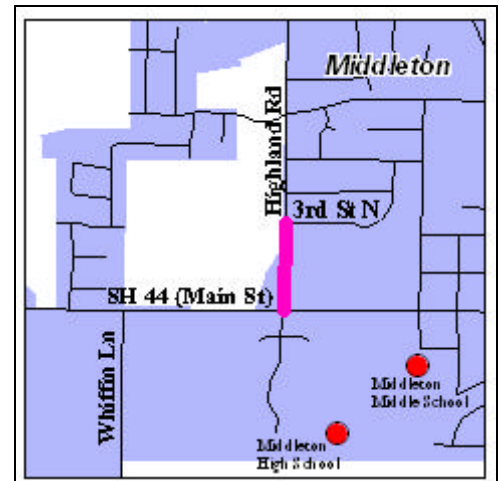
**Construction Year:** 2008

**Key #** 9513

**Local Share:** \$20,030

**Federal Share:** \$252,962

**Total Cost:** \$273,000



### Murphy Avenue/Middleton Road to Boise Street

Increase turn lanes north and south bound.

**Requesting Agency** City of Middleton

**Funding Source:** STP-U

**County:** Canyon

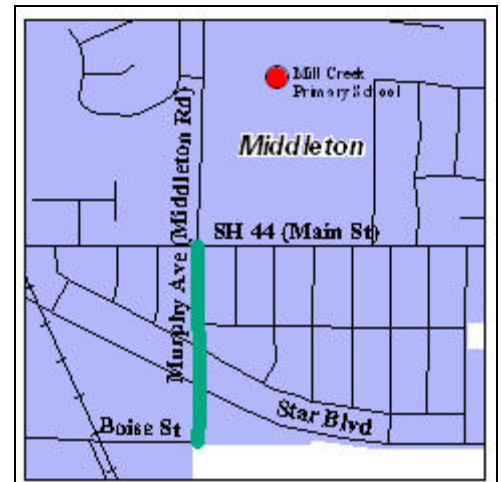
**Construction Year:** 2009

**Key #** 9514

**Local Share:** \$37,434

**Federal Share:** \$472,566

**Total Cost:** \$510,000



### North Middleton Road, SH 44 (Main Street) north across Mill Slough

Rebuild to Urban 4-lane typical section.

**Requesting Agency** City of Middleton

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2009

**Key #** 9515

**Local Share:** \$37,434

**Federal Share:** \$472,566

**Total Cost:** \$510,000





### Rideshare, ACHD's Rideshare Program

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

**Requesting Agency** ACHD

**Funding Source:** STP-U

**County:** Canyon

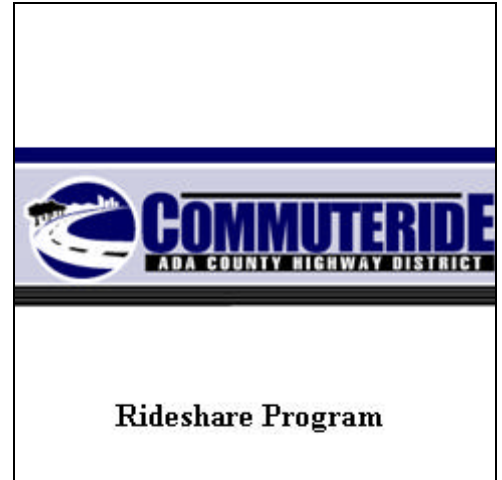
**Construction Year:** 2009

**Key #** 9516

**Local Share:** \$0

**Federal Share:** \$60,000

**Total Cost:** \$60,000



### Cleveland Boulevard/Blaine Street, from 10th Avenue to Florida Street

Curb and gutter replacement.

**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** 2006

**Key #** 9656

**Local Share:** \$106,430

**Federal Share:** \$1,343,570

**Total Cost:** \$1,450,000



### Vacuum Sweeper Truck

Purchase a sweeper truck for the Canyon Highway District.

**Requesting Agency** Canyon Highway District

**Funding Source:** CMAQ

**County:** Canyon

**Construction Year:** 2007

**Key #** C305

**Local Share:** \$13,579

**Federal Share:** \$171,421

**Total Cost:** \$185,000



### Vacuum Sweeper Truck

Purchase a sweeper truck for the City of Nampa.

**Requesting Agency** City of Nampa

**Funding Source:** CMAQ

**County:** Canyon

**Construction Year:** 2007

**Key #** C306

**Local Share:** \$13,579

**Federal Share:** \$171,421

**Total Cost:** \$185,000



### De-Icer Truck, Nampa

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

**Requesting Agency** City of Nampa

**Funding Source:** CMAQ

**County:** Canyon

**Construction Year:** 2008

**Key #** C307

**Local Share:** \$38,200

**Federal Share:** \$152,800

**Total Cost:** \$191,000



### Flusher Truck

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

**Requesting Agency** Nampa Hwy District

**Funding Source:** CMAQ

**County:** Canyon

**Construction Year:** 2008

**Key #** C310

**Local Share:** \$38,000

**Federal Share:** \$152,000

**Total Cost:** \$190,000



## Canyon County Crossroads Transportation Museum

Build a transportation museum that provides educational programs and exhibits relating to the history of man-kinds travels in the West.

**Requesting Agency** Canyon County P&R

**Funding Source:** STP-E

**County:** Canyon

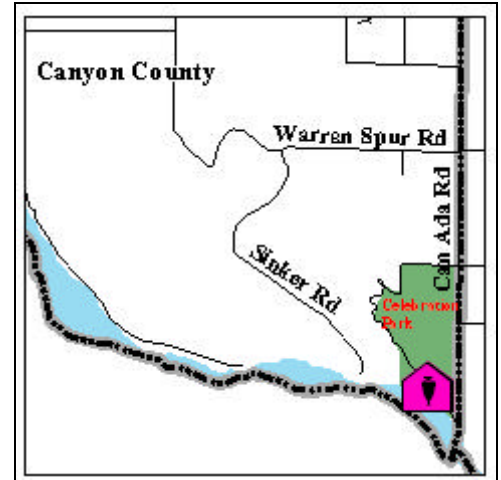
**Construction Year:** 2008

**Key #** E309

**Local Share:** \$47,000

**Federal Share:** \$423,000

**Total Cost:** \$470,000



## Caldwell Oregon Short Line Train Depot Historic Rehabilitation Phase 2

Finish restoration and preservation of the Oregon Short Line Train Depot built in 1906 for use as a transportation stop, information and interpretive center, and for the enjoyment of local and visiting public.

**Requesting Agency** City of Caldwell

**Funding Source:** STP-E

**County:** Canyon

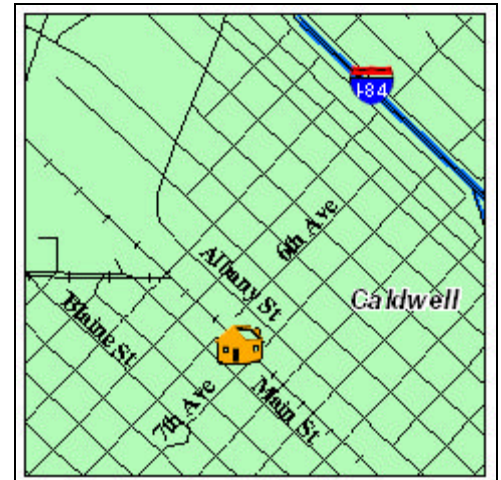
**Construction Year:** 2008

**Key #** E311

**Local Share:** \$6,640

**Federal Share:** \$159,360

**Total Cost:** \$166,000



## SH 55 Corridor Plan

Multi-county study. Total project cost is \$550,000 (10% Canyon County).

**Requesting Agency** ITD

**Funding Source:** Transportation Planning

**County:** Canyon

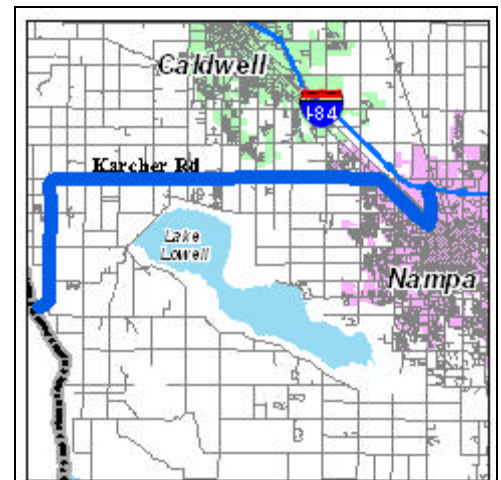
**Construction Year:** 2007

**Key #** K329

**Local Share:** \$55,000

**Federal Share:** \$0

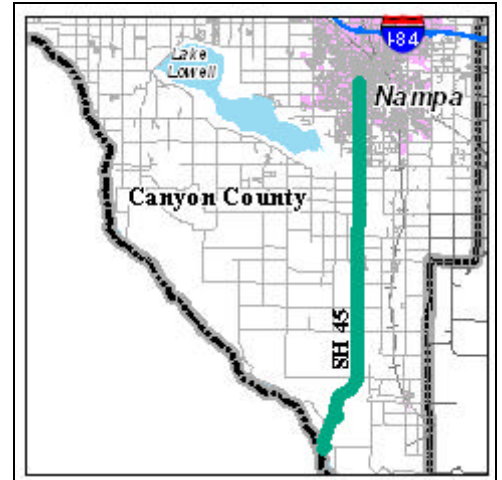
**Total Cost:** \$55,000





### SH 45, Nampa to SH-78, Corridor Plan

Study. Total project cost is \$235,000 (40% Nampa Urbanized Area).



**Requesting Agency** ITD

**Funding Source:** Transportation Planning

|                                |                       |                        |
|--------------------------------|-----------------------|------------------------|
| <b>County:</b> Canyon          | <b>Local Share:</b>   | \$94,000               |
| <b>Construction Year:</b> 2009 | <b>Federal Share:</b> | \$0                    |
| <b>Key #</b> K333              | <b>Total Cost:</b>    | <b><u>\$94,000</u></b> |

### US 20/26, Parma to Caldwell, Corridor Plan

Study. Total project cost is \$210,000 (10% Nampa Urbanized Area).



**Requesting Agency** ITD

**Funding Source:** Transportation Planning

|                                |                       |                        |
|--------------------------------|-----------------------|------------------------|
| <b>County:</b> Canyon          | <b>Local Share:</b>   | \$21,000               |
| <b>Construction Year:</b> 2008 | <b>Federal Share:</b> | \$0                    |
| <b>Key #</b> K334              | <b>Total Cost:</b>    | <b><u>\$21,000</u></b> |

### SH 19, Wilder to Caldwell, Corridor Plan

Study. Total project cost is \$210,000 (10% Nampa Urbanized Area).



**Requesting Agency** ITD

**Funding Source:** Transportation Planning

|                                |                       |                        |
|--------------------------------|-----------------------|------------------------|
| <b>County:</b> Canyon          | <b>Local Share:</b>   | \$21,000               |
| <b>Construction Year:</b> 2008 | <b>Federal Share:</b> | \$0                    |
| <b>Key #</b> K335              | <b>Total Cost:</b>    | <b><u>\$21,000</u></b> |

### 16th Avenue Bridge, Nampa

Miscellaneous improvements.

**Requesting Agency** City of Nampa

**Funding Source:** Bridge (Local)

**County:** Canyon

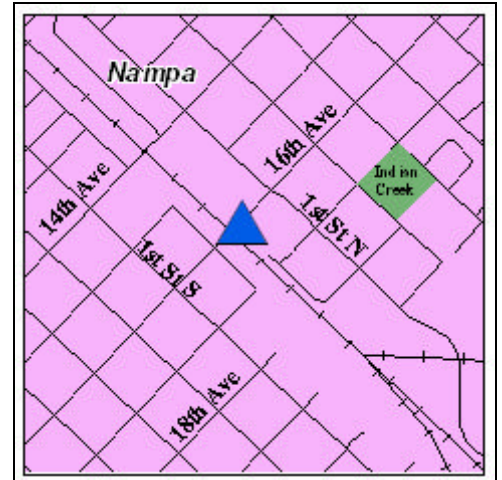
**Construction Year:** 2008

**Key #** K347

**Local Share:** \$629,200

**Federal Share:** \$2,516,800

**Total Cost:** \$3,146,000



### SH 44 (Main Street) from Highland Road to 4th Avenue West

Rebuild and widen to Urban 4-lane, 0.3 miles in length.

**Requesting Agency** City of Middleton

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** PD

**Key #** K350

**Local Share:** \$52,848

**Federal Share:** \$667,152

**Total Cost:** \$720,000



### Star Road & Franklin Road Intersection

Intersection improvements.

**Requesting Agency** City of Nampa

**Funding Source:** STP-U

**County:** Canyon

**Construction Year:** PD

**Key #** K351

**Local Share:** \$105,329

**Federal Share:** \$1,329,671

**Total Cost:** \$1,435,000



### Airport Road, from Kings Road to Happy Valley Road

Rebuild to Urban 3-lane typical section.

**Requesting Agency** City of Nampa

**Funding Source:** STP-U

**County:** Canyon

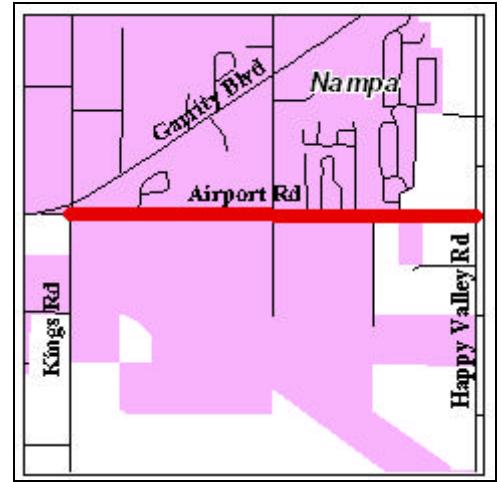
**Construction Year:** PD

**Key #** K352

**Local Share:** \$142,469

**Federal Share:** \$1,798,531

**Total Cost:** \$1,941,000



### 21st Avenue, Chicago Street to Franklin Road

Widen 21st Ave. to 4-5 lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.

**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

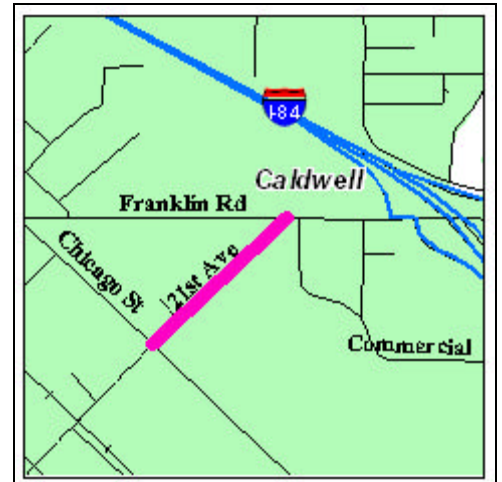
**Construction Year:** 2008

**Key #** K353

**Local Share:** \$96,154

**Federal Share:** \$1,213,846

**Total Cost:** \$1,310,000



### 10th Avenue & Ustick Road

Install traffic signal.

**Requesting Agency** City of Caldwell

**Funding Source:** STP-U

**County:** Canyon

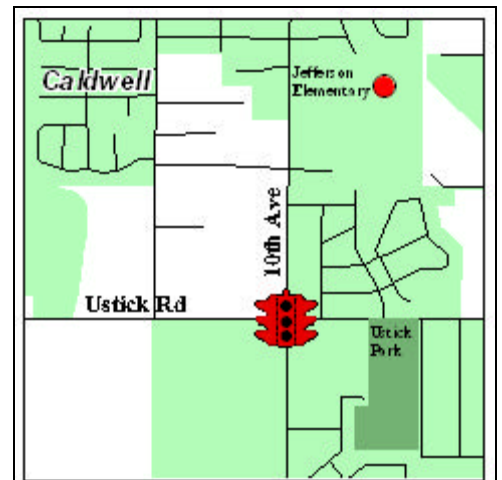
**Construction Year:** PD

**Key #** K354

**Local Share:** \$66,500

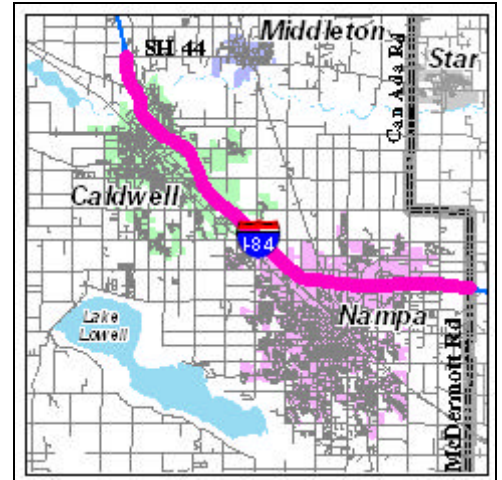
**Federal Share:** \$839,500

**Total Cost:** \$906,000



### **I-84, from junction of SH 44 to Five Mile Road**

Conduct an environmental study. This project is split 50/50 between Ada and Canyon counties with \$310,000 programmed for each county.)



**Requesting Agency** ITD

**Funding Source:** GARVEE

**County:** Canyon

**Local Share:** \$310,000

**Construction Year:** 2008

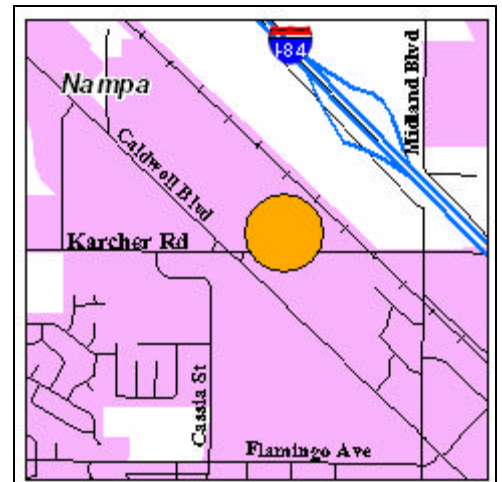
**Federal Share:**

**Key #** K363

**Total Cost:** \$310,000

### **Karcher Road Park & Ride**

Future Park & Ride, Preliminary Development and Engineering (1-84, Karcher Interchange)



**Requesting Agency** ACHD/Nampa/Nampa Highway Distri

**Funding Source:** FTA 5309

**County:** Canyon

**Local Share:** \$20,000

**Construction Year:** 2006

**Federal Share:** \$80,000

**Key #** PD3051

**Total Cost:** \$100,000

### **Transit - Capital Facilities**

Canyon County Transit Centers Alternative Analysis and Preliminary Design.



**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5309

**County:** Canyon

**Local Share:** \$60,000

**Construction Year:** 2006

**Federal Share:** \$240,000

**Key #** PD3057

**Total Cost:** \$300,000

### Transit - Capital

Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$30,928

**Construction Year:** 2006

**Federal Share:** \$151,000

**Key #** PU3074

**Total Cost:** \$181,928



### Transit - Fixed Line Operations

Nampa Operating: Provide transit operations in Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$519,922

**Construction Year:** 2006

**Federal Share:** \$519,922

**Key #** PU3076

**Total Cost:** \$1,039,844



### Transit - Demand Response Operations

Provide demand Response Service in the Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$5,250

**Construction Year:** 2006

**Federal Share:** \$21,000

**Key #** PU3077

**Total Cost:** \$26,250





### Transit - Planning

Support planning efforts in the Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$41,950

**Construction Year:** 2006

**Federal Share:** \$167,800

**Key #** PU3079

**Total Cost:** \$209,750



### Transit - Preventive Maintenance

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

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$69,000

**Construction Year:** 2006

**Federal Share:** \$276,000

**Key #** PU3082

**Total Cost:** \$345,000



### Transit - Fixed Line Operations

Provide transit operations in Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$200,000

**Construction Year:** 2007

**Federal Share:** \$200,000

**Key #** PU3128

**Total Cost:** \$400,000



### Transit - Demand Response Operations

Provide demand response service in the Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$20,000

**Construction Year:** 2007

**Federal Share:** \$80,000

**Key #** PU3129

**Total Cost:** \$100,000



### Transit - Planning

Support planning efforts in the Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$47,000

**Construction Year:** 2007

**Federal Share:** \$188,000

**Key #** PU3130

**Total Cost:** \$235,000



### Transit - Preventive Maintenance

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

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$96,000

**Construction Year:** 2007

**Federal Share:** \$384,000

**Key #** PU3131

**Total Cost:** \$480,000



### Transit - Fixed Line Operations

Provide transit operations in Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$82,400

**Construction Year:** 2008

**Federal Share:** \$329,600

**Key #** PU3168

**Total Cost:** \$412,000



### Transit - Planning

Support planning efforts in the Nampa Urbanized Area.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$47,000

**Construction Year:** 2008

**Federal Share:** \$188,000

**Key #** PU3169

**Total Cost:** \$235,000



### Transit - Preventive Maintenance

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

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$98,880

**Construction Year:** 2008

**Federal Share:** \$395,520

**Key #** PU3170

**Total Cost:** \$494,400





### Transit - Capital Equipment

Capital lease for 14 transit buses to operate Nampa Urbanized Area local and inter-county services.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$46,189

**Construction Year:** 2008

**Federal Share:** \$225,511

**Key #** PU3171

**Total Cost:** \$271,700



### Transit - Capital

Capital lease for 14 transit buses to operate Nampa Urbanized Area local and intercounty services.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5307

**County:** Canyon

**Local Share:** \$46,189

**Construction Year:** 2007

**Federal Share:** \$225,511

**Key #** PU3178

**Total Cost:** \$271,700



**FY 2006 - 2010 Transportation Improvement Program  
Other Canyon Projects**

**Homedale Road, Canyon County**

Resurface and rehabilitate pavement.

**Requesting Agency** Golden Gate Highway District

**Funding Source:** STP-R

**County:** Other Canyon

**Construction Year:** 2007

**Key #** 8080

**Local Share:** \$171,609

**Federal Share:** \$2,166,391

**Total Cost:** \$2,338,000



**US 95, Sidewalk and Pedestrian Crosswalk Improvements**

Addition of sidewalks along both sides of US 95. Improve the Americans with Disabilities Act (ADA), install two flashing amber beacons with warning signals mounted on mast arms, and appropriate pavement markings at Golden Gate Ave. and Avenue C crossing US 95. The crossing will include pedestrian bulb outs to increase visibility by motorists and to reduce crossing distance.

**Requesting Agency** City of Wilder

**Funding Source:** STP-E

**County:** Other Canyon

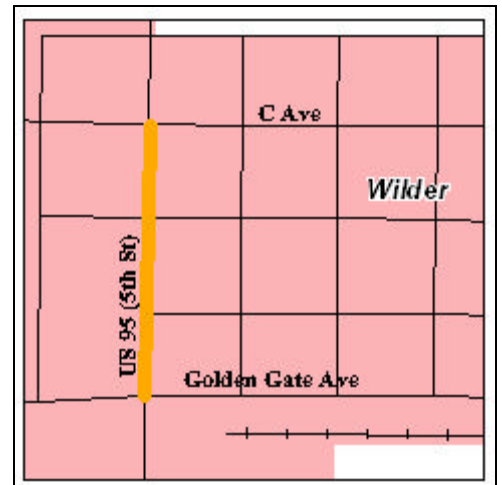
**Construction Year:** 2006

**Key #** 9158

**Local Share:** \$34,900

**Federal Share:** \$314,100

**Total Cost:** \$349,000



**US 95, Parma Business District**

Rehabilitate pavement.

**Requesting Agency** ITD

**Funding Source:** R & E

**County:** Other Canyon

**Construction Year:** 2008

**Key #** 9347

**Local Share:** \$256,000

**Federal Share:** \$0

**Total Cost:** \$256,000



### Parma Enhancement and Downtown Revitalization US 95, 4th Street to Roswell Blvd.

Construct sidewalks, pedestrian ramps, safe pedestrian crossings, adequate street lighting, trees/landscaping, highway drain grates, and sand and grease traps.



**Requesting Agency** City of Parma

**Funding Source:** STP-E

**County:** Other Canyon

**Construction Year:** 2007

**Key #** 9435

**Local Share:** \$114,600

**Federal Share:** \$458,400

**Total Cost:** \$573,000

### Homedale Road

Pavement rehabilitation.



**Requesting Agency** Canyon Highway District

**Funding Source:** STP-R

**County:** Other Canyon

**Construction Year:** PD

**Key #** K345

**Local Share:** \$52,091

**Federal Share:** \$656,909

**Total Cost:** \$709,000

### Transit - Rural Transportation, Capital

Provide preventative maintenance for regional non-urban transportation services in rural Canyon County.



**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon

**Construction Year:** 2006

**Key #** TBA

**Local Share:** \$22,000

**Federal Share:** \$88,000

**Total Cost:** \$110,000

### Transit - Rural Transportation, Operations

Provide regional non-urban transportation services in rural Canyon County.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$75,000

**Construction Year:** 2006 **Federal Share:** \$75,000

**Key #** TBA **Total Cost:** \$150,000



### Transit - Rural Transportation, Operations

Provide regional non-urban transportation services in rural Canyon County.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$75,000

**Construction Year:** 2007 **Federal Share:** \$75,000

**Key #** TBA **Total Cost:** \$150,000



### Transit - Rural Transportation, Operations

Provide regional non-urban transportation services in rural Canyon County.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$75,000

**Construction Year:** 2008 **Federal Share:** \$75,000

**Key #** TBA **Total Cost:** \$150,000



**Transit - Rural Transportation, Planning/Administration**

Provide regional non-urban transportation service development and administration.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$16,000

**Construction Year:** 2007 **Federal Share:** \$64,000

**Key #** TBA **Total Cost:** \$80,000



**Transit - Rural Transportation, Planning/Administration**

Provide regional non-urban transportation service development and administration.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$16,000

**Construction Year:** 2008 **Federal Share:** \$64,000

**Key #** TBA **Total Cost:** \$80,000



**Transit - Rural Transportation, Planning/Administration**

Provide regional non-urban transportation service development and administration.

**Requesting Agency** Valley Regional Transit

**Funding Source:** FTA 5311

**County:** Other Canyon **Local Share:** \$2,000

**Construction Year:** 2006 **Federal Share:** \$8,000

**Key #** TBA **Total Cost:** \$10,000

